

SAMTRANS
CORRESPONDENCE
as of 4-23-2021

From: Rick Nahass
To: [Public Comment](#)
Cc: [Robert Brownstone](#); [Debbie Ruddock](#); jjimenez@hmbcity.com; [Deborah Penrose](#); HRarback@hmbcity.com; beckmeyers@ci.pacifica.ca.us; [Bier, Mary](#); [Vaterlaus, Sue](#); [o"neillm@ci.pacifica.ca.us](mailto:o); bigstyckt@ci.pacifica.ca.us; MTABoard@sfmta.com
Subject: SamTrans Reimagine Alternatives and the Coast CA1/19th Avenue
Date: Thursday, April 22, 2021 8:17:07 AM
Attachments: [SharpParkSpecificPlan_Transit62.pdf](#)

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

TO: SamTrans
CC: Half Moon Bay, Pacifica City Council, SFMTA/Muni

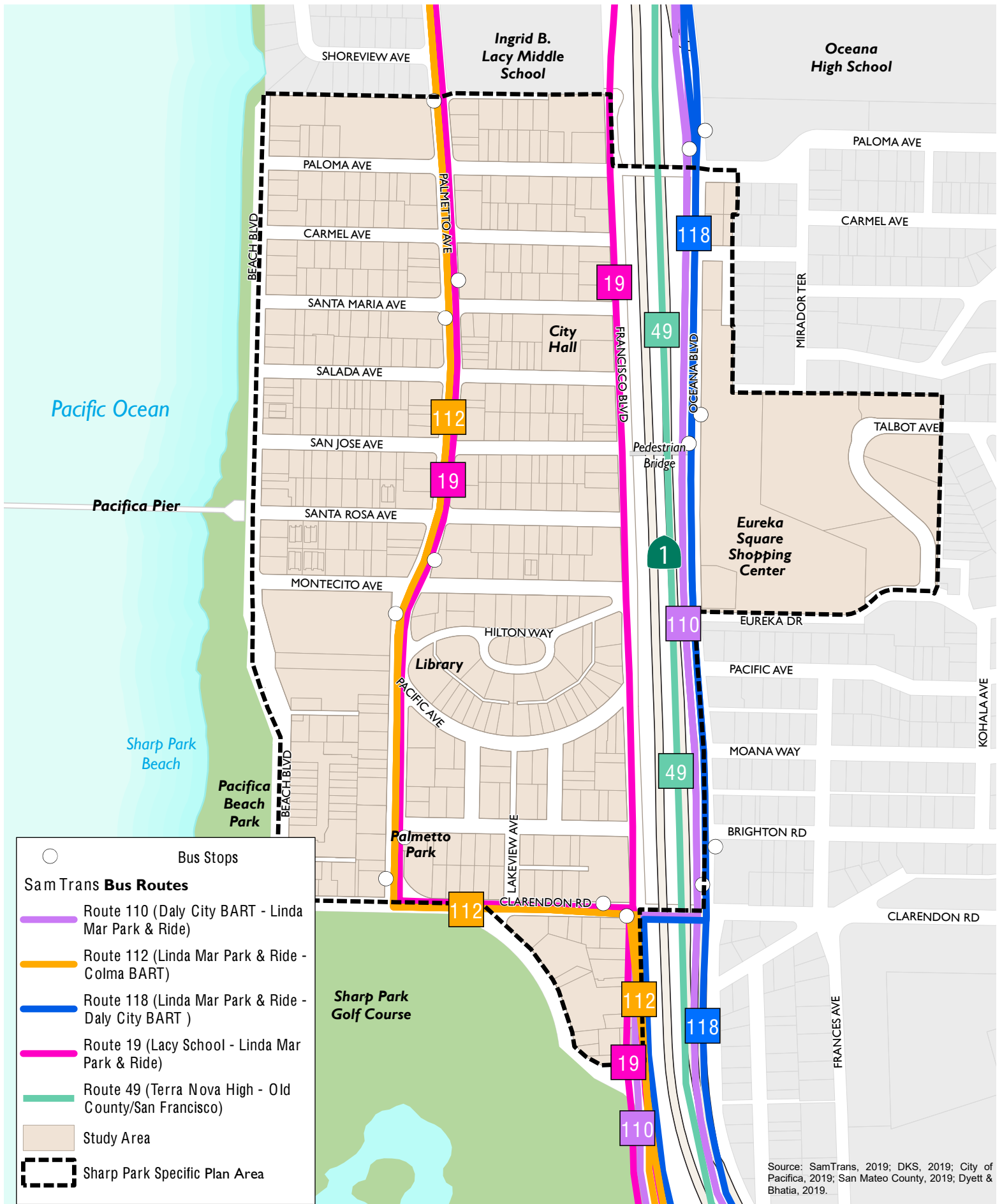
Citizens on the coast have asked for a limited stop bus, basically an express CA1 corridor from Half Moon Bay to SF for a long time and yet SamTrans executives and the SamTrans Board never ask the 65,000 coast side residents anything about why that would be a good thing. I suggest you ask that '[Reimagine](#)' question and you will get answers like these:

- First establish a regular highly available CA1 bus corridor from Half Moon Bay to the Golden Gate Bridge through collaboration with SFMTA - could be SamTrans (route 118) or Muni (route 28) buses. THEN work on reimagining connecting the CA1 corridor with local loops and microtransit.
- Don't think that the Linda Mar SamTrans parking lot is the center of the coast world. There are two centers for the San Mateo coast: (1) Main Street Half Moon Bay (2) Palmetto Business District Pacifica (attached) - these are the places to consider for reimagining, connecting and putting riders first. 'Connect the Coast' by connecting the primary SF Bay Area coast cities: Half Moon Bay, Pacifica, San Francisco.

Please let us know how you might go about determining the size and cost such an endeavour so we would know what we are up against

Best,
Rick Nahass
392 Brighton Rd
Pacifica, CA 94044

Figure 4-5: Sharp Park Specific Plan Transit Routes



Source: SamTrans, 2019; DKS, 2019; City of Pacifica, 2019; San Mateo County, 2019; Dyett & Bhatia, 2019.



CHARLES STONE, CHAIR
PETER RATTO, VICE CHAIR
MARINA FRASER
CAROLE GROOM
ROSE GUILBAULT
DAVE PINE
JOSH POWELL
JEFF GEE
RICO E. MEDINA

CARTER MAU
ACTING GENERAL MANAGER, CEO



April 16, 2021

The Honorable Anna G. Eshoo
U.S. House of Representatives
272 Cannon House Office Building
Washington, DC 20515

Dear Representative Eshoo:

As Congress begins to consider reauthorization of the Surface Transportation Bill, I write on behalf of the San Mateo County Transit District (SamTrans), in the hopes that you will consider the following SamTrans programmatic priorities as part of the reauthorization package.

Transportation is the lifeblood of California's economy - *the world's fifth largest economy* - representing 12 percent of the U.S. population. Supporting additional investments in the state's transportation and public transit system powers the entire national economy. A robust Reauthorization Bill allows Congress to reaffirm their commitment to transportation and a strong national economy.

SamTrans Reauthorization Priorities:

Support new funding and/or financing mechanisms to support zero-emission bus (ZEB)

deployment and infrastructure: As you review this request, please consider that the COVID-19 pandemic significantly reduced the capital funding available to transit agencies to purchase zero-emission buses. The cost of ZEB infrastructure is extremely high and for SamTrans, and most agencies, will involve a significant overhaul of our bus bases. There are very few sources of funding for ZEB infrastructure. Without additional funding, many transit agencies will be unable to make continued progress on the state's goal to convert all transit buses in California to zero-emission technologies by 2040. SamTrans has committed to fully electrifying our fleet and maintains a strong belief in the importance of moving forward with electrification. Additional funding will help our agency move forward with that commitment.

Include bus service provided in High-Occupancy Toll Lanes in Section 5337 apportionment

formula: The State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. This modification will allow SamTrans to use 5337 funds to rehabilitate or replace buses used for express service in high-occupancy toll lanes under the State of good repair funding program.

Support modification to current funding distribution method of FTA 5311 Formula Grant

Program: The 5311 formula grants for Rural Areas program provides important capital, planning, and operating assistance to states to support public transportation in rural areas with

The Honorable Anna Eshoo

April 16, 2021

Page **2** of **2**

populations of less than 50,000, where many residents often rely on public transit to reach their destinations. SamTrans is eligible as a 5311 grantee. However, as the program is currently structured, the state Department of Transportation (Caltrans) is the direct recipient of the funding, which it then sub-allocates to eligible rural transit agencies. In order to receive the sub-allocation, transit agencies must execute a separate funding agreement with Caltrans. While most rural transit agencies that receive Section 5311 funds are not eligible to receive FTA funding directly, this is not the case for agencies who are FTA grantees whose service areas straddle both rural and urbanized areas. For agencies such as SamTrans, this has resulted in a burdensome, inefficient and duplicative process. We would request a modification to the current language/or add language to that would *direct* the state to provide 5311 the formula funding directly to eligible FTA grantees, reducing the burdensome nature of the grant process and ultimately encouraging more transit agencies to participate in the program. A similar provision is provided in the Section 5310 program to help avoid duplicative administrative processes.

I want to thank you for your continued support of public transportation that is so fundamental to the vitality and health of our region, the state, and the entire country. We truly appreciate all of your efforts and we thank you in advance for considering these priorities.

Please contact Jessica Epstein from the Government and Community Affairs staff at epsteinj@samtrans.com if you have any questions or need additional information.

Sincerely,



Carter Mau
Acting General Manager/CEO

Cc: San Mateo County Transit District Board of Directors

CHARLES STONE, CHAIR
PETER RATTO, VICE CHAIR
MARINA FRASER
CAROLE GROOM
ROSE GUILBAULT
DAVE PINE
JOSH POWELL
JEFF GEE
RICO E. MEDINA

CARTER MAU
ACTING GENERAL MANAGER, CEO



April 16, 2021

The Honorable Jackie Speier
U.S. House of Representatives
2465 Rayburn House Office Building
Washington, DC 20515

Dear Representative Speier:

As Congress begins to consider reauthorization of the Surface Transportation Bill, I write on behalf of the San Mateo County Transit District (SamTrans), in the hopes that you will consider the following SamTrans programmatic priorities as part of the reauthorization package.

Transportation is the lifeblood of California's economy - *the world's fifth largest economy* - representing 12 percent of the U.S. population. Supporting additional investments in the state's transportation and public transit system powers the entire national economy. A robust Reauthorization Bill allows Congress to reaffirm their commitment to transportation and a strong national economy.

SamTrans Reauthorization Priorities:

Support new funding and/or financing mechanisms to support zero-emission bus (ZEB)

deployment and infrastructure: As you review this request, please consider that the COVID-19 pandemic significantly reduced the capital funding available to transit agencies to purchase zero-emission buses. The cost of ZEB infrastructure is extremely high and for SamTrans, and most agencies, will involve a significant overhaul of our bus bases. There are very few sources of funding for ZEB infrastructure. Without additional funding, many transit agencies will be unable to make continued progress on the state's goal to convert all transit buses in California to zero-emission technologies by 2040. SamTrans has committed to fully electrifying our fleet and maintains a strong belief in the importance of moving forward with electrification. Additional funding will help our agency move forward with that commitment.

Include bus service provided in High-Occupancy Toll Lanes in Section 5337 apportionment

formula: The State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. This modification will allow SamTrans to use 5337 funds to rehabilitate or replace buses used for express service in high-occupancy toll lanes under the State of good repair funding program.

Support modification to current funding distribution method of FTA 5311 Formula Grant

Program: The 5311 formula grants for Rural Areas program provides important capital, planning, and operating assistance to states to support public transportation in rural areas with

The Honorable Jackie Speier

April 16, 2021

Page **2** of **2**

populations of less than 50,000, where many residents often rely on public transit to reach their destinations. SamTrans is eligible as a 5311 grantee. However, as the program is currently structured, the state Department of Transportation (Caltrans) is the direct recipient of the funding, which it then sub-allocates to eligible rural transit agencies. In order to receive the sub-allocation, transit agencies must execute a separate funding agreement with Caltrans. While most rural transit agencies that receive Section 5311 funds are not eligible to receive FTA funding directly, this is not the case for agencies who are FTA grantees whose service areas straddle both rural and urbanized areas. For agencies such as SamTrans, this has resulted in a burdensome, inefficient and duplicative process. We would request a modification to the current language/or add language to that would *direct* the state to provide 5311 the formula funding directly to eligible FTA grantees, reducing the burdensome nature of the grant process and ultimately encouraging more transit agencies to participate in the program. A similar provision is provided in the Section 5310 program to help avoid duplicative administrative processes.

I want to thank you for your continued support of public transportation that is so fundamental to the vitality and health of our region, the state, and the entire country. We truly appreciate all of your efforts and we thank you in advance for considering these priorities.

Please contact Jessica Epstein from the Government and Community Affairs staff at epsteinj@samtrans.com if you have any questions or need additional information.

Sincerely,



Carter Mau
Acting General Manager/CEO

Cc: San Mateo County Transit Board of Directors

2021 BOARD OF DIRECTORS



CHARLES STONE, CHAIR
PETER RATTO, VICE CHAIR
MARINA FRASER
CAROLE GROOM
ROSE GUILBAULT
DAVE PINE
JOSH POWELL
JEFF GEE
RICO E. MEDINA



EMILY BEACH, CHAIR
RICO E. MEDINA, VICE CHAIR
CAROLE GROOM
DON HORSLEY
JULIA MATES
CARLOS ROMERO
MARK NAGALES

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

April 20, 2021

The Honorable Scott Wiener
Senator, District 11
State Capitol, Room 5100
Sacramento, CA 95814-4900

Re: SB 339 (Wiener) – Gas Tax Alternative Pilot - SUPPORT

Dear Senator Wiener:

On behalf of the San Mateo County Transit District (SamTrans) and the San Mateo County Transportation Authority (TA), I am writing to express our support for Senate Bill 339, the Gas Tax Alternative Pilot.

This bill will extend the State's ability to pilot a road user charge system, allowing for a more robust understanding of how such a system would operate and the potential benefits from replacing the gas tax with a fee associated with road use. The bill takes another step forward by allowing the practitioners of the pilot to collect the fee associated with a road user charge to test collection methodology and study revenue streams.

Although the gas tax has been the primary source of transportation infrastructure funding, the necessities for adjustment through SB 1 (Beall, 2017) showed inherent faults with our current system. As gasoline consumption continues to plummet, and electric vehicles (EV) continue to become more commonplace, the gas tax will need significant alterations, or a new system for transit funding must be adopted. Further, in its current state, the gas tax allows those with the upfront money to escape the tax through the purchase of an EV.

This transition away from combustion engines has been encouraged through policies such as Governor Newsom's executive order banning the sale of new internal combustion engine vehicles by 2035, however, this shift in California's fleet has yet to be fully reflected in our road funding, outside of small EV registration fees. This outdated reliance on the gas tax is resulting in the burden of transportation infrastructure funding being placed on the shoulders of our lower income communities. A road user charge system allows for road funding to be based on how much our roads are used by a particular individual, rather than their gasoline consumption and their vehicles fuel efficiency.

The Honorable Scott Weiner

April 20, 2021

Page 2 of 2

For these reasons, SamTrans and the TA, supports SB 339 and hopes the Legislature will take the opportunity to further study and develop the administrative capacity to prepare for the eventual transition to a road based charge.

Please contact Jessica Epstein from the Government and Community Affairs staff at epsteinj@samtrans.com if you have any questions or need additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Carter Mau".

Carter Mau

Acting General Manager/Chief Executive Officer/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



CHARLES STONE, CHAIR
PETER RATTO, VICE CHAIR
MARINA FRASER
CAROLE GROOM
ROSE GUILBAULT
DAVE PINE
JOSH POWELL
JEFF GEE
RICO E. MEDINA

CARTER MAU
ACTING GENERAL MANAGER/CEO

April 20, 2021

The Honorable Nancy Skinner, Chair
Senate Budget and Fiscal Review
Committee
State Capitol, Room 5019
Sacramento, CA 95814

The Honorable Phil Ting, Chair
Assembly Budget Committee
State Capitol, Room 6026
Sacramento, CA 95814

The Honorable Bob Wieckowski, Chair
Senate Budget and Fiscal Review –
Subcommittee No. 2
State Capitol, Room 5019
Sacramento, CA 95814

The Honorable Richard Bloom, Chair
Assembly Budget Committee –
Subcommittee No. 3
State Capitol, Room 5019
Sacramento, CA 95814

RE: Support \$1.5 Billion Investment in Zero-Emission Vehicles and Charging/Refueling Infrastructure

Chairs Skinner, Wieckowski, Ting, and Bloom:

On behalf of the San Mateo County Transit District (SamTrans), I write to respectfully urge you to approve the Newsom Administration's proposed \$1.5 billion investment in zero-emission vehicles and charging/refueling infrastructure, which includes \$315 million for zero-emission trucks, buses and off-road freight.

In supporting this proposal, **we urge you to create a funding set-aside of at least \$80 million for transit agencies, specifically, within the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).**

As you review this request, please consider that the COVID-19 pandemic has significantly reduced the capital funding available to transit agencies to purchase zero-emission buses. Without the funding proposed by the Newsom Administration, transit agencies will be unable to make continued progress on the state's goal to convert all transit buses in California to zero-emission technologies by 2040. This would have a chilling effect on demand for zero-emission buses and undermine the market you helped create through past state budget actions.

SamTrans has committed to fully electrifying our fleet and maintains a strong belief in the importance of moving forward with electrification. To date, SamTrans has utilized state programs, like the California Air Resources Board's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), to purchase ten buses.

Chairs Skinner, Wieckowski, Ting, and Bloom

April 20, 2021

Page 2 of 2

In urging your support for the Newsom Administration's proposed \$1.5 billion investment in zero-emission vehicles and charging/refueling infrastructure, we also request that you create a funding set-aside of *at least* \$80 million for zero-emission transit buses within HVIP.

Based on the average HVIP voucher amount, we project that establishing a funding floor for zero-emission buses of \$80 million would support the deployment of approximately 400 zero-emission buses. This level of funding would help us meet ARB's goal of having purchased and/or deployed 1,250 zero-emission transit buses by the end of calendar 2021.

Thank you for considering our request. Please contact Jessica Epstein from the Government and Community Affairs staff at epsteinj@samtrans.com if you have any questions or need additional information.

Sincerely,



Carter Mau
Acting General Manager/CEO

cc: Members and Staff, Senate Budget and Fiscal Review Committee
Members and Staff, Assembly Budget Committee
Office of Governor Gavin Newsom
Board Members and Staff, California Air Resources Board
San Mateo County Transit District Board of Directors
San Mateo County Transit District State Legislative Delegation