



JPB Board of Directors  
Meeting of May 1, 2025

Correspondence as of April 25, 2025

# Subject

1. Joint SMC Letter Regional Measure Amendments April 2025 \_ Final
2. FW\_ Concern about parking loss for Caltrain\_ other stations
3. Vector EHS Management Notification - Customer Service #962081



April 21, 2025

The Honorable Dave Cortese  
Chair, Senate Transportation Committee  
State Capitol, Room 405  
Sacramento, CA 95814

The Honorable Jerry McNerney  
Senate Revenue and Taxation Committee  
State Capitol, Room 410  
Sacramento, CA 95814

RE: SB 63 (Wiener and Arreguin) Regional Transportation Funding

Dear Chairs Cortese and McNerney:

San Mateo County is committed to maintaining a strong regional public transit network in the Bay Area. We thank the authors for their thoughtful and inclusive approach to developing SB 63. Leaders of the San Mateo County Transit District (SamTrans), the San Mateo County Transportation Authority (SMCTA), and the City/County Association of Governments of San Mateo County (C/CAG) are in regular discussions together with County leaders. Our joint goal is to determine the best approach for San Mateo County to provide additional operating assistance for Caltrain and BART, while protecting the renewal of a current County transportation sales tax (Measure A) in 2028.

We appreciate the proactive engagement of the bill authors who provided a path for San Mateo County to “opt in” to the Regional Measure. However, before San Mateo County can seriously consider opting into the Regional Measure, several provisions within SB 63 warrant further discussion. We look forward to collaborating with the bill authors and the legislature to develop specific amendment language related to the following ideas:

- **The Transportation Authorities of the included counties should govern the Transportation Revenue Measure District (TRMD).** Existing local sales tax authorities in each county covered by SB 63 already distribute transportation sales taxes. The most efficient and fiscally-responsible pathway for administering a new sales tax is to leverage existing agencies, not create a new one. The existing transportation authorities could function jointly as one new district, or individually but in coordination. Voters are more likely to trust their local elected officials to administer new taxes, which will help build support for the measure.
- **Timing Limitations:** The TRMD must be permitted to go to the ballot only once, in 2026, and the TRMD must sunset when the tax expires.

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

Chairs Cortese and McNerney

April 21, 2025

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- **Percentage funding:** SB 63 or its authorized tax measure should designate a percentage share of revenues to fund each operator, not specific dollar amounts. The percentages should reflect agreed-upon levels of support based on current projected tax revenue.
- **Remove MTC's Transit Transformation category from the regional measure.** SB 63 must authorize an emergency self-help tax measure to save critical rail and bus service for passengers, not to fund enhancements. Allocating 10% of tax revenues for MTC's Transit Transformation efforts would divert tens of millions of dollars away from basic needs of the region's transit systems. MTC's Transit Transformation is a worthwhile program that should be funded by state funds or a different mechanism (such as with funds from all nine bay area counties – not just those participating in the SB 63 tax), but it does not address the region's transit funding emergency.
- **Return to source requirement:** SB 63 should specify that excess funds – beyond the agreed-upon contributions towards specific agencies' operating deficits – must be returned to the counties where they are generated. Additionally, if an operator receiving regional support under SB 63 no longer faces an unmanageable fiscal crisis, tax dollars should be redirected to the contributing counties.

**Accountability** is a top priority for San Mateo County leaders and likely voters:

- Funds should be withheld from transit operators that fail to comply with reporting, cost savings, and financial stability measures.
- The county transportation authorities should work together, in consultation with operators, to develop accountability metrics, key milestones and benchmarks, enforcement, and reporting requirements to the state legislature.
- Operators must specify exactly how they will spend new SB 63 tax dollars within each county and publish their plans for financial recovery and long-term sustainability, including cost savings, ridership growth and non-tax revenue generation.
- Each participating county should be treated equitably relative to all elements of the funded regional transit systems' station maintenance, service enhancements or cuts.
- The State of California convened a Transit Transformation Taskforce. The Taskforce's findings and recommendations should be considered in developing and finalizing accountability measures.

We look forward to discussing amendments to SB 63 with you. If you have any questions please contact Jessica Epstein, SamTrans and SMCTA Government and Community Affairs Director, at [epsteinj@samtrans.com](mailto:epsteinj@samtrans.com) and Sean Charpentier, C/CAG Executive Director, at [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org).

Sincerely,



Jeff Gee

Chair, San Mateo County Transit District Board of Directors

Chairs Cortese and McNerney

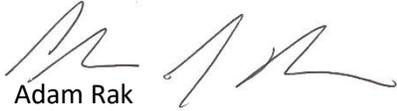
April 21, 2025

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Carlos Romero

Chair, San Mateo County Transportation Authority Board of Directors



Adam Rak

Chair, City/County Association of Governments San Mateo County

Cc: San Mateo County Transit District Board of Directors

San Mateo County Transportation Authority Board of Directors

City/County Association of Governments San Mateo County Board of Directors

Peninsula Corridor Joint Powers Board (PCJPB) Board of Directors

Santa Clara Valley Transportation Authority and San Francisco Board of Supervisors (as member agencies of the PCJPB)

Senator Scott Wiener

Senator Jesse Arreguín

Assemblymember Catherine Stefani

David Canepa, Commissioner, Metropolitan Transportation Commission

Gina Papan, Commissioner, Metropolitan Transportation Commission

Legislative Delegations of the San Mateo County Transit District, San Mateo County Transportation Authority, City/County Association of Governments and Peninsula Corridor Joint Powers Board

**From:** [Public Comment](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** FW: Concern about parking loss for Caltrain/ other stations  
**Date:** Wednesday, April 23, 2025 1:37:21 PM

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**From:** Juergen Pfaff <jjpf@pacbell.net>  
**Sent:** Wednesday, April 23, 2025 1:15 PM  
**To:** Public Comment <publiccomment@smcta.com>; Public Comment <publiccomment@samtrans.com>; Baltao, Elaine [board.secretary@vta.org] <board.secretary@vta.org>  
**Subject:** Concern about parking loss for Caltrain/ other stations

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To whom it may concern.

I would like to relay a growing concern that newest housing bills have their sites on limited Transit parking lots. Not a good idea.

Though people who are younger and mobile can and do walk to Stations nearby, many people need a car to get there. This includes those living further out, west into the hills where there is only an Uber or Taxi service to get to a station, and they'd prefer using their own vehicles to get to the stations and park safely there. These are older people who can still drive, but who cannot possibly get to transit with other devices like scooters and bikes.

If station parking lots disappear, this will further contribute to a downward spiral where mass transit use becomes more trouble than its worth. Nobody wants to struggle to find parking spaces to use the transit system.

A number of people in the suburbs are over 70 and like to combine auto trip destinations to save gas, which is smart. They like to make stops to buy groceries or run other errands on their way home, which could be several miles. They want to use a car whether that is politically correct, or not, it simply is the way it is.

IF the parking lots disappear, so will your ridership, because there is no viable financial means to do last mile all over the place.

Best regards,

Jennifer Pfaff  
Burlingame

**From:** [Vector EHS Management Board \(@caltrain.com\)](#)  
**To:** [Vector EHS Management Board \(@caltrain.com\)](#)  
**Subject:** Vector EHS Management Notification - Customer Service #962081  
**Date:** Thursday, April 24, 2025 11:47:53 AM

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

You are being notified of the following Customer Service #962081

System ID: 962081

Date Received: 4/24/2025

Time:

Group: Caltrain

Division: Administration and Shared Services

Facility / Department: Multiple Caltrain Departments

Section (City/Station):

Detailed Location:

Run Number or Train Number:

Bus #: N/A

Categories: Fares / Tickets

Potential Safety Issue: No

Occurrence Description / Comments: I am writing to express concern about Caltrain's fare enforcement policy, particularly how it treats riders who fail to tap a Clipper card before boarding. One early morning on a 6:30 a.m. northbound train, I witnessed a woman "clearly a first-time rider" being cited. She had just purchased a Clipper card but didn't realize she needed to tap it at the station. The fare inspector informed her that her only options were to disembark at the next stop and wait for the next train or pay a \$75 citation. Trying to help, I suggested she buy a mobile ticket, assuming the issue was lack of payment or ticket. But after she did, the inspector returned and said the ticket no longer counted. Her options remained unchanged. I was so struck by the inflexibility of this policy that I offered to pay the \$75 citation myself. While the inspector was following protocol, the situation exposed a system that is unnecessarily punitive "especially for first-time users, visitors, and those unfamiliar with the tap-on/tap-off rules. In today's volatile economic environment, a \$75 fine can be a serious hardship" particularly for someone just trying to get to work. Public transit is a necessity, not a luxury. Fare enforcement should be grounded in compassion, not punishment. Caltrain is one of the few reliable and affordable transportation options in the region, and for many riders, missing work due to enforcement or being fined can have lasting consequences. At a time when we are trying to rebuild trust and ridership, especially among younger and more diverse generations, overly harsh policies risk pushing people away from transit altogether. I respectfully urge the Board to consider more equitable alternatives, such as: Charging the full one-way fare (or double fare) in lieu of a citation for first-time violations, similar to how untapped trips are billed. Implementing a strike-based system "first infraction results in a full fare charge, second in double fare, and citations issued only for repeated offenses. Providing real-time remedies and clearer education "this could include improved signage about tap requirements, more prominent app/onboard reminders, and an option to purchase a fare onboard (even at a premium) to prevent punitive outcomes when mistakes occur. This would be especially helpful for first-time riders and visitors. Thank you for your time and your continued efforts to make Caltrain more equitable, accessible, and

rider-friendly. Thoughtful changes to fare enforcement can go a long way toward building a more compassionate, trusted, and inclusive transit system. Sincerely, JQ Ramos Former Member, Seamless Bay Area Board & Redwood City Transportation Advisory Committee

[Click here](#) to view this report.

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