



SamTrans Board of Directors
Meeting of July 2, 2025

Correspondence as of July 2, 2025 – Part 2

Subject

1. Public Comment: Vote YES on Agenda Item 11.d.4 – Join SB 63
2. Public Comment: urging San Mateo County to join in regional transit funding
3. Public Comment: Vote YES on Agenda Item 11.d.4 – Join SB 63
4. Public Comment: In Support of SB 63
5. Public Comment: Comment on SB63
6. Public Comment: Please join SB 63 and pursue a gross receipts tax to fund transit
7. Public Comment: SB63 Regional Measure
8. Public Comment: Public Comment Agenda Item 11.d.4
9. Public Comment: Support SB 63 & Save San Mateo Transit
10. Public Comment: Public Comment on SB 63
11. Public Comment: I support SB 63
12. Public Comment: Comment for Board of Directors Meeting | Support a Progressive Regional Funding Measure

From: Prodan Statev
To: [Public Comment](#)
Cc: [Board \(@samtrans.com\)](#)
Subject: Vote YES on Agenda Item 11.d.4 – Join SB 63
Date: Wednesday, July 2, 2025 12:27:02 PM

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Dear Chair GE and Board Members,

Please vote YES today to add SamTrans to the SB 63 regional transit funding measure and advance early renewal of our half-cent sales tax. Three quick reasons:

1. Stronger Odds, Smaller Ask – SB 63 passes with 50 % + 1, not two-thirds. Pairing it with our local renewal lets each measure do what polls best: the regional tax funds day-to-day service; the local tax upgrades capital.
2. Prevent the FY 26 Fiscal Cliff – Federal relief disappears soon. SB 63 closes the operating gap and shields riders from the deep cuts that decimate ridership and undermine public trust.
3. One Seamless Network – Riders want integrated fares, coordinated schedules, and fewer car trips on 101. SB 63 delivers that while guaranteeing every county a minimum return-to-source and leaving route decisions in SamTrans' hands.

Acting now secures ballot space, locks in regional momentum, and gives campaigners time to educate voters. A “yes” vote today is the quickest, lowest-risk path to reliable, equitable, climate-friendly transit for San Mateo County.

Thank you for your leadership.

Respectfully,
Prodan Statev
San Mateo County Resident & Daily Rider

From: [nick kibre](#)
To: [Public Comment](#)
Subject: urging San Mateo County to join in regional transit funding
Date: Wednesday, July 2, 2025 12:25:58 PM

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

I am writing this message to ask for San Mateo County to join with the rest of the bay area in transit planning and the upcoming sales tax ballot measure.

I realize that there are concerns that our county will be contributing more than it gets out of this measure. So I am urging our leaders to get as good a bargain as they can for county residents. Free transfers from CalTrain to neighboring systems would be a start. Let's make sure we're not being taken advantage of, but then definitely join with our neighbors.

Regards,
Nick Kibre
Redwood City

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<http://nkncat.blogspot.com> Nicholas Kibre <https://sfba.social/@14mission>

From: Prodan Statev
To: [Public Comment](#)
Cc: [Board \(@samtrans.com\)](#)
Subject: Vote YES on Agenda Item 11.d.4 – Join SB 63
Date: Wednesday, July 2, 2025 12:27:01 PM

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2. Prevent the FY 26 Fiscal Cliff – Federal relief disappears soon. SB 63 closes the operating gap and shields riders from the deep cuts that decimate ridership and undermine public trust.
3. One Seamless Network – Riders want integrated fares, coordinated schedules, and fewer car trips on 101. SB 63 delivers that while guaranteeing every county a minimum return-to-source and leaving route decisions in SamTrans' hands.

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Thank you for your leadership.

Respectfully,
Prodan Statev
San Mateo County Resident & Daily Rider

From: kier holley
To: [Public Comment](#)
Subject: In Support of SB 63
Date: Wednesday, July 2, 2025 12:29:07 PM

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Hi,

I live in Montana and work in South San Francisco and I am writing in support of SB 63. I rely on a combination of different Bay Area transit agencies (including SamTrans, BART, and Caltrain) to commute between home, work, visiting friends, and other commitments across the Bay Area. Greater connectivity and improved rider experience would be super helpful to me and I hope that San Mateo County will help improve public transit for the entire bay. Regarding the actual funding method, I would prefer a gross receipts tax over a sales tax in order to generate more funding and hopefully limit the tax burden on regular consumers.

Thank you,

Kier

From: Shivani Pandit
To: [Public Comment](#)
Subject: Comment on SB63
Date: Wednesday, July 2, 2025 12:31:21 PM

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Hello,

I'm reaching out to provide my comment on the transit funding measure (SB63) being discussed today.

I've been a resident of San Mateo County for six years and have utilized public transit (specifically CalTrain) for the entirety of that time. For five years, I relied upon CalTrain's frequent routes, reliable schedules, and safe operation to ensure I could make my daily commute to work and navigate the peninsula in a way that was safe, efficient, and minimally damaging to the environment by contributing to fewer cars on the road. My husband similarly benefited from CalTrain services and had the privilege of enjoying a prepaid Clipper Card via his employer for several years (making transportation much more accessible and encouraging the use of public transportation).

San Mateo County's public transit infrastructure has been central to our lives for so long, and we care deeply about ensuring it can continue to benefit other families. Thus, I strongly support San Mateo County joining the regional transit funding measure, SB63, to ensure public transit services such as CalTrain, BART, and SamTrans can be adequately funded. It's imperative that this funding measure supports seamless coordination between services. In support of this seamless coordination and transparent and efficient allocation of funds, I support joining the regional measure as opposed to reauthorizing the local half-cent sales tax.

Best,
Shivani

From: Chet Lexvold
To: [Public Comment](#)
Subject: Please join SB 63 and pursue a gross receipts tax to fund transit
Date: Wednesday, July 2, 2025 12:37:11 PM

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Hello,

My name is Chet Lexvold, and I've lived in San Mateo for the past 12 years. My biggest pet peeve is sitting in stop-and-go traffic on 101, so I use Caltrain, BART, and SamTrans buses on a regular basis for both work and social commuting. Any reduction in service would mean I would have to drive more, which worsens pollution, traffic, and my quality of life.

Please join the regional funding measure, SB 63, and preserve inter-agency coordination. Further, please pursue a gross receipts tax to fund our public transit so that corporations pay their fair share. Sales taxes are regressive and disproportionately impact lower-income households.

Thank you.

Chet Lexvold
San Mateo, CA 94401

From: [Anthony Saman](#)
To: [Public Comment](#)
Subject: SB63 Regional Measure
Date: Wednesday, July 2, 2025 12:44:22 PM

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Dear SamTrans,

My name is Anthony Saman I am a resident of San Mateo who uses SamTrans buses, Caltrain and Bart. As someone who is born and raised here I know the value of fast, well coordinated, well funded, affordable and frequent public transit. I support Senate Bill 63 to prevent service cuts to Caltrain, Bart, SamTrans and every other public transit system. We cannot continue to force residents to rely on car centric infrastructure, of which is constantly backed up due to sheer volume.

If we are to support the community in getting them between their home or places of business and centers of commerce, without relying on car centric infrastructure, we must adequately fund public transit. This means funding in support of seamless coordination of fares, schedules, signage, and prioritizing transit to make buses faster and more reliable.

As it stands now, the connections between Bart, SamTrans and Caltrain are at best, just okay. The constant delays of SamTrans and Caltrain add onto the fatigue from the already long wait times between services. Incenticizing residents to take personal vehicles such as cars or ride share services which not only take away otherwise guaranteed ridership, but contribute to polluting our air, increasing risk of accidents, and ensuring backed up traffic commutes for everyday workers.

In addition to the delays, the fractured fare system between transit lines further digs into the pockets of hard working residents who help make our communities so great. To pay a separate date between 2 or even all three transit lines is ridiculous when there are seamless alternatives, such as free transfers, already in place in other countries.

I do not support the idea of another governing body overseeing the revenue from the regional measure since this would reduce the community's ability to participate in the decision making process. Nor do I support cannablizing local street safety as an alternative to the regional measure.

Lastly, according to this recently poll [<https://www.greencaltrain.com/2025/06/new-polling-shows-better-transit-funding-results-from-business-tax/>], the findings show that a business tax performs better than sales tax to fund public transit especially in San Mateo county. Businesses benefit from public transit because their workers rely on buses and trains, and so it is only reasonable that we adopt a progressive business tax system.

Fund transit now by adopting SB63 to support the community, reduce road congestion, and build a more equitable San Mateo/Bay Area.

Sincerely,

Anthony Saman

From: Noor Rizvi
To: [Public Comment](#)
Subject: Public Comment Agenda Item 11.d.4
Date: Wednesday, July 2, 2025 1:21:02 PM

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Hello,

I am writing to the board to express how important it is for San Mateo County to join SB 63, the regional transit funding measure for the Bay Area.

I frequently use BART, Caltrain, and SamTrans to travel in San Mateo County. A watered down local measure isn't enough; without a robust funding source, transit will suffer in San Mateo County and throughout the entire region. Transit cuts will not only hurt the millions who ride transit, but also make traffic even worse and contribute to the climate crisis. I and millions of others rely on transit to be fast, reliable, affordable, and accessible. That's why I urge San Mateo County to join the regional measure. Thank you,

Noor Rizvi, Transbay Coalition volunteer

From: Michael Simpson
To: [Public Comment](#)
Subject: Support SB 63 & Save San Mateo Transit
Date: Wednesday, July 2, 2025 1:21:18 PM

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Hi,

My name is Michael Simpson and I am a constituent that lives in Belmont. I am writing to advocate for the board to approve measure SB 63, which will provide much needed funding for public transit for buses, BART, Muni, and CalTrain in and around San Mateo county.

I also urge the board to approve a progressive gross recipients tax to sufficiently fund these services, rather than the regressive sales tax that would negatively affect working people and not provide adequate, sustainable funding.

Public transit is a vital component of any urban plan that alleviates congestion on busy streets, lowers carbon emissions, and provides options for students, tourists, and workers to get around the Bay safely and efficiently. I use public transit to get to work, when Im enjoying a night out, and when I am running errands.

I please urge the board to participate in a future that makes the Bay Area a place that people engage with and spend time in and a robust public transit infrastructure ensures this.

Thank you,
Michael Simpson

From: Gabi Zamora <gabizamora51003@gmail.com>
Sent: Wednesday, July 2, 2025 12:24 PM
To: Public Comment <publiccomment@samtrans.com>
Subject: Public Comment on SB 63

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Hello,

My name is Gabi Zamora, and I'm a resident of San Mateo County. I am writing to urge members of the SamTrans Board of Directors to support Measure SB 63, which will help prevent harmful service cuts that would weaken our public transit system in the Bay Area.

Like many other San Mateo County residents, I rely heavily on our public transportation system in my day-to-day life. As a commuter college student who primarily uses public transportation, proposed service cuts wouldn't just be inconvenient but also jeopardize my ability to attend classes and succeed academically. For many other residents who rely on public transit, these service cuts will restrict access to critical employment and education opportunities. Low-income residents in particular will be disproportionately impacted as they are more likely to lack another means of transportation. Reducing services will severely limit their access to essential resources such as jobs, education, and healthcare.

Additionally, these service cuts will discourage commuters from taking public transit and instead opt to drive instead. This will only increase traffic on our roads and release more emissions that worsen our air quality and hurt our environment.

All of the above reasons are why I'm asking SamTrans to join the regional funding measure SB 63 to prevent these harmful service cuts and preserve our inter-agency coordination so that San Mateo County residents can continue being connected to the greater Bay Area.

Thank you for considering my comment and investing in public transit for the many San Mateo County residents who rely on it.

Best,
Gabi Zamora

From: [Rebecca Wilson](#)
To: [Board \(@samtrans.com\)](#)
Subject: I support SB 63
Date: Wednesday, July 2, 2025 12:34:36 PM

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Hi! I'm a Pacifica constituent who uses transit regularly, and I'm here to say I support SB 63, and am in favor of a Gross Receipts Tax instead of a sales tax. Than you!

From: [Public Comment](#)
To: [Board \(@samtrans.com\)](#)
Subject: FW: Comment for Board of Directors Meeting | Support a Progressive Regional Funding Measure
Date: Wednesday, July 2, 2025 12:42:05 PM

From: Bennet Meyers-Im <bennet.meyers@gmail.com>
Sent: Wednesday, July 2, 2025 12:39 PM
To: Public Comment <publiccomment@samtrans.com>
Subject: Comment for Board of Directors Meeting | Support a Progressive Regional Funding Measure

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To whom it may concern:

I am resident of San Mateo and a user of multiple Bay Area transit systems, including SamTrans, Caltrain, and BART. I urge the SamTrans BOD to join the regional funding measure SB 63 to ensure that BART and Caltrain do not get service cuts next year. High quality, reliable public transportation is critical for quality of life in the Bay Area. Cuts to service will affect everybody, including people who primarily use their car, as even more people are forced onto our already congested roadways. I strongly support a gross receipts tax for funding of Bay Area transit agencies, and I strongly oppose funding our public transit through ridership fares or regressive sales taxes.

Sincerely,
Bennet Meyers-Im