

**TA**

**CORRESPONDENCE**

**as of 10-7-2021**

**From:** [Jennifer Garstang](#)  
**To:** [Public Comment](#)  
**Subject:** Public Comment for Board of Directors Meeting, October 7th (Item 4, Public Comment for Items Not on the Agenda)  
**Date:** Wednesday, October 6, 2021 8:01:39 AM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear SMCTA Board,

We are writing on behalf of a group of county residents, local officials, planners, educators, and advocates for a sustainable and equitable future. Last month, we submitted a public comment to your staff on the 101 Managed Lanes North of 380 project in opposition to any alternative that widens US-101. While we agree that carpool lanes and Express Lanes can be effective tools for managing traffic flow and generating transportation funding, widening US-101 is contrary to the environmental and equity goals of our state, region, and county as it will cause people to drive more often. This phenomenon, known as [induced demand](#), will reduce or negate the benefits of any widening options, undermining billions of dollars in existing and planned transit investment and harming our environment, public health, and most vulnerable communities, particularly the Equity Priority Communities of Downtown South San Francisco and Bayshore.

We wish that we could trust that Caltrans will perform an accurate assessment of the environmental and equity impacts without your oversight. Though Caltrans' incorporation of the [NCST Induced Demand Calculator](#) into its 2020 Analysis Framework gives us hope that they have begun to recognize the severity of the issue, they have historically [underestimated induced demand](#), even in studies related to this very project. Both the [2017 Draft](#) and the [2018 Final](#) Environmental Impact Report/Environmental Assessments (EIR/EA) for the US-101 Managed Lanes Project in San Mateo County and Santa Clara County dismissed the possibility of inducing demand, despite the NCST Induced Travel Calculator's estimate of 164.3 million additional Vehicle Miles Traveled (VMT) per year. Disconcertingly, the [Draft EIR/EA](#) also appears to contain other issues, at one point misrepresenting federal policy and citing a [dead bill](#) from nearly a decade prior as prohibiting converting general purpose lanes to express lanes when no such law exists (draft report, page 289, column 5, paragraph 2).

This is why your involvement is so important to this effort. We understand congestion is a problem and that federal and state policies incentivize widening freeways. But continuing to widen US-101 at the cost of our environment, public health, and communities is not the answer. We urge you to do everything in your power to compel Caltrans to pursue project alternatives that create a managed lane by converting an existing general-use lane rather than building a new lane, and to shift their investments away from automobile infrastructure toward sustainable transportation options like transit, carpooling, walking, and bicycling. Thank you.

Jennifer Garstang

Educator and South San Francisco resident

Darryl Yip

Transportation planner and South San Francisco resident

**From:** [Ledezma, Paola](#)  
**To:** [TWilliams@ci.millbrae.ca.us](mailto:TWilliams@ci.millbrae.ca.us)  
**Cc:** [egonzalez@ci.millbrae.ca.us](mailto:egonzalez@ci.millbrae.ca.us); [Board \(@smcta.com\)](mailto:Board (@smcta.com)); [City-Council@ci.millbrae.ca.us](mailto:City-Council@ci.millbrae.ca.us); [Mau, Carter](#); [Board \(@smcta.com\)](mailto:Board (@smcta.com))  
**Subject:** San Mateo County Transportation Authority Response to City of Millbrae letter dated September 1, 2021  
**Date:** Tuesday, October 5, 2021 2:54:51 PM  
**Attachments:** [image001.png](#)  
[10-05-21 SMCTA response to City of Millbrae.pdf](#)

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Dear City Manager Williams:

Attached please find correspondence from Acting Executive Director Carter Mau in response to your September 1, 2021 letter.

Thank you.

Paola A. Ledezma  
Executive Assistant to the General Manager/CEO  
SamTrans/ Transportation Authority  
1250 San Carlos Avenue  
San Carlos, CA 94070  
T: (650) 508-6222  
M: (650) 208-7523  
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*San Mateo County*  
**TRANSIT DISTRICT**





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ACTING EXECUTIVE DIRECTOR

October 5, 2021

Mr. Tom Williams  
City Manager, City of Millbrae  
621 Magnolia Avenue  
Millbrae, CA 94030

Dear Mr. Williams,

I am responding to your September 1, 2021 letter sent in response to the letter I sent on behalf of the San Mateo County Transportation Authority (TA) on August 20, 2021.

The letter from TA sets forth the requirements of the Funding Agreement for the Millbrae Ave Grade Separation Project (Project) dated October 14, 1993 (Agreement). As you know the Project was built using funds provided by the TA, and were supplemented with State of California funds. In the letter, I suggested it would be prudent for "TA staff to further discuss with City staff these requirements to ensure we have a mutual understanding of any obligations under the agreement".

It should be noted that TA's letter was not intended to be a demand letter but rather an invitation to discuss the history, with the understanding that both parties may not have a complete picture of everything that has occurred over the years.

For example, while your point in the letter about the termination language in Section III, Clause 3 of the Agreement and about outside expiration date appearing to have been December 31, 1999, you may not be aware that, in May of 2000 L.M. Sandrini, then Director of Public Works, wrote TA a letter proposing an amendment to the Agreement waiving paragraph 13 of Section I in connection with a remnant parcel. Although that was beyond the December 1999 termination date for the balance of the Agreement, at that time both parties believed paragraph 13 of Section I remained valid and enforceable. A copy of that letter is attached for your reference.

Because of the long history of the site, and the fact that both parties do not have a complete history record, TA staff still believes that it would be in both parties' best interest to meet. As such, we continue to be available to discuss the history of the site to help both parties develop a more comprehensive understanding of the historical record and how it impacts the obligations set forth in the Agreement.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Carter Mau', is written over a light blue circular stamp.

Carter Mau  
Acting Executive Director

Cc: City of Millbrae and City Council (via email: [City-Council@ci.millbrae.ca.us](mailto:City-Council@ci.millbrae.ca.us))  
San Mateo County Transportation Authority (via email: [BoardSmcta@samtrans.com](mailto:BoardSmcta@samtrans.com))



**City of Millbrae**  
621 Magnolia Avenue, Millbrae, CA 94030

- DANIEL F. QUIGG**  
Mayor
- DENIS E. RICHARDSON**  
Vice Mayor
- MARC HERSHMAN**  
Councilmember
- LINDA T. LARSON**  
Councilwoman
- NADIA HOLOBER**  
Councilwoman

May 3, 2000

Michael Scanlon  
Executive Director  
San Mateo County Transportation Authority  
P.O. Box 3006  
San Carlos, CA 94070-1306

Subject: Request for Consideration of Amendment to Agreement between San Mateo County Transportation Authority and the City of Millbrae dated October 14, 1993 for Construction of the Railroad Grade Separation at Millbrae Avenue

Dear Mr. Scanlon,

The subject agreement, among other things, provides in paragraph 13 of Section I that for any portions of the rights-of-way acquired for the Project not needed for Project construction or mitigation or property owner compensation, the City was to sell the excess property and deliver to the Authority 60% of the net proceeds. There is a remnant of a parcel that may be related to this provision.

The remnant was separated from the Caltrain parking lot by the City's right-of-way under the Project (that is the overpass). Since the City's right-of-way under the overpass abutted the Caltrain parking lot and had no practical use other than a surface use, it was improved for parking. More train station parking was needed and the City decided this was the best public use of this City area. Since the remnant was a contiguous part the City's area under the overpass and, except for providing the City access to the overpass, there was no other seemingly compatible and practical use for it, it also was improved for parking. The subject agreement contemplated such development of this remnant. It states in the paragraph 13 "Any appropriate reimbursement between other parties for the property acquisition and development of such parking should be the subject of other agreement(s)." There have been no other agreements for the acquisition or development of the remnant.

Since this remnant and the parts of the City's right-of-way in the area are planned for uses related to the adjacent multimodal station, it seems appropriate to and the City requests that paragraph 13 of Section I be waived relative to the remnant.

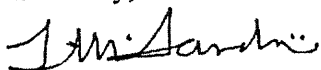
City Council/Administration (650) 259-2334	City Clerk (650) 259-2334	Public Works/Engineering (650) 259-2339	Parks/Recreation (650) 259-2360	Police Department (650) 259-2300
Personnel (650) 259-2334	Finance/Water (650) 259-2350	Community Development (650) 259-2341	Building Division (650) 259-2330	Fire Department (650) 259-2400

Michael Scanlon – SMCTA  
May 3, 2000  
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Your favorable consideration of this request would be appreciated. If you have any questions or require additional information in this regard, please let me know. My phone number is 259-2418.

Thank you.

Sincerely,



L.M. Sandrini  
Director of Public Works

Copy: Jim Erickson  
Ralph Petty  
Howard Goode  
Nancy Knofler

dk