

SamTrans

CORRESPONDENCE

November 7, 2018
(as of 10-30-2018)

From: Siddiqu Shaikh
To: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: First Transit
Date: Wednesday, October 03, 2018 10:54:51 AM

Respected Board Member's,

ATU Local 1574 would like your assistance in avoiding possible work disturbance, ATU members voted yesterday to reject Last Best and Final contract offer with sanction for strike. The negotiations have been long 9 months and First Transit has made an honest efforts to settle this CBA.

Thank you.

Thanks!

Siddiqu Shaikh

PBA, ATU Local 1574

Work (650)573-7933 Fax (650)573-0853

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From: Momcarreira
To: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: Colma Park and Ride lot
Date: Wednesday, October 03, 2018 1:14:54 PM

Over the past 3-5 years I have noted motorhomes, trucks with campers, trailers and van parked at the Colma park n ride lot. This would not be unusually if the vehicles were not being "lived in" full time. I called the Sheriffs office only to get a reply that as long as they pay to park they can stay there. In looking at your web site I not that camping is not permitted but I guess if you are taking up "residency" it is alright. It also eliminates the 24 hour maximum parking rule as well.

With the \$63 monthly parking permit and a \$10 a month membership to the gym up the street with shower facilities we now have a place where you can live on the peninsula for under \$100 a month. I have not checked out the Redwood City lot to see if it offers the same accommodations.

I would appreciate being contacted regarding this during my non-work hours, it costs me way more then \$73 a month to live in the area. Best way to reach me is after 4:30 pm on my cell phone (650) 290-2202 or at my home address 747 Maddux Drive, Broadmoor, CA 94015. Please do not reply to my email address as it is not check by once a month,

Thank you for your time.

Note I have also brought my concern to the attention of Supervisor Canapa's office in case they should reach out to you.

From: Kevin Burke
To: [Board \(@samtrans.com\)](mailto:Board@samtrans.com); cacsecretary_f@samtrans.com
Subject: [SUSPECT URL!]HAWK beacon in downtown Belmont & opportunity for faster reliable bus service
Date: Sunday, October 07, 2018 3:39:51 PM

Hi,

Wednesday, October 10, Belmont Public Works will be unveiling plans for a HAWK beacon across El Camino Real at Emmett, and bike lanes on the east side of ECR between Emmett and Ralston.

I'm concerned about a HAWK beacon because it would reduce the level of service on ECR for SamTrans buses. They're also confusing for drivers, in my experience driving cars, and no guarantee of safety for bikes+pedestrians who have to cross five lanes of traffic.

An alternative plan would put a two-way bike lane along the west side of ECR and push the bus stop into the right hand ECR lane. **In-lane boarding would make ECR bus service faster** by avoiding the HAWK beacon and the need to merge back into traffic after picking up/dropping off passengers. It would also direct bike+ped traffic to the Ralston intersection, which is probably safer, since drivers are more likely to brake at signalized intersections. At a time where you are launching "Rapid" service and Transit Signal Priority this could be another big win for reliable bus service.

This could also allow for the installation of an ADA compliant bus stop in the southbound direction in downtown Belmont.

Could SamTrans work with the City of Belmont to provide bike access in a way that makes bus service faster and more reliable?

I wrote about this idea here (with pictures): <https://kev.inburke.com/kevin/belmont-village-bike-gap-ralston/>

Here is a friendly URL to the same page if you are typing this out from the correspondence packet: <https://bit.ly/downtown-belmont-bikes>

Thanks,
Kevin

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Kevin Burke
phone: 925.271.7005 | kev.inburke.com



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Sonoma County and Cities

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Alameda County

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October 19, 2018

Mr. Jim Hartnett
General Manager/CEO
San Mateo County Transit District
P.O. Box 3006
San Carlos, CA 94070

Dear Mr. Hartnett:

As San Mateo County's representatives on the Metropolitan Transportation Commission, we wanted to update the stakeholders we represent about the important work MTC is doing to support and improve mobility for San Mateo County residents in partnership with local groups like C/CAG and county transportation agencies. In addition to MTC's annual investments, voters' approval of Regional Measure 3 in June 2018 will help the Commission make an even bigger difference in reducing traffic congestion and improving transit and mobility in San Mateo County.

Summary of MTC's work directly benefitting San Mateo County:

- Annual funding investments:
 - \$21 million a year for local streets and county roads in San Mateo Co.
 - Almost \$4 million for Caltrain
 - Almost \$4 million for SamTrans
 - \$19 million for new BART cars
 - Almost \$1 million annually to fund San Francisco Bay Ferry service.
- Ongoing support totaling \$350 million for the Caltrain Electrification project
- Approved Regional Measure 3 investments in San Mateo County:
 - \$325 million to extend Caltrain to downtown San Francisco
 - \$130 million for Dumbarton Bridge Corridor improvements
 - \$50 million for Highway 101/Route 92 interchange improvements
 - New funding for a Redwood City ferry terminal
 - Regional funding for Highway 101 Managed Lanes and public express bus service in San Mateo County
 - New funding for Ferry Enhancement Program

Among MTC's most important recent efforts was working with state legislators and transportation agencies across the state to shape development of Senate Bill 1, the multi-modal transportation financing package signed into law last spring. SB 1 is now generating more than \$5 billion of new revenue annually for street and highway repairs, congestion relief projects, transit modernization, freight-movement improvements and bicycle/pedestrian projects. This includes more than \$21 million a year for local streets and county roads in San Mateo County; close to \$4 million for Caltrain; nearly another \$4 million for SamTrans; \$19 million for BART and almost \$1 million annually to fund San Francisco Bay Ferry service.

Working in partnership with business and transportation interests, MTC identified expansion of U.S. 101 through San Mateo County as the Bay Area's top priority for the competitive funding programs established by SB 1. This regional consensus paid off this spring when the California Transportation Commission approved more than \$250 million in new funding to add Express Lanes in each direction of U.S. 101 from I-380 near San Francisco International Airport to State Route 237 in Silicon Valley. SB 1 also delivered funds for pedestrian and bicycle overcrossing projects in San Carlos and East Palo Alto. Funding for these and many other projects, however, would be suspended if voters approve Proposition 6 in November.

MTC, of course, also played a lead role in crafting the Regional Measure 3 toll measure approved by voters this June. RM 3 provides funding for reconstruction the U.S. 101/State Route 92 interchange in San Mateo, highway improvements throughout the Dumbarton Bridge corridor, the extension of a newly electrified Caltrain to the new Salesforce Transbay Transit Center in downtown San Francisco, new ferry service to Redwood City and expanded service to South San Francisco..

MTC vigorously supported the San Mateo County Transit District, the Caltrain Joint Powers Board, and a coalition of elected, business and community leaders to keep Caltrain's electrification project moving forward. MTC over the years has provided more than \$350 million for the nearly \$2 billion project. Now with a \$647 million Full Funding Grant Agreement completed, the project is into construction. To expand the electrification initiative, Caltrain this spring was awarded nearly \$165 million by the California Transportation Commission to provide all-electric service throughout the corridor, build eight-car platforms, improve bike-sharing and bike parking facilities, and install a broadband communications systems that will upgrade onboard WiFi and allow for remote diagnostics to improve maintenance and operations. The ongoing conversion from diesel to electric power will allow Caltrain to boost passenger capacity and operate as many as six trains per hour in each direction, while reducing both noise and greenhouse gas emissions.

Also on the clean-air and efficiency front, MTC and the Bay Area Air Quality Management District co-sponsored Senate Bill 1128, which in 2016 made permanent the Bay Area Commuter Benefit Program. Modeled on established policies at SFO and elsewhere, the program requires employers with 50 or more full-time employees in the region to offer commuter benefits to workers. By capitalizing on provisions in the federal tax code, the program helps employers and employees alike save money, and reduces greenhouse gas emissions and traffic congestion.

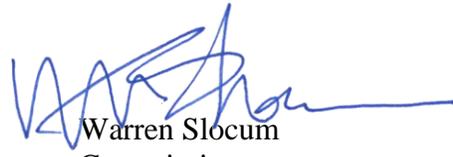
Closely related to transportation, MTC and the Association of Bay Area Governments are tackling the Bay Area housing crisis head on. MTC successfully supported state Senate bills — including SB 2, a document recording fee on real estate transactions and SB 3, a \$4 billion bond measure on the November 2018 ballot — that promote multiple new housing initiatives. Among these are a home-purchase assistance program, incentives for infill development, a transit-oriented development program, a \$1.5 billion multifamily housing program and a \$1 billion Cal-Vet home loan program. MTC this year also helped lobby for amendments to SB 828, authored by Sen. Scott Wiener, which will reform the regional housing needs assessment to ensure the state does a better job of forecasting housing needs.

We very much appreciate this opportunity to share with you and other San Mateo County leaders some of the recent highlights of MTC's work to plan for the future of Bay Area transportation, to ensure these plans are adequately funded, and to help make all the moving parts of the regional transportation network mesh as smoothly as possible. We warmly invite you to contact either of us at any time if you would like more information about these or any other MTC initiatives.

Sincerely,



Alicia Aguirre
Commissioner



Warren Slocum
Commissioner

Cc: San Mateo County Transit District
City/County Association of Governments
San Mateo County Council of Cities
San Mateo County School Boards Association
San Mateo County City Manager's Association
TBD
TBD

From: James Robinson
To: [cacsecretary \[@samtrans.com\]](mailto:cacsecretary [@samtrans.com])
Subject: 1990's Peak commute routes San Francisco
Date: Saturday, October 20, 2018 6:15:07 PM

Can your staff look into merging Caltrain together with SamTrans like some other Transit districts in the United States and Canada that run commuter trains and buses as one branded system such as Go Transit located in, Toronto Ontario Canada.

And another possibility of bringing back the, a.m. and p.m. commuter Express routes Bound for the financial district as far as Kearney and Jackson Street in San Francisco, and those other routes that's served McAllister Street back in the 1990's.

I know things have changed ever since then.

And definitely the traffic and scheduled delay times is much worse if those routes were reintroduced.

Ps,

These items would definitely balance the budget for both Caltrain and SamTrans combined.

And would relieve some pressure of the crush load of riders riding Caltrain into and out of San Francisco.

Great if you can dump MV Transportation and work with private transportation companies such as Chariot, to mimic or act as a Samtrans Routes.