

SamTrans

CORRESPONDENCE

as of August 23, 2019



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August 12, 2019

The Honorable Lorena Gonzalez, Chair  
Assembly Appropriations Committee  
State Capitol, Room 2114  
Sacramento, CA 95814

**RE: SUPPORT for Senate Bill 664 (Allen) Electronic Toll and Transit Fare Collection Systems**

Dear Chair Gonzalez:

On behalf of the San Mateo County Transit District (SamTrans), I write to you today in **SUPPORT** of SB 664 (Allen) which would ensure that toll operators statewide can safeguard privacy, properly administer the facilities, toll policies, and issues related to violations, while closing a loophole which currently exposes these agencies to litigation.

Currently law has significant protections against any transportation agency selling or disclosing personal information, not connected with the operation of toll facilities and transit fare payment systems. Senate Bill 664 preserves these protections while eliminating elements of existing law that have led to litigation centered around conducting activities necessary for the operation of toll facilities. It clarifies that personal information can be used for the day-to-day operations of a toll facilities, such as collecting toll payments, notifying drivers about road closures and enforcing toll requirements. The bill also continues to protect the privacy of motorists in California by controlling the use of personal information that is collected, used by and stored by electronic toll collection systems.

Significant litigation has resulted from ambiguities in existing law. The bill updates the law to reflect current normal business practices. Among other important elements, SB 664 expands the definition of "transportation agencies" to include contractors and sub-contractors agencies rely on. It also clarifies that "interoperability" allows for the sharing of data across multiple agencies for the sole purpose of creating and operating an integrated transit fare payment system, an integrated toll payment system, or both.

These changes will help facilitate the proliferation of Express Lanes around the state by ensuring operators can function smoothly without threat of unnecessary litigation. The bill maintains protections around personal information collected at tolls while strengthening agencies abilities to operate toll lanes.

**SAN MATEO COUNTY TRANSIT DISTRICT**  
1250 San Carlos Ave. - P.O. Box 3006  
San Carlos, CA 94070-1306 (650)508-6200

Honorable Lorena Gonzalez  
SB 664  
Page 2 of 2

For these reasons, we respectfully **SUPPORT** SB 664.

Please feel free to contact Casey Fromson, Director of Government and Community Affairs, at (650) 508-6493 or via email at [fromsonc@samtrans.com](mailto:fromsonc@samtrans.com) if you need any additional information.

Sincerely,



Jim Hartnett  
General Manager/Chief Executive Officer

cc: San Mateo County Transit District Board of Directors  
San Mateo County Transit District State Legislative Delegation  
The Honorable Ben Allen, California State Senate

**SAN MATEO COUNTY TRANSIT DISTRICT**  
1250 San Carlos Ave. - P.O. Box 3006  
San Carlos, CA 94070-1306 (650) 508-6200

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(650) 508-6200

August 12, 2019

The Honorable Jim Beall  
California State Senate  
State Capitol Building, Room 2082  
Sacramento, CA 95814

**RE: SUPPORT SB 5 (Beall) — Building Affordable and Inclusive  
Communities OR Affordable Housing and Neighborhood Revitalization**

Dear Senator Beall:

On behalf of the San Mateo County Transit District (District), the Peninsula Corridor Joint Powers Board (Caltrain), and the San Mateo County Transportation Authority (Transportation Authority) I write in **SUPPORT** of Senate Bill 5 and its approach to tackling the housing crisis in California.

By establishing a new local/state partnership local jurisdictions will be able to use their own county's local property tax to fill the funding gap left by the dissolution of redevelopment in 2012 and loss of federal funding. Senate Bill 5 allows local governments to collaborate on state-approved redevelopment plans, which would be funded by reduced contributions to local Education Revenue Augmentation Funds (ERAFs), awarded to state-approved projects.

This bill restores and provides resources to communities to help build transit-oriented development, affordable housing, repair infrastructure, and revitalize our neighborhoods and downtowns.

Senate Bill 5 provides timely and on-going funding for affordable housing projects to give economic relief for working families while also creating good-paying construction jobs in communities throughout our state. By funding infrastructure, as well as housing, SB 5 helps alleviate concerns raised in local communities about the impacts new housing will have on already overtaxed infrastructure.

We also appreciate the efforts to include accountability and oversight to ensure the development of housing for Californians at all income levels. The bill also clearly safeguards funding for education by requiring a state funding backfill.

For these reasons, we respectfully **SUPPORT SB 5**.

Honorable Jim Beall  
SB 5  
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Please feel free to contact Casey Fromson, Director of Government and Community Affairs, at (650) 508-6493 or via email at [fromsonc@samtrans.com](mailto:fromsonc@samtrans.com) if you need any additional information.

Sincerely,



Jim Hartnett  
General Manager/Chief Executive Officer/Executive Director

cc: Peninsula Corridor Joint Powers Board of Directors  
San Mateo County Transit District Board of Directors  
San Mateo County Transportation Authority Board of Directors  
Peninsula Corridor Joint Powers State Legislative Delegation  
San Mateo County Transit District Legislative Delegation  
San Mateo County Transportation Authority Legislative Delegation

**From:** Morsello, Veronica  
**To:** [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))  
**Subject:** El Camino Real Bus Lines in the City of San Mateo  
**Date:** Wednesday, August 21, 2019 9:35:53 AM

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Dear SAMTRANS Board,

I am a long time San Mateo County resident and commute daily on the El Camino Real in San Mateo. I would like to request that the El Camino Real buses no longer take breaks on the El Camino Real between 4<sup>th</sup> and 5<sup>th</sup> Avenues (going southbound). There is often one, and many times two buses blocking the right lane of traffic and in the mornings especially those lanes are heavily used. There are also a large number of parents trying to drive their children to St Matthews school just a few blocks up, and the school directs the parents to use that right lane and then turn into the school, to drop off their children. By requesting the bus drivers to take their breaks further up the El Camino Real in San Mateo, where there are many empty parking spaces, this would allow the right lane to be used by all and avoid the traffic congestion on the El Camino Real in the downtown San Mateo area.

Thank you for your consideration.

Best,

Veronica Morsello  
T: 650.378.3708

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GENERAL  
MANAGER/CEO

August 7, 2019

The Honorable Anthony Portantino, Chair  
Senate Appropriations Committee  
State Capitol, Room 2206  
Sacramento, CA 95814

**RE: AB 784 (Mullin) California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project. – SUPPORT**

Dear Chair Portantino:

On behalf of the San Mateo County Transit District (SamTrans) I write to you today in **SUPPORT** for AB 784 (Mullin) and to urge you to vote “Yes” when it is heard in the Senate Appropriations Committee. This bill would exempt zero-emission transit buses (ZEBs) from the state portion of the sales tax until January 1, 2024.

In December 2018, the California Air Resources Board adopted the Innovative Clean Transit regulation, requiring transit agencies across the state to begin to purchase ZEBs as soon as 2023, with the goal of transitioning all transit buses in California to zero-emission technology by 2040. SamTrans is excited to participate in this forward thinking approach to transit and will be converting a major portion of our fleet prior to January 1, 2024.

As we move forward with planning the ZEB conversion we, like all other transit agencies going through this process, are faced with the very high upfront costs associated with the purchase of ZEBs for both rolling stock and infrastructure. This bill would be a significant step forward in offsetting the costs of purchasing ZEBs.

Assuming average costs of \$775,000 for a battery-electric bus and \$1,235,000 for a hydrogen fuel cell bus, this bill would save transit agencies \$35,000 and \$55,575 per bus for these technologies, respectively. These costs savings would help transit agencies maintain quality service as they work to improve air quality. We hope to see more bills like this that will help local agencies pay for all the components of ZEB conversion including infrastructure costs.

**SAN MATEO COUNTY TRANSIT DISTRICT**  
1250 San Carlos Ave. - P.O. Box 3006  
San Carlos, CA 94070-1306 (650)508-6200

Honorable Autumn Burk  
AB 784  
Page 2 of 2

For these reasons, we respectfully **SUPPORT** AB 784.

Please feel free to contact Casey Fromson, Director of Government and Community Affairs, at (650) 508-6493 or via email at [fromsonc@samtrans.com](mailto:fromsonc@samtrans.com) if you need any additional information.

Sincerely,



Jim Hartnett  
General Manager/Chief Executive Officer

cc: San Mateo County Transit District Board of Directors  
San Mateo County Transit District State Legislative Delegation