

SAMTRANS
CORRESPONDENCE
as of 6-10-2022

From: [MICHAEL HARRIS](#)
To: paul.wilson@dot.ca.gov; mark.polillo@dot.ca.gov
Cc: [David Canepa](#); [Fahmida Murphy](#); ron.carlino@ssf.net; [Scott Campbell](#); [Danny Gil](#); [O'Connor Matthew](#); [Sean Curmi](#); [Steven Massoni](#); [Kathleen Walsh](#); [Phillip Perry](#); [Nell Selander](#); [Tony Rozzi](#); [Erik Rietdorf](#); [Board \(@samtrans.com\)](#); [Dubost, Tina](#); [Rios, Rona](#)
Subject: El Camino Real at Costco fence broken & bad road
Date: Friday, June 10, 2022 8:41:50 AM

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

Dear Paul & Mark,

Fence at the Costco stop light has been broken for months.
I cannot tell how many poles have been broken out.

If you have an update on the bad road stretch, please advise.

Does SSF have lawful authority to post silly signs on Caltrans light poles along El Camino Real?

Latest silly signs are really silly. Is there a MOU permitting this?

We have no resident control of what happens at City Hall.
This becomes worse by the day.

I cannot walk home from Seton MC along El Camino Real.
Wheel chairs & bikes cannot use this bad stretch of road.

Walking into the tract & down the dirt slope by Chevy's is hazardous in wet weather.

If Samtrans had just let me ride 1 - 2 stops, I would not have filed all these complaints.
Samtrans is broken in north county too. We lack bus shelters & benches.

The Arlington bus stop is not ADA complaint & is dangerous too.

I had hoped Cal Trans SF would start planning improvements.
This whole area needs a survey.
Monuments there need to be reestablished.
New ones need to be planted on resident properties at the road.

SSF PD promoted 17 officers.
SSF PD hired 17 new officers.
Scott Campbell is the new Chief.
Ron Carlino was promoted to Deputy Chief.

When Fire Chief & City Manager abolished the CPTF we lost the ability to remedy defects.

Then code enforcement was moved to public works & contracted out.

Sergeant Fahmida Murphy is Traffic Sergeant.

Mike Harris
(650) 589 0175



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CARTER MAU
ACTING GENERAL MANAGER, CEO

June 7, 2022

The Honorable Anna Caballero
Chair, Senate Governance & Finance Committee
State Capitol, Room 407
Sacramento, CA 95814

RE: AB 2622 (Mullin) Sales and Use Taxes: Exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: Transit Buses. – SUPPORT

Dear Chair Caballero:

On behalf of the San Mateo County Transit District (SamTrans), I write in **SUPPORT** of AB 2622 (Mullin). This bill would extend the sunset date on the state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California public transit agencies from January 1, 2024 to January 1, 2034.

In 2019, Governor Newsom signed into law AB 784 (Mullin), which provides an exemption from state sales and use taxes for ZEBs purchased by California public transit agencies. The intent behind this bill was to further encourage California public transit agencies to purchase ZEBs over conventionally fueled buses and to aid transit agencies in complying with the California Air Resource Board's (CARB) Innovative Clean Transit (ICT) regulation by reducing the upfront costs for these currently more expensive technologies. The ICT regulation requires public transit agencies to completely transition their bus fleets to zero-emission technologies by 2040. AB 2622 would further encourage transit agencies to accelerate the purchase of ZEBs to address climate change and improve air quality, consistent with the ICT regulation.

For many transit agencies, making the transition to a fully zero-emission fleet is cost prohibitive. The California Transit Association projects that this sales and use tax exemption, if extended, would continue to save transit agencies between \$30,000 and \$50,000 on each ZEB they purchase. The money saved would allow transit agencies to purchase additional ZEBs or fund other aspects of the transition, such as charging infrastructure. SamTrans is in the process of converting its fleet. Currently, our fleet is comprised of 2 ZEBs, with 17 on order for an anticipated 2023 delivery.

The Honorable Anna Caballero

June 7, 2022

Page **2** of **2**

SamTrans has long-supported efforts promoting the transition to clean transportation and we are pleased to **SUPPORT** AB 2622 (Mullin). Thank you for your consideration. Please contact Government and Community Affairs Manager Jessica Epstein at epsteinj@samtrans.com if you have any questions or need additional information.

Sincerely,



Carter Mau
Acting General Manger/CEO

cc: The Honorable Kevin Mullin, California State Assembly
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

June 7, 2022

The Honorable Luz Rivas
Chair, Assembly Natural Resources Committee
1020 N Street, Room 164
Sacramento, CA 95814

**RE: SB 922 (Wiener) California Environmental Quality Act: Exemption:
Transportation-Related Projects. – SUPPORT**

Dear Chair Rivas:

On behalf of the San Mateo County Transit District (SamTrans and the San Mateo County Transportation Authority (TA), I write in **SUPPORT** of 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, temporarily exempting from CEQA certain clean transportation projects, including 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. In addition, SB 922 eliminates the sunset on these exemptions. 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 **SUPPORT** SB 922. Please contact Government and Community Affairs Manager Jessica Epstein at 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

PETER RATTO, CHAIR
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JEFF GEE
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CARTER MAU
ACTING GENERAL MANAGER, CEO



June 7, 2022

The Honorable Laura Friedman
Chair, Assembly Transportation Committee
1020 N Street, Room 112
Sacramento, CA 95814

RE: SB 942 (Newman) Low Carbon Transit Operations Program: Free or Reduced Fare Transit Program. – SUPPORT

Dear Chair Friedman:

On behalf of the San Mateo County Transit District (SamTrans), I write in **SUPPORT** of SB 942 (Newman). This bill has been introduced to address the reality that, despite the popularity of the fare free or reduced fare programs among riders, they are challenging for transit agencies to implement and sustain because of the high costs associated with them.

This bill would help address this barrier by allowing transit agencies to access and utilize funds generated from the Low-Carbon Transit Operations Program (LCTOP) to support fare free or reduced fare programs on an ongoing basis.

Under current law, funds collected by the California Air Resources Board (CARB) from the sale of cap-and-trade auction allowances are placed in the Greenhouse Gas Reduction Fund (GGRF) for the Legislature to appropriate as necessary to qualifying programs. LCTOP is a program that receives five percent of cap-and-trade auction proceeds annually. This program aids transit agencies in providing clean, reliable fleets that effectively reduce greenhouse gas emissions.

Transit agencies are authorized to use LCTOP funds for a variety of activities, including: directly enhance or expand transit service by supporting new or expanded bus or rail services, purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero-emission buses.

However, these funds are generally difficult for long-term or ongoing use for the same project, as transit agencies are required under current law to demonstrate that each year's expenditures reduce greenhouse gas emissions over the baseline in the fiscal year directly prior. Because of this limitation, transit agencies are prohibited from using

The Honorable Laura Friedman
June 7, 2022
Page **2** of **2**

LCTOP funds to subsidize, among other operational expenses, fare free or reduced fare programs on an ongoing basis.

This bill would partially address the costs associated with running fare free or reduced fare programs by creating new flexibility in LCTOP that would allow transit agencies to implement these programs with clear and long-term funding support. These programs could make a tremendous difference in ridership numbers and will help public transit become a more popularized mode of transportation.

As an administrator of several reduced fare programs, SamTrans voices its **SUPPORT** for SB 942 (Newman) and the additional funding flexibility it could provide.

Thank you for your consideration. Please contact Government and Community Affairs Manager Jessica Epstein at epsteinj@samtrans.com if you have any questions or need any additional information.

Sincerely,



Carter Mau
Acting General Manager/CEO

cc: The Honorable Josh Newman, California State Senate
San Mateo County Transit District Board of Directors
San Mateo County Transit District State Legislative Delegation