

SAMTRANS
CORRESPONDENCE
as of 9-13-2024



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September 11, 2024

Bevan Dufty, President
San Francisco Bay Area Rapid Transit District (BART)
300 Lakeside Drive
P.O. Box 12688
Oakland, CA 94604-2688

RE: September 12 BART Board Meeting Agenda Item 9A: Update on Regional Transportation Revenue Measure

Dear Director Dufty:

We are concerned that your Sept. 12, 2024 Board of Directors presentation omits critical facts about San Mateo County's funding contributions into the BART system. It underrepresents the amount of present-day funding that San Mateo County taxpayers contribute from station surcharges and other San Mateo County funding sources as well as prior capital and operating contributions to the BART system. It is important for all regional stakeholders to understand the full scope of these payments in order to build consensus for a fair and viable regional transportation measure.

Slide five entitled "Local Funding Assistance" lists San Mateo County as contributing 1% or \$4M towards BART. We assume this number includes 2% of San Mateo County's Measure A half-cent sales tax that our voters dedicated to BART, as well as SamTrans State Transit Assistance (STA) funds that MTC diverts from SamTrans to BART. However, this \$4M number does not accurately reflect rider surcharges for each boarding and departure in San Mateo County that we estimate equaled \$21M in FY24. Nor does it account for the hundreds of millions of capital and operational contributions previously funded by San Mateo County taxpayers since the 1990s, including the present-day debt service on those capital bonds that SamTrans continues to pay.

We recommend BART lists rider surcharges separately on slide five to include and compare surcharge contributions from each county. We look forward to collaborating with BART to update Local Funding Assistance numbers to help inform decision making for the region's elected officials.

Unfortunately, the San Mateo County, Daly City, and SFO surcharges are not transparent to the public and financial information regarding these surcharges is difficult to obtain. On Aug. 21, SamTrans staff requested information from BART on fare surcharge rates and the revenue generated from surcharges for each station in San Mateo County dating back to when service began at these stations.

SAN MATEO COUNTY TRANSIT DISTRICT
1250 San Carlos Ave.
San Carlos, CA 94070 (650) 508-6200

BART responded to our request with partial information on Sept. 4. We received fare surcharge rates for Fiscal Year 2016 to present day and data about how the surcharges apply to different types of trips. We also received a chart without labels that requires further assistance from BART to understand.

Here is the information we know. We need complete information from BART to accurately calculate San Mateo County’s financial contributions into the system:

Year	Daly City Surcharge	San Mateo County Surcharge				SFO Premium
		Colma	South San Francisco	San Bruno	Millbrae	
1973-1995	unknown	-	-	-	-	-
1996-2002	unknown	unknown	-	-	-	-
2003-2015	unknown	unknown	unknown	unknown	unknown	unknown
2016-2017	\$1.12	\$1.41	\$1.41	\$1.41	\$1.41	\$4.42
2018-2019	\$1.15	\$1.44	\$1.44	\$1.44	\$1.44	\$4.54
2020-2021	\$1.21	\$1.52	\$1.52	\$1.52	\$1.52	\$4.79
2022-2023	\$1.25	\$1.57	\$1.57	\$1.57	\$1.57	\$4.95
2024	\$1.32	\$1.66	\$1.66	\$1.66	\$1.66	\$5.22

The San Mateo County Transit District estimates the total rider surcharge paid in FY 2024 ending June 30 equaled \$21M. Using pre-pandemic ridership numbers, we estimate the total rider surcharge paid in FY 2019 equaled \$37.5M. We look forward to collaborating with BART to share a cumulative surcharge history once BART provides us with the missing information in this chart. (**San Mateo County ridership numbers calculated based on the formula used in the 2007 BART-SamTrans-MTC Agreement.*)

Abbreviated History of BART in San Mateo County:

Beginning in 1990, San Mateo County began funding BART capital and operations for the BART extension south of Daly City. In 2007, SamTrans, BART, and MTC reached a mutually agreeable separation agreement in which all parties agreed that BART assumes full responsibility for all future capital and operating costs associated with the BART Extension to SFO and Millbrae. As part of the agreement, the San Mateo County Transit District agreed to include 2% of San Mateo Transportation Authority’s Measure A half-cent sales tax for BART during the lifetime of the 30-year measure, which equals approximately \$2.4M annually through the end of calendar year 2033.

San Mateo County Funding Summary (incomplete)

- \$500M+ capital and operating contributions, plus ongoing debt service (1990-present)
- \$26.7M Measure A sales tax (2% annually) from 2009-present
- \$14M+ (\$801,024 annual) MTC allocation of SamTrans’ State Transit Assistance (STA) funds diverted to BART covering SFO operating expenses (2007-present)
- \$ TBD San Mateo County rider surcharge contributions 1973-2024 (incomplete)

Bevan Dufty
September 11, 2024
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Once BART provides the surcharge information we requested, we look forward to sharing a complete funding picture.

Conclusion:

No one could have predicted the pandemic and its impact on public transit. BART is a critical component of our regional transportation system, and we want BART to succeed. Let's work together to establish a common set of facts that can help us make well-informed decisions about the best path forward for a successful regional revenue measure. We welcome the opportunity to engage in conversation with BART leaders about the future of BART service in San Mateo County based on comprehensive and accurate financial information.

Sincerely,

A handwritten signature in cursive script, appearing to read "April Chan".

April Chan
General Manager/CEO

Cc: San Mateo County Transit District Board of Directors
San Mateo County Transportation Authority Board of Directors
Andrew Fremier, Executive Director, Metropolitan Transportation Commission (MTC)
Jim Spering, Chair, MTC Transportation Revenue Measure Select Committee
Gina Papan, Commissioner, MTC
David Canepa, Commissioner, MTC



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GENERAL MANAGER/CEO

September 4, 2024

The Honorable John Gioia
11784 San Pablo Ave
El Cerrito, CA 94530

Jim Wunderman
Bay Area Council
P.O. Box 5135
Berkeley, CA 94705

Dear Mr. Wunderman and Supervisor Gioia:

On behalf of the San Mateo County Transit District (SamTrans), I am writing to thank you for your letter suggesting a day of free transit in the Bay Area in recognition of Clean Air Day on October 2. We appreciate your support for public transit and efforts to improve air quality, and for helping to generate enthusiasm for a cleaner, greener environment in the Bay Area.

SamTrans is proud to receive the Outstanding Public Transportation System Achievement award this fall from the American Public Transportation Association. To celebrate this award and recognize September as Transit Month, SamTrans is planning a customer appreciation day and offer free fares in mid-September. Unfortunately, holding two free fare days in such close proximity is not feasible.

SamTrans is fortunate to have local sales tax dollars that meet our operations funding needs in the immediate future. However, SamTrans has insufficient funding to meet the breadth of capital expenses in the years ahead. We are doing our part to keep our air clean and communities healthy by transitioning our bus fleet to zero-emission vehicles, a state requirement that will take significant funding. We also have unique and significant sea level rise mitigation costs due to both of our bus bases being adjacent to the San Francisco Bay, and many of our buildings need to be replaced or undergo major renovation in the coming years.

Due to the previously scheduled free fare day and financial challenges driven by substantial capital needs, SamTrans is unfortunately not in the position to provide free fares on Clean Air Day this year. We thank you again for your commitment to enhancing regional public transit and air quality and we would be happy to promote transit on Clean Air Day via our communication and online channels.

SAN MATEO COUNTY TRANSIT DISTRICT
1250 San Carlos Ave.
San Carlos, CA 94070 (650) 508-6200

The Honorable John Gioia
Jim Wunderman
September 4, 2024
Page 2 of 2

Please contact Government and Community Affairs Officer Michaela Wright Petrik at petrikm@samtrans.com if you have any questions.

Sincerely,



April Chan
General Manager/CEO

Cc: San Mateo County Transit District Board of Directors

From: [Chrissy Chen](#)
To: [Board \(@samtrans.com\)](#); [Public Comment](#)
Subject: Concerns of FCX Community Express New Route
Date: Thursday, September 12, 2024 10:11:06 PM

Some people who received this message don't often get email from chrissy0428@gmail.com. [Learn why this is important](#)

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

Dear Sir/Madam,

I hope this message finds you well. My name is Chrissy, and I am writing to express my concerns regarding the recent changes to the FCX Community Express route, which took effect on August 4, 2024.

I work near 9th and Mission Street, and the FCX has always been a convenient and affordable option for my daily commute. However, with the new route now stopping only at the Salesforce Transit Center, I find myself needing to either walk around 45 minutes from the Transit Center to 9th and Mission or spend extra time and money taking MUNI. It's no longer the best option for me. Some of my friends have started taking BART or driving since this change.

While I appreciate the expanded service times, I would like to kindly request that you consider adding at least one stop near 9th and Mission to better accommodate those of us who depend on this route.

Thank you for your time and consideration.

Best regards,
Chrissy

From: [Wen-Chin Chen](#)
To: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: FCX
Date: Wednesday, September 11, 2024 3:46:57 PM

You don't often get email from wen2368@hotmail.com. [Learn why this is important](#)

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To Whom It May Concern,

I have been taking FCX for commute to work 5 days a week. First of all, thank you for adding more buses in the afternoon.

Since August, I have been taking 2nd bus in the morning and 2nd/or 3rd bus in the afternoon. SamTrans changed to only one stop at SalesForce center in San Francisco. I like to bring up some issues with this change.

Some passengers work on the west end of Market street. Passengers have to either take the buses, walk or bike to salesforce. I talked to some riders. Some gave it a try and said this does not work. They decided to drive to SF or bart stations to save time. SF buses took a long time to arrive(15 to 23 minutes wait). Biking is too dangerous. Also, it takes them even longer to get home than before. They decide driving is easier and have FCX buses as emergency backup only. This totally defeats the purpose of half percent tax increase for the 101 traffic issues.

Also, FCX gets on HWY 101 and gets stuck on the traffic all the way till the next entrance which FCX took before the change. So, this new route did not save people time.

Bus 292 starts from SalesForce and down to Mission to pick up passengers. Why FCX can not do the same? To make it more express, you can cut back on the number of stops. I suggest to add 5th/Mission and 9th/Mission so people working closer to those stops will be interested in taking the bus. SamTrans should think about how to encourage people to take the bus, not the other around.

We got more than 90% of current riders signatures to support FCX go down Mission to pick up passengers. Please review. With more people are required to go back to office next year, I hope the committee can consider adding stops on Mission. The buses are not just for express purpose, it is very important for services to the people, especially we rely on public transportation.

Thank you for your consideration.

Wen

FCX rider

From: [SamTrans BOD Public Support](#)
To: martin@sommer.net
Cc: [Board \(@samtrans.com\)](#)
Subject: Re: Caltrain Univ Ave PA System
Date: Wednesday, September 11, 2024 1:54:29 PM

To Martin Sommer,

Thank you for contacting SamTrans and Caltrain. We are sorry to see, though, that it was due to issues you have been with the PA system at the Palo Alto Caltrain Station. Know that your concerns were forwarded to the proper parties for review and remediation. A copy of this correspondence will also be forwarded to our Board of Directors.

However, please note that Caltrain has not been idle in addressing previously raised issues. Staff have made multiple adjustments to the Palo Alto Station's PA audio since 08/13/2024 to address volume concerns. To address this most recent matter, Caltrain staff again inspected the Palo Alto Station's PA audio volume and found it still set to the same specification of previous adjustments at 64dB. This is actually lower than JPB specifications for PA volume at other stations and was adopted in order to accommodate these concerns. Nevertheless, Caltrain staff lowered PA volume further, to 58dB, which is close to ambient noise levels at the station at 54dB.

Regarding the frequency of announcements at the Palo Alto Station, Caltrain staff confirmed all scheduled PA announcements are set to begin at 4:30 AM at the start of revenue service. They also checked the frequency of announcements at night and found the PA to be working as intended, playing its automated message only if a train is arriving at the station. Under the current Caltrain schedule, the latest northbound train is set to arrive at the Palo Alto Station at 11:46 PM and the latest southbound train is set to arrive at 1:04 AM.

Thank you again for taking the time to reach out to us with your feedback. We apologize for the trouble, and we assure you that it remains our goal to provide you and the rest of our community with a high-quality transit system, regardless of whether we are acting as your transportation or as your neighbor.

Your SamTrans BOD Public Support Team

From: Martin J Sommer <martin@sommer.net>
Sent: Thursday, September 5, 2024 11:34:31 AM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <board@caltrain.com>; Board (@samtrans.com) <board@samtrans.com>
Subject: Re: Caltrain Univ Ave PA System

You don't often get email from martin@sommer.net. [Learn why this is important](#)

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

It is 4:30am, our windows are closed, and this PA system is waking up our whole house. This is not right!!!

Please shut it down!!!

Martin

On 9/4/24 7:18 PM, Martin J Sommer wrote:

Dear Caltrain and SamTrains Boards,

I am having an issue with the volume of the Caltrain Univ Ave PA System, that is not being addressed via Caltrain Customer Service. I have written to Sarah Nabong multiple times, but nothing is being done.

The issue is two-fold: 1) the volume of the station PA system is so loud, that it is heard through our soundproof glass, a block away, and 2) the continuous automated messages (every minute or so), are going on into the night, past 2 - 3am. We are not able to sleep, with this continual interruption.

Can you please have the PA system volume turned down, to only be hear in it's immediate vicinity?

Thank you,
Martin

--
Martin Sommer
650-346-5307
martin@sommer.net
www.linkedin.com/in/martinsommer

"Turn technical vision into reality."

--
Martin Sommer
650-346-5307
martin@sommer.net
www.linkedin.com/in/martinsommer

"Turn technical vision into reality."



SEPTEMBER 12, 2024



RFI: EVENT No. 243 (2024) FOR CUSTOMER SERVICE CALL CENTER AND CARD PRODUCTION

From Regional Transportation Authority - Chicago

REGIONAL TRANSPORTATION AUTHORITY OF NORTHEASTERN ILLINOIS ("RTA") REQUEST FOR INFORMATION ("RFI") EVENT No. 243 (2024) FOR CUSTOMER SERVICE CALL CENTER AND CARD PRODUCTION The Regional Transportation Authority...



WSF – Scheduling System

The Washington State Department of Transportation (WSDOT), Ferries Division <http://www.wsdot.wa.gov/ferries/> was created in 1951 and operates the largest ferry fleet in the United States, The Washington State Ferries (WSF) Scheduling System...



CTDOT Legal Notice

From Connecticut Department of Transportation (CTDOT)

Legal Notice The Connecticut Department of Transportation will be conducting its annual prequalification of professional consultant firms who desire to provide services for the 2025 calendar year. Additional information can be obtained at: ...



Management Services for GoRaleigh Bus Advertising Program

From City of Raleigh Transportation Department

City of Raleigh seeks proposals from highly reputable & experienced firms for transit advertising services to market, sell, secure and manage advertising contracts, & provide customer service for rental space on 122 buses & 188 digital...



Upcoming: Santa Clara Valley Transportation Authority Request for Proposals ("RFP") for BART Silicon Valley Phase II (BSVII) Program Management Services

From Santa Clara Valley Transportation Authority (VTA)

Register with VTA's solicitation website to receive notification of the RFP. This RFP seeks to award a contract to a Project Management Services Consultant ("PMC") firm or consortium (whether a joint venture, partnership or...

Butte Regional Transit (B-Line) Marketing Plan

From Butte County Association of Governments

The Butte County Association of Governments (BCAG) is seeking Proposals from contractors to develop the Butte Regional Transit (B-Line) Marketing Plan. The Plan will build upon the B-Line Routing Study that was completed in 2023. The Marketing...

Redding Area Bus Authority, (RABA), a Joint Powers Authority, for the sale of advertisements on buses, bus shelters and facilities

From Redding Area Bus Authority (RABA)

Notice is hereby given that sealed proposals are requested by Redding Area Bus Authority, (RABA), a Joint Powers Authority, for the sale of advertisements on buses, bus shelters and facilities. All proposals shall be submitted in response to...

RFP # 24-07-524 IT Products and Services

From Indianapolis Public Transportation Corporation (IndyGo)

Indianapolis Public Transportation Corporation (IPTC) Request for Proposal RFP # 24-07-524 IT Products and Services Summary: Indianapolis Public Transportation Corporation (IPTC) is issuing this Request for Proposal (RFP) for qualified professional...

GO901 TICKET VENDING MACHINES

From Memphis Area Transit Authority (MATA)

Proposals will be received by the Memphis Area Transit Authority (MATA) at, 40 S. Main Street, Suite 1200, Memphis, TN 38103, Tuesday, October 8, 2024, 11:00 a.m. for the following: GO901 TICKET VENDING MACHINES A pre-proposal meeting will ...

RFP: Vanpool Management Services

From Central Florida Regional Transportation Authority (Lynx)

The Central Florida Regional Transportation Authority doing business as ("LYNX") is seeking a qualified service Contractor to provide turn-key administration of its Vanpool Program ("Program"). The selected Contractor...

Request for Industry Feedback Metro Blue Line Light Rail Extension

From Metropolitan Council

The Metropolitan Council is evaluating packaging and delivery method strategies for the METRO Blue Line Extension light rail transit project. The Request for Industry Feedback (RFIF) is a request for the construction industry to provide input...

RFP2025-01 – New Mexico Rail Runner Express Operations and Maintenance Facility Design Consultant and Owner Representative

From Rio Metro Regional Transit District (RMRTD)

Procurement No. RFP2025-01 – New Mexico Rail Runner Express Operations and Maintenance Facility Design Consultant and Owner Representative Proposals Due: September 27, 2024, 2:00 p.m. (MST) The RMRTD invites qualified individuals and ...

To post a RFP, please contact Amy Stauffer

This email is being sent to board@samtrans.com.

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