

TA

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as of 1-5-2024

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1250 SAN CARLOS AVE
SAN CARLOS, CA 94070
(650) 508-6200

January 4, 2024

The Honorable Juan Carillo
Chair, Assembly Local Government Committee
1020 N Street, Room 157
Sacramento, CA

RE: AB 817 (Pacheco) Brown Act – SUPPORT

Chair Carillo:

On behalf of the San Mateo County Transit District (SamTrans) and San Mateo County Transportation Authority (TA), I write today in **SUPPORT** of AB 817 (Pacheco), which would modify the Ralph M. Brown Act in a way that better serves our communities and recognizes the significant advancements to remote meeting technology happening today.

As currently constituted, the Brown Act casts a wide net when it comes to defining legislative bodies. This bill would provide the necessary flexibility for advisory bodies that can take no action or establish policy on behalf of a local elected body to continue to return to meeting remotely without having to follow quorum, location notification, and accessibility requirements required by the Brown Act and/or AB 2449 (Rubio). Our agencies have several advisory committees to help guide our work, such as the SamTrans and TA Citizens Advisory Committees, which consist of members of the public, most of whom work outside jobs unrelated to the effort they put in for our agencies.

Providing additional flexibility for these non-decision-making advisory bodies to meet remotely will incentivize and enable participation from well-qualified, interested individuals, while allowing them to maintain unrelated commitments for work, school, and their families. It will also improve the ability of members of historically underserved and underrepresented communities, and those who live and/or work far from their local government offices, to participate in advisory bodies. Recruitment for these committees is difficult and the ability for members to participate from home, without sacrificing their privacy by publishing their addresses and opening their doors to all who may wish to enter, dramatically reduces the burdens of serving.

For these reasons, we **SUPPORT** AB 817. Thank you for your time and consideration. Please contact Government and Community Affairs Manager Jessica Epstein at epsteinj@samtrans.com if you have any questions or need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "April Chan".

April Chan
General Manager/CEO and Executive Director

Cc: San Mateo County Transit District Board of Directors
San Mateo County Transportation Authority Board of Directors
San Mateo County Transit District State Legislative Delegation
San Mateo County Transportation Authority State Legislative Delegation

From: [Giuliano](#)
To: [Board \(@smcta.com\)](mailto:Board (@smcta.com))
Subject: Re: 101 Widening and effect on VMT
Date: Monday, January 1, 2024 12:22:02 AM

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TA Board,

Speaking only for myself, and not the CAC.

My apologies for writing again so soon. But, I happened across a [compelling article](#) I hope y'all will read. An article that succinctly says why we must start **now** now reduce VMT and GHGs. And reject all projects which increase them. We simply can't wait to start. The most salient quote: "all questions of the urgency of this problem are gone". As the First Law of Holes says: when you find yourself in a hole, stop digging. T

If the West Antarctic Ice Sheet collapses, there will be about 15 feet of sea level rise according to the article. The East Antarctic Ice Shelf is 10x the size, and so if it collapses that would be an additional 150 foot rise [Not in the article, but you can bet if they collapse the Greenland Ice Sheet will also, leading to even further rising of sea level. That would completely submerge the County Transportation building we all meet in].

So, please, reject projects like the 101 managed lanes project that will add another lane, and which California State acknowledges will lead to more VMT and GHG. Ditto the 92/101 interchange project.

We have to start now if we are to reach 2030 goals. We can't expect to continue adding capacity, adding lanes, adding VMT and GHG until 2029 and then fix it all in a single year. If we are going to fix this problem, we have to start now.

<https://www.theguardian.com/world/2023/dec/31/red-alert-in-antarctica-the-year-rapid-dramatic-change-hit-climate-scientists-like-a-punch-in-the-guts>

Quotes:

The director of the Australian Centre for Excellence in Antarctic Science, Matt King, says the changes in the ice and ocean had made it a year in which **“even the scientists have been sobered”**.

“It’s not often in my career when **scientists have really been gobsmacked by what they’re seeing**, but people have really been alarmed. It caught them on the hop,” he says. “We knew that substantial change was coming down the pipeline, but we have seen **processes that we thought might play out in the middle of the century playing out much sooner.**”

and:

East Antarctica has about 10 times the volume of ice as west Antarctica, and we think it's generally stable and likely to remain that way as long as emissions don't rise much further,"

...

But on Denman glacier, at least, there are "worrying signs". "The elevation of the ice sheet is reducing," Abram says. **"There are signs it's losing ice and contributing to sea level rise."**

If this sounds exhausting – one more thing in Antarctica to worry about – Matt England can relate.

"You look at the results and it is truly confronting," he says. "To me, 2023, I giuliano hope, is the year when all questions of the urgency of this problem are gone."

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You'll be healthier and happier, and so will our world.

I can help you learn to bicycle more safely. I am a League of American Bicyclists trained LCI (#7105).

<https://bikesiliconvalley.org>

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

On Fri, Dec 29, 2023, at 4:44 PM, Giuliano wrote:

Hi all,

During recent discussions I've heard several times that widening 101 as part of managed lanes project will not increase VMT. Caltrans clearly recognizes that it will increase VMT. See the below linked post from PIRG, the Public Interest Research Group, [post](#) from December 2020 updated September 2023:

According to Caltrans' estimates, the expanded highway will see 70 million additional vehicle miles traveled and an additional 40,000 metric tons of global warming emissions per year

And primary source material confirming the VMT projections from the above: California Department of Transportation, [US 101 South Comprehensive Multimodal Corridor Plan](#) Table 18 page 77 and Table 19 page 78.

Given that California policy is to reduce VMT, this project can only move forward by converting a lane and not widening a lane. Please, I hope each of you as individuals will make clear to the project sponsors that you can not approve the widening alternative.

Further, given that CEQA review must consider VMT, and as exceptions can only be made when there are no viable alternatives, and as the conversion alternative is viable, I can't see how this project even passed CEQA. I hope y'all will look into this.

giuliano

- <https://pirg.org/resources/u-s-highway-101-expansion-san-mateo-california/>
- <https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-transportation-planning-local-assistance/system-regional-planning/us-101-south-cmcp.pdf>

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From: [Giuliano](#)
To: [Board \(@smcta.com\)](mailto:Board (@smcta.com))
Subject: 101 Widening and effect on VMT
Date: Friday, December 29, 2023 4:45:02 PM

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