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July 11, 2016

JIM HARTNETT
EXECUTIVE DIRECTOR

Honorable Dave Cortese and Commissioners
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Dear Chair Cortese and Commissioners:

US 101 on the San Francisco Peninsula is the main access route to San Francisco International Airport (SFO) from the North and South Bay. It also serves as a major gateway route between San Francisco and Silicon Valley, as well as providing access to San Jose International Airport (SJC) at the southern end of the corridor. In the Peninsula, US 101 links to the East Bay via the Dumbarton Bridge (SR 84) and the San Mateo Bridge (SR 92).

The communities and businesses served by US 101 are some of the most economically productive in the state as well as in the nation. Traffic volume on US 101 has grown significantly over the past several years since the San Mateo County Transportation Authority (TA) first funded a Caltrans Project Study Report to implement a potential high occupancy vehicle facility on US 101 in the County.

Since that time, due to growing traffic congestion, the TA along with the City/County Association of Government of San Mateo County (C/CAG) expanded the scope of the US 101 project to provide a potential continuous managed lane on US 101, connecting to the managed lanes in Santa Clara County. The project involves not only coordination amongst a number of public agencies, including the TA, C/CAG and Caltrans in managing the environmental review phase of the project, the project team also closely coordinates with MTC, California State Transportation Agency, VTA and the employers along the corridor.

While the environmental review process is currently underway, the project team is already considering ways to possibly expedite the delivery of the project in order to reduce congestion, provide a facility to improve travel time reliability, and increase person-throughput in the corridor. In order to do so, the project will need to secure funding for the future project phases, especially in light of the recent STIP de-programming of funds from San Mateo County. We appreciate and support our partners' assistance in securing needed funding so the project can continue to move forward.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jim Hartnett', is written over a blue horizontal line.

Jim Hartnett
Executive Director

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

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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July 11, 2016

Steve Heminger, Executive Director
Metropolitan Transportation Commission

Transmitted via E-Mail

Dear Mr. Heminger:

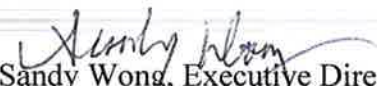
US 101 on the San Francisco Peninsula is the main access route to San Francisco International Airport (SFO) from the North and South Bay. It also serves as a major gateway route between San Francisco and Silicon Valley, as well as providing access to San Jose International Airport (SJC) at the southern end of the corridor. In the Peninsula, US 101 links to the East Bay via the Dumbarton Bridge (SR 84) and the San Mateo Bridge (SR 92).

The communities and businesses served by US 101 are some of the most economically productive in the state as well as in the nation. Traffic volume on US 101 has grown significantly over the past several years. The City/County Association of Governments of San Mateo County (C/CAG), in partnership with Caltrans and the San Mateo County Transportation Authority (SMCTA), delivered the Project Study Report (PSR) to implement potential high occupancy vehicle facility on US 101 in the County. The PSR was funded by local transportation sales tax.

Due to growing traffic congestion, project partners have since expanded the scope of the US 101 project to provide a potential continuous managed lane on US 101, connecting to the managed lanes in Santa Clara County. The project involves not only coordination amongst a number of public agencies, including the SMCTA, C/CAG and Caltrans in managing the environmental review phase of the project, the project team also closely coordinates with MTC, California State Transportation Agency, VTA and the employers along the corridor.

While the environmental review process is currently underway, the project team is already considering ways to possibly expedite the delivery of the project in order to reduce congestion, provide a facility to improve travel time reliability, and increase person-throughput in the corridor. In order to do so, the project will need to secure funding for the future project phases, especially in light of the recent STIP de-programming of funds from San Mateo County. We appreciate and support our partners' assistance in a securing needed funding so the project can continue to move forward.

Sincerely,


Sandy Wong, Executive Director

City/County Association of Governments of San Mateo County

July 12, 2016

The Honorable Dave Cortese and Commissioners
Metropolitan Transportation Commission
375 Beale Street
San Francisco, Ca 94105

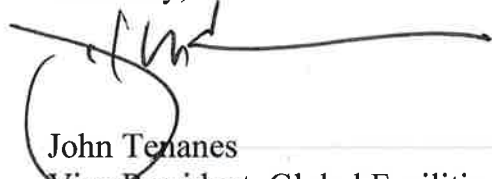
Dear Chair Cortese and Commissioners,

Facebook is an active participant in advocating for critical infrastructure improvements along the US101 corridor. I'm pleased to express our support for MTC's staff recommendation to repurpose unused earmarks to advance carpool lane projects on US101 that will provide relief for one of the region's most heavily congested corridors.

The Bay Area is one of the nation's top economic engines, yet traffic gridlock on US101 and ridership capacity challenges on Caltrain and other transit services jeopardize our future economic growth. Finding solutions to the region's crippling congestion is also important to the economic vitality of the Bay Area. The US 101 Managed Lanes project is a unique endeavor as private employers and public transportation agencies are working collaboratively to move forward with a solution that can provide long term congestion relief in an expedited manner and serve a model for future public-private partnerships. Unfortunately, in the recent STIP de-programming cycle, San Mateo County returned a disproportionately large \$18 million, leaving transportation projects in the County at a financial disadvantage. Advancing the staff recommendation to repurpose earmarked funds will allow the US101 Managed Lanes project to continue on its expedited timeline.

Transportation improvements along the US101 corridor will help improve the quality of life of residents and insure that businesses such as ours can continue to grow in the region. Urgent action is required to create solutions and address these unprecedented challenges.

Sincerely,



John Tenanes
Vice President, Global Facilities and Real Estate
Facebook, Inc.