

SAMTRANS
CORRESPONDENCE
as of 5-28-2021

From: Rick Nahass
To: info@planbayarea.org; [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Cc: citycouncil@ci.pacifica.ca.us; city_clerk@cityofsanrafael.org; novatocouncil@novato.org; [Robert Brownstone](#); [Debbie Ruddock](#); jjimenez@hmbcity.com; [Deborah Penrose](#); HRarback@hmbcity.com; districtsecretary@goldengate.org; [John Ford](#); [Jan Griffiths](#); info@spur.org; Board.of.Supervisors@sfgov.org
Subject: Plan Bay Area 2050 - Missing Western Transit Corridor
Date: Wednesday, May 26, 2021 7:35:09 PM

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To: Plan Bay Area 2050 and the SamTrans Board of Directors
CC: Half Moon Bay, Pacifica, San Raphael, Novato City Councils; Golden Gate Transit District Secretary; Commute.org; Seamless Bay Area; SPUR; SF Supervisors

Missing from Plan Bay Area 2050 is the one-ride Western Bay Area Transit Express Bus Corridor between Novato and Half Moon Bay through San Francisco.

Part of the reason both Half Moon Bay and Pacifica City Councils [formally endorsed the Seamless Bay Area Transit Principles](#) is because Caltrans is the only organization to recognize a Western Bay Area Transit Corridor and present a formal plan to widen state route one to 6 lanes in Pacifica and 4 lanes all the way south to Half Moon Bay to accommodate more cars on the road. All other public, private, non-profit transit organizations identify the 4-6 lane state route one as a 'local road' which makes the San Mateo Coast (population 65,000 over 1,000 small businesses) invisible on public transit maps. Attached is a proposed enhancement (in blue) to Draft Plan Bay Area 2050 page 74.

Bay Area public transit currently offers a family of four a 4 hour ride costing \$120 to travel from San Rafael to Half Moon Bay (40 miles) and a 3 hour ride costing \$100 from Half Moon Bay to the Golden Gate Bridge (28 miles).

Please consider formally establishing a Western Bay Area Transit Corridor and work to facilitate the 4 Bus operators along that corridor to collaborate on a regular highly available one-ride bus route, incrementally engaging Caltrans to make road enhancements, like San Francisco currently does on 19th Avenue (state route one), to clear the way for unimpeded bus passage.

This will allow cities along the corridor:

- To have a chance at planning the state mandated Housing Element.
- Equitably support the tens of thousands of local businesses instead of only downtown corporations.
- Make it easier for private and public entities, such as Commute.org, to establish last mile local connections to the Western Transit Corridor should it exist.
- Allow children of low income families without access to a car who might be eligible for a full ride at a college prep high school or University to consider applying.
- To provide more equitable access to Bay Area amenities for those who cannot drive or cannot own a car.
- Allow municipal chambers and economic development committees to support and market good public transit as a means to encourage small business growth.

Thank You,
Rick Nahass
392 Brighton Road, Pacifica, CA 94044
650 580-5141





Saturday 1PM - CA1 San Mateo Coast



From: [Brook, Jean](#)
To: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: FW: SamTrans Route 292 - Reimagine Survey - City Council Meeting May 26, 2021
Date: Wednesday, May 26, 2021 5:40:53 PM

Jean Brook

Cell: 650-703-1934

From: Nancy Lacsamana [mailto:nlacsamana230@gmail.com]
Sent: Wednesday, May 26, 2021 5:30 PM
To: Brook, Jean
Subject: Fwd: SamTrans Route 292 - Reimagine Survey - City Council Meeting May 26, 2021

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Jean

can this be entered into the public comment section for CAC meeting./ distributed to members in advance.

This is from Sonny Koya who sent this to me.

thank you

Nancy

----- Forwarded message -----

From: Sonny <sonnymk@yahoo.com>
Date: Sun, May 23, 2021 at 11:41 PM
Subject: Fwd: SamTrans Route 292 - Reimagine Survey - City Council Meeting May 26, 2021
To: Nancy Lacsamana <nlacsamana230@gmail.com>

I sent this to the SSF City Council.

Begin forwarded message:

From: Sonny <sonnymk@yahoo.com>
Date: May 23, 2021 at 11:19:53 PM PDT
To: Mike Futrell <Mike.Futrell@ssf.net>, Mark Addiego <Mark.Addiego@ssf.net>, Mark Nagales <mark.nagales@ssf.net>, Flor Nicolas <flor.nicolas@ssf.net>, Eddie Flores <eddie.flores@ssf.net>, James Coleman <james@james4ssf.com>
Cc: Rosa Acosta <rosa.acosta@ssf.net>, Marie Patea <Marie.Patea@ssf.net>, City of South San Francisco <leslie.arroyo@ssf.net>

**Subject: SamTrans Route 292 - Reimagine Survey - City Council Meeting
May 26, 2021**

SamTrans is seeking input from the public relating to the future of its services in the County. The process is called Reimagine SamTrans. In this process, SamTrans has floated three alternatives on which the public are invited to comment. The aggregate of data collected by SamTrans will decide how certain listed bus routes including Route 292 would be impacted, cut or eliminated in the future. The final compilation of the derived data along with staff recommendations would be presented to the SamTrans Board of Directors for final approval.

As a former member of the Citizens Advisory Committee (CAC member) at SamTrans and a long term user of SamTrans bus services, particularly Route 292, I am very concerned about the proposals put forward by SamTrans, particularly during these difficult period with COVID.

I feel that SamTrans has launched the Reimagine process at a time when data they are trying to compile would not be reliable. I have made my recommendations to The City of South San Francisco - please see below.

About Route 292

Northbound, this Route 292 originates at the Hillsdale Shopping Center with a few runs starting at SFO. The final destination is downtown San Francisco, to the end of Mission Street.

Southbound, this route reverses course and runs from downtown San Francisco to the Hillsdale Shopping Center.

This route serves riders from San Mateo County, specifically along Hillsdale Mall, Saratoga Park Place,

Delaware/2nd, California/Howard, SFO, Airport/Linden in South San Francisco, Bayshore/Old County in Brisbane on its way to Drum/Clay in San Francisco. Riders are only picked up from within San Mateo County and dropped off in San Francisco starting at Geneva Avenue. “No pickup within the San Francisco city limits – drop off only.”

The southbound run just reverses the process – picks up riders from San Francisco and brings riders back to San Mateo County.

This route is very important to the people of San Mateo along the above route who have jobs, school, business, doctors, relatives, leisure reasons in San Francisco. Tourists also used this bus line before COVID.

History re Route 292

Prior to 1970, this route was run by the Greyhound Bus Company. Later, it was handed over to SamTrans and it was called Route 7B. Later on, in the 1980’s, 7B was renamed Route 292.

This route has always been well utilized by, among others, people of South San Francisco and Brisbane.

Since the COVID pandemic began in 2020, ridership on Route 292 decreased but now, since immunization began, ridership has been improving and it is expected that ridership will climb to pre-COVID levels in the future.

Cutting back or eliminating the Route 292 bus services between San Mateo County and San Francisco would cause extreme hardship to people who genuinely need public transportation for various reasons.

About ten years ago, SamTrans launched a “SamTrans Service Plan” (SSP) which was designed to drastically reduce

services on a number of its routes including our Route 292 and to eventually eliminate it. As a Citizens Advisory Committee (CAC) member representing mainly South San Francisco I realized what was intended and I launched a major protest against the proposed cutback. I was able to get the support of specific members of the Cities Counsels of South San Francisco (including Councilwoman Karyl Matsumoto) and Brisbane. We were able to successfully persuade SamTrans to not reduce nor eliminate Route 292 services. It was a major victory for bona fide riders on this route.

In the nine (9) years I was on the CAC, I was given to understand that Route 292 was essential and therefore, safe - that it would not be cut back nor eliminated in the future.

Change of door guards

SSF Council Member, Karyl Matsumoto, who was also on the SamTrans Board of Directors recently stepped down as a SamTrans Board member. I myself got termed out as a CAC member but I still plan to use Route 292.

Present efforts by SamTrans to Reimagine certain of its routes include Route 292

I am very disappointed that renewed efforts are currently underway by SamTrans to once again put 292 on the chopping Board. A Reimagine campaign relating to various routes including Route 292 was launched and it is in the final stages and soon staff would make recommendations to the Board for Action for planned changes.

I am very disappointed that the present Reimagine campaign is being conducted during this prevailing COVID-19 pandemic. Input is being solicited from people who may not be Route 292 riders, may not have any knowledge of its importance nor have future plans to use the service. I believe

staff has gone as far as to offer survey responders \$10 gift cards for their participation. A lot of questions arise about the responses to these surveys.

The survey

SamTrans staff will describe to the City the details in their Reimagine survey. My understanding is that three alternatives are being presented to the public for their comment:

Alternative 1: Direct High-frequency Service with our County.

Alternative 2: Improved Connections to Rail and the Region.

Alternative 3: Retain Geographic Coverage.

(Staff have the finer details of their alternatives.)

It is generally believed that the final plan would be a combination of parts from these three alternatives.

In the **Alternative 1** plan, Route 292 completely loses service to San Francisco. This would be a disaster. Since SamTrans staff will go by the responses in the survey responses and, if enough people favor Alternative 1 plan, we are done. SamTrans will move to eliminate Route 292 and the unsuspecting Board would rubber stamp it. And presto – no Route 292 buses for South San Francisco riders into San Francisco and back. People will lose their jobs; County will lose revenue; some people may have to get back into their cars and bring on car related problems.

Alternative 2 is about providing connections to BART and Caltrain and expands regional services. This sounds great, but the people who typically ride the 292 may not be able to utilize BART and Caltrain depending on where they

work. Some are able to reach their place of employment without the need for BART or Caltrain – the existing bus route has been sufficient for them. Also, in this alternative 2 plan, Route 292 may not lose services to SF BUT, in order to speed up the travel time, some key bus stops would be eliminated. Really? A rider working near Montgomery street may have to get off at the end of line on Market and then walk back 4 long blocks in the cold rain to get to work. This would produce some alarming results for the rider much to the glee of the makers of the survey.

In Alternative 3 plan for Route 292, it may retain the route but it would get really slow by looping in and out of the Millbrae BART area, which is not what 292 does right now. SamTrans staff had pulled this plan on the 398 riders who previously did not have to endure going into the San Bruno BART and now they have to hence the original riders had to get back into their cars. Their many cries for reversal of the change fell on deaf ears at SamTrans. Most of the affected riders decided to drive to SF.

RECOMMENDATIONS TO THE CITY OF SOUTH SAN FRANCISCO.

I recommend that The City of South San Francisco (The City) demand that SamTrans remove any and all references to Route 292 in the Reimagine surveys. We have always had uninterrupted bus services from the Peninsula to San Francisco and we still do for the future.

In the event that the SamTrans does not do the above, I recommend that The City demand from SamTrans that there be at least a one year moratorium for a new Reimagine survey. Let COVID be gone before relaunching a fresh survey. I would like to see the real riders on Route 292 to return to using SamTrans and take these surveys. Money

should not be given to the public to induce them to take the surveys – let the real riders on Route 292 and other impacted routes take the survey. The surveys should be short, in simple language and lay out the impact in each alternative as we see in the California Voter Pamphlets.

I also recommend that the City appoint its own committee consisting of one or more City Counsel members and or knowledgeable staff to monitor SamTrans surveys and its results.

CONCLUSION

Route 292 is very important to the people of South San Francisco who need it and use it – now and or in the future. The Golden Gate Transit system of Marin County and the AC Transit system of Alameda County each provide bus services to and from San Francisco for their citizens. SamTrans has done the same for people of San Mateo County for decades. This service needs to continue uninterrupted. It shall not be curtailed nor eliminated at the hands of mere survey takers, especially who are paid to take surveys.

We have many housing developments going on in SSF especially along the corridor where Route 292 serves. To lose our available Route 292 at the hands of questionable survey takers would be a travesty

292 should not be touched. The bus riders are protected under Title VI of the Civil Rights Act of 1964.

Respectfully submitted to the City of South San Francisco.

From: Eduardo Gonzalez
To: [Public Comment](#)
Subject: Public Comment Item #7 - SamTrans Staff Update
Date: Wednesday, May 26, 2021 10:33:34 AM

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Hello San Mateo County Transit District Citizens Advisory Committee,

My name is Eduardo Gonzalez and I live in Daly City and a member of TEAMC (Transportation Equity Allied Movement Coalition). I'm here to urge you all to push for more restoration of services as soon as possible. As more people are vaccinated and increasing travel, I urge you to work to reduce pass-ups as much as possible and restore service as quickly as possible.

There may be challenges in providing the staffing level to reduce pass-ups and restore service. I hope SamTrans works with operators and the union to restore staffing and take any other steps needed to restore service. I greatly appreciate the heroic efforts that transit workers have put in to provide service for essential trips during the pandemic and to keep the system running.

Thank you for your time,
Eduardo Gonzalez

--

Eduardo "Lalo" Gonzalez

Program Manager

San Mateo County

Youth Leadership Institute

he/him/they/them



✉ egonzalez@yli.org | (760) 578-4842

🌐 <https://yli.org/region/san-mateo/>

📍 1670 South Amphlett Blvd. Suite #250 San Mateo