

TA

CORRESPONDENCE

AUGUST 1, 2019

(as of 7/31/2019)



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OFFICE OF THE MAYOR

July 26, 2019

Mr. Jim Hartnett
Chief Executive Officer
San Mateo County Transit District
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Re: City of South San Francisco/San Bruno Grade Separation Project

Dear Mr. Hartnett, *Jim*

As you are aware, South San Francisco has grown tremendously over the past five years, and is expected to lead San Mateo County in job growth in the future. The City has a residential population in excess of 67,000; however, during the day, the population nearly doubles due to the approximately 60,000 jobs in South San Francisco. By 2040, the number of jobs in South San Francisco is estimated to exceed 90,000, driven by continued expansion in the biotech and tech sectors. This is graphically shown on the attached map prepared by San Mateo County's Transportation Authority. It demonstrates that over the next 20 years South San Francisco is expected to have the highest job growth in San Mateo County.

South San Francisco has only one remaining at-grade railroad crossing, located on South Linden Avenue. This crossing is at the epicenter of economic growth and, while today its traffic volume is moderate, it will represent a major traffic bottleneck in the future. To the northeast of this at-grade crossing is the proposed Utah Avenue/Produce Avenue interchange which will connect this area directly to our high-growth biotechnology cluster. The Utah Avenue/Produce Avenue interchange is currently under design and is a project listed as a priority on the California State Transportation Improvement Program (STIP). To the southwest of this at-grade crossing is a proposed 2,000,000+ square feet technology campus which includes a new roadway directly linking the at-grade crossing to this new mega-development. In short, this at-grade crossing is the most important connector between our tech and biotech job centers, making it critical that we address it as soon as possible.

South San Francisco is currently working with Caltrain on the Caltrain Station Enhancement Project, which will relocate the existing station to a more accessible location adjacent to downtown and East Grand Avenue. Combined with Caltrain's Electrification Project, the station will have the potential for increased service, hopefully as early as 2020. The current number of trains per weekday that pass this intersection is approximately 92; however, this is projected to

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increase to 114 trains in 2022. With High-Speed Rail the 2029 projection is 128 trains per day to/from San Francisco with an additional 24 trains starting at San Jose. Increased train volumes, along with increased traffic due to redevelopment in the area, has the potential to increase the incidence of train/vehicle collisions and lead to major traffic congestion.

Project Summary

Because of the close proximity of the South San Francisco at-grade crossing at South Linden Avenue and the San Bruno at-grade crossing at Scott Street, the two at-grade crossings must be designed and built in tandem. This joint project is in the City of South San Francisco's and the City of San Bruno's current Capital Improvement Programs (CIP) and is listed in the California Public Utilities Commission's Grade Separation Fund Priority List. It is one of four priority at-grade crossing projects called out for funding through San Mateo County Measure A. A priority designation likely to be continued under San Mateo County Measure W.

The San Bruno Caltrain Grade Separation Project at Scott Street is likewise the only remaining at-grade crossing in the City of San Bruno. A grade separation at Scott Street would aid in the success of transit-oriented development and related improvements within the transit corridors area, as identified in the San Bruno Transit Corridors Plan. The transit corridor area is situated just to the south and the west of the Scott Street crossing. Grade separating the tracks will eliminate conflicts between all users, trains, motor vehicles, bicyclists, pedestrians, and it plans to reduce trespassing which will increase the overall safety at both the South Linden Avenue and Scott Street locations.

Project Funding

In 2016 the San Mateo Transportation Authority (SMCTA) approved a \$650,000.00 Measure A grant for planning and development of a Project Study Report (PSR) and 15% plans for the proposed Caltrain grade separation at South Linden Avenue and Scott Street. Additionally, the City of South San Francisco committed to a contribution of \$150,000 to pay for city staff time and the Peninsula Corridor Joint Powers Board's consultant costs.

With the funds allocated for the PSR, involved agencies have explored multiple different alternatives for the grade separation. To further their analysis of the traffic impacts associated with the different alternatives, the City of San Bruno has funded and is currently conducting its own traffic study. Both South San Francisco and San Bruno will conduct additional public outreach on potential alternatives, leading to the selection of the preferred alternative to complete the 15% plans. We anticipate the PSR phase of work will be completed in the last quarter of 2020.

The City of South San Francisco now needs your assistance to fund the next phase through the Measure A Grade Separation Program. We are requesting that SMCTA fund \$4.8M from the Measure A Grade Separation Program for the Preliminary Engineering/Environmental

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Documentation (PE/ED) phase of work. This will allow the project team to continue the momentum in the development phase. The tentative schedule to complete the PE/ED phase is January 2020-September 2022. In this phase, the project will undergo environmental and public review resulting in environmental documents and the 35% plans. After the PE/ED phase, the City plans to quickly move the Project to the final design phase (PS&E) which is tentatively scheduled for September 2022-September 2024.

Conclusion

The South Linden Avenue/Scott Street Grade Separation Project is essential to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high-speed rail. Both South Linden Avenue and Scott Street are currently the only remaining at-grade crossings in their respective cities, and represent an important opportunity to spur redevelopment and accommodate economic opportunity in the area.

For these reasons, it is vital that the South Linden/Scott Street Grade Separation Project move forward. Your funding commitment will enable the valuable partnership between Caltrain, the City of South San Francisco, and the City of San Bruno to continue without delay. We look forward to continuing our partnership in this project. If you have any questions or need additional information, please feel free to contact City Manager Mike Futrell at (650) 877-8502.

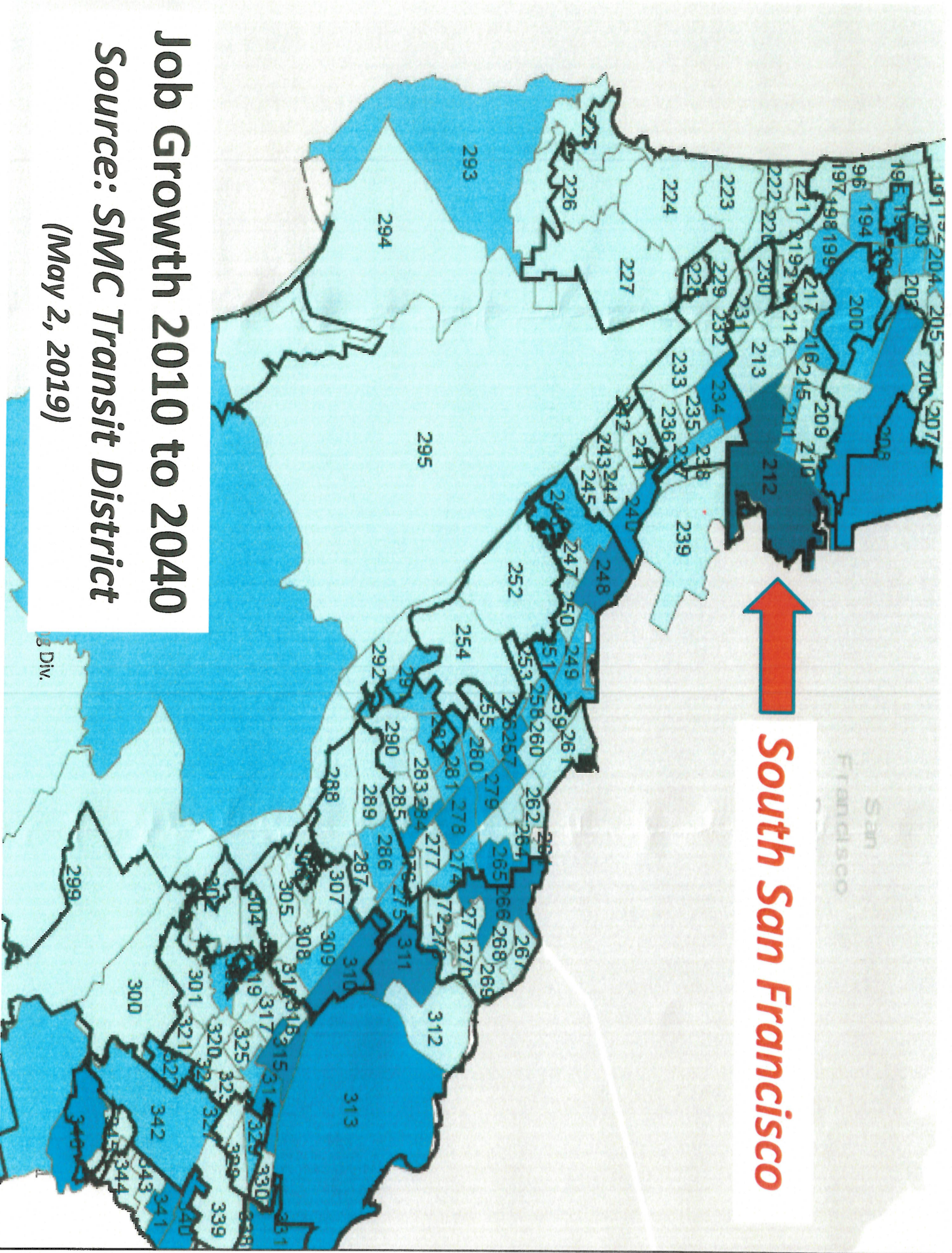
Respectfully,



Karyl Matsumoto
Mayor, City of South San Francisco

Attachment: Map of Projected Job Growth Centers

CC: Members, San Mateo County Transportation Authority
South San Francisco City Council
San Bruno City Council



Job Growth 2010 to 2040
Source: SMC Transit District
(May 2, 2019)

South San Francisco

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1250 SAN CARLOS AVE
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(650) 508-6200

July 25, 2019

The Honorable Grace Napolitano
U.S. House of Representatives
1610 Longworth House Office Building
Washington, DC 20515

RE: Support HR 2939

Dear Congresswoman Napolitano:

On behalf of the San Mateo County Transit District (SamTrans) and the San Mateo County Transportation Authority, I write to you in support of HR 2939, The State and Local General Sales Tax Protection Act.

HR 2939 is needed due to a Federal Aviation Administration (FAA) rulemaking finalized on December 8, 2014 (79 FR 66282) that, in our view, misinterprets a statute related to taxes on aviation fuel. As you know, in 1987 Congress passed the FAA authorization amendments that required airports to spend aviation fuel excise tax revenue on airport uses. The conference report for the 1987 amendments to the FAA statute (H.R. Conf. Rept. No. 484, 100th Cong., 1st Sess. 1987 accompanying P.L. 100-223) clearly stated that the requirement that local taxes on aviation fuel must be spent on airports "is intended to apply to local fuel taxes only, **and not to other taxes imposed by local governments, or to state taxes.**"

Regretfully on December 8, 2014 (79 FR 66282), the FAA made a policy change that contradicts the Congressional intent and 27 years of practice by saying that "the agency interpreted the provisions of Sections 47107(b) and 47133 to apply to any state or local tax on aviation fuel, whether the tax was specifically targeted at aviation fuel or was a general sales tax on products that included aviation fuel without exemption."

The 2014 policy change is an assault on state and local control of our general application sales tax measures. In California, our local government sales taxes are voter approved by a 2/3rds margin for specific purposes such as transportation, public safety and health services. This policy change overturns the decision of local voters in taxing themselves for specific purposes.

Due to the controversy of this policy change, FAA has been silent regarding enforcement for the past 5 years. FAA's silence ended on May 17th when they sent a letter to California threatening to withhold \$250 million annually in FAA grants that our state's airports receive. (attached)

HR 2939 will correct this misguided policy and protect California from the FAA's recent threat to withhold \$250 million annually in FAA grants to California airports and divert over \$70 million in state and local general sales taxes away from their intended purpose.

The Honorable Grace Napolitano
HR 2939
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HR 2939 will also preserve the trust California voters have placed with their local counties and transportation agencies when approving local tax measures.

We are pleased to **SUPPORT** HR 2939 the State and Local General Sales Tax Protection Act because it will re-establish 27 years of FAA interpretation by clarifying Congress' original intent that general sales taxes are not subject to airport spending requirements as are excise taxes.

If you have additional questions, please contact Casey Fromson, Director of Government and Community Affairs.

Sincerely,



Jim Hartnett
General Manager/Chief Executive Officer/Executive Director

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

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

July 25, 2019

The Honorable Anna Eshoo
United States House of Representatives
241 Cannon House Office Building
Washington, DC 20515

Dear Congresswoman Eshoo:

Thank you for your support of HR 2939, The State and Local General Sales Tax Protection Act. We are grateful for your unwavering support for state and local control of our general application sales tax measures. This legislation will reverse a 2014 FAA policy change, which threatens over \$70 million in state and local general sales taxes away from their intended purposes.

Thank you again for your continued support for funding public transportation in San Mateo County and the region.

Sincerely,

Jim Hartnett
General Manager/Chief Executive Officer/Executive Director

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

Anna
*Thank you
so much.
Best
Jim*



SAN MATEO COUNTY
**Transportation
Authority**

BOARD OF DIRECTORS 2019

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JIM HARTNETT
EXECUTIVE DIRECTOR

July 25, 2019

The Honorable Nancy Pelosi
Speaker of the House
United States House of Representatives
90-7th Street, Suite 2-800
San Francisco, CA 94103

Dear Speaker Pelosi:

On behalf of the San Mateo County Transportation Authority, I write to thank you for your support of our application for the Better Utilizing Investments to Leverage Development (BUILD) grant for the San Mateo County U.S. 101 Express Lanes Project.

The U.S. 101 Express Lanes Project will reduce traffic congestion, improve travel time, and increase overall corridor throughput. The Project will also provide an incentive to utilize public transportation and carpooling services, reducing the number of single occupancy vehicles on the road and improving travel time for lane users.

Thank you again for your continued support of this project that is so fundamental to the vitality and future growth of the Peninsula, our region, and the state's economic prosperity. We truly appreciate all of your efforts and unwavering willingness to help.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jim Hartnett', is written over a faint, circular stamp or watermark.

Jim Hartnett, Executive Director
San Mateo County Transportation Authority

CC: San Mateo County Transportation Authority Board of Directors

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306 (650)508-6219



*Congress of the United States
House of Representatives
Washington, D.C. 20515*

*Anna G. Eshoo
Eighteenth District
California*

July 12, 2019

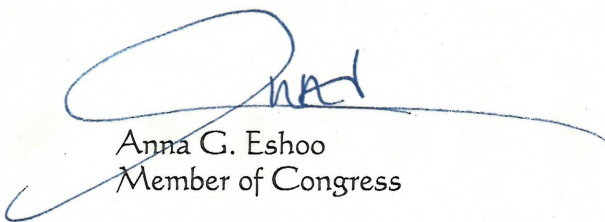
The Honorable Don Horsley, Board Chairman
San Mateo County Transportation Authority
1250 San Carlos Avenue
Post Office Box 3006
San Carlos, California 94070-1306

Dear Don,

I've written to Secretary of Transportation Elaine Chao in support of the San Mateo County Transportation Authority's application for funding under the Better Utilizing Investments to Leverage Development (BUILD) grant program, and a copy of my letter is enclosed for you.

I hope this will be helpful to SMCTA, and should you have any questions or comments, you can contact Eric Henshall in my Washington, D.C. office at (202) 225-8104.

Always my best,



Anna G. Eshoo
Member of Congress

Enclosure

cc: Members, San Mateo County Transportation Authority Board of Directors
Mr. Jim Hartnett, General Manager, San Mateo County Transportation Authority



*Congress of the United States
House of Representatives
Washington, D.C. 20515*

*Anna G. Eshoo
Eighteenth District
California*

July 12, 2019

The Honorable Elaine Chao
Secretary of Transportation
1200 New Jersey Ave S.E.
Washington, D.C. 20590

Dear Secretary Chao,

I write in support of the San Mateo County Transportation Authority's (SMCTA) application for funding under the Better Utilizing Investments to Leverage Development (BUILD) grant program which will support the San Mateo County U.S. 101 Express Lanes Project.

The project will construct 22 miles of express lanes on U.S. 101 from Interstate 380 in South San Francisco to the Santa Clara County border where it will merge with the Santa Clara County Managed Lane Project in Silicon Valley. Express lanes will allow single-occupancy vehicles to pay a toll to use HOV lanes when they're not at capacity, providing incentives for ride sharing and use of public transportation. These improvements will enhance traffic flow, reduce travel time, and raise revenue for San Mateo County without reducing the number of general purpose lanes. The project has already secured significant funding from state, local, and private sector sources.

U.S. 101 is an essential section of highway that runs through the heart of Silicon Valley, serving hundreds of thousands of travelers daily and connecting residential communities with commuter destinations. Traffic congestion along this corridor has nearly doubled since 2010 which the Metropolitan Transportation Commission has estimated results in \$5.4 billion in lost productivity every year. Addressing the significant traffic challenges facing my constituents is critical to the continued economic growth of the region which has outpaced the rest of the country for the past decade.

Thank you in advance for your consideration of my request.

Most gratefully,

Anna G. Eshoo
Member of Congress