

SAMTRANS
CORRESPONDENCE
as of 11-2-2021



October 19, 2021

SamTrans Board of Directors
1250 San Carlos Ave
San Carlos, CA 94070-1306

SamTrans Board of Directors:

On behalf of the staff of Valley Transportation Authority (VTA), I am pleased to offer our enthusiastic support for the Reimagine SamTrans new bus network. As your public transit partner to the south and member of the project's Technical Advisory Group, we are confident that the new bus network will achieve the project's goals of improving the rider experience, growing ridership, and becoming a more effective mobility provider.

VTA implemented our own network redesign project in late 2019, following a community-led network design process similar to Reimagine SamTrans. Like the new bus network before you, our new network increased our service investments in transit-supportive areas to create a network of fast, frequent, and reliable service. Although the service reinvestment decisions were not easy, our new network was an immediate success and turned a four-year trend of declining ridership into impressive ridership growth in the first few months. We see all the hallmarks of our successful approach in the Reimagine SamTrans customer-focused decision-making process and we have no doubt that the new network will be a success.

Bus network redesign projects are never easy, as they necessarily involve reallocating service from one place to another with difficult tradeoff decisions at each step along the way. The Reimagine SamTrans team used an impressive process of objective analysis and community discussion on tradeoff questions to produce a thoughtful and visionary new bus network grounded in the community's values. As we transition out of the pandemic's impact on travel behaviors, public transit operators will need to innovate and win the support of every rider, and your new bus network is primed to do just that. We are excited to see SamTrans riders benefit from the improved bus network, and we look forward to a continued partnership in service.

Respectfully,

A handwritten signature in blue ink that reads 'Deborah Dagang'.

Deborah Dagang
Chief Planning & Programming Officer

From: [Patea, Marie](#)
To: [Board \(@samtrans.com\)](#)
Cc: [Futrell, Mike](#)
Subject: City of SSF - input regarding Reimagine SamTrans
Date: Tuesday, November 2, 2021 1:20:32 PM
Attachments: [image001.png](#)
[image003.png](#)
[Reimagine SamTrans Proposed Plan - Mayor Addiego.pdf](#)

You don't often get email from marie.patea@ssf.net. [Learn why this is important](#)

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Dear Chair Stone, Vice Chair Ratto, and Board members:

Attached please find the signed letter from Mayor Addiego.

Thank you for your work on this important project.

Warmest regards,
MP

Marie E. Patea
Executive Assistant to the City Manager
City of South San Francisco
400 Grand Avenue
South San Francisco, CA 94080
(650) 829-6666



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October 29, 2021

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San Mateo County Transit District
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Re: Reimagine SamTrans Proposed Plan Input from South San Francisco

Dear Chairperson Stone, Vice Chairperson Ratto, and Members of the Board:

I write to provide input on behalf of the City of South San Francisco City Council concerning the recommended network presented in *Reimagine SamTrans*. The South San Francisco City Council considered the recommended *Reimagine SamTrans* plan at its October 27, 2021, meeting, and voiced serious concerns regarding the plan, particularly in the following two areas:

1. Route 126, presented as an alternative in earlier iterations of the plan, must be added to the plan. Route 126 provides rapid bus transit from the South San Francisco BART station to the large employment centers located East of Highway 101 (E101) in South San Francisco. This was noted as City's highest priority in the City's earlier letter to the SamTrans Board dated June 11, 2021. The E101 employment area contains the world's largest single cluster of biotechnology companies, with currently 12 million square feet of Research and Development (R&D) facilities in operation and another eight million square feet under construction or in planning. This week the large fintech company *Stripe* began moving its worldwide headquarters from San Francisco to E101 in South San Francisco, bringing with it up to 2,000 employees. E101 is home to over 3,000 hotel rooms, two Costco stores, an Amazon distribution center, hundreds of non-biotech businesses and tens-of-thousands of jobs. South San Francisco is predicted by San Mateo County Transit District planners to have the highest job growth in San Mateo County over the next five years, with up to 77,000 new jobs possible.

Currently SamTrans provides no service to the E101 area in South San Francisco. Providing dependable, direct bus service from BART to this high employment area is essential, especially Monday through Friday to service the morning and afternoon commute times. Connecting transit nodes is part of SamTrans' core mission, and this is needed no where else as acutely as in South San Francisco.

The San Francisco City Council is aware that SamTrans plan includes Route 130, which does include service from the South San Francisco BART station to the South San Francisco WETA ferry terminal located East of Highway 101. This route, however, is not direct and meanders through residential areas before eventually making its way to the E101 area. A direct route is needed to serve the high volume of riders. Nor will a slow "local" bus route incentivize car drivers to switch to transit as desired, as the length of the commute is a large determining factor. Additionally, Route 130 does not serve the largest employer East of Highway 101, Genentech, which pre-pandemic had up to 15,000 employees and contractors on site daily. Route 130 bypasses the Genentech campus completely.

Bring back Route 126, even if only Monday through Friday during the morning and afternoon commute times.

2. The proposed *Reimagine SamTrans* plan reduces service to the lowest income areas of South San Francisco, and in particular the Old Town neighborhood where the majority of the City's LatinX community resides. While the intent of this service reduction may have been cost savings, the practical impact to low-income people of color is unacceptable. Residents in this affected area are the least able to afford alternative means of transportation and most likely to rely on SamTrans as their lifeline to employment, school and essential services. Restore full service to this area of South San Francisco.

We will participate fully in the *Reimagine SamTrans* effort as it moves towards conclusion. Please feel free to reach out to me or any member of the South San Francisco City Council should you wish to discuss these concerns further or need more information.

Thank you.



Mark Addiego
Mayor

CC:
South San Francisco City Council
San Mateo County Board of Supervisors
Friends of Old Town
California Life Sciences Association
Biocom California