

**SAMTRANS**  
**CORRESPONDENCE**  
**as of 6-3-2020**

**From:** Diane Bailey  
**To:** [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))  
**Subject:** The Dumbarton Corridor is vital for local and regional mobility - Let's keep development of the project going!  
**Date:** Wednesday, June 03, 2020 10:25:06 AM  
**Attachments:** [image001.png](#)

---

**CAUTION: This email originated from outside of the San Mateo County Transit District. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.**

Dear Chair Matsumoto and Board Members,

Thank you for all that you are doing to keep vital public transit services running during this difficult time. It is now more important than ever to support public transit, including the safety of all operators and riders. I'm writing in support of continued development of Dumbarton Corridor for local and regional mobility. As businesses reopen and we begin the long process of economic recovery, we will need key transportation corridors, such as the Dumbarton, to provide alternatives to solo driving.

I urge you to do all you can to work with Cross Bay Transit, Facebook, and other major stakeholders to continue developing the EIR for the Dumbarton project. In addition, as the EIR moves forward, we continue to support the inclusion of a multi-use trail for walking and biking along the Dumbarton Corridor, as well as a zero carbon public transit mode (such as rail, tram, or BRT).

Thank you for considering these comments.

Sincerely,  
Diane Bailey

**Diane Bailey | Executive Director**

**MENLO SPARK**

[diane@menlospark.org](mailto:diane@menlospark.org) | 650-281-7073

Visit us: [www.MenloSpark.org](http://www.MenloSpark.org) & [www.FossilFreeBuildings.org](http://www.FossilFreeBuildings.org)

Find us on [Facebook](#)

Follow us on [Twitter](#)



*Climate Neutral for a Healthy, Prosperous Menlo Park*

EV, PV & Fossil Free: *Guides for Electric Cars, solar & Fossil Free Homes at: <http://menlospark.org/what-we-do/>*

**From:** Adina Levin  
**To:** [Board \(@samtrans.com\)](mailto:Board@samtrans.com)  
**Subject:** General Public Comment - Facebook and Dumbarton EIR  
**Date:** Wednesday, June 03, 2020 8:54:09 AM

---

**CAUTION: This email originated from outside of the San Mateo County Transit District. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.**

Honorable SamTrans board,

Friends of Caltrain supports major improvements to Dumbarton Corridor transit. We are already starting to see traffic congestion return; our area will need public transportation choices competitive with driving for long after the current pandemic has passed.

Therefore, we were dismayed to see that Facebook is considering withdrawing financial support from the completion of the EIR for the Dumbarton project.

We appreciate Facebook's current charitable contributions to Covid relief. Therefore, we urge Facebook, as a prosperous company committed to be a good neighbor, to keep its commitment to the community to complete the EIR for the Dumbarton project.

Also, we understand that Facebook may no longer consider it to be in its corporate interest to contribute more substantially to the large capital investment to deliver the project. This is understandable if Facebook may be making longterm changes in how and where its employees work.

And, this issue is a clear example of the risks in relying on private companies to lead major initiatives for our public transportation system. Private contributions can be welcome, but the interests of a private company can diverge from the longterm interest of the general public. We need strong regional public leadership to be the stewards of our longlasting public transit infrastructure.

Lastly, two notes on the project itself:

\* As the EIR moves forward, we continue to support the inclusion of a bicycle-pedestrian trail as a component of the project.

\* The MTC's Regional Express Lane program has recently added a bus route between Oakland and Redwood City across Dumbarton. It would be valuable to study this as a potentially cost-effective option in the EIR.

Thank you for your consideration,

- Adina  
Adina Levin  
Friends of Caltrain  
<https://greencaltrain.com>  
650-646-4344

**From:** Kevin Burke  
**To:** [Board \(@samtrans.com\)](mailto:Board@samtrans.com); [adina.levin@friendsofcaltrain.com](mailto:adina.levin@friendsofcaltrain.com); [Stone, Charles \[cstone@belmont.gov\]](mailto:Stone.Charles@belmont.gov)  
**Subject:** SFMTA considering protected lanes on Potrero - please support  
**Date:** Tuesday, June 02, 2020 4:04:02 PM

---

CAUTION: This email originated from outside of the San Mateo County Transit District. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Hi,

To help stave off Carmageddon as our cities become more active again, SFMTA is studying a plan to add protected lanes on the northbound lane of Potrero, all the way from the 101 exit to the 280 stub. This would help improve service for all SamTrans buses that drive to San Francisco.

I think this is a good plan, but it's not clear that it will actually happen right now (there are some indications MTA is walking back a map that was published in earlier drafts of board slides today). It would have a better chance of happening if it had your support.

Could you send a message to Jeffrey Tumlin at SFMTA, the MTA Board, and Hillary Ronen (D9 Supervisor) telling them that you support this plan and that your riders would appreciate this?

Here are the slides.

[https://www.sfmta.com/sites/default/files/reports-and-documents/2020/06/6-2-20\\_item\\_11\\_transit\\_recovery\\_plan\\_-\\_slide\\_presentation\\_-\\_final\\_draft\\_reduced.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2020/06/6-2-20_item_11_transit_recovery_plan_-_slide_presentation_-_final_draft_reduced.pdf)

Thanks,  
Kevin



BOARD OF DIRECTORS 2020

KARYL MATSUMOTO, CHAIR  
PETER RATIO, VICE CHAIR  
RON COLLINS  
MARINA FRASER  
CAROLE GROOM  
ROSE GUILBAULT  
DAVE PINE  
JOSH POWELL  
CHARLES STONE

JIM HARTNETT  
GENERAL MANAGER/CEO

June 2, 2020

Mr. Jack Kitowski, Chief  
Mobile Source Control Division  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

**RE: Deadline Extension for Zero-Emission Bus Rollout Plan**

Dear Mr. Kitowski:

On behalf of the San Mateo County Transit District (SamTrans), I write to you today to formally request a deadline extension from June 30, 2020 to **December 31, 2020** for the submittal of our zero-emission bus rollout plan, required under the Innovative Clean Transit (ICT) regulation (Cal. Code Regs. tit. 13 § 2023 et seq.).

This request is being made in accordance with the guidance issued by the California Air Resources Board (ARB) to large transit agencies on April 23, 2020, which establishes this flexibility option. SamTrans appreciates that ARB has provided this flexibility to transit agencies facing hardship in recognition of the various staffing, financial, logistical and operational challenges faced by our industry as we grapple with the COVID-19 pandemic.

Prior to the public health crisis, SamTrans was working diligently to complete and submit our ZEB rollout plan to ARB by the June 30, 2020 deadline. In particular, SamTrans:

- Conducted a comprehensive power needs assessment, bus route assessment and base electrification masterplan. As part of this effort, staff planned for charging limitations and range, charging management, required vehicle configuration, key infrastructure layout, transitional workflow processes and impacts to existing best practices, and safety and risk management.
- Conducted extensive cost forecasting on electrical usage, to understand what our electrical uses would be and the associated costs for those needs.
- Held numerous meetings with potential energy provider Pacific Gas and Electric Company (PG&E) and Peninsula Clean Energy to discuss bus facility power upgrades. Subsequently, in March 2020, PG&E delivered a construction contract proposal for power infrastructure upgrades.
- Launched an energy procurement study designed to evaluate options for near and medium term energy procurement strategy to support electrification.
- Secured consultant assistance to develop the ICT Plan and long term master plan.

- Engaged in a climate change analysis to assess the vulnerability and risk SamTrans' facilities face related to sea-level rise and flooding so we can continue to inform the critical ZEB infrastructure plans.
- To support the scoping of the rollout plan, secured Board authorization to procure 10 battery electric buses (BEB's) for a pilot project to demonstrate the new and evolving BEB and charging infrastructure technology. The Board authorized the procurement in March of 2018, and SamTrans took delivery of the first two BEB's in December of 2018.
- Successfully designed, planned and delivered the fixed charging infrastructure that will provide for the daily charging needs for the ten bus demonstration fleet.
- Continues to work collaboratively with the bus manufacturer to enhance the performance and reliability of the first two buses while passing along lessons learned for the remaining eight buses.

However, as the Coronavirus crisis escalated, our ridership and revenues plummeted, and our limited staff resources were redirected toward maintaining core transit service and protecting the health of our riders and frontline workers. This has slowed our work and progress on the Rollout Plan.

In recent weeks, SamTrans has experienced a nearly 75 percent reduction in its daily ridership, from 36,000 daily riders to 11,000 daily riders. Due to the loss in ridership resulting from the COVID-19 pandemic, SamTrans has reduced service on 31 of our 76 fixed routes.

In late March, in an effort to comply with social distancing recommendations from the Centers for Disease Control and Prevention, SamTrans also implemented zero fare collection/rear door boarding procedures to help protect bus operators and be as safe as possible during the pandemic. With zero fare collection in place, SamTrans anticipates monthly revenue fare losses of approximately \$1.3 million. Due to the overall reduction in economic activities at all levels, we also expect a precipitous decline in sales tax revenues, which are a primary funding source for our operations and projects,

These changes to our service, combined with the financial strain the pandemic continues to have on our agency, has impacted our ability to complete and submit our ZEB rollout plan as initially contemplated under ICT regulation.

In particular, the completion of our ZEB rollout plan has been impacted in the following ways:

- **Executive Level/Management Focus on Mitigating Impact of Pandemic:** The SamTrans leadership is committed to completing and submitting our ZEB rollout plan. However, the COVID-19 pandemic has put a tremendous strain on our agency and our employees. In response, our leadership and executive team has been 100 percent focused on mitigating the impact of that strain. As such, many decisions required to complete and adopt the plan have been necessarily delayed.
- **Staffing Resources Focus on COVID-19 Response and Recovery:** As with many transit agencies across the country, much of SamTrans staff time and effort is focused on maintaining core service and protecting the health of our riders and frontline workers. Unfortunately, with staff efforts focused on maintaining the essential transit service that our

riders depend on, progress on the ZEB rollout plan has slowed and we are no longer able to meet the June deadline.

- **Financial Duress:** Since the beginning of March, SamTrans has experienced a nearly 75 percent reduction in its daily ridership (from 36,000 daily riders to 11,000 daily riders). This, coupled with a recently implemented zero-fare collection/rear door entry procedure, is estimated to result in a monthly revenue loss of nearly \$1.3 million. While the exact financial impact of the pandemic may not be certain for months to come, it has already required us to carefully examine our overall budgets, project priorities and, in some cases, enact cost-cutting measures. As such, completion of the rollout plan was necessarily prioritized behind the financial health of the agency. Like many transit agencies across the country, we expect these trying conditions to continue into the future, creating ongoing financial uncertainty.
- **Production Delays:** As part of our ZEB pilot project, SamTrans was originally scheduled to take delivery of eight BEB's in March of 2020, but because of the impact of COVID-19, our manufacturer has revised the production multiple times, with the latest schedule pushing the delivery of the new buses into June of 2020. We've recently been informed by the manufacturer that those delays may extend even further and fulfillment of the terms of our original contract may not be possible due to workforce and supply chain disruptions.

When the pandemic subsides, and as our staff and financial resources permit during the crisis, we commit to continuing to make progress on completing and submitting our ZEB rollout plan by our requested deadline of **December 31, 2020**.

In closing, SamTrans greatly values our partnership with ARB in advancing clean transportation service and we appreciate the flexibility option you are providing to transit agencies during these difficult times.

If you have any questions about this letter, please contact Casey Fromson, Director Government & Community Affairs, at 650.508.6493 or [fromsonc@samtrans.com](mailto:fromsonc@samtrans.com).

Sincerely,



Jim Hartnett  
General Manager/CEO

cc: Yachun Chow, Manager, Zero Emission Truck and Bus, Mobile Source Control Division  
San Mateo County Transit District Board of Directors