

**SAMTRANS**  
**CORRESPONDENCE**  
**as of 8-19-2022**

3312 Shelter Creek Lane  
San Bruno, CA 94066

August 13, 2022

Kevin Mullin  
Speaker Pro Tempore  
California State Assembly  
1528 South El Camino Real, Suite 302  
San Mateo, CA 94402

08/16/22 AM 10:52 EXEC

***Re: SAMTRANS New Schedule, Route 142***

Dear Assemblyman Mullin:

My name is Thelma Tannis. I write to bring to your attention the SAMTRANS new bus schedule Route 142 which took effect last August 7, 2022. Route 142 replaced the old Route 141 which provide transportation service to residents of San Bruno City without considering the schedule of working moms and dads, lives of early working commuters to go to their jobs on time in the Bay Area. The new eastbound operates between Shelter Creek Lane, Cunningham, San Bruno Senior Center, back to Cunningham, to Cherry Avenue, to San Bruno Avenue, left to Huntington Avenue to San Bruno BART and to the SFO Rental Car Center. The new schedule runs every hour from 6:20 a.m., 7:20 a.m. 8:20 a.m., etc. until 6:20 p.m. The previous schedule runs every 30 minutes which starts from 6:31 a.m. 7:05 a.m. 7:35 a.m. etc.

The new schedule was made without considering working commuters who have to be on their jobs on time. The 6:20 a.m. is too early for commuters especially those with children who have to start work at 8:00 a.m. in San Francisco and the Bay Area. The 7:20 a.m. is too late for those who start work at 8:00 a.m. in San Francisco. Also, the new route does not consider connection with BART train schedule. If you take the 6:20 a.m. you get to BART at 6:33 a.m., walk (basically run) about 3 minutes to BART station, go down the steps in a hurry to catch the train, and still you miss your connection. You have to wait 10 to 12 minutes to connect to the next BART train to San Francisco. If you take the 7:20 a.m. you get to BART at 7:33 and have to wait 10 or 15 minutes to connect to the next BART train to San Francisco and you are very late for your 8:00 a.m. job start.

This is ridiculous. And what is even ridiculous is the schedule to San Bruno Senior Center at that early morning time -- during the first week of this 142 Route nobody got on from Shelter Creek Lane to get off at the Senior Center and nobody got on from the Center to go to BART or SFO Rental Car Center. SAMTRANS should reconsider this bus route and go to the old schedule of running every 30 minutes at least during early commute times. There should be a special or limited edition of Route 142 that runs every 30 minutes from 6:35 a.m., 7:05 a.m. until 8:30 a.m. and avoid stops to the San Bruno Senior Center during those times. Besides, the San Bruno Senior Center opens at 8:00 a.m. This saves money, gas and time. The westbound schedule is also not working for us commuters. Route 142 bus arrives/departs from BART

station at 4:10 p.m., 5:10 p.m. and last run is at 6:10 p.m. The 4:10 p.m. and 5:00 p.m. schedule are too early for those who works from 8:00 am to 5:00 pm. Those who gets off from work at 5:00 pm and take BART to San Bruno have to wait 30 or 40 minutes to take the last bus at 6:10 pm. This is very impractical. The old schedule (Route 141) which runs every 30 minutes, allows commuters to catch the 5:25 pm, 5:55 pm westbound route from BART.

As a member of the California Assembly Transportation Committee, please look into this situation, contact SAMTRANS authorities, and find some solution to alleviate our transportation woes. The other insensitive policy/rule of SAMTRANS is the rule that you have to be at the pole where the Route 142 sign hangs on the electric pole otherwise the driver will not pick you up. At Shelter Creek Lane, there are three bus stops: first at Fire Road 1, the next at Fire Road 2 and the last at Fire Road 3. At Fire Road 3 there is a long red zone from electric post to the corner of the entrance to Shelter Creek compound. Commuters are accustomed to stand at the end of the red zone, Fire Road 3, to board the bus. During last week, the drivers insisted that we stand at the electric post/pole where the Route 142 sign hangs. This is an insensitive policy which does not consider the safety of the public and the health of elderly people in wheel chairs. Immediately at the electric post, end of red zone, cars are parked along Shelter Creek Lane. Last week, bus drivers insisted that we stand at the Route 142 sign and she parked the bus obliquely at the sign to allow us to board the bus. By doing so, she blocked the southbound cars, created unnecessary traffic, and did not consider the safety of commuters. The red zone is there to allow buses to park and stop and pick up passengers but not to SAMTRANS drivers who follow the policy to the letter and not use common sense for the safety of the public. Attach are photographs showing the Route 142 sign at the electric post, the red zone and the cars parked at the end of the red zone. SAMTRANS should instruct these drivers to use the red zone to park and pick up passengers.

Thank you for your attention and prompt consideration.

Respectfully yours,

  
Thelma Tannis

cc: The Board of Directors  
SAMTRANS

Mail body:



Sent from my iPhone



T. Tannis  
9312 Shelter Creek Lane  
San Bruno, CA 94066

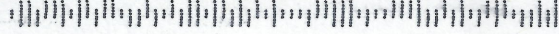
SAN FRANCISCO CA 940

13 AUG 2022 PM 2 L



The Board of Directors  
SAMTRANS  
1250 San Carlos Ave.  
P.O. Box 3006  
San Carlos, CA 94070-1306

94070-130606





## SOUTH SAN FRANCISCO UNIFIED SCHOOL DISTRICT

**SUPERINTENDENT**  
Shawnterra Moore, Ed.D.

**BOARD OF TRUSTEES**  
John C. Baker  
Chialin Hsieh  
Daina R. Lujan  
Patricia A. Murray  
Mina A. Richardson

Re: Support for AB 1919

08/18/22 AM 9:44 EXEC

Dear SamTrans Board of Directors,

On behalf of the students of the South San Francisco Unified School District, which serves families in South San Francisco, Daly City, San Bruno, and Colma, the Board of Trustees is respectfully requesting your support for Assembly Bill 1919, establishing the Youth Transit Pass Pilot Program.

Encouraging early public transit usage among young people is important to continuing public transit use among adults. The benefits of public transit use are many and well established: communities with high public transit usage have better public health, every dollar invested in public transit offers \$4 in return to a community (footnote 1), and the more use of public transit in an area, the lower the greenhouse gas emissions are per capita.

These benefits are particularly important in the South San Francisco Unified School District. Per Cal EnviroScreen 4.0, the east side of South San Francisco is in the 95th percentile of pollution burden statewide, so any measure with potential to reduce emissions is important. Additionally, about 45 percent of our student body is on free/reduced price meals, are English learners, or are foster youth. Having low cost public transit would reduce the challenge many of our families have in terms of transportation, particularly with the current costs of gasoline.

Again, we urge your support of this vital legislation, which would potentially help reduce emissions in our District and encourage the adoption of healthier sustainable transit use by our community's youth.

Sincerely,

John Baker  
President, Board of Trustees  
South San Francisco Unified School District

1. <https://www.apta.com/research-technical-resources/economic-impact-of-public-transit/>

SUPERINTENDENT  
SOUTH SAN FRANCISCO UNIFIED SCHOOL DISTRICT  
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SOUTH SAN FRANCISCO, CA 94080-4423

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SamTrans Board of Directors  
P.O. Box 3006  
San Carlos, CA 94070-1306

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1250 SAN CARLOS AVE  
SAN CARLOS, CA 94070  
(650) 508-6200

August 17, 2022

The Honorable Gavin Newsom  
Governor, State of California  
1021 O Street, Suite 9000  
Sacramento, CA 95814

**RE: SB 922 (Wiener) Signature Request**

Dear Governor Newsom:

On behalf of the San Mateo County Transit District (SamTrans) and the San Mateo County Transportation Authority (TA), I write to you to respectfully request that you **SIGN** SB 922 (Wiener). This bill would modify the statutory exemptions to the California Environmental Quality Act (CEQA) for clean transportation projects, established by SB 288 (Wiener). Additionally, this bill would eliminate the sunset on these exemptions.

In 2020, recognizing the CEQA process is often used by project opponents to stop or delay clean transportation projects, the Legislature passed, and Governor Newsom signed into law SB 288, which temporarily exempted certain clean transportation projects from CEQA requirements. This included projects for new bus rapid transit, bus, or light rail services on public rail or highway rights-of-way; transit prioritization projects; projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians; projects to construct or maintain infrastructure to charge or refuel zero-emission buses; and projects for pedestrian and bicycle facilities.

SB 922 modifies the CEQA exemptions provided by SB 288 to include additional project types that will further expedite the delivery of clean transportation options and expand access to alternative modes of mobility.

With the enactment of the federal Bipartisan Infrastructure Investment and Jobs Act, project streamlining will help agencies like SamTrans and the TA to leverage new funding opportunities to support the state's economic recovery and curb greenhouse gas emissions.

For these reasons, we respectfully request your signature on SB 922 at the appropriate time.

Please contact Government and Community Affairs Manager Jessica Epstein at [epsteinj@samtrans.com](mailto:epsteinj@samtrans.com) if you have any questions or need additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Carter Mau".

Carter Mau  
Acting General Manager/CEO/Executive Director

Cc: San Mateo County Transit District Board of Directors  
San Mateo County Transportation Authority Board of Directors  
San Mateo County Transit District State Legislative Delegation  
San Mateo County Transportation Authority State Legislative Delegation



**From:** [MICHAEL HARRIS](#)  
**To:** [David Canepa](#); [Pine, Dave \[dpine@smcgov.org\]](#)  
**Cc:** [Tony Bayudan](#); [Michael Richardson](#); [Michael Callagy](#); [jnibbelin@smcgov.org](#); [Scott Campbell](#); [ron.carlino@ssf.net](#); [Danny Gil](#); [Sean Curmi](#); [O'Connor Matthew](#); [Steven Massoni](#); [Ken Chetcuti](#); [Fahmida Murphy](#); [price@padailypost.com](#); [Jon Mays](#); [Board \(@samtrans.com\)](#); [Dubost, Tina](#); [Rios, Rona](#); [De La Torre, Andria](#); [Kathleen Walsh](#); [Warren Slocum](#); [Groom, Carole \[cgroom@smcgov.org\]](#); [Horsley, Don \[dhorsley@smcgov.org\]](#); [Ken Cole](#); [Jackson JamesP \(NBCUniversal\)](#)  
**Subject:** Elderly black woman dumped Seton MC & later SSF Grocery Outlet (SAMTRANS involved too)  
**Date:** Wednesday, August 17, 2022 6:55:48 PM

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

I left Seton MC 1200 exactly.

There were 2 security guards at the front desk.  
A third was pushing a wheel chair with an elderly black woman to the SAMTRANS stop.

I asked her which bus she wanted. She told me either one.

The Northbound bus came first.

The driver was no help.  
I finally got the woman to say she wanted to go to BART.

I pushed her up the ramp. With my 5 shoulder surgeries, this hurt.  
I still deal with my Oct 2007 Kamala Harris crime victim injuries everyday.  
My right shoulder hurts as I type this email.

I pushed her into the bus to the handicap area.  
I left her for the driver. He went to strap her in.

I waited a long time for the Southbound 122 bus.  
I got off at Target & shopped.  
I walked to Doller Tree & shopped.  
I walked to El Camino.  
I boarded the ECR bus.  
I left the ECR bus at Hickey.  
I walked to the Grocery Outlet store.  
The woman was there with GO Manager Dave standing in front of her.  
I told Dave that I had helped get her onto the 122 bus for BART.  
Dave said she had been dumped. I always say Hi to Dave when he is working.  
The SSF FD Paramedics arrived few seconds later.  
I told the Paramedics my part of the story.

I want SMC DA Investigator Andrea Higgins to investigate this.

The 3 Seton MC security guards should be fired.



The Samtrans drivers involved should be interviewed.  
It appears they were also involved in the dumping.  
It appears this elderly black woman was dumped 3 times today.

There is no point going to SSF CC, Kevin Mullin, Josh Becker on this inhumanity.

This incident occurred in DC, SSF, Colma.  
The SMC DA should properly handle this.

This woman could have had Monkey Pox with the popped blisters on her face.

She was not really coherent. The wheel chair did not have foot rests.  
She was wearing booties.

Mike

**From:** [Yu Qiu](#)  
**To:** [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))  
**Subject:** Route 140 Eliminated  
**Date:** Wednesday, August 17, 2022 12:36:06 PM

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Dear SamTrans Board,

I am unhappy with the decision to eliminate route 140.

Sent from my iPhone

**From:** [Brook, Jean](#)  
**To:** [Board \(@samtrans.com\)](#)  
**Subject:** FW: Route 260  
**Date:** Monday, August 15, 2022 3:49:01 PM

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**From:** Heather Logan <heather@catbert.net>  
**Sent:** Monday, August 15, 2022 11:35 AM  
**To:** Public Comment <PublicComment@samtrans.com>; cacsecretary [@samtrans.com] <cacsecretary@samtrans.com>  
**Subject:** Route 260

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To whom it may concern,

I am sending this message as a Belmont resident and parent who values the importance of public transportation and would like to see route 260 restored to its original route.

SamTrans' new proposal would cut off service to residents of eastern Redwood Shores and the highly-trafficked section of Ralston Avenue between Cipriani Boulevard and Highway 92, leaving many Belmont residents without public transportation. The College of San Mateo, Carlmont High School, Ralston Middle School, and Cipriani Elementary School are all within the region that will no longer be serviced directly by 260.

Parents of Cipriani Elementary School students submitted complaints and voiced disapproval of the new route. Ralston and Carlmont parents are equally frustrated. Many of these parents work full time and cannot take their children to school due to their schedules, and rely on route 260 for their children to get to school. The removal of service will negatively impact these families, both now and in the future. Students who live in the Hallmark and Skymont neighborhoods would have a >1 mile walk down Ralston to the nearest bus stop if they are using public transportation to meet friends, get to a part time job, or get home from after school activities.

Route 260 isn't just used by students during school days; other residents rely on the bus to get where they need to be. 260 runs through Lesley Terrace, a retirement community, and seniors who don't qualify for car service use this route. Shortening the route complicates service for seniors and those who prefer public transportation.

Other forms of transportation are not as efficient and safe as the bus. If students decide to drive or have their parents drop them off at school, morning traffic would increase at both Ralston Middle School and Carlmont High School, ensuring an even longer blockage in those already-congested areas. If students choose to bike to school, they will have to share the road with motor vehicles in areas where the speed limit can reach 40 mph. All of these options are dangerous, especially considering the high level of accidents with student drivers.

A survey posted in SamTrans' summary of their Phase 3 Outreach program showed that, out of 60 responses, an overwhelming 93% of responses were not supportive of changes to 260's route. Why did SamTrans ultimately decide to alter the route even though the majority of responses disagreed with the proposal?

I strongly urge SamTrans to reconsider their alterations to route 260.

Thank you for your consideration.

Sincerely,  
Heather Logan



**From:** [Brook, Jean](#)  
**To:** [Board \(@samtrans.com\)](#)  
**Subject:** FW: 260 route  
**Date:** Monday, August 15, 2022 3:48:46 PM

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-----Original Message-----

From: lilye13@gmail.com <lilye13@gmail.com>  
Sent: Saturday, August 13, 2022 9:35 AM  
To: Public Comment <PublicComment@samtrans.com>  
Subject: 260 route

[You don't often get email from lilye13@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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On behalf of my family particularly my middle school son we are writing to express our concerns about cutting the 260 bus stops up Ralston past Cipriani. We live in the Belmont heights neighborhood where public transportation normally isn't simple since we live way in on Hallmark but at least there was a stop at Hallmark and Ralston. Due to the pandemic socializing with friend for my kids disappeared. As they started in school Full time in Ralston last year there was still little to no carpooling and going to hangout at homes due to Covid concerns. As the year progressed though my son and his friends found that they could get to hang out together after school at the library to do homework and go to Barrett park in Belmont and then ride the bus home when they were done. Saving is an extra car trip up and down Ralston just to pick him up which also would be interrupting our schedule like preparing dinner and such, What started as a once a week thing in Friday's evolved into almost an everyday by the end of school. I watched my shy nervous 13 year old boy evolve to a confident "bus rider" even taking the bus down to meet friends on weekends. He was the first of my kids to actually use the San Trans public transportation regularly! He has grown so much by having this kind of independence and confidence to ride the bus at his age around here where it is a car centered neighborhood. Taking away these stops cuts off our Belmont Heights and the neighboring neighborhoods from alternative forms of transportation. It also hugely impacts us when he goes to Carlmont next year as he now has to solely rely on us for transportation to and from school. In addition with the change in start times to 8:30 for all Carlmont Students and no bus service there will be a significant increase of traffic congestion in such small area. We desperately urge you to reconsider this plan and adding some form of transportation back up Ralston for our families.

Thank you

E Harvey

**From:** [Brook, Jean](#)  
**To:** [Board \(@samtrans.com\)](#)  
**Subject:** FW: SAMTRANS route 260  
**Date:** Monday, August 15, 2022 3:48:27 PM

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**From:** Winnie Tai <[wtai2002@yahoo.com](mailto:wtai2002@yahoo.com)>  
**Sent:** Saturday, August 13, 2022 8:57 AM  
**To:** Public Comment <[PublicComment@samtrans.com](mailto:PublicComment@samtrans.com)>; [@samtrans.com](mailto:cacsecretary) [[@samtrans.com](mailto:cacsecretary@samtrans.com)]  
<[cacsecretary@samtrans.com](mailto:cacsecretary@samtrans.com)>  
**Subject:** SAMTRANS route 260

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Dear SAMTRANS Board and SamTrans Citizens Advisory Committee,

We recently found out that stops between Cipriani and Hwy 92 have been discontinued for Route 260. This decision negatively impacts residents in our area. We live near the Hallmark/Ralston stop. Our high schoolers have used and will use this bus to return home from Carlmont when needed. I have seen many students waiting for the bus to get to school in the mornings.

With high school now starting later at 830am this school year, this option for transportation is even more important than before. Other residents without cars also rely on it as an option to CSM.

Please reinstate these stops for Route 260! Thank you.

Sincerely,

Winnie Tai

[Sent from Yahoo Mail on Android](#)

**From:** [Brook, Jean](#)  
**To:** [Board \(@samtrans.com\)](#)  
**Subject:** FW: Route 260 changes  
**Date:** Monday, August 15, 2022 3:48:09 PM

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**From:** Justin Smith <[scro0004@gmail.com](mailto:scro0004@gmail.com)>  
**Sent:** Friday, August 12, 2022 9:00 PM  
**To:** Public Comment <[PublicComment@samtrans.com](mailto:PublicComment@samtrans.com)>; [cacsecretary \[@samtrans.com\]](#) <[cacsecretary@samtrans.com](mailto:cacsecretary@samtrans.com)>  
**Subject:** Route 260 changes

Some people who received this message don't often get email from [scro0004@gmail.com](mailto:scro0004@gmail.com). [Learn why this is important](#)

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To whom it may concern,

I am sending this message as a Belmont resident, and current Carlmont and Fox parent who values the importance of public transportation and would like to see route 260 restored to its original route.

SamTrans' new proposal cuts off service to the highly-trafficked section of Ralston Avenue between Cipriani Boulevard and Highway 92, and leaves many Belmont residents without any public transportation. The College of San Mateo, Carlmont High School, Ralston Middle School, Fox Elementary School and Cipriani Elementary School are all within the region that will no longer be serviced directly by 260.

I work full time and cannot take both my children to school. I relied on route 260 to take my older child to Carlmont. The removal of service will hugely negatively impact my family when school starts in another week.

Route 260 isn't just needed by its riders. Traffic on Ralston when I take my younger child to Fox is already horrendous, packed with people going to Ralston, Fox, and CSM. How many more cars will be in the mix without 260?

Other forms of transportation are not as efficient and safe as the bus. Our high-schooler is not old enough to bike to school, and can't safely share the road with motor vehicles on Ralston, where the speed limit can reach 40 mph and the gradient is over 13%. What do you expect him to do; walk two miles?

I strongly urge SamTrans to reconsider their alterations to route 260.

Thank you for your consideration. Sincerely,

Justin Smith (Belmont) 650 740 0154