

SAMTRANS
CORRESPONDENCE
as of 9-20-2024

From: [JEFFREY JOHNSON](#)
To: [Board \(@samtrans.com\)](#)
Subject: Fw: ATU Contract Resolution
Date: Wednesday, September 18, 2024 10:33:44 AM

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

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From: JEFFREY JOHNSON <fourquarter@sbcglobal.net>
Sent: Wednesday, September 18, 2024 10:20 AM
To: marinaf@gene.com <marinaf@gene.com>; jgee@redwoodcity.org <jgee@redwoodcity.org>
Cc: chana@samtrans.com <chana@samtrans.com>
Subject: ATU Contract Resolution

Dear Esteemed Chair Fraser and Vice Chair Gee:

My name is Jeff Johnson. I am a retired manager (SamTrans) since 2016, and I write this letter to encourage a settlement with the ATU Local 1574. I believe that an agreement can be achieved without further service interruption, and I encourage you and the professionals on your negotiating team to persevere in spite of the emotions that threaten your success.

I understand there is difficulty in negotiating with a group of people with a narrow point of view, who fail to see the “big picture”, and who may not fully understand the limitations that handicap your ability to meet their demands. On the flip side, the men and women on your negotiating team have competing demands on their time, ingenuity, and creative energies. I hope they approach their negotiating duties with the utmost priority and sense of urgency.

Respectfully, “Last and final offer” is language that suggests the District is unwilling to explore fresh, imaginative ideas that might lead to contract resolution. “Last and final offer” is language that triggers the labor force into digging into their position, increasing their resolve to fight and diminishing the possibility of collaborative settlement. May I suggest that you and your team avoid using that phrase in the future.

The citizens of San Mateo County have invested heavily into public transportation by way of Measure A and Measure W. I urge you to remember the promises and commitment you made when you sought funding, and to remember the tremendous benefit SamTrans brings to the county. I urge you to remember that fulfilling your promise involves all the employees of SamTrans, including those with whom you are at odds right now.

I believe that a collaborative agreement with the ATU 1574 is possible. Please don't give up.

Respectfully,

Jeffrey S. Johnson

Cc: April Chan

From: [Martin J Sommer](#)
To: [SamTrans BOD Public Support](#)
Cc: [Board \(@samtrans.com\)](#)
Subject: Re: Caltrain Univ Ave PA System
Date: Monday, September 16, 2024 10:18:19 PM

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Dear Boards of Directors,

Thank you for listening! The noise levels have been considerably better, over the last few days.

It is ironic, that we dream of building housing next to transit centers. On paper it looks good, as the view of walking between your home and train, to take a brisk ride into the city. The reality, though, is a continual fight against noise pollution, homelessness, etc. On top of this, we get frivolous law suits, asking public agencies to implement "nonsense systems", in case a single blind person decides to take a train in the middle of the night, and there is no one there to guild them. I consider 17 Clipper stations beeping every 10 seconds, or 12 intercom speakers blasting out every minute, to be nonsense. There are better ways, to handle such needs.

As we implement our new shinny electric trains, we have another nonsense-setting. The FRA states that a train must blow its horn or sound its bell, only if there is imminent danger to a pedestrian, but we have our new trains sounding their bell, on every single entry and exist into our stations. Even though the new trains are exciting, and less noisy than the old diesels, this noise will soon be an annoyance as well!

Thanks again,
Martin

On 9/11/24 1:54 PM, SamTrans BOD Public Support wrote:

To Martin Sommer,

Thank you for contacting SamTrans and Caltrain. We are sorry to see, though, that it was due to issues you have been with the PA system at the Palo Alto Caltrain Station. Know that your concerns were forwarded to the proper parties for review and remediation. A copy of this correspondence will also be forwarded to our Board of Directors.

However, please note that Caltrain has not been idle in addressing previously raised issues. Staff have made multiple adjustments to the Palo Alto Station's PA audio since 08/13/2024 to address volume concerns. To address this most recent matter, Caltrain staff again inspected the Palo Alto Station's PA audio volume and found it still set to the same specification of previous adjustments at 64dB. This is actually lower than JPB specifications for PA volume at other stations and was

adopted in order to accommodate these concerns. Nevertheless, Caltrain staff lowered PA volume further, to 58dB, which is close to ambient noise levels at the station at 54dB.

Regarding the frequency of announcements at the Palo Alto Station, Caltrain staff confirmed all scheduled PA announcements are set to begin at 4:30 AM at the start of revenue service. They also checked the frequency of announcements at night and found the PA to be working as intended, playing its automated message only if a train is arriving at the station. Under the current Caltrain schedule, the latest northbound train is set to arrive at the Palo Alto Station at 11:46 PM and the latest southbound train is set to arrive at 1:04 AM.

Thank you again for taking the time to reach out to us with your feedback. We apologize for the trouble, and we assure you that it remains our goal to provide you and the rest of our community with a high-quality transit system, regardless of whether we are acting as your transportation or as your neighbor.

Your SamTrans BOD Public Support Team

From: Martin J Sommer <martin@sommer.net>
Sent: Thursday, September 5, 2024 11:34:31 AM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <board@caltrain.com>; Board (@samtrans.com) <board@samtrans.com>
Subject: Re: Caltrain Univ Ave PA System

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

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

It is 4:30am, our windows are closed, and this PA system is waking up our whole house. This is not right!!!

Please shut it down!!!

Martin

On 9/4/24 7:18 PM, Martin J Sommer wrote:

Dear Caltrain and SamTrains Boards,

I am having an issue with the volume of the Caltrain Univ Ave PA System, that is not being addressed via Caltrain Customer Service. I have written to Sarah Nabong multiple times, but nothing is being

done.

The issue is two-fold: 1) the volume of the station PA system is so loud, that it is heard through our soundproof glass, a block away, and 2) the continuous automated messages (every minute or so), are going on into the night, past 2 - 3am. We are not able to sleep, with this continual interruption.

Can you please have the PA system volume turned down, to only be hear in it's immediate vicinity?

Thank you,
Martin

--

Martin Sommer
650-346-5307
martin@sommer.net
www.linkedin.com/in/martinsommer

"Turn technical vision into reality."

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Martin Sommer
650-346-5307
martin@sommer.net
www.linkedin.com/in/martinsommer

"Turn technical vision into reality."

--

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650-346-5307
martin@sommer.net
www.linkedin.com/in/martinsommer

"Turn technical vision into reality."

From: [charles ding](#)
To: [Board \(@samtrans.com\)](#); [Public Comment](#)
Subject: Request To Restore Old FCX line From Foster City Resident
Date: Monday, September 16, 2024 3:24:40 PM

Some people who received this message don't often get email from charlesding95@gmail.com. [Learn why this is important](#)

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Dear Samtrans board:

I am a resident of Foster City, and ride the SamTrans FCX line to and from work. We, the riders of FCX, are requesting to restore the old FCX route, in which the bus stopped several times along Mission Street in SF, instead of the current route, which only stops at the Salesforce Transit Center.

This route change has been a huge inconvenience for the FCX bus riders. Previously, other riders including me could just get off at one of the SF stops and walk directly to the office. Now, we will have to transfer to another public transit line in SF, thus adding unnecessary time to an already lengthy commute. My commute time was extended by 40 minutes one way, 1 hour 20 minutes total, as the bus goes further north of my office in the Civic Center area to the Salesforce Transit Center, and then I will have to take the light rail back south. This makes it very difficult to catch my early morning meetings and avoid getting home very late while spending enough time at work to get things done.

Please help restore FCX to its previous route at the earliest possible time, as it would greatly benefit the residents of Foster City and San Mateo who ride the bus.

Thanks,
Charles Ding

From: [Mass Transit Board \(@samtrans.com\)](#)
To: [Mass Transit Board \(@samtrans.com\)](#)
Subject: September 19th Transit Bids
Date: Thursday, September 19, 2024 7:40:59 AM

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Transit Bid Tracker | [View online](#)



HYDROGEN GAS DETECTION AND ROLL UP DOORS

From Fresno Area Express (FAX)

HYDROGEN GAS DETECTION AND ROLL UP DOORS The scope of work includes addition of roof mounted fans for hydrogen detection system, replacement of insulated roll up doors, upgraded fire pump and outdoor generator to the Fresno FAX HVAC Bus Maintenance...



RFI: EVENT No. 243 (2024) FOR CUSTOMER SERVICE CALL CENTER AND CARD PRODUCTION

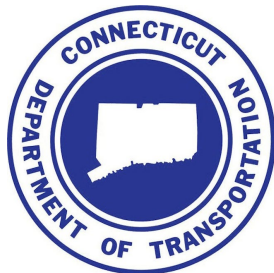
From Regional Transportation Authority - Chicago

REGIONAL TRANSPORTATION AUTHORITY OF NORTHEASTERN ILLINOIS ("RTA") REQUEST FOR INFORMATION ("RFI") EVENT No. 243 (2024) FOR CUSTOMER SERVICE CALL CENTER AND CARD PRODUCTION The Regional Transportation Authority...



WSF – Scheduling System

The Washington State Department of Transportation (WSDOT), Ferries Division <http://www.wsdot.wa.gov/ferries/> was created in 1951 and operates the largest ferry fleet in the United States, The Washington State Ferries (WSF) Scheduling System...



CTDOT Legal Notice

From Connecticut Department of Transportation (CTDOT)

Legal Notice The Connecticut Department of Transportation will be conducting its annual prequalification of professional consultant firms who desire to provide services for the 2025 calendar year. Additional information can be obtained at: ...

Management Services for GoRaleigh Bus Advertising Program



From City of Raleigh Transportation Department

City of Raleigh seeks proposals from highly reputable & experienced firms for transit advertising services to market, sell, secure and manage advertising contracts, & provide customer service for rental space on 122 buses & 188 digital...



Upcoming: Santa Clara Valley Transportation Authority Request for Proposals ("RFP") for BART Silicon Valley Phase II (BSVII) Program Management Services

From Santa Clara Valley Transportation Authority (VTA)

Register with VTA's solicitation website to receive notification of the RFP. This RFP seeks to award a contract to a Project Management Services Consultant ("PMC") firm or consortium (whether a joint venture, partnership or...

Arup Requesting Statement of Qualifications from Small Businesses for Train Energy Load Modeling

From Arup

Requesting Statements of Qualifications (SOQ) from firms with California SB/SB-PW/MB/DVBE or Federal DBE certification for: QA/QC OpenTrack Model, QA/QC OpenPowerNet model, and provide recommendations to resolve issues identified in model.

...

RFP: Staffing and Recruitment Services

From Central Florida Regional Transportation Authority (Lynx)

Central Florida Regional Transportation Authority d/b/a ("LYNX") seeks to contract Two (2) or Three (3) qualified firms that demonstrate a thorough understanding, and capability, to provide a curated talent network for Temporary...

Butte Regional Transit (B-Line) Marketing Plan

From Butte County Association of Governments

The Butte County Association of Governments (BCAG) is seeking Proposals from contractors to develop the Butte Regional Transit (B-Line) Marketing Plan. The Plan will build upon the B-Line Routing Study that was completed in 2023. The Marketing...

Redding Area Bus Authority, (RABA), a Joint Powers Authority, for the sale of advertisements on buses, bus shelters and facilities

From Redding Area Bus Authority (RABA)

Notice is hereby given that sealed proposals are requested by Redding Area Bus Authority, (RABA), a Joint Powers Authority, for the sale of advertisements on buses, bus shelters and facilities. All proposals shall be submitted in response to...

RFP # 24-07-524 IT Products and Services

From Indianapolis Public Transportation Corporation (IndyGo)

Indianapolis Public Transportation Corporation (IPTC) Request for Proposal RFP # 24-07-524 IT Products and Services Summary: Indianapolis Public Transportation Corporation (IPTC) is issuing this Request for Proposal (RFP) for qualified professional...

GO901 TICKET VENDING MACHINES

From Memphis Area Transit Authority (MATA)

Proposals will be received by the Memphis Area Transit Authority (MATA) at, 40 S. Main Street, Suite 1200, Memphis, TN 38103, Tuesday, October 8, 2024, 11:00 a.m. for the following: GO901 TICKET VENDING MACHINES A pre-proposal meeting will ...

Request for Industry Feedback Metro Blue Line Light Rail Extension

From Metropolitan Council

The Metropolitan Council is evaluating packaging and delivery method strategies for the METRO Blue Line Extension light rail transit project. The Request for Industry Feedback (RFIF) is a request for the construction industry to provide input...

To post a RFP, please contact Amy Stauffer

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If you have trouble with any of these methods, you can reach us toll-free at 800-547-7377.

Mass Transit
Endeavor Business Media
30 Burton Hills Blvd., Suite 185
Nashville, TN 37215



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APRIL CHAN
GENERAL MANAGER/CEO

September 18, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Re: City of Burlingame – Broadway Grade Separation Project

Dear Secretary Buttigieg:

On behalf of the San Mateo County Transit District (SamTrans), I am writing to express support for the City of Burlingame's grant application for the Broadway Grade Separation Project (Project). This project aligns with the goals and requirements of the Railroad Crossing Elimination (RCE) Program: it addresses safety issues faced by vehicles, passenger and freight trains, and active transportation modes; dramatically improves vehicular and rail circulation; improves access to the nearby Broadway commercial district; transit connectivity and air quality.

With over 10,000 at-grade railroad crossings throughout the State of California, the Broadway at-grade railroad crossing in Burlingame remains the top priority on the California Public Utilities Commission's Grade Separation Priority List. In January of 2024, a passenger train struck an occupied vehicle stopped on the train tracks, reminding us of just how dangerous the crossing remains. This is in addition to many previous collisions at the Broadway at-grade railroad crossing, several of which have resulted in fatalities. Unsafe situations arise at the crossing on a daily basis, and grade separation presents the best opportunity to solve the problem by completely and permanently separating the railroad from all vehicular and active transportation traffic.

In addition to addressing the dangers associated with this crossing, the Project will improve traffic flow and the overall quality of life in and around the Project area. Broadway is the only gateway to Burlingame from U.S. 101, connecting the freeway to two vital business districts, numerous small and large businesses, and 11 San Francisco International Airport-serving hotels. Over 100 Caltrain commuter trains pass through the Broadway at-grade railroad crossing daily. When trains cross Broadway, all other transportation (include bus traffic at the crossing) comes to a halt, resulting in congestion, trip delays, air quality impacts, and impacts on local and regional businesses.

SAN MATEO COUNTY TRANSIT DISTRICT
1250 San Carlos Avenue
San Carlos, CA 94070 (650) 508-6200

The Honorable Pete Buttigieg

September 18, 2024

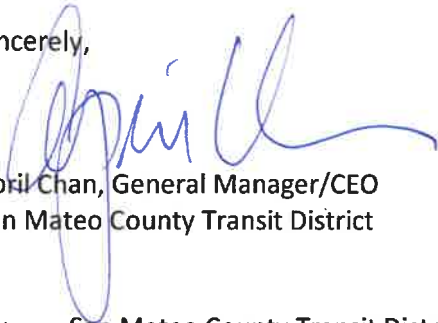
Page 2 of 2

Local, regional, and state partners have committed significant resources to progress the Project towards a “shovel-ready” state and the Project has completed the 65% design phase. RCE funding will be used to complete the necessary design and environmental work to finish the preconstruction phase.

With the support of the U.S. Department of Transportation, this new critical infrastructure will improve public safety, reduce traffic, facilitate active transportation modes, and invigorate the economic vitality of Burlingame and the region while allowing train service to increase and meet statewide and regional mobility needs.

Thank you for your consideration of this application. If you have any questions, please contact Government and Community Affairs Director Jessica Epstein at epsteinj@samtrans.com.

Sincerely,



April Chan, General Manager/CEO

San Mateo County Transit District

Cc: San Mateo County Transit District Board of Directors

From: [SamTrans BOD Public Support](#)
To: [Wen-Chin Chen](#)
Cc: [Board \(@samtrans.com\)](#)
Subject: Re: FCX
Date: Thursday, September 19, 2024 1:11:56 PM

To Wen-Chin Chen,

Thank you for taking the time to send us your concerns about our current Route FCX. Your feedback was forwarded to the proper parties for further handling. A copy of this correspondence will also be forwarded to our Board of Directors.

As you know, SamTrans made the change to the FCX to provide a more direct trip to downtown San Francisco and allow riders to disembark at a safe terminal with easy connections to other regional transit services. Before this, we had surveyed FCX riders between April 19th and May 10th about the proposed change to the FCX and found that 31% supported the change and 35% somewhat supported the change. However, practice and theory do differ; your experiences—along with many of your fellow riders' experiences—attests to this.

Please understand that this change has only been in effect since August 5th, so SamTrans staff have not yet had the time to monitor the performance of the current FCX. However, we do intend to review the FCX—and impact these changes have had on it—in the near future, and we will take your feedback into account during our reevaluation of the route.

Your SamTrans BOD Public Support Team

From: Wen-Chin Chen <wen2368@hotmail.com>
Sent: Wednesday, September 11, 2024 10:46:50 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@samtrans.com) <Board@samtrans.com>
Subject: FCX

You don't often get email from wen2368@hotmail.com. [Learn why this is important](#)

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To Whom It May Concern,

I have been taking FCX for commute to work 5 days a week. First of all, thank you for adding more buses in the afternoon.

Since August, I have been taking 2nd bus in the morning and 2nd/or 3rd bus in the afternoon. SamTrans changed to only one stop at Salesforce center in San Francisco. I like to bring up

some issues with this change.

Some passengers work on the west end of Market street. Passengers have to either take the buses, walk or bike to salesforce. I talked to some riders. Some gave it a try and said this does not work. They decided to drive to SF or bart stations to save time. SF buses took a long time to arrive(15 to 23 minutes wait). Biking is too dangerous. Also, it takes them even longer to get home than before. They decide driving is easier and have FCX buses as emergency backup only. This totally defeats the purpose of half percent tax increase for the 101 traffic issues.

Also, FCX gets on HWY 101 and gets stuck on the traffic all the way till the next entrance which FCX took before the change. So, this new route did not save people time.

Bus 292 starts from SalesForce and down to Mission to pick up passengers. Why FCX can not do the same? To make it more express, you can cut back on the number of stops. I suggest to add 5th/Mission and 9th/Mission so people working closer to those stops will be interested in taking the bus. SamTrans should think about how to encourage people to take the bus, not the other around.

We got more than 90% of current riders signatures to support FCX go down Mission to pick up passengers. Please review. With more people are required to go back to office next year, I hope the committee can consider adding stops on Mission. The buses are not just for express purpose, it is very important for services to the people, especially we rely on public transportation.

Thank you for your consideration.

Wen

FCX rider

From: [SamTrans BOD Public Support](#)
To: chrissy0428@gmail.com
Cc: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: Re: Concerns of FCX Community Express New Route
Date: Thursday, September 19, 2024 1:11:58 PM

To Chrissy Chen,

Thank you for taking the time to reach out to us with your concerns on our current Route FCX. Know that your feedback was forwarded to the proper parties for further handling. Additionally, a copy of this correspondence will be provided to our Board of Directors.

As you may know, this change to the FCX was intended to improve overall performance for a majority of the bus line's riders. During morning and afternoon peak periods, travel to and from downtown San Francisco is slow due to traffic, which is a challenge the FCX regularly contends with as a commuter express service. Additionally, we had found that the majority of FCX boardings and alightings within San Francisco occurred between Drumm St & Clay St and Mission St & 3rd St. Under its changed routing, the FCX now has a quicker, more direct trip through downtown San Francisco. Additionally, its terminal at the Salesforce Transit Center is within walking distance of Drumm St & Clay St and Mission St & 3rd St, with the added benefit of being a transit hub with easy connections other regional transit services.

Regardless of our intentions, though, we understand our riders' commuting needs are varied, which means this change has not necessarily been beneficial across the board. SamTrans staff intend to review the changes to Route FCX in the near future, and we will be taking your feedback into account at that time. However, as these changes have only gone into effect on August 5th, for now, SamTrans staff will continue to monitor the performance of Route FCX.

Your SamTrans BOD Public Support Team

From: Board (@samtrans.com) <board@samtrans.com>
Sent: Thursday, September 12, 2024 10:11 PM
To: SamTrans BOD Public Support <SamTransBODPublicSupport@samtrans.com>
Subject: FW: Concerns of FCX Community Express New Route

From: Chrissy Chen <chrissy0428@gmail.com>
Sent: Friday, September 13, 2024 5:10:48 AM (UTC+00:00) Monrovia, Reykjavik
To: Board (@samtrans.com) <board@samtrans.com>; Public Comment <publiccomment@samtrans.com>
Subject: Concerns of FCX Community Express New Route

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Dear Sir/Madam,

I hope this message finds you well. My name is Chrissy, and I am writing to express my concerns regarding the recent changes to the FCX Community Express route, which took effect on August 4, 2024.

I work near 9th and Mission Street, and the FCX has always been a convenient and affordable option for my daily commute. However, with the new route now stopping only at the Salesforce Transit Center, I find myself needing to either walk around 45 minutes from the Transit Center to 9th and Mission or spend extra time and money taking MUNI. It's no longer the best option for me. Some of my friends have started taking BART or driving since this change.

While I appreciate the expanded service times, I would like to kindly request that you consider adding at least one stop near 9th and Mission to better accommodate those of us who depend on this route.

Thank you for your time and consideration.

Best regards,

Chrissy

From: [SamTrans BOD Public Support](#)
To: charlesding95@gmail.com
Cc: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: Re: Request To Restore Old FCX line From Foster City Resident
Date: Thursday, September 19, 2024 1:12:02 PM

To Charles Ding,

Thank you for taking the time to reach out to us with your concerns on our current Route FCX. Know that your feedback was forwarded to the proper parties for further handling. Additionally, a copy of this correspondence will be provided to our Board of Directors.

As you may know, this change to the FCX was intended to improve overall performance for a majority of the bus line's riders. During morning and afternoon peak periods, travel to and from downtown San Francisco is slow due to traffic, which is a challenge the FCX regularly contends with as a commuter express service. Additionally, we had found that the majority of FCX boardings and alightings within San Francisco occurred between Drumm St & Clay St and Mission St & 3rd St. Under its changed routing, the FCX now has a quicker, more direct trip through downtown San Francisco. Additionally, its terminal at the Salesforce Transit Center is within walking distance of Drumm St & Clay St and Mission St & 3rd St, with the added benefit of being a transit hub with easy connections other regional transit services.

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Your SamTrans BOD Public Support Team

From: charles ding <charlesding95@gmail.com>
Sent: Monday, September 16, 2024 10:24:20 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@samtrans.com) <board@samtrans.com>; Public Comment <publiccomment@samtrans.com>
Subject: Request To Restore Old FCX line From Foster City Resident

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Dear Samtrans board:

I am a resident of Foster City, and ride the SamTrans FCX line to and from work. We, the

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Please help restore FCX to its previous route at the earliest possible time, as it would greatly benefit the residents of Foster City and San Mateo who ride the bus.

Thanks,
Charles Ding

From: [SamTrans BOD Public Support](#)
To: fourquarter@sbcglobal.net
Cc: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: Re: ATU Contract Resolution
Date: Friday, September 20, 2024 11:38:43 AM

To Jeffrey Johnson,

The SamTrans Board of Directors and staff received your message.

We appreciate your comments and engagement.

Your SamTrans BOD Public Support Team

From: Board (@samtrans.com) <board@samtrans.com>
Sent: Wednesday, September 18, 2024 10:33 AM
To: SamTrans BOD Public Support <SamTransBODPublicSupport@samtrans.com>
Subject: FW: ATU Contract Resolution

From: JEFFREY JOHNSON <fourquarter@sbcglobal.net>
Sent: Wednesday, September 18, 2024 5:33:35 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@samtrans.com) <board@samtrans.com>
Subject: Fw: ATU Contract Resolution

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From: JEFFREY JOHNSON <fourquarter@sbcglobal.net>
Sent: Wednesday, September 18, 2024 10:20 AM
To: marinaf@gene.com <marinaf@gene.com>; jgee@redwoodcity.org <jgee@redwoodcity.org>
Cc: chana@samtrans.com <chana@samtrans.com>
Subject: ATU Contract Resolution

Dear Esteemed Chair Fraser and Vice Chair Gee:

My name is Jeff Johnson. I am a retired manager (SamTrans) since 2016, and I write this letter to encourage a settlement with the ATU Local 1574. I believe that an agreement can be achieved without further service interruption, and I encourage you and the professionals on your negotiating team to persevere in spite of the emotions that threaten your success.

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I believe that a collaborative agreement with the ATU 1574 is possible. Please don't give up.

Respectfully,

Jeffrey S. Johnson

Cc: April Chan