



CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

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April 15, 2024

The Honorable Dave Cortese
Chair, Senate Transportation Committee
State Capitol, Room 405
Sacramento, CA 95814

RE: SB 1031 (Wiener and Wahab) Bay Area Regional Transportation Measure – OPPOSE UNLESS AMENDED

Dear Chair Cortese:

First, thank you for your efforts to create a regional transportation measure that could raise significant revenue to transform our multimodal transportation system in the Bay Area. C/CAG is the County Transportation Agency (CTA) and also the designated Congestion Management Agency (CMA) for San Mateo County. C/CAG represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors, with each jurisdiction in the County having a dedicated seat. C/CAG works to improve climate resiliency, mobility, the environment, and equity throughout San Mateo County. C/CAG supports, leads, and co-sponsors multi modal projects throughout San Mateo County, including: the Reimagine SR 84/ US 101 Interchange Project, the US 101/SR 92 Direct Connector Project, the US 101 Managed Lanes Project North of I-380 Project, and other multimodal improvements throughout the County.

SB 1031, as currently written, raises significant concerns for C/CAG. At the April 11, 2024 C/CAG Board meeting, the C/CAG Board of Directors approved an “**Oppose Unless Amended**” position.

C/CAG employed various perspectives to review SB 1031. These included evaluating the advantages of participating in a regional measure versus having a single countywide measure, analyzing the amount and distribution of revenue allocated for a direct investment in the multimodal system in San Mateo County, recognizing that a strong economy in San Mateo County also requires commuters from other parts of the Bay Area, and considering the potential benefits for the vast majority of San Mateo County residents who work and travel within the County's boundaries.

C/CAG's concerns are outlined below.

1. Focus the study on an objective analysis of strategies to improve ridership.

SEC 3, 13978.9 (c) states that the CALSTA “*shall recommend a comprehensive plan to consolidate all of the transit agencies that are located in the San Francisco Bay area*” and that the plan shall be completed on or before January 1, 2027. This language predetermines that consolidation is the only outcome. C/CAG requests that the study in SB 1031 objectively focus on how to improve the transit ridership experience and better provide mobility within and throughout the region without the presumption that the consolidation of transit operators is the best or only strategy to advance these goals. Other potential strategies to improve ridership include shared services, increasing coordination, and creating an umbrella structure. The timeline of the study should be extended to allow the objective analysis and comprehensive public and stakeholder engagement to occur.

2. A Balanced Multimodal Measure.

While the focus of the measure is on transit transformation, it is crucial to ensure a balanced investment across various modes to address the variety of mobility needs and garner widespread support. The majority of taxpayers in San Mateo County work in San Mateo County and drive or carpool to work. Rather than suggesting a minimum of \$750 million for transit in CHAPTER 4. Expenditures 66538.40. (b) (1), it would be advantageous to identify a proposed percentage that would be reflective of the need to balance investments across all modes.

Pavement management is an ongoing concern for our voters. The League of California Cities, April 2023, California Statewide Local Streets and Roads Needs Assessment identified that all the jurisdictions in San Mateo County needs \$870 million over 10 years for pavement management. C/CAG suggests that the Safe Streets category include a meaningful and material direct subvention to each jurisdiction for pavement management investments. In addition, there needs to be funding opportunities to address transportation challenges in our rural and coastal communities.

3. Return to Source Provisions

To ensure the success of the regional measure, significant direct return to source provisions must be included, guaranteeing that a significant portion of the revenue generated by each county's taxpayers is directly reinvested in that county. This would include funding for Transit, Connectivity, and Safe Streets categories. The transit funds must be flexible for use with both operating and capital expenses. Consequently, the deletion of *CHAPTER 4. Expenditures 66538.40. (1)(B)*, which statutorily prioritizes "sustaining services used by the greatest number of transit riders." is necessary. Strong direct return to source provisions will allow us to communicate how the regional measure can address the mobility needs of our taxpayers and residents.

4. Opt Out Language

A provision allowing individual counties to opt out of the regional measure needs to be incorporated into the legislation. Counties can choose to opt out based on the potential conflicts with future countywide ballot measures, or if it is determined that pursuing a local measure would yield greater benefits than participating in the regional measure. This is especially critical for San Mateo County, which, depending on the ultimate revenue source, has the potential to generate significant revenue. The inclusion of an opt out provision needs to be added to the legislation.

5. Preserve funding possibility for strategic expansions of managed lanes under specific conditions.

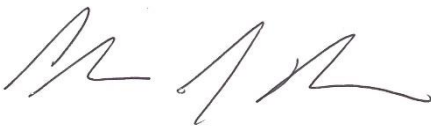
The legislation references "criteria around roadway capacity increases." The legislation should include flexibility for funding strategic roadway expansions for managed lanes (priced or HOV or transit only) that close gaps in the network, support expanded transit use, and include an equity program.

6. Flexibility to for MTC to adjust the flexible non return to source components.

Flexibility should be granted to MTC to adjust the investment of the regional funds that are not subject to the return to source guarantee. Given ongoing transportation challenges faced by the region from COVID-19, future flexibility will be vital to adapt to changing ridership trends and transportation patterns. It is critical that these regional funds be used strategically, and that geographic distribution is a consideration for these funds as well. Authorization should be provided for MTC to prepare an expenditure plan for the non return to source funding and update it periodically.

Thank you for this opportunity to comment. We look forward to the discussion. We will return to the C/CAG Board at its May 9th meeting to update our position based on the positive resolution of these concerns. If you have any questions, please contact Sean Charpentier, C/CAG Executive Director, at scharpentier@smcgov.org.

Sincerely,



Adam Rak, Chair
City/County Association of Governments of San Mateo County

Cc: Senator Scott Wiener
Senator Aisha Wahab
Senator Steve Glazer
Senator Josh Becker

Assembly Member Phil Ting
Assembly Member Diane Papan
Assembly Member Marc Berman
Supervisor Alfredo Pedroza, MTC Chair