

SAMTRANS
CORRESPONDENCE
as of 5-21-2021



May 20, 2021

The Honorable Ed Chau
Chair, Assembly Privacy and Consumer Protection Committee
1020 N Street, Suite 162
Sacramento, CA 95814

RE: Assembly Bill 917 (Bloom) Safe & Reliable Access to Transit Services – SUPPORT

Dear Chair Chau:

On behalf of the San Mateo County Transit District (SamTrans) I write to voice our **SUPPORT** for Assembly Bill 917 (Bloom). This bill would expand current state law to authorize transit agencies to use camera technology to discourage illegal parking in transit-only lanes and at transit stops where parking is already prohibited under existing law.

Under AB 917, transit agencies would be authorized to install forward-facing cameras on their transit vehicles to collect images of parking violations that occur in transit-only lanes and at transit stops. The parking citations do not negatively impact a driver's record, carry the same fine as a parking ticket, and can be appealed. The bill contains privacy protections and sets noticing requirements for a newly enacted program.

California has witnessed a growing number of cars on the state's roads in recent years, and with it an increase in drivers parking in designated transit-only lanes and at transit stops. Illegal parking in these zones compromises transit operators' ability to provide safe, reliable, and accessible public transit service. Until the vehicle relocates, transit-only lanes and transit stops are effectively rendered out of service. This reduces transit system reliability by slowing down transit vehicle speeds and negatively impacts transit riders.

In addition to the service impacts, a partially blocked transit stop creates significant safety concerns. When a transit operator is not able to reach the curb, riders are forced to negotiate the street and the gap that is created between the transit vehicle and the curb. This is a potentially dangerous maneuver for riders to make, and an impossible one for those with a disability or mobility impairments, including seniors.

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The Honorable Ed Chau

May 20, 2021

Page 2 of 2

SamTrans has long-supported efforts allowing transit agencies to use innovative technologies to improve service and passenger safety and we are pleased to **SUPPORT** AB 917 (Bloom). Thank you for your consideration. If you have any questions or need additional information, please contact Jessica Epstein from the SamTrans Government and Community Affairs staff at epsteinj@samtrans.com.

Sincerely,

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

Carter Mau

Acting General Manager/CEO

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

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

May 20, 2021

The Honorable Tom Daly
Assembly Member, 69th District
State Capitol, Room 2114
Sacramento, CA 95814

RE: Assembly Bill 1499 (Daly): Design Build Contracting for Projects on State Highway System – SUPPORT

Dear Assembly Member Daly:

On behalf of the San Mateo County Transit District (SamTrans) and the San Mateo County Transportation Authority (TA), I write in **SUPPORT** of Assembly Bill 1499 (Daly), which would repeal the January 1, 2024 sunset date for the utilization of the design-build procurement method for projects on or adjacent to the state highway system.

The use of design-build procurement as a project delivery tool has demonstrated significant schedule and cost savings. Allowing sponsoring transportation agencies to combine design and construction activities, utilizes resources more efficiently while saving the public time and limited funding resources.

Currently, up to 10 projects statewide are authorized for using design-build approach. This procurement method could provide another tool that may allow our agency, in coordination with Caltrans, to pursue other high-priority highway projects in the San Mateo County region.

The enactment of SB1, approval of local sales tax measures, and receipt of federal stimulus funds, has increased the need for maintaining procurement methods that will help expedite project delivery in order to best utilize public resources to reduce greenhouse gas emissions, traffic congestion, and enhance mobility within the region.

For these reasons, we are pleased to support AB 1499 and appreciate your authorship. If you have any questions or need additional information, please contact Jessica Epstein from the SamTrans Government and Community Affairs staff at epsteinj@samtrans.com.

Sincerely,

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

Carter Mau
Acting CEO/General Manager/Executive Director

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

From: MICHAEL HARRIS
To: contact.us@calsta.ca.gov
Cc: [Dubost, Tina](#); [O'Connor, Matthew](#); [Sean Curmi](#); [Ken Chetcuti](#); [Danny Gil](#); [Board \(@samtrans.com\)](#); [De La Torre, Andria](#); [Rios, Rona](#); [David Canepa](#); [Michael Richardson](#); [Pine, Dave \[dpine@smcgov.org\]](#); [Phillip Perry](#); [Erik Rietdorf](#); [Karen Kinahan](#); kathleen.wentworth@mail.house.gov; [Jon Kallas](#); john.goodwin@colma.ca.gov; [Helen Fiscaro](#); medina@sanbruno.ca.gov; [Marty Medina](#); [Linda Mason](#); [Steven Massoni](#); [Pat Murray](#)
Subject: Dangerous Stretch on State Highway 35 (South San Francisco to Colma)
Date: Sunday, May 16, 2021 10:21:48 AM

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

El Camino Real from Hickey Blvd to Colma needs upgrades.
This should have been remedied before 1970.

Currently there is a Monterey Cypress tree overhanging the road.
The tree is close to a PGE power pole.

I tried getting CPUC to have PGE cut the tree. PGE stonewalled me again.

The 4 lane road has room on the west side for expansion to a bike lane or walkway.

The slope would need removal & a retaining wall would be built.
You need to install 92 watt wide dispersion lights too.
Your 92 watt lights at Costco really help.

I tried getting a Samtrans free ride on May 7 from 2 bus drivers.
I just needed a ride to Hickey Blvd.
I had just walked down hill from Seton MC.

The Samtrans bus stop should be moved to the North side of Arlington Ave.

There is room here for the stop to be off the road.
When a bus stops here, it blocks a whole lane of traffic.
I believe this is also Caltrans property, adjacent to the first home on Arlington Ave & the cemetery.
Caltrans may even own the property all the way to the residence fence.

Widening the 4 lane road to 6 lanes would be very expensive.

The east side is a cliff. Below that cliff is Colma properties, then the SSF Treasure Island Trailer Court.

Caltrans owns the area to the west on the slope behind resident home properties south of Arlington.
This is possible on land Caltrans owns.

I would appreciate some attention to this hazardous road.

If the 23rd Marines ever mobilizes north after an earthquake, they will need this road.

A severe earthquake could take down several I-280 overpasses near here.

These are over Westborough & also over Hickey west of Juniperro Serra.

The JS retaining wall near Hickey looks nice.

I was told Jackie Speier got the funding for this improvement by her aide Mark Nagales.

Mark Nagales becomes SSF Mayor Dec 7. I have known Mark over 12 years.

Perhaps, a similar wall along on El Camino Real would help.

Your attention to this 70 year old problem would be appreciated soonest.

I have asked help from SSF PD. This is a state highway, not a city street.

I contacted Caltrans. They just blew me off. Their website portal does not work.

Samtrans has responded. I believe they will try to help. Tina Dubost called me.

They do not want a bus damaged by this tree either.

Their Arlington stop can be easily dealt with.

Supervisor Dave Pine is on the Samtrans board.

San Bruno Mayor Rico Medina represents SMC Northern Cities on the Samtrans Board.

This stretch of El Camino Real is in SMC Supervisor David Canepa's district, just barely.

David Canepa & Dave Pine's districts meet along Hickey Blvd, far as I can recall.

That part of El Camino is in David Canepa's district.

South along El Camino is in Dave Pine's district.

Costco parking lot begins just after the TI trailer court property.

SSF PD cannot use a drone in this area.

It is all under SFO flight paths.

A bucket lift along Duval Drive could provide good camera footage below on El Camino Real.

This road was this way when my parents move here June 19, 1959.

The SSF sign stated the population was ~ 19000.

SSF is now 67000 residents. Roads have not improved.

If you know about a hazardous highway problem, do nothing, someone is

killed you have culpable negligence legal problems.

It would be best to deal with this while the weather here is moderate.
It just rained here Friday night.

Michael Harris (age 75)
Disabled Veteran
(650) 589 0175
South San Francisco

From: Jeremy Dennis
To: [Board \(@samtrans.com\)](mailto:Board@samtrans.com)
Cc: [Epstein, Jessica](#)
Subject: Letter from Portola Valley - Reimagining SamTrans
Date: Friday, May 21, 2021 11:38:14 AM
Attachments: [image002.png](#)
[image003.png](#)
[SamTrans letter.pdf](#)

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

SamTrans Board of Directors-

Please find attached a letter regarding Reimagining SamTrans and Portola Valley.

Thank you,

Jeremy

Jeremy Dennis (he/him/his)
Town Manager
Town of Portola Valley
650-851-1700 Ext. 215
www.portolavalley.net

The Town of Portola Valley is open for business!

While our doors are shut, staff are working from home and are available to serve the public virtually. You can view our COVID-19 information [here](#). We look forward to seeing you at Town Hall soon!



Follow us:





TOWN of PORTOLA VALLEY

Town Hall: 765 Portola Road, Portola Valley, CA 94028 - Tel: (650) 851-1700 Fax: (650) 851-4677

May 19, 2021

SamTrans
1250 San Carlos Avenue
P.O. Box 3006
San Carlos, CA 94070-1306

“Reimagining SamTrans” Team,

Thank you for the discussions in recent months regarding the impacts to Portola Valley as drafted in the “Reimagining SamTrans” proposals. We appreciate the time you have taken to attend a recent Town Council meeting and meet with staff on this effort.

I write to acknowledge the recent correspondence you received from Roberta Zarea, Superintendent of the Portola Valley School District. As you know, Portola Valley’s school day bus service will be severely curtailed under all the current proposals, and I appreciate that Superintendent Zarea has reached out to you with the District’s concerns. I hope that you review them closely and take them into account during the adoption of a final plan.

While I recognize that ridership on Routes 85 and 87 have been low by traditional metrics for some time, they remain the only SamTrans routes in Portola Valley. Though true that few students ride either route on a daily basis, many more students rely on them throughout the school year.

Superintendent Zarea’s letter provides SamTrans with a thoughtful analysis of the current needs, and options to ensure that the maximum number of residents who may be affected participate in this process.

The Town supports the School District’s efforts to continue a collaborative approach in the coming weeks, months and years ahead. To that end, the Town is a partner in these conversations, and while this discussion is primarily about school busing, other populations in Portola Valley do not currently have transit options (seniors, the working population that commutes daily). I would welcome a continued discussion on how these needs may be met in the future, and the Town stands by to provide opportunities for innovative approaches to address these issues.

Sincerely,



Jeremy Dennis,
Town Manager, Portola Valley

cc: Portola Valley Town Council
Bicycle, Pedestrian and Traffic Safety Committee
Portola Valley School District

From: Karen Lucian
To: [Gee, Jeff \[jgee@redwoodcity.org\]](mailto:jgee@redwoodcity.org)
Cc: [Pine, Dave \[dpine@smcgov.org\]](mailto:dpine@smcgov.org); [Roberta Zarea](#); [Brooke Day](#); [Board \(@samtrans.com\)](mailto:Board (@samtrans.com)); [Nancy Magee](#)
Subject: Letter of Concern from the Portola Valley School District: Routes 85 and 87
Date: Thursday, May 20, 2021 8:42:04 AM
Attachments: [PVSD Letter to SamTrans May 2021.pdf](#)

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

Good morning,

Attached, please find a digital copy of a letter from Superintendent Roberta Zarea and the PVSD Governing Board of Trustees, expressing concern on behalf of District and community families about the possible elimination of bus Route 85 and reduction of bus route 87 in San Mateo County.

Thank you for your consideration,

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Karen Lucian
Executive Assistant to the Superintendent
Portola Valley School District
(650) 851-1777 x2562
Fax: (650) 851-3700

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Portola Valley School District

Ormondale School (K-3) • Corte Madera School (4-8)

Board of Trustees: Brooke Day, Anne Fazioli-Khiari, Gary Hanning, Jeff Klugman, Kimberley Morris Rosen

Roberta Zarea, Superintendent

May 18, 2021

Dear Reimagine SamTrans staff and collaborators,

First off, we would like to thank the SamTrans Team (Christina Valiente, Christy Wegener, Jessica Epstein, Alex Lum, and Jonathan Stekete) for meeting with PVSD Board of Trustees President Brooke Day and me this morning to discuss possible route changes and impacts to the PVSD community. We believe that the meeting was positive, productive, and the beginning of a collaborative and creative process for identifying possible solutions.

Portola Valley School District leadership and the residents of Portola Valley and Woodside who attend our schools are deeply concerned about the possible elimination of bus Route 85 and reduction of bus route 87 in San Mateo County.

We applaud and support your commitment to equity as you “reimagine” your services. In fact, we stand alongside you in that effort, as we provide before and after-school bus service for our students who live in communities as far away as East Palo Alto where no public transportation routes are available to move students to and from our schools every day.

Before eliminating our local K-8 school route and reducing our high school service to afternoon-only, we ask that you consider the following:

Our district boundaries cover a large area that does not afford alternative, non-vehicular safe routes to school. Woodside High School, for example, is 11 miles and a 20+ minute drive away from a family in Los Trancos. Families who attend Ormondale Elementary and Corte Madera School from homes on or near Skyline Boulevard have no reasonable option other than to drive, carpool, or--until these proposed changes--ride the bus.

Bus service is important for our working parents. Not owning a car does not prevent our families from transporting children to and from school. Afternoon pickups during the workday are the difficulty. Many of our families have two working parents. As students age into middle and high school, the financial pressure for stay-at-home parents to return to the workforce increases. Bus routes at these ages become increasingly important.

Our small school district can only offer a limited number of after school activities. We don't have the opportunities other larger school districts do to run comprehensive programs that keep kids on campus until parents are off work. We rely on safe routes to a short list of local activity

centers (particularly Town Center and the local public library) to help families feel assured their children have a safe, reasonable place to go when school dismisses.

Some of our roads regularly experience long delays or closures, making backup transportation options critical. In other areas, detours around obstructions like a vehicular accident, police activity or a downed tree or power line involve a few blocks of redirection. For our families on or above Old La Honda Road and 84, these unplanned incidents happen fairly regularly and have an incomparable impact. Thirty minute or greater delays are not unusual. A bus route provides reassurance to families who live in these areas that reasonable alternatives are available.

We welcome the opportunity to “reimagine” together revised routes that better meet the needs of both SamTrans and our residents. We would be happy to:

- Review timing of routes, school start and end times, most critical bus stops
- Conduct additional focus groups to assess parent response to consolidating high school and K-8 routes
- Support increased publicity to help raise awareness and ridership among school families

Please know that your goal to increase ridership has much support and many local opportunities as strategic routes might someday connect our community to commerce, enrichment and recreation hubs in neighboring communities. But as a school district, we are no strangers to the position you are in: having to carefully allocate resources and make hard decisions due to practical constraints.

We respectfully ask that you reconsider the proposal to eliminate our school routes entirely. We welcome the opportunity to continue collaborating to identify alternatives that benefit both your organization and our community.

Thanks for your dedication and service to our communities,

Sincerely,


Roberta Zarea,
PVSD Superintendent

PVSD Board of Trustees:

Brooke Day

Anne Fazioli-Khiari

Gary Hanning

Jeff Klugman

Kimberley Morris Rosen

From: [Rios, Rona](mailto:Rios_Rona)
To: ["calvinjsabatini@gmail.com"](mailto:calvinjsabatini@gmail.com)
Cc: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: Route 280
Date: Wednesday, May 19, 2021 2:34:21 PM

Dear Mr. Sabatini,

Your correspondence to the SamTrans Board was forwarded to me for review and response. As addressed above, they are receiving a copy of this email.

First, I want to take a moment to thank you for riding SamTrans and for taking the time to provide us feedback, we find it very valuable to improving our services.

The Route 280 problem you experienced at the corner of Pulgas and Oaks was unique to that specific day. According to Operations Control, construction was taking place so the bus needed to make an unexpected detour. The Operator was instructed to make the turn on O'Connor. Please note the route remains the same and no permanent changes have been made.

We try to plan for and notify passengers in advance of route changes such as this when we are able to, however, with regards to this unexpected situation, we are sincerely sorry for the inconvenience we caused you and other passengers waiting.

For information while traveling on SamTrans, please feel free to contact the Customer Service Center, open 7 days a week at 1-800-660-4287.

Best Regards,

Rona Rios
Acting Chief Communications Officer
SamTrans | Caltrain | SMCTA
1250 San Carlos Avenue
San Carlos, CA. 94070
riosr@samtrans.com

From: calvinjsabatini@gmail.com <calvinjsabatini@gmail.com>
Sent: Tuesday, May 18, 2021 12:20 PM
To: City Council <CityCouncil@belmont.gov>
Subject: Email from City Website

Integral piece of my daily life

Good afternoon Board Members. I am a Samtrans customer that utilizes your services every single day. Going to work, running errands, visiting friends. I thank your organization for the fantastic service provided!

However, my most recent encounter (45 minutes ago) took me by surprise. My daily bus, Route 280, cut tge route short. I catch the 280 at the corner of Pulgas & Oakes. Today the driver took the turn at O'Connor. 1 block away. I had to rearrange my entire schedule, which set me back 2 hours.

Considering that Samtrans is such an integrated piece of transportation in the community, I would suggest some type of signage or live updates on website or Google notifying riders of the change. I was not alone in my frustration as there were 3 other riders waiting on the 280.

Thank you for your attention.

Dedicated Samtrans Rider

Calvin Sabatini
Sent from my MetroPCS 4G LTE Android device