



SamTrans Board of Directors
Meeting of July 2, 2025

Correspondence as of July 2, 2025

Subject

1. Letter of Support from SamTrans and TA re: SB 71 (Wiener) CEQA Streamlining for Clean Transportation Projects
2. Letter of Support from SamTrans and TA re: Assembly Bill 259 (Rubio) – Open meetings: local agencies: teleconferences as amended on April 21, 2025
3. Letter of Support from SamTrans re: AB 394 (Wilson) Public Transit Operator and Rider Safety
4. Public Comment: July 2nd Board of Directors Meeting Written Comment - Item 11d
5. Public Comment: Please join the regional measure SB63
6. Public Comment: Public Comment for SamTrans BOD Meeting 7/2
7. Public Comment: Public comment on joining the regional transit measure
8. Public Comment: Public Comment to support Bay Area transit
9. Public Comment: 2026 Regional Transportation Funding Measure
10. Public Comment: Public comment for today's meeting Item 11.d.4
11. Public Comment: VOTE TODAY / Prop 63
12. Public Comment: Opt-In To SB 63 (Agenda Item 11.d.4.d
13. Public Comment: Regional Transit Funding

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1250 SAN CARLOS AVENUE
SAN CARLOS, CA 94070
(650) 508-6200

June 24, 2025

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

RE: SB 71 (Wiener) CEQA Streamlining for Clean Transportation Projects

Dear Chair Bryan,

On behalf of the San Mateo County Transit District (SamTrans) and the San Mateo County Transportation Authority (SMCTA), I am pleased to inform you that both agencies are **supporting SB 71 (Wiener)**. SB 71 would make clarifying changes to, and modify slightly, the existing statutory exemptions to the California Environmental Quality Act (CEQA) for clean transportation projects, established by SB 288 (Wiener) [Chapter 200, Statutes of 2020], while also removing the law's January 1, 2030 sunset date.

In 2020, SB 288 (Wiener) was signed into law, establishing a set of statutory exemptions from CEQA in the Public Resources Code for certain clean transportation projects, with the goal of accelerating clean transportation projects that reduced greenhouse gas emissions by bringing online more public transit and active transportation projects sooner. SB 288 was followed by SB 922 (Wiener, 2022) which extended the sunset date, added additional exemptions to the law, and provided clarifying definitional and process amendments. These clean transportation projects include developing new bus rapid transit projects, expansion of bus or light-rail services, transit prioritization projects (as defined), projects that improve customer information and wayfinding for commuters, projects to construct or maintain infrastructure to charge, power, or refuel zero-emission buses, trains, and ferries, projects to reduce minimum parking requirements, and projects for pedestrian and bicycle facilities. In 2024, AB 2503 (Lee) further refined the Public Resources Code exemptions to include zero-emission passenger rail projects within an existing right of way.

Since the passage of SB 288 in 2020, over 90 projects statewide have moved forward more quickly and cost effectively, including transit priority projects, bicycle & pedestrian projects, bus rapid transit projects, traffic calming projects, zero-emission vehicle

charging infrastructure, ADA curb and sidewalk repairs, and transit maintenance facility modernization. SMCTA may use the exemptions established for two upcoming projects, the El Camino Real Complete Streets projects and Fashion Island Blvd/19th Ave Complete Streets Project in the City of San Mateo.

Along with conversion of our fleet to zero emission technology, SamTrans has many projects that may benefit from this bill. The agency fully implemented the changes from the last transit operational analysis and plan. SamTrans is in the process of implementing a bus stop study and changing shelters and amenities across the county.

As such, we believe the state should make many of these exemptions permanent, while giving others additional time to use the provisions of the bill. This would create long-term certainty for local agencies as they continue to advance projects that further clean transportation options and make public transit more equitable and accessible.

For these reasons, we strongly support SB 71. Thank you for your time and consideration. Please contact Government and Community Affairs Director Jessica Epstein at epsteinj@samtrans.com if you have any questions or need additional information.

Sincerely,



April Chan
General Manager/CEO

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 Legislative Delegation

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1250 SAN CARLOS AVENUE
SAN CARLOS, CA 94070
(650) 508-6200

June 24, 2025

The Honorable Blanca Rubio
California State Assembly
1021 O Street, Suite 5250
Sacramento, CA 95814

**RE: Assembly Bill 259 (Rubio) - Open meetings: local agencies:
teleconferences as amended on April 21, 2025 – Support**

Dear Assembly Member Rubio:

On behalf of the San Mateo County Transit District (SamTrans) and the San Mateo County Transportation Authority (SMCTA), I am pleased to inform you that both agencies are **supporting AB 259**.

AB 259 will preserve important teleconferencing procedures that have afforded public agency board members the flexibility to remotely attend meetings in which they might have been otherwise unable to participate due to illness, official travel, or medical emergency.

Recognizing the evolving landscape of public meetings and the demonstrated value of remote participation options when members of governing bodies are unable to attend a physical gathering, your office introduced, and the Legislature passed, Assembly Bill 2449 in 2022, which amended the Brown Act.

Beginning in 2023, our agencies began using the procedures established by AB 2449, successfully facilitating remote participation for officials that would have otherwise not been able to join due to illness, official travel, or medical emergency. Officials still publicly noticed their meeting location and opened the meeting to the public. The provisions of that bill, having been negotiated by civil society groups and local government stakeholders, contained numerous requirements, including the presence of an in-person quorum at the official meeting location.

While the provisions added by AB 2449 were modified slightly by technical amendments made by subsequent legislation, the January 1, 2026 sunset included in the original bill remains. To preserve the flexibility provided by your AB 2449, Assembly Bill 259 would extend this sunset date until 2030, thereby preserving the remote meeting procedures added by the earlier legislation. AB 259 would not make any additional changes to other elements of the remote meeting provisions.

The Honorable Blanca Rubio

June 24, 2025

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

For these reasons, we strongly support AB 259. Thank you for your time and consideration. Please contact Government and Community Affairs Director Jessica Epstein at epsteinj@samtrans.com if you have any questions or need additional information.

Sincerely,



April Chan
General Manager/CEO

Cc: San Mateo County Transit District Board of Directors
San Mateo County Transportation Authority Board of Directors
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June 24, 2025

The Honorable Jesse Arreguín
Chair, Senate Public Safety Committee
1020 N Street, Room 545
Sacramento, CA 95814

RE: AB 394 (Wilson) Public Transit Operator and Rider Safety

Dear Chair Arreguín,

On behalf of the San Mateo County Transit District (SamTrans), I write today in **SUPPORT** of **AB 394 (Wilson)**. AB 394 aims to enhance the safety and security of California's public transportation systems by strengthening protections for transit operators, employees, and passengers.

Like other transit agencies, SamTrans employees are in the community every day as bus operators, community engagement staff, information specialists and more. They are out at all hours of the day, in every corner of the community, and all days of the week. These situations create a safety risk for any transit employee trying to do their job when providing service to our passengers.

AB 394 promotes safer transit environments for both riders and workers in two keys ways. First, the bill expands existing law to protect *all* transit employees against assaults. Second, AB 394 also now would allow transit agencies to seek a court-issued prohibition order against someone convicted of assault, if the court finds that the individual in question continues to pose a threat.

Public transit systems are integral to healthy communities and are vital to our efforts to fight climate change. Both workers and passengers deserve to be treated with respect and be safe from harm. For these reasons, we strongly

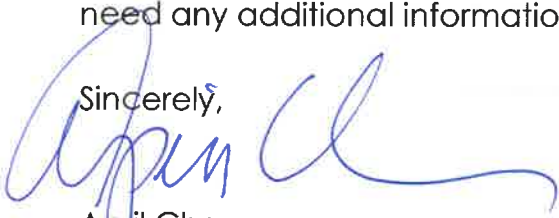
The Honorable Jesse Arreguín

June 24, 2025

Page 2 of 2

support AB 394. Please contact SamTrans' Government and Community Affairs Director Jessica Epstein at epsteinj@samtrans.com if you have any questions or need any additional information.

Sincerely,



April Chan

General Manager/CEO

Cc: San Mateo County Transit District Board of Directors
San Mateo County Transit District State Legislative Delegation

From: [Aaron Posternack](#)
To: [Public Comment](#)
Subject: July 2nd Board of Directors Meeting Written Comment - Item 11d
Date: Tuesday, July 1, 2025 5:25:54 PM

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Disclaimer: Any opinions expressed here are *my own only* and do NOT represent my employer.

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. 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 San Mateo County opting into the regional measure proposed in SB 63 to fund transit across the Bay Area, preventing cuts and perhaps even supporting service expansions. The measures of SB 63 to stipulate fare integration, scheduling coordination, and unified wayfinding, is critical to maximizing any investment in public transit would help make journeys more affordable, easier to schedule, and easier to navigate. This is particularly important because some transit riders rely on multiple transit agencies to make their journeys. The implementation of these measures could even help unlock additional trips that may currently be infeasible, which in turn can lead to increases in ridership.

Overall, San Mateo County opting into the regional measure is a huge opportunity for SamTrans, Caltrain, BART, and many other agencies across the Bay Area to connect communities better and make transit more accessible, affordable, and easy to navigate. Thank you for your time.

Best Regards,
Aaron Posternack

From: Maya Chaffee
To: [Public Comment](#)
Subject: Please join the regional measure SB63
Date: Tuesday, July 1, 2025 9:55:02 PM

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Hello Samtrans board,

My name is Maya Chaffee, i lived in santa clara for 3 years and now live in san francisco. I need fully funded bart and caltrain in order to get to jobs, see friends, and explore the bay. i dont own a car and cant drive or afford one.

I want to urge you to join the regional measure sb63. Our transit must be fully funded to prevent cuts region wide or we will deal with cuts and congestion and a death spiral.

Do this so low income residents who live and work in the community can have a seamless experience getting where they need to go.

Making it a progressive business tax and not a regressive one would also be very important for affordability for all.

Please save transit, ill knock doors for it, ill make phonecalls, ill do whatever i can to save it.

-Maya

From: Patricia D <patriciadelara12@proton.me>
Sent: Tuesday, July 1, 2025 10:06 PM
To: Public Comment <publiccomment@samtrans.com>
Subject: Public Comment for SamTrans BOD Meeting 7/2

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Hello,

My name is Patricia Delara and I am a San Mateo County resident. While the Bay Area is known for its innovation and its contributions in advancing technology all over the world, one of the areas that I'm sad to say has not changed much is its transit. Having lived here in the Bay Area as a child, it's amazing to see some parts of our transit system become more robust as I use our transit systems now as an adult, but it's a shame how long it's taken. And still, it is far from perfect. Expanding our freeways isn't the right solution, as it has only made more traffic congestions, contributed to lower air quality, and - due to many more road rage incidents as well as accidents - has made driving unsafe for many of us. We deserve better here in the Bay, and we deserve more seamless transit options. SamTrans is a huge part of this, as many of us rely on these buses to get to and from places that BART or Caltrain can't reach in the Peninsula. It would be unfair to all of our residents throughout the county - senior citizens, working adults, and teens and children - to not invest in them. Please join SB 63 to ensure that our Bay Area transit systems remain intact and well-equipped to support our diverse and growing population. We have the network already - so let's try to make it even better.

Thank you.

Sent from [Proton Mail](#) for iOS

From: Rob
To: [Public Comment](#)
Subject: Public comment on joining the regional transit measure
Date: Wednesday, July 2, 2025 2:03:02 AM

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Hello,

My name is Robert (I live in San Francisco) and I am in support of San Mateo County joining the regional funding measure aka SB63 to prevent service cuts from SamTrans, BART and Caltrain. I am not able to join in person as I am out of the state for the next few days. This measure must provide funding supporting seamless coordination of fares, schedules, and signs, coordinated paratransit, and transit priority to make buses faster and more reliable. I don't want another governing body to oversee this measure as it will make it harder for members of the general public to keep up. I am a person that deeply cares about SamTrans. As a person who has used your services during COVID, it was a lifeline for me to get to destinations in the South Bay while on a budget. I do not want those services taken away and if it does, my mental health will spiral out of control and no one wants that. A recent poll finds that support for a business tax is up rather than having a sales tax. So please, stand with us transit advocates.
-Robert

From: Ennio Colon
To: [Public Comment](#)
Subject: Public Comment to support Bay Area transit
Date: Wednesday, July 2, 2025 8:14:45 AM

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Good morning,

My name is Ennio Colon, I use Caltrain, BART, and Samtrans to go to work, go on flights, etc. This is especially important for airport transfers, and keeping traffic reduced, especially with higher accident rates, higher gas prices, and increasing logistic issues for cars on the road. It would save the city alot more money to expand on rail and public transit and bike lanes.

I support San Mateo County joining the regional transit funding measure (SB63) to prevent service cuts on Caltrain, BART, and all other Bay Area transit agencies.

The measure must provide funding that supports seamless coordination of fares, schedules, and sign, coordinated paratransit, and transit priority to make buses faster and more reliable. Doing so helps with tourism, social gatherings, economic gains, travel to sports events and air travel.

I do not wish to see another governing body overseeing the measure, which would make it harder for members of the public to keep up.

Polls show that a business tax does better than sales taxes for transit funding, especially in San Mateo County.

Best regards,
Ennio Colon

From: Loan Nguyen
To: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: 2026 Regional Transportation Funding Measure
Date: Wednesday, July 2, 2025 8:16:29 AM

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Dear Board Members,

Please join other counties and transit agencies to support our public transportation. It is crucial and vital that our communities have a functional and seamless transportation system. I used SamTrans when I was younger and didn't have an alternative. I continue to use public transportation even though I have a driver's license and car. My hope and wish are for our leaders to develop and build a strong and sustainable transportation infrastructure.

I appreciate your time and consideration.

Sincerely,
Loan

From: Lian Chang <lian.c.chang@gmail.com>
Sent: Wednesday, July 2, 2025 11:23 AM
To: Public Comment <publiccomment@samtrans.com>
Subject: Public comment for today's meeting Item 11.d.4

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Dear SamTrans Board, I'm a regular rider of BART and occasional Caltrain rider. I strongly support San Mateo County joining the regional transit funding measure (SB63) to prevent service cuts on Caltrain, BART, SamTrans and all other Bay Area transit agencies. We need our streets to be safe and we need to see our government actively and visibly investing in the public realm, so I oppose cannibalizing funding for local street safety, which is what would happen if San Mateo County reauthorized its local half-cent sales tax rather than joining the regional measure. And I do not want another governing body to oversee the revenue from a regional measure, as it would reduce the public's ability to participate in decision making processes even further. Many thanks, Lian Chang

--

Lian Chikako Chang (she/her)

From: Walter Skinner
To: [Public Comment](#)
Subject: VOTE TODAY / Prop 63
Date: Wednesday, July 2, 2025 11:14:46 AM

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Please OPT-IN to PROP 63.

We need to SUPPORT PUBLIC TRANSIT here in San Mateo County!

Keep the trains running. Keep the busses running.

NO CUTS TO PUBLIC SERVICES

THANK YOU ALL IN ADVANCE

-Walter Skinner
San Bruno

From: JOAN SKINNER
To: [Public Comment](#)
Cc: david@davidcanepa.com
Subject: Opt-In To SB 63 (Agenda Item 11.d.4.d)
Date: Wednesday, July 2, 2025 11:22:20 AM

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I am a resident of San Bruno. My family has been lucky to live immediately across the street from CalTrain and just a mile from BART. We use both of these systems frequently, whether for transit to school or to ballgames and other events. We have used CalTrain from our front door to Texas, via Amtrak.

Please support public transit and transportation networks by opting-in to SB 63. Thank you for your support! -
- Joan Skinner, San Bruno

From: Mahdi Rahimi
To: [Public Comment](#)
Subject: Regional Transit Funding
Date: Wednesday, July 2, 2025 11:36:03 AM

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Dear SamTrans Board,

I'm a regular BART rider and occasional Caltrain user. I've lived and worked in San Mateo County for years and anticipate returning to the county in the future.

I strongly support San Mateo County joining the regional transit funding measure (SB63) to prevent service cuts on Caltrain, BART, SamTrans, and all other Bay Area transit agencies.

We need safe streets, and we need to see our government actively investing in the public realm. Therefore, I oppose cannibalizing funding for local street safety if San Mateo County reauthorizes its local half-cent sales tax instead of joining the regional measure.

Thank you,

--

Mahdi Rahimi