



SamTrans Board of Directors

Meeting of June 4, 2025

Correspondence as of May 23, 2025

Subject

1. RE_ Resuming 92 trans-bay bus service
2. RE_ Internship Opportunities
3. RE_ Resuming 92 trans-bay bus service
4. Wednesday May 28 10am - Kiku Crossing San Mateo - Affordable Housing TDM tour
5. Elm Street & Samtrans Right of Way - POTENTIAL HAZARDOUS MATERIAL
6. RE_ Elm Street & Samtrans Right of Way - POTENTIAL HAZARDOUS MATERIAL
7. RE_ Elm Street & Samtrans Right of Way - POTENTIAL HAZARDOUS MATERIAL
8. RE_ Elm Street & Samtrans Right of Way - POTENTIAL HAZARDOUS MATERIAL

Recovered Correspondence and Public Comments

9. FCX Passengers Feedback for the New Route
10. FCX Passengers Feedback for the New Route
11. Resuming 92 trans-bay bus service
12. Request for FCX Sam Tran Route Change
13. FCX Bus Feedback from Passenger



14. Request to Change FCX Bus Route
15. Suggestion for FCX ROUTE
16. FCX rote change
17. Request for FCX SamTran Route Change
18. FCX Route Feedback
19. Request FCX Change
20. FCX Route Question
21. May 7th SamTrans Board of Directors Meeting Public Comment - Item 8c
22. May 7th SamTrans Board of Directors Meeting Public Comment - Item 8c
23. Public Comment on May 7th SamTrans Board Meeting
24. Public Transportation
25. Public Comment - Support Bay Area Transit Funding

From: SamTrans BOD Public Support
Sent: Tuesday, May 20, 2025 1:04 PM
To: max.mautner@gmail.com
Cc: Board (@samtrans.com)
Subject: RE: Resuming 92 trans-bay bus service

To Max Mautner,

Thank you for taking the time to reach out to us. We apologize it took us so long to reach back out to you, in turn. There was a technical error on our end, but it has since been caught and addressed.

In regards to your question, in case you still have not found an answer, please note that SamTrans does not have any plans for resuming said transbay service. The reason is because that service—the Line M—was not managed or maintained by SamTrans; it belonged to AC Transit. Currently, the Line M is still a defunct service, but you can reach out to AC Transit to inquire further about their plans for the future:

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.actransit.org%2Fbus-lines-schedules%2Fm&data=05%7C02%7CBoard%40samtrans.com%7C59801baf151444adcf4b08dd97d98403%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C638833682668499733%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiilwLjAuMDAwMCIsIlAiOiJXaW4zMlslkFoljoiTWfPbClldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=Y2LI72 xU6H3hzkgb%2FnyBU4%2F0Pz90lojv%2B61vxEfzWLC%3D&reserved=0>

Moving forward, if you have further comments or questions for SamTrans, we recommend contacting us either through our online feedback form at

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.samtrans.com%2Fabout-samtrans%2Fcontact-us&data=05%7C02%7CBoard%40samtrans.com%7C59801baf151444adcf4b08dd97d98403%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C638833682668518445%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiilwLjAuMDAwMCIsIlAiOiJXaW4zMlslkFoljoiTWfPbClldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=4H3r2z0xsqtWsv4iaj kHwb2e8tQnayh8rPKSbjl0XVQ%3D&reserved=0>

or through our phone line at 1-800-660-4287 for more immediate assistance. This will put you into contact with our Customer Service Center, who will either be able to assist you directly or forward your concerns to the appropriate parties.

Your SamTrans BOD Public Support Team

-----Original Message-----

From: Max Mautner <max.mautner@gmail.com>
Sent: Friday, October 25, 2024 3:29 PM
To: Board (@samtrans.com) <board@samtrans.com>
Subject: Resuming 92 trans-bay bus service

You don't often get email from max.mautner@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

Hi there,

I realize that SamTrans has been busy rolling out ReImagine SamTrans (successfully!), however I was wondering and I am hoping for an update on resuming San Mateo County and Alameda County bus service connectivity over the bridge.

This service existed before the Coronavirus pandemic.

Is any such resumption of service on the horizon?

I ask as vehicular traffic congestion on 92 seems to be severe, and there are no other practical public transit choices for San Mateo County residents to reach Alameda County or vice versa, besides via BART which terminates at Millbrae.

Even a bus line with an hourly level-of-service over the bridge would be a huge help!

Thank you,
Max Mautner

From: SamTrans BOD Public Support
Sent: Tuesday, May 20, 2025 1:59 PM
To: benjamincallicott@gmail.com
Cc: Board (@samtrans.com)
Subject: RE: Internship Opportunities

To Ben Callicott,

Thank you for contacting SamTrans. We apologize for the length of time it has taken to respond to you. There was a technical error on our end that has since been caught and addressed.

We hope you were able to find your answer through other avenues at the District. Moving forward, we recommend contacting us either through our online feedback form at <https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.samtrans.com%2Fabout-samtrans%2Fcontact-us&data=05%7C02%7CBoard%40samtrans.com%7Cd56b9f49c8714a9919f008dd97e128de%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C638833715484131140%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiilwLjAuMDAwMCIsIlAiOiJXaW4zMtIlsIkFOIjoiTWFpbCIsIlldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=9JNo04%2Fwh1hFs8OAJG4ULDmyNMSubxIfs7yhnh%2FzYhE%3D&reserved=0> or through our phone line at 1-800-660-4287 for more immediate assistance. This will put you into contact with our Customer Service Center, who will either be able to assist you directly or forward your concerns to the appropriate parties.

For employment opportunities at the District, including internships, you can also reach out directly to our Human Resources Department at 650-508-6308 or hr@samtrans.com.

Your SamTrans BOD Public Support Team

-----Original Message-----

From: Benjamin Callicott <benjamincallicott@gmail.com>
Sent: Thursday, December 12, 2024 12:49 PM
To: Board (@samtrans.com) <Board@samtrans.com>
Subject: Internship Opportunities

You don't often get email from benjamincallicott@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

Hello,

I was wondering if you guys were going to be offering any internships or needed any help in planning or GIS this summer, I would love to help out if you are.

Thank you,
Ben Callicott

From: Max Mautner <max.mautner@gmail.com>
Sent: Tuesday, May 20, 2025 9:47 PM
To: SamTrans BOD Public Support
Cc: Board (@samtrans.com)
Subject: Re: Resuming 92 trans-bay bus service

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

Thank you for responding to me.

I hope that SamTrans can step forward at the appropriate time in partnership with AC Transit/MTC when public transit on the bridge is revisited as an accessibility, equity, & congestion solution by the county & powers that be.

On Tue, May 20, 2025 at 1:04 PM SamTrans BOD Public Support <SamTransBODPublicSupport@samtrans.com> wrote:

To Max Mautner,

Thank you for taking the time to reach out to us. We apologize it took us so long to reach back out to you, in turn. There was a technical error on our end, but it has since been caught and addressed.

In regards to your question, in case you still have not found an answer, please note that SamTrans does not have any plans for resuming said transbay service. The reason is because that service-the Line M-was not managed or maintained by SamTrans; it belonged to AC Transit. Currently, the Line M is still a defunct service, but you can reach out to AC Transit to inquire further about their plans for the future: <https://www.actransit.org/bus-lines-schedules/m>.

Moving forward, if you have further comments or questions for SamTrans, we recommend contacting us either through our online feedback form at <https://www.samtrans.com/about-samtrans/contact-us> or through our phone line at 1-800-660-4287 for more immediate assistance. This will put you into contact with our Customer Service Center, who will either be able to assist you directly or forward your concerns to the appropriate parties.

Your SamTrans BOD Public Support Team

-----Original Message-----

From: Max Mautner <max.mautner@gmail.com>
Sent: Friday, October 25, 2024 3:29 PM
To: Board (@samtrans.com) <board@samtrans.com>
Subject: Resuming 92 trans-bay bus service

You don't often get email from max.mautner@gmail.com. Learn why this is important

<<https://aka.ms/LearnAboutSenderIdentification>>

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

Hi there,

I realize that SamTrans has been busy rolling out ReImagine SamTrans (successfully!), however I was wondering and I am hoping for an update on resuming San Mateo County and Alameda County bus service connectivity over the bridge.

This service existed before the Coronavirus pandemic.

Is any such resumption of service on the horizon?

I ask as vehicular traffic congestion on 92 seems to be severe, and there are no other practical public transit choices for San Mateo County residents to reach Alameda County or vice versa, besides via BART which terminates at Millbrae.

Even a bus line with an hourly level-of-service over the bridge would be a huge help!

Thank you,
Max Mautner

From: [Adina Levin](#)
To: [Adina Levin](#)
Subject: Wednesday May 28 10am - Kiku Crossing San Mateo - Affordable Housing TDM tour
Date: Wednesday, May 21, 2025 12:22:40 PM
Attachments: [1747766523646-Kiki-Crossing.png](#)

You don't often get email from adina@seamlessbayarea.org. [Learn why this is important](#)

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

Dear transit leaders,

I wanted to make sure you had this invitation to an Affordable Housing Month event that highlights successful transportation demand management strategies at Kiku Crossing, a 100% affordable housing community by [MidPen Housing](#) (480 E 4th Ave, San Mateo, CA 94401)

Built on city-owned surface parking lots in downtown San Mateo with easy access to Caltrain and SamTrans, Kiku Crossing now provides 225 homes for low-income community members. Their TDM offerings including the Clipper BayPass all agency transit pass serve as a potential blueprint for other cities to follow.

You can find [registration and additional event details by clicking on this link.](#)

Thanks and hope to see you there if you can make it.

- Adina

Adina Levin

Executive Director

Seamless Bay Area

<https://seamlessbayarea.org>

650-646-4344



From: [Michael Carmen](#)
To: [Harkirpal Sehmbey](#); [Hubert Chan](#)
Cc: [Shama Khan](#); [Board \(@samtrans.com\)](#)
Subject: Elm Street & Samtrans Right of Way - POTENTIAL HAZARDOUS MATERIAL
Date: Thursday, May 22, 2025 2:19:35 PM
Attachments: [Elm - RR Tracks Caltrans ROW.pdf](#)

Some people who received this message don't often get email from michael.carmen@newarkca.gov. [Learn why this is important](#)

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

Hi Mr. Sehmbey/Mr. Chan,

My name is Michael Carmen and I'm with the City of Newark Public Works – Engineering Division. I typically work with the Municipal Stormwater NPDES Permit (MRP), stormwater compliance, illicit discharges, and other environmental related issues. It was brought to my attention that dumping has taken place within San Mateo County Transit District right of way. See pictures attached. The drum appears to be full of a potential hazardous material and needs to be removed immediately. As you can see from the annotated aerial photo and pictures attached, there is a storm drain catch basin less than 10 feet away which is very concerning if the material in the drum leaks out. Please let me know how you plan on addressing this dumping case. Due to the potentially hazardous material in the 55 gallon drum and the proximity to the nearby catch basin, the City would like the drum and trash picked up as soon as possible.

Thank you,
Michael







From: [Harkirpal Sehmbey](#)
To: "Michael Carmen"; Hubert Chan
Cc: [Shama Khan](#); [Board \(@samtrans.com\)](#)
Subject: RE: Elm Street & Samtrans Right of Way - POTENTIAL HAZARDOUS MATERIAL
Date: Thursday, May 22, 2025 2:37:10 PM

Dear Michael,

Thanks for bringing this to our attention. It appears to be an instance of illegal dumping on district property.

We'll begin working on this issue immediately to get it resolved. We'll be sure to keep you updated on our progress.

Thanks,

From: Michael Carmen <michael.carmen@newarkca.gov>
Sent: Thursday, May 22, 2025 2:19 PM
To: Harkirpal Sehmbey <SehmbeyH@samtrans.com>; Hubert Chan <chanh@caltrain.com>
Cc: Shama Khan <shama.khan@newarkca.gov>; Board (@samtrans.com) <Board@SamTrans.com>
Subject: Elm Street & Samtrans Right of Way - POTENTIAL HAZARDOUS MATERIAL

Some people who received this message don't often get email from michael.carmen@newarkca.gov. [Learn why this is important](#)

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

Hi Mr. Sehmbey/Mr. Chan,

My name is Michael Carmen and I'm with the City of Newark Public Works – Engineering Division. I typically work with the Municipal Stormwater NPDES Permit (MRP), stormwater compliance, illicit discharges, and other environmental related issues. It was brought to my attention that dumping has taken place within San Mateo County Transit District right of way. See pictures attached. The drum appears to be full of a potential hazardous material and needs to be removed immediately. As you can see from the annotated aerial photo and pictures attached, there is a storm drain catch basin less than 10 feet away which is very concerning if the material in the drum leaks out. Please let me know how you plan on addressing this dumping case. Due to the potentially hazardous material in the 55 gallon drum and the proximity to the nearby catch basin, the City would like the drum and trash picked up as soon as possible.

Thank you,
Michael

From: [Michael Carmen](#)
To: [Harkirpal Sehmbey](#); [Hubert Chan](#)
Cc: [Shama Khan](#); [Board \(@samtrans.com\)](#)
Subject: RE: Elm Street & Samtrans Right of Way - POTENTIAL HAZARDOUS MATERIAL
Date: Thursday, May 22, 2025 2:48:44 PM

Some people who received this message don't often get email from michael.carmen@newarkca.gov. [Learn why this is important](#)

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

Hi Mr. Sehmbey,

Yes, please provide me with the updated progress.

Thank you,
Michael

From: Harkirpal Sehmbey <SehmbeyH@samtrans.com>
Sent: Thursday, May 22, 2025 2:37 PM
To: Michael Carmen <michael.carmen@newarkca.gov>; Hubert Chan <chanh@samtrans.com>
Cc: Shama Khan <shama.khan@newarkca.gov>; Board (@samtrans.com) <Board@samtrans.com>
Subject: RE: Elm Street & Samtrans Right of Way - POTENTIAL HAZARDOUS MATERIAL

ALERT: This email originated from outside of the City. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report any suspicious activity.

Dear Michael,

Thanks for bringing this to our attention. It appears to be an instance of illegal dumping on district property.

We'll begin working on this issue immediately to get it resolved. We'll be sure to keep you updated on our progress.

Thanks,

From: Michael Carmen <michael.carmen@newarkca.gov>
Sent: Thursday, May 22, 2025 2:19 PM
To: Harkirpal Sehmbey <SehmbeyH@samtrans.com>; Hubert Chan <chanh@caltrain.com>
Cc: Shama Khan <shama.khan@newarkca.gov>; Board (@samtrans.com) <Board@SamTrans.com>
Subject: Elm Street & Samtrans Right of Way - POTENTIAL HAZARDOUS MATERIAL

Some people who received this message don't often get email from michael.carmen@newarkca.gov. [Learn why this is important](#)

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

on links from unknown senders.

Hi Mr. Sehmbeey/Mr. Chan,

My name is Michael Carmen and I'm with the City of Newark Public Works – Engineering Division. I typically work with the Municipal Stormwater NPDES Permit (MRP), stormwater compliance, illicit discharges, and other environmental related issues. It was brought to my attention that dumping has taken place within San Mateo County Transit District right of way. See pictures attached. The drum appears to be full of a potential hazardous material and needs to be removed immediately. As you can see from the annotated aerial photo and pictures attached, there is a storm drain catch basin less than 10 feet away which is very concerning if the material in the drum leaks out. Please let me know how you plan on addressing this dumping case. Due to the potentially hazardous material in the 55 gallon drum and the proximity to the nearby catch basin, the City would like the drum and trash picked up as soon as possible.

Thank you,
Michael

From: [Harkirpal Sehmbey](#)
To: [Michael Carmen](#); [Hubert Chan](#)
Cc: [Shama Khan](#); [Board \(@samtrans.com\)](#)
Subject: Re: Elm Street & Samtrans Right of Way - POTENTIAL HAZARDOUS MATERIAL
Date: Friday, May 23, 2025 3:14:45 PM

Dear Michael,

I'm writing to let you know that the 55-gallon drum of hazardous material was removed this afternoon. We will be dedicating some resources to the garbage cleanup next week.

Please don't hesitate to reach out if you have any further questions.

Thanks,

From: Michael Carmen <michael.carmen@newarkca.gov>
Sent: Thursday, May 22, 2025 2:48 PM
To: Harkirpal Sehmbey <SehmbeyH@samtrans.com>; Hubert Chan <chanh@samtrans.com>
Cc: Shama Khan <shama.khan@newarkca.gov>; Board (@samtrans.com) <Board@samtrans.com>
Subject: RE: Elm Street & Samtrans Right of Way - POTENTIAL HAZARDOUS MATERIAL

You don't often get email from michael.carmen@newarkca.gov. [Learn why this is important](#)

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

Hi Mr. Sehmbey,

Yes, please provide me with the updated progress.

Thank you,
Michael

From: Harkirpal Sehmbey <SehmbeyH@samtrans.com>
Sent: Thursday, May 22, 2025 2:37 PM
To: Michael Carmen <michael.carmen@newarkca.gov>; Hubert Chan <chanh@samtrans.com>
Cc: Shama Khan <shama.khan@newarkca.gov>; Board (@samtrans.com) <Board@samtrans.com>
Subject: RE: Elm Street & Samtrans Right of Way - POTENTIAL HAZARDOUS MATERIAL

ALERT: This email originated from outside of the City. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report any suspicious activity.

Dear Michael,

Thanks for bringing this to our attention. It appears to be an instance of illegal dumping on district property.

We'll begin working on this issue immediately to get it resolved. We'll be sure to keep you updated on our progress.

Thanks,

From: Michael Carmen <michael.carmen@newarkca.gov>

Sent: Thursday, May 22, 2025 2:19 PM

To: Harkirpal Sehmbey <SehmbeyH@samtrans.com>; Hubert Chan <chanh@caltrain.com>

Cc: Shama Khan <shama.khan@newarkca.gov>; Board (@samtrans.com) <Board@SamTrans.com>

Subject: Elm Street & Samtrans Right of Way - POTENTIAL HAZARDOUS MATERIAL

Some people who received this message don't often get email from michael.carmen@newarkca.gov. [Learn why this is important](#)

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

Hi Mr. Sehmbey/Mr. Chan,

My name is Michael Carmen and I'm with the City of Newark Public Works – Engineering Division. I typically work with the Municipal Stormwater NPDES Permit (MRP), stormwater compliance, illicit discharges, and other environmental related issues. It was brought to my attention that dumping has taken place within San Mateo County Transit District right of way. See pictures attached. The drum appears to be full of a potential hazardous material and needs to be removed immediately. As you can see from the annotated aerial photo and pictures attached, there is a storm drain catch basin less than 10 feet away which is very concerning if the material in the drum leaks out. Please let me know how you plan on addressing this dumping case. Due to the potentially hazardous material in the 55 gallon drum and the proximity to the nearby catch basin, the City would like the drum and trash picked up as soon as possible.

Thank you,

Michael

From: yan wang <yanrong3088@gmail.com>
Sent: Monday, September 16, 2024 10:13 AM
To: Board (@samtrans.com) <board@samtrans.com>
Subject: FCX Passengers Feedback for the New Route

You don't often get email from yanrong3088@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

To SamTrans Board Members:

I am writing this email to provide some passengers' feedback for the newly changed route of FCX. Before the new route started, I've emailed you about some passengers' big concern for time spending and safety for the new route change of FCX. Unfortunately, our appeal was not considered. I am now providing our feedback.

Many passengers on FCX are asking your consideration again to continue to stop at limited stations on Mission Street in SF to provide support to FCX passengers.

In the last one month's commute of the new route of FCX, we found out below:

1. The drivers are not saving time by using the new route. It took around 15-25 mins after the buses arrived in SF to head to the Salesforce Terminal building. This time period is almost the same as before or even longer than the time that FCX ran on Mission Street.

The traffic that drivers encountered in local area in SF per the new route has not that much difference from the old route on Mission Street. It's even worse when the drivers had to wait for the highway entrance gate to open, to wait for a long time for the red light before going to Salesforce Terminal and drive very slowly around the circle to arrive at the Salesforce Terminal Station.

2. Some passengers who used to get on and off on Mission Street had to take either 14 Muni bus in SF, or walk, or ride bike to offices. I personally tried to take the bus and walk to the office near SF City Hall.

- a. By Walk: it took me 35 min. to walk one way to the office. In Total, I spent more than one hour extra commuting daily.

In addition, morning walks on Mission Street are not safe. I was followed by a homeless person one morning around 7am. I had to run fast towards Market Street to get rid of the follower.

b. By bus: The 14 or 14R bus is the only route on Mission Street. As SF Muni buses are not always on time, I had to wait 10-20 mins on average for the bus to come. Normally, 14 Bus took 25 mins and 14R bus took 20 mins to office with traffic lights on every block. In addition, I had encountered five times for taking much longer time on the 14 or 14R bus in the last month when wheelchair passengers got on and off the buses. Please note, there are many wheelchair passengers who took 14 or 14R buses on Mission Street in SF.

In addition, it cost me \$3 each way total \$6 a day extra to take SF Muni.

In summary, since it's not saving time for drivers with the new route but bringing so much inconvenience to passengers, why can't you go back to the old route?

As we have stated in our earlier request before the new route started, we are not asking for all stops on Mission Street. You can just stop on limited stops on Mission Street. In this way, drivers can save time to avoid traffic, and passengers can walk much less blocks to commute.

Please consider this win-win suggestion and change back to the old route to pass by SF Mission Street.

Thank you so much for taking care of both your drivers and passengers.

Linda Wang on behalf of many FCX passengers

From: yan wang <yanrong3088@gmail.com>
Sent: Tuesday, October 1, 2024 5:42 PM
To: Board (@samtrans.com) <board@samtrans.com>
Subject: Fwd: FCX Passengers Feedback for the New Route

You don't often get email from yanrong3088@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

Hi,
As I have not heard any response. May I please follow up my email?

Thanks.
Linda

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

From: yan wang <yanrong3088@gmail.com <<mailto:yanrong3088@gmail.com>> >
Date: Mon, Sep 16, 2024, 10:13 AM
Subject: FCX Passengers Feedback for the New Route
To: <board@samtrans.com <<mailto:board@samtrans.com>> >

To SamTrans Board Members:

I am writing this email to provide some passengers' feedback for the newly changed route of FCX. Before the new route started, I've emailed you about some passengers' big concern for time spending and safety for the new route change of FCX. Unfortunately, our appeal was not considered. I am now providing our feedback.

Many passengers on FCX are asking your consideration again to continue to stop at limited stations on Mission Street in SF to provide support to FCX passengers.

In the last one month's commute of the new route of FCX, we found out below:

1. The drivers are not saving time by using the new route. It took around 15-25 mins after the buses arrived in SF to head to the Salesforce Terminal building. This time period is almost the same as before or even longer than the

time that FCX ran on Mission Street.

The traffic that drivers encountered in local area in SF per the new route has not that much difference from the old route on Mission Street. It's even worse when the drivers had to wait for the highway entrance gate to open, to wait for a long time for the red light before going to Salesforce Terminal and drive very slowly around the circle to arrive at the Salesforce Terminal Station.

2. Some passengers who used to get on and off on Mission Street had to take either 14 Muni bus in SF, or walk, or ride bike to offices. I personally tried to take the bus and walk to the office near SF City Hall.

a. By Walk: it took me 35 min. to walk one way to the office. In Total, I spent more than one hour extra commuting daily.

In addition, morning walks on Mission Street are not safe. I was followed by a homeless person one morning around 7am. I had to run fast towards Market Street to get rid of the follower.

b. By bus: The 14 or 14R bus is the only route on Mission Street. As SF Muni buses are not always on time, I had to wait 10-20 mins on average for the bus to come. Normally, 14 Bus took 25 mins and 14R bus took 20 mins to office with traffic lights on every block. In addition, I had encountered five times for taking much longer time on the 14 or 14R bus in the last month when wheelchair passengers got on and off the buses. Please note, there are many wheelchair passengers who took 14 or 14R buses on Mission Street in SF.

In addition, it cost me \$3 each way total \$6 a day extra to take SF Muni.

In summary, since it's not saving time for drivers with the new route but bringing so much inconvenience to passengers, why can't you go back to the old route?

As we have stated in our earlier request before the new route started, we are not asking for all stops on Mission Street. You can just stop on limited stops on Mission Street. In this way, drivers can save time to avoid traffic, and passengers can walk much less blocks to commute.

Please consider this win-win suggestion and change back to the old route to pass by SF Mission Street.

Thank you so much for taking care of both your drivers and passengers.

Linda Wang on behalf of many FCX passengers

From: Max Mautner <max.mautner@gmail.com>
Sent: Friday, October 25, 2024 3:29 PM
To: Board (@samtrans.com) <board@samtrans.com>
Subject: Resuming 92 trans-bay bus service

You don't often get email from max.mautner@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

Hi there,

I realize that SamTrans has been busy rolling out ReImagine SamTrans (successfully!), however I was wondering and I am hoping for an update on resuming San Mateo County and Alameda County bus service connectivity over the bridge.

This service existed before the Coronavirus pandemic.

Is any such resumption of service on the horizon?

I ask as vehicular traffic congestion on 92 seems to be severe, and there are no other practical public transit choices for San Mateo County residents to reach Alameda County or vice versa, besides via BART which terminates at Millbrae.

Even a bus line with an hourly level-of-service over the bridge would be a huge help!

Thank you,
Max Mautner

From: yan wang <yanrong3088@gmail.com>
Sent: Saturday, March 8, 2025 2:55 PM
To: Board (@samtrans.com) <board@samtrans.com>
Subject: Request for FCX Sam Tran Route Change

You don't often get email from yanrong3088@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

Hi,

I am a FCX bus passenger who commute daily between Foster City and SF. Since last Aug., FCX changed its route and no more stop at Mission Street in SF. This change has greatly increased my communitie time from 1.5 hours (round trip) to more than 3 hours (round trip). I have been so tired to spend so much time daily to commute. In addition, the change of route didn't save time for drivers too.

I am requesting Sam Trans to reconsider to drive through SF Mission Street with limited stops to help passengers.

Thsnk you.

Linda Wong

From: Ethan Kong <ekisgreat@gmail.com>
Sent: Saturday, March 8, 2025 3:09 PM
To: Board (@samtrans.com) <board@samtrans.com>
Subject: FCX Bus Feedback from Passenger

You don't often get email from ekisgreat@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

To Whom It May Concern,

I am a passenger who works in a tech company in San Francisco near 8th Street. Before FCX bus changed its route last August, I got off at 9th & Mission Street in SF and walk 5 mins to office. After the change that FCX no more stopped on Mission Street, I had to take SF muni to Sales Force Terminal and wait 20 mins. for scheduled bus to come. This new route doubled my commute time.

I am not the only passenger who suffered from this change. Many other passengers are complaining too. Everyone is so tired with the long commuting time everyday.

Can you please go back the route to stop at 9th & Mission Street in SF?

Thank you so much.

EK

From: Chao Kong <kongchao3088@gmail.com>
Sent: Monday, March 10, 2025 5:55 PM
To: Board (@samtrans.com) <board@samtrans.com>
Subject: Request to Change FCX Bus Route

You don't often get email from kongchao3088@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

To Sam Trans Board,

I am a FCX passenger who commute between Foster City and San Francisco. My office is located near 8th Street in SF. Before the FCX route change last Aug, I got off at 9th & Mission and walked 5 mins to office. This is so convenient for me. However, starting Aug. 2024, this convenient way of commuting stops. Now my commute time is almost doubling. I asked Sam Trans why they made such change. They told me they wanted to save drivers driving time. This does not make sense because the driving time didn't get saved as drivers still need to drive locally in SF with very slow speed to bypass the gate and go to the terminal. In addition, as a public transportation, shouldn't Sam Trans consider the need of passengers first than the driving time? Sam Trans told me that they did survey before the change and 1/3 of passengers agreed. I recall that I filled in such survey. However, the survey didn't say anything about stopping to go to SF Missions street. Plus, 1/3 passengers can't represent most of passengers' opinion.

I am requesting board of Sam Trans to reconsider FCX route and go back to stop at SF Mission street. If you want to save driving time, I suggest just stopping at limited stops on SF Mission Street.

Thank you very much.

Jason K

From: Frankie Chen <frankiechen@gmail.com>
Sent: Tuesday, March 18, 2025 11:05 PM
To: Board (@samtrans.com) <board@samtrans.com>
Subject: Suggestion for FCX ROUTE

[You don't often get email from frankiechen@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Hello,

My name is Frankie Chen, and I am a dedicated commuter from Foster City to downtown San Francisco, where I worked for the City government . I have consistently relied on the FCX for my daily commutes, but recent changes to the SanTran route, implemented without long public notice, public hearing have caused significant disruptions and safety concerns for passengers like myself.

Since these changes, I have unfortunately encountered adverse consequences. To adapt the FCX new route to decrease travel time to office after Salesforce bus station, I have resorted to using electric scooters, which resulted in a serious accident when I struck a pothole and sustained both hands fractured. This incident necessitated multiple surgeries and a protracted recovery period, underscoring the paramount importance of safe and reliable transit options for all individuals.

Previously, FCX had strategically placed stops to accommodate city workers, facilitating commuting and enhancing its feasibility. However, with the altered route, many passengers have opted for BART instead, as we had bad experience to take MUNI after Salesforce Tower.

I have heard numerous accounts from other passengers regarding threats, insults, and even thefts while taking for MUNI. It is disheartening to consider that our journey home can be marred by such harassment.

Furthermore, we face the challenge of being unable to board the 5:18 PM bus back home. most of us have to take the 5:48 PM bus and that bus frequently delay departure that leaving many of returning home significantly later than anticipated.

In response to these concerns, we have initiated a petition to SanTran executives, accumulating numerous signatures. Our aspiration is for SanTran to reconsider and establish one or two new stations on Mission Street to better serve Foster City commuters. We genuinely desire a safe, convenient, and efficient commuting experience.

I implore you to consider our concerns and assist us in advocating for a transit system that truly meets the needs of all passengers.

Thank you for your attention to this matter.

Sincerely,
Frankie Chen

Sent from my iPhone

From: yc286@juno.com <yc286@juno.com>
Sent: Thursday, March 20, 2025 1:09 PM
To: Board (@samtrans.com) <Board@samtrans.com>
Subject: FCX rote change

You don't often get email from yc286@juno.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

Dear Board,

Good afternoon, thanks for the meeting coming up and let us tell you how we feel, now as more and more people will go back to work, we really need the FCX go back to the old rote can stop at mission to pick up more passengers. In the morning and afternoon when get off work plenty people go home, it take a very long time to take bus in San Francisco to the only one stop at Salesforce, is very not convenience. Most of the time when get to Salesforce, the bus is gone, and need to wait about half an hour again for the next one, and the bus like to leave a few minutes early that even make us wait a while for the next one. And around 6.18 or 6.48pm, the FCX bus not on time a lot of times, really make us nervous.

Since more and more people work in the office is far way from Salesforce near mission street now, hope please put back at least 2 or 3 stops on mission street, or please go back to the old FCX rote, thanks for your help!

Lucy

From: yan wang <yanrong3088@gmail.com>
Sent: Tuesday, April 8, 2025 11:16 AM
To: Board (@samtrans.com) <board@samtrans.com>
Subject: Request for FCX SamTran Route Change

You don't often get email from yanrong3088@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

Hi,

I am a FCX bus passenger who commute daily between Foster City and SF. Since last Aug., FCX changed its route and no more stop at Mission Street in SF. This change has greatly increased my commute time from 1.5 hours (round trip) to more than 3 hours (round trip). I have been so tired to spend so much time daily to commute. In addition, the change of route didn't save time for drivers too.

I am requesting Sam Trans to reconsider to drive through SF Mission Street with limited stops to help passengers.

Thank you.

Linda Wong

From: Ethan Kong <ekisgreat@gmail.com>
Sent: Tuesday, April 8, 2025 11:18 AM
To: Board (@samtrans.com) <board@samtrans.com>
Subject: FCX Route Feedback

You don't often get email from ekisgreat@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

To Whom It May Concern,

I am a passenger who works in a tech company in San Francisco near 8th Street. Before FCX bus changed its route last August, I got off at 9th & Mission Street in SF and walk 5 mins to office. After the change that FCX no more stopped on Mission Street, I had to take SF muni to Sales Force Terminal and wait 20 mins. for scheduled bus to come. This new route doubled my commute time.

I am not the only passenger who suffered from this change. Many other passengers are complaining too. Everyone is so tired with the long commuting time everyday.

Can you please go back the route to stop at 9th & Mission Street in SF?

Thank you so much.

Ek

From: Chao Kong <kongchao3088@gmail.com>
Sent: Tuesday, April 8, 2025 11:19 AM
To: Board (@samtrans.com) <board@samtrans.com>
Subject: Request FCX Change

You don't often get email from kongchao3088@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

To Sam Trans Board,

I am a FCX passenger who commute between Foster City and San Francisco. My office is located near 8th Street in SF. Before the FCX route change last Aug, I got off at 9th & Mission and walked 5 mins to office. This is so convenient for me. However, starting Aug. 2024, this convenient way of commuting stops. Now my commute time is almost doubling. I asked Sam Trans why they made such change. They told me they wanted to save drivers driving time. This does not make sense because the driving time didn't get saved as drivers still need to drive locally in SF with very slow speed to bypass the gate and go to the terminal. In addition, as a public transportation, shouldn't Sam Trans consider the need of passengers first than the driving time? Sam Trans told me that they did survey before the change and 1/3 of passengers agreed. I recall that I filled in such survey. However, the survey didn't say anything about stopping to go to SF Missions street. Plus, 1/3 passengers can't represent most of passengers' opinion.

I am requesting board of Sam Trans to reconsider FCX route and go back to stop at SF Mission street. If you want to save driving time, I suggest just stopping at limited stops on SF Mission Street.

Thank you very much.

Jason K

From: E Ko <ekcollege88@gmail.com>
Sent: Tuesday, April 8, 2025 11:29 AM
To: Board (@samtrans.com) <board@samtrans.com>
Subject: FCX Route Question

You don't often get email from ekcollege88@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

Hi,

My company requested employees to go back to work in office in SF 5 days a week starting from 4/28/25. I am thinking to take FCX route. I heard that FCX used to stop on Mission&9th Street in SF. That stop is very close to my office. I have several other coworkers are also planning to take FCX as it's an express bus.

Are you considering to change the current route to go back the old stop at Mission&9th in SF?

We appreciate if you can consider the request as I think this change will be very attractive to many passengers like my coworkers and me to take FCX. Recently there are a lot of companies in SF are requesting employees to go back to work in offices.

Thank you.

Howard

From: Aaron Posternack <aaron.posternack@gmail.com>
Sent: Tuesday, May 6, 2025 2:16 PM
To: Public Comment <publiccomment@samtrans.com>
Subject: May 7th SamTrans Board of Directors Meeting Public Comment - Item 8c

You don't often get email from aaron.posternack@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

Dear SamTrans Board members,

My name is Aaron Posternack and I primarily use Caltrain, BART, and Muni. Funding transit is critical because transit helps connect people to their jobs, provides a viable and compelling alternative to driving, saves people money, and saves the environment. Mountain View needs high-quality, frequent transit connections because it has a significant amount of jobs and residents looking to commute to and from work. Additionally, it provides a way for seniors, children, and other people without access to a car to get around the region rapidly with ease. Overall, transit makes our region more accessible and affordable to travel around.

With that being said, I strongly support a regional measure to fund transit across the Bay Area, preventing cuts and perhaps even supporting service expansions.

I strongly support regional coordination among agencies, including the measures of SB 63 to stipulate fare integration, scheduling coordination, and unified wayfinding. This would help my community and me because some of us rely on multiple transit agencies to make our journeys.

Fare integration is a massive benefit and crucial for riders and transit agencies alike. Making trips more economical for more people is key to winning back transit riders and expanding into new markets. For example, if I want to go to Valley Fair, fare integration would make this journey far more economically viable for more people. I would not be forced to make a tradeoff between paying significantly more to take Caltrain and transfer to VTA buses to the mall, or spending significantly more time on VTA buses because I do not wish to pay for faster service. The same could be said for people, who say, work at Valley Fair and other major employment centers which may be reached faster using multiple agencies than just using a single agency.

Scheduling coordination is critical, as more people will see transit as a compelling option since their journey times would be reduced. For example, coordination would mean that trips to San Francisco involving BART and Caltrain via Millbrae would be a lot easier, and I currently avoid doing the transfer at Millbrae precisely because of the lack of schedule coordination. Additionally, schedule coordination would make feeder buses to Caltrain far more effective, because bus riders will not have to wait for a long time before the train arrives. Many people may avoid transit because the transfers are super annoying due to a lack of schedule coordination. Scheduling integration, similar to what is done in Switzerland, wins over people who may be on the fence on using and depending on public transit.

And finally, wayfinding integration is imperative for retaining new riders, particularly those who may use two or more transit agencies. For example, the MTC wayfinding pilot at El Cerrito del Norte Station makes it far easier to understand where connecting buses are and most importantly, makes transit feel like one connected system. In Mountain View, having a single wayfinding standard will immediately make transferring between the VTA light rail and buses to Caltrain far less jarring and more seamless. A trip from say, Whisman to Palo Alto would be far more legible, particularly for those who may not use transit as often as the traditional 9-5 commuter. Overall, wayfinding integration will make the transit system far less confusing and user-friendly.

The aforementioned fare, scheduling, and wayfinding integration is a huge opportunity for agencies to connect communities and make transit more accessible and easy to understand. I strongly encourage the Board to adopt these measures, keeping funding the very popular BayPass program, and back SB 63. Thank you for your time.

Best Regards,

Aaron Posternack

From: Aaron Posternack <aaron.posternack@gmail.com>
Sent: Tuesday, May 6, 2025 3:47 PM
To: Public Comment <publiccomment@samtrans.com>
Subject: Re: May 7th SamTrans Board of Directors Meeting Public Comment - Item 8c

You don't often get email from aaron.posternack@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

Please disregard the previously sent email. I would like to modify my public comment to the following.

Dear SamTrans Board Members,

My name is Aaron Posternack, and I primarily use Caltrain, BART, and Muni. Funding transit is critical because transit helps connect people to their jobs, provides a viable and compelling alternative to driving, saves people money, and saves the environment. Mountain View needs high-quality, frequent transit connections because it has a significant number of jobs and residents looking to commute to and from work. Additionally, it provides a way for seniors, children, and other people without access to a car to get around the region rapidly and with ease. Overall, transit makes our region more accessible and affordable to travel around.

With that being said, I strongly support a regional measure to fund transit across the Bay Area, preventing cuts and perhaps even supporting service expansions. Regional coordination among agencies, including the measures of SB 63 to stipulate fare integration, scheduling coordination, and unified wayfinding, is critical to maximizing any investment in public transit. If implemented, these measures would help my community and me because some of us rely on multiple transit agencies to make our journeys.

Fare integration, scheduling coordination, and unified wayfinding are all massive benefits and crucial for riders and transit agencies alike. Making trips more economical for more people is key to winning back transit riders and expanding into new markets. For example, if I want to go to Belmont for a dentist appointment using Caltrain and SamTrans, fare integration would make this journey far more economically viable. I would not be forced to make a tradeoff between paying significantly more to take Caltrain and transfer to SamTrans buses to the mall, or spending significantly more time on SamTrans buses only because I do not wish to pay for faster service. Scheduling coordination would reduce my journey time significantly by minimizing the transfer penalty, and I would be more willing to make that dentist trip on public transit if this time penalty did not exist. And finally, unified wayfinding would make finding connecting transit far easier, since it feels like it is part of the same system. I would know exactly where to go and be sure of it because the design language is universal across all forms of public transit. That

would make finding my connecting bus to fill the last mile between the Caltrain station and the dentist's office easy.

Including these measures as part of a regional transit measure is a huge opportunity for agencies to connect communities and make transit more accessible and easy to understand. I strongly encourage the Board to adopt these measures, keep funding for MTC programs such as the very popular BayPass program, and back SB 63. Thank you for your time.

Best Regards,

Aaron Posternack

On Tue, May 6, 2025 at 2:16 PM Aaron Posternack <aaron.posternack@gmail.com
<<mailto:aaron.posternack@gmail.com>> > wrote:

Dear SamTrans Board members,

My name is Aaron Posternack and I primarily use Caltrain, BART, and Muni. Funding transit is critical because transit helps connect people to their jobs, provides a viable and compelling alternative to driving, saves people money, and saves the environment. Mountain View needs high-quality, frequent transit connections because it has a significant amount of jobs and residents looking to commute to and from work. Additionally, it provides a way for seniors, children, and other people without access to a car to get around the region rapidly with ease. Overall, transit makes our region more accessible and affordable to travel around.

With that being said, I strongly support a regional measure to fund transit across the Bay Area, preventing cuts and perhaps even supporting service expansions.

I strongly support regional coordination among agencies, including the measures of SB 63 to stipulate fare integration, scheduling coordination, and unified wayfinding. This would help my community and me because some of us rely on multiple transit agencies to make our journeys.

Fare integration is a massive benefit and crucial for riders and transit agencies alike. Making trips more economical for more people is key to winning back transit riders and expanding into new markets. For example, if I want to go to Valley Fair, fare integration would make this journey far more economically viable for more people. I would not be forced to make a tradeoff between paying significantly more to take Caltrain and transfer to VTA buses to the mall, or spending significantly more time on VTA buses because I do not wish to pay for faster service. The same could be said for people, who say, work at Valley Fair and other major employment centers which may be reached faster using multiple agencies than just using a single agency.

Scheduling coordination is critical, as more people will see transit as a compelling option since their journey times would be reduced. For example, coordination would mean that trips to San Francisco involving BART and Caltrain via Millbrae would be a lot easier, and I currently avoid doing the transfer at Millbrae precisely because of the lack of schedule coordination. Additionally, schedule coordination would make feeder buses to Caltrain far more effective, because bus riders will not have to wait for a long time before the train arrives. Many people may avoid transit because the transfers are super annoying due to a lack of schedule coordination. Scheduling integration, similar to what is done in Switzerland, wins over people who may be on the fence on using and depending on public transit.

And finally, wayfinding integration is imperative for retaining new riders, particularly those who may use two or more transit agencies. For example, the MTC wayfinding pilot at El Cerrito del Norte Station makes it far easier to understand where connecting buses are and most importantly, makes transit feel like one connected system. In Mountain View, having a single wayfinding standard will immediately make transferring between the VTA light rail and buses to Caltrain far less jarring and more seamless. A trip from say, Whisman to Palo Alto would be far more legible, particularly for those who may not use transit as often as the traditional 9-5 commuter. Overall, wayfinding integration will make the transit system far less confusing and user-friendly.

The aforementioned fare, scheduling, and wayfinding integration is a huge opportunity for agencies to connect communities and make transit more accessible and easy to understand. I strongly encourage the Board to adopt these measures, keeping funding the very popular BayPass program, and back SB 63. Thank you for your time.

Best Regards,

Aaron Posternack

From: Harry Apodaca <apodaca.harry@gmail.com>
Sent: Tuesday, May 6, 2025 10:24 PM
To: Public Comment <publiccomment@samtrans.com>
Subject: Public Comment on May 7th SamTrans Board Meeting

You don't often get email from apodaca.harry@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

Dear SamTrans Board of Directors,

My name is Harry, and I'm writing to provide public comment ahead of the upcoming Board of Directors meeting on May 7th, from 2–5 PM.

I live in Redwood City and do not own a car. My primary modes of transportation are an electric scooter, a bicycle, and walking. I've previously worked in downtown San Francisco and am currently employed at a biotech company also based in San Francisco. As a result, I frequently rely on public transportation to travel across the Bay Area, including to San Mateo, South San Francisco, downtown SF, and Oakland. Unfortunately, I often had to miss events — particularly in the evenings or on weekends — because cohesive public transit options were too limited or poorly timed. In those cases, the only viable alternative was a costly Lyft or Uber ride. This creates a significant barrier for those of us who rely on transit not by choice, but by necessity. I grew up in a mid-sized town where public buses were an essential service, and I remain a strong supporter of robust, accessible public transportation. If better transit options were available, I would use them to explore even more places beyond the Bay Area. Service cuts threaten to isolate residents like me, making it harder to live without a car and pushing people to leave the area altogether.

I urge you to support SB 63 https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fleginfo.ca.gov%2Ffaces%2FbillTextClient.xhtml%3Fbill_id%3D202520260SB63&data=05%7C02%7CBoard%40samtrans.com%7C2ccc0319d81b480c2bf508dd972f56a1%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C638832951739359868%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMtIlkFOljoitWFBpCisldUlljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=2PMJ1Zzl%2FtwDxDJU2J9i3jBMe8pDtVxHStaNrmPCcR8%3D&reserved=0 to protect and expand transit service, including inter-agency coordination. Additionally, while I am fortunate enough to afford the occasional Lyft, relying on a sales tax to fund transit unfairly burdens those with the least financial flexibility. We need to explore fairer, more sustainable funding options. Could we consider polling the public for alternatives?

Thank you for your time and for considering the voices of everyday transit users.

Sincerely,
Harry Apodaca

From: Spencer Horne <felinethymelord@gmail.com>
Sent: Wednesday, May 7, 2025 10:58 AM
To: Public Comment <publiccomment@samtrans.com>
Subject: Public Transportation

[You don't often get email from felinethymelord@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Hi, I'm writing to comment in regards to the SamTrans board of directors meeting today. I just want to make a few requests regarding funding. I urge you please to fund public transit by enacting a gross receipts tax. Also, please join the regional funding measure (SB 63) and coordinate funding with other Bay Area counties.

My name is Spencer Horne. I live in Pacifica, and many residents in my neighborhood rely on adequate public transportation options.

-Spencer Horne

From: Michael Simpson <mikeysimpson4@gmail.com>
Sent: Wednesday, May 7, 2025 2:07 PM
To: Public Comment <publiccomment@samtrans.com>
Subject: Public Comment - Support Bay Area Transit Funding

You don't often get email from mikeysimpson4@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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

Hello,

My name is Michael Simpson, I am a resident living in Belmont, and I want to advocate for public transit in San Mateo county and the Bay Area as a whole.

I learned that Bay Area public transit is in dire need of funding and that many services will be cut off if a funding resolution is not made. I use bart and cal train to commute to work in San Francisco, as well as safe travel methods when enjoying a night out on the town. I have attended the Portola music festival these past few years, and I love having the ability to take Caltrain directly to the music venue.

Removing these benefits will put stress on me and thousands of other commuters, and also limit safe travel options for people who enjoy the Bay Area's rich cultural centers.

I ask that you join the regional funding measure (SB 63) and pursue progressive funding mechanisms to ensure the burden of cost falls not fall onto the poorest riders.

Thank you,
Michael Simpson