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**CORRESPONDENCE**

**as of 9-13-2024**



*Congress of the United States  
House of Representatives  
Washington, D. C. 20515*

09/10/24 11:06:56 AM  
Anna G. Eshoo  
Sixteenth District  
California

September 6, 2024

The Honorable Carlos Romero, Chairman  
San Mateo County Transportation Authority  
1250 San Carlos Avenue  
San Carlos, California 94070

Dear Chairman Romero,

I've written to the Metropolitan Transportation Commission in support of the Transportation Authority's request for funding for the State Route (SR) 84 – United States (US) 101 Interchange Reimagined Project, and a copy of my letter is enclosed for you.

I hope this will be helpful to the Transportation Authority, and if I can be of further assistance to you, just let me know.

All my best,

Anna G. Eshoo  
Member of Congress

Enclosure

cc: The Honorable Members of the SMCTA Board of Directors  
The Honorable Members of the City Council of Redwood City



*Congress of the United States  
House of Representatives  
Washington, D. C. 20515*

*Anna G. Eshoo  
Sixteenth District  
California*

September 6, 2024

The Honorable Cindy Chavez, Chairwoman  
Programming and Allocations Committee  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, California 94105

Dear <sup>Sindy</sup> Chairwoman Chavez,

I write in strong support of the City of Redwood City's application for funding for the State Route (S.R.) 84 – United States (U.S.) 101 Interchange Reimagined Project.

The City and its partners, Caltrans and the San Mateo County Transportation Authority, are seeking \$33.1 million through the S.B. 1 Trade Corridor Enhancement Program which is funded with both state and federal funds. Local stakeholders have already committed 80 percent of the project's \$321 million construction costs. The City seeks to fund the remaining \$57 million through this request from the Trade Corridor Enhancement Program and a pending federal grant application for \$25 million, which I have lent my support for.

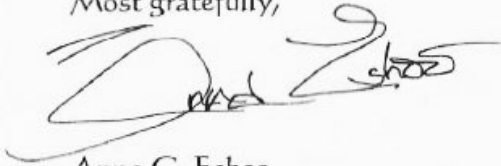
The project will rebuild the U.S. 101 and S.R. 84 interchange to increase safety, provide new pedestrian and bicycle access, and improve traffic flow and regional mobility. The current interchange is past its useful lifespan and causes traffic congestion and other safety issues that have contributed to dozens of injuries in collisions every year.

The project will address these issues by replacing and reconfiguring on-and-off ramps, expanding ramp vehicle storage capacity, installing signalized ramp terminal intersections, and providing new bikeways and sidewalks. It will also enable more trade and freight activity between the Port of Redwood City and Seaport Center, as the interchange is the only highway access point to and from the Port.

This project is an important part of our regional transportation network and will relieve traffic congestion, improve traffic safety, and provide a safe pedestrian and bicycle crossing across Highway 101. I urge you to give Redwood City's request your

full and fair consideration in accordance with all applicable laws and regulations, and I thank you in advance for your consideration of my important request.

Most gratefully,

A handwritten signature in black ink, appearing to read 'Anna G. Eshoo', with a large, sweeping flourish extending to the right.

Anna G. Eshoo  
Member of Congress





**BOARD OF DIRECTORS 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)

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



**From:** [Joe Lee](#)  
**To:** [Board \(@smcta.com\)](mailto:Board (@smcta.com))  
**Subject:** Request of short segment sound wall to lower highway risk between 280 Interstate and adjacent residential San Bruno neighborhood  
**Date:** Monday, September 9, 2024 11:05:21 AM

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You don't often get email from joe.lee90@mail.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.

Hello SMCTA,

Good morning. This email is a followup on a request that was sent many years ago, and directed to Congestion Management Agency of San Mateo County. There is a very short segment of the 280 Interstate in San Bruno which lacks any proper secure barrier between the 280 Interstate southbound and adjacent residential neighborhood, and is completely exposed. If there is any funding/time available for a small improvement project that falls under the retrofit sound wall program, administered by the Congestion Management Agency would just like to raise this concern again.

Google street view:

[https://www.google.com/maps/@37.6361637,-122.4397003,3a,90y,255.59h,78.39t/data=!3m6!1e1!3m4!1sYROg5Ni-BA7baDhxqgZPA!2e0!7i16384!8i8192?coh=205409&entry=ttu&g\\_ep=EgoyMDI0MDgyNi4wIklXMDSoASAFQAw%3D%3D](https://www.google.com/maps/@37.6361637,-122.4397003,3a,90y,255.59h,78.39t/data=!3m6!1e1!3m4!1sYROg5Ni-BA7baDhxqgZPA!2e0!7i16384!8i8192?coh=205409&entry=ttu&g_ep=EgoyMDI0MDgyNi4wIklXMDSoASAFQAw%3D%3D)

Thank you again for the consideration, and have a good day.