

SamTrans

CORRESPONDENCE

as of

November 25, 2019

**From:** Ivar Satero (AIR)  
**To:** [Hunter Oatman-Stanford](#); [Doug Yakel \(AIR\)](#); [Breed, Mayor London \(MYR\)](#); [Supawanich, Paul \[paul.supawanich@sfgov.org\]](#); [BoardofDirectors@bart.gov](#); [MTABoard](#); [Board \(@samtrans.com\)](#)  
**Subject:** RE: SFO's anti-climate, pro-Uber policy  
**Date:** Monday, November 25, 2019 11:39:27 AM

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Thanks for your note Hunter, expressing your concerns regarding our two-month pilot program to test curbside pickup at SFO on several categories of Uber products. I do share your concerns regarding the environmental impact of gas-powered vehicles on our roadways. Towards that end, this pilot program is designed to reduce the number of trips Uber vehicles have to make, by allowing both a drop-off and pickup to occur in a single transaction (rematching). And, although we have achieved our goals with the move this past June of TNC pickups into the garage to reduce congestion and idling vehicles, we lost this “rematching” of rides. We are hoping to further reduce the impact of TNC operations at SFO through this pilot.

We will carefully evaluate the effectiveness of this approach to ensure that our customers' expectations are being considered alongside our obligations to the environment. We also remain committed to creating policies that encourage our customers to select public transit over single-occupancy vehicles. For example, we will soon be launching a pilot program with BART which will offer riders preferential access to the security checkpoint queues at SFO. Our hope is that this added convenience will encourage more travelers to use public transit for their transportation to and from SFO. We are also partnering with United on a bus transit initiative to provide bus service along transit corridors to outlying communities, for our employees that work at SFO.

Thanks again for your comments,  
Ivar

Ivar C. Satero  
Airport Director  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, CA 94128

650.821.5000 – Office  
650.821.5004 – Chris Arrigale (Assistant)

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**From:** Hunter Oatman-Stanford <hoatmanstanford@gmail.com>  
**Sent:** Friday, November 22, 2019 4:59 PM  
**To:** Doug Yakel (AIR) <Doug.Yakel@flysfo.com>; Ivar Satero (AIR) <Ivar.Satero@flysfo.com>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Supawanich, Paul (MYR) <paul.supawanich@sfgov.org>; BoardofDirectors@bart.gov; MTABoard <MTABoard@sfmta.com>; board@samtrans.com  
**Subject:** SFO's anti-climate, pro-Uber policy

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Dear Mayor Breed, BART Board, SamTrans Board, SFMTA Board, and SFO Representatives:

It came to my attention this week via tweets from SFO's official account that the airport is now encouraging visitors to use luxury Uber rides (Comfort, Select, & XL) rather than any form of shared rides, BART, or other transit options, by providing these high-paying visitors curbside dropoff, while folks using more sustainable transit modes are relegated to arrival far from security.

<https://www.flysfo.com/media/press-releases/sfo-announces-pilot-program-uber-offer-premium-curbside-pickup>

Not only is this blatant pandering to a wealthy private company with an awful track record of labor abuses and sexual harassment (a company that surely is paying SFO for this elite access or "pilot program"), it's completely contrary to the state, city, and SFO's own [climate goals](#).

As someone who always attempts to use public transit to get to SFO, I am outraged that SFO is taking a position encouraging more traffic and high-polluting single rider trips rather than transit or shared rides. It should absolutely NOT be convenient to drive to SFO terminals; it should be fast/convenient to take BART or the bus.

Who made the decision to take money and shill for Uber while throwing the environment and other airport users under the bus, so to speak?

Sincerely,  
Hunter Oatman-Stanford  
SF CA 94107

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November 5, 2019

Susan Bransen  
Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

**Re: Comments on Cycle 2 Solutions for Congested Corridors Draft Guidelines**

Dear Director Bransen:

On behalf of the San Mateo County Transit District (SamTrans), the Peninsula Corridor Joint Powers Board (Caltrain), and the San Mateo County Transportation Authority (Transportation Authority), we thank you for the opportunity to provide comments on the development of the guidelines for Cycle 2 of the Solutions for Congested Corridors Program (SCCP).

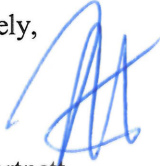
We support the programming of four years of SCCP, which would provide \$1 billion as was accomplished in Cycle 1, to allow for expediting the delivery of transformative projects. Additionally, we support the removal of the \$100 million project award cap. We also support giving priority to completing corridors so that full mobility, congestion management and air quality goals are realized. This program was largely responsible for funding Phase One of the Peninsula US 101 Corridor project, which will create a 44-mile express lanes network from San Mateo-Santa Clara county-line to the I-380/101 interchange near San Francisco International Airport. This project will connect to the express lanes that the California Transportation Commission (CTC) is also providing funding for the Valley Transportation Authority in Santa Clara County. These projects, in total, will provide continuous express lanes in the two counties to support congestion management and relief for the traveling public.

San Mateo County's local sales tax measures dedicate a substantial portion of the expenditure plan towards delivering multi-modal transportation options through our investments in bus service, commuter rail, ferry service, and bicycle and pedestrian programs. These investment priorities are a necessity given our density and acknowledgment that highways within the county cannot be widened.

We ask that the Commission only require information from a transportation agency on land use if that agency has purview over the property, and if that information would be applicable to the scope of the project. We are concerned about constraining the delivery of projects that serve a regional benefit due to land use decisions made by many local municipalities within a corridor. Other local jurisdictions would be more appropriate to contact for greater detail. For any further information

please do not hesitate to contact Casey Fromson, Director of Government and Community Affairs, at (650) 508-6593 or via email at fromsonc@samtrans.com.

Sincerely,



Jim Hartnett  
General Manager/ Chief Executive Officer/Executive Director

cc: The Honorable Marc Berman, 24<sup>th</sup> Assembly District  
The Honorable Kevin Mullin, 22<sup>nd</sup> Assembly District  
The Honorable Philip Ting, 19<sup>th</sup> Assembly District  
The Honorable Scott Wiener, 11<sup>th</sup> Senate District  
San Mateo County Transit District Board of Directors  
Peninsula Corridor Joint Powers Board of Directors  
San Mateo County Transportation Authority Board of Directors  
Seamus Murphy, Chief Communications Officer

**From:** Kevin Burke  
**To:** [Board \(@samtrans.com\)](mailto:Board@samtrans.com)  
**Subject:** Please submit comment on Potrero St. curb management  
**Date:** Sunday, November 10, 2019 5:00:37 PM

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Hi,  
SFMTA is updating management of curb space on Potrero Ave between 14th St. and 21st St. This is a critical stretch of road for the 292, 397 and FCX buses.

This area also has a lot of double parking, cars that park in the bike lane and/or in the red painted bus lane. All of these slow down the bus. Better curb management - parking meters and more commercial loading zones in particular - would ensure that the bus does not get stuck in traffic and help SamTrans keep to schedule.

The current plans call for **2 hour parking on most of Potrero Ave.** I think they (and you) should push for metered parking, daylighting, and commercial loading zones, especially from 16th St. to 19th St.

**Could SamTrans submit a comment on the parking management plan?** I think this is an important step for making sure that the buses run on time and ensuring the success of the new FCX route.

Link to the project is here: <https://www.sfmta.com/projects/northeast-mission-parking-management-project>. The most recent proposal is here: [https://www.sfmta.com/sites/default/files/reports-and-documents/2019/10/oct.\\_5\\_and\\_oct.\\_9\\_open\\_house\\_materials\\_0.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2019/10/oct._5_and_oct._9_open_house_materials_0.pdf)  
The project manager is Mari Hunter, you can reach her at [Mari.Hunter@sfmta.com](mailto:Mari.Hunter@sfmta.com).

Thank you,  
Kevin