



SamTrans Board of Directors

Meeting of August 6, 2025

Correspondence as of August 1, 2025

Subject

1. Letter re: ECR Route/Heading North/San Carlos Station/12:15 PM/Bus 641 or 614, 07/20/2025 Terminate the bus driver.
2. Letter of Support from Redwood City re: Senate Bill 63 (Wiener)
3. Public Comment: Public Comment Item 9.d.4 - August 6th Board Meeting

Emil Lawrence MBA
Investigative Paralegal
Hotel Shores Landing
Unit 14/B, Second Floor
1000 Twin Dolphin Drive
RWC CA 94065
1-628-254-4126
Emil.Savin.Lawrence@Gmail.Com

07/30/25 PM 1:25 PM

July 21, 2025

San Mateo County Transit District
SamTrans/PCJPB/Complaints
Staff and Directors
1250 W. San Carlos Avenue
San Carlos, CA 94070

Re: ECR Route/Heading North/San Carlos Station/12:15 PM/Bus 641 or 614, 07/20/2025
Terminate the bus driver.

Directors, the Bus Transportation Supervisor and the PR Department:

I stopped writing letters of complaint to ST-for a while-because I was hoping for some improvement in service. However, the improvements in service have not happened, but SamTrans is still planning to move to Millbrae-implying-the improvements will happen. Improvements in service will only happen if you guys were forced to ride ST, daily.

The reason for this letter. Early this week, as I exited the 260 from Twin Dolphin Drive, I saw the ECR heading north pull up to the San Carlos Station. I felt lucky, no wait. The two stations are close to one another. So, I ran to catch it-I am midstream the bus-but it starts to pull out. I knock on the window-but-it speeds up. I bang on the side as he/she hits the gas, to move away. Does ST call this improved service? This is the bus service ST has failed to improve.

That morning, the bus driver saw me, and acted accordingly. I was not a block away. He must have seen those new signs that were put up this week-where the comment-or suggestions-timetable, expired last week.

This ST bus driver should be terminated, ASAP.

Sincerely,

Emil Lawrence

Electronic Signorage

CC: Complaint Department, Bus Transportation Supervisor

Elmer Martínez Saballos, Mayor
Kaia Eakin, Vice Mayor

1017 Middlefield Road
Redwood City, CA 94063
(650) 780-7220
www.redwoodcity.org

Council Members
Isabella Chu
Jeff Gee
Diane Howard
Marcella Padilla
Chris Sturken



July 30, 2025

Board of Directors
San Mateo County Transit District
1250 San Carlos Avenue
San Carlos, CA 94070

Dear Board of Directors,

Redwood City has long believed in the power of public transit to connect people to opportunity, support small businesses, advance climate goals, and ensure equity. Today, that system is under threat both locally and regionally.

That's why we urge your continued leadership in protecting the future of transit in the Bay Area. At our last regular meeting, the City Council directed staff to prepare this letter, emphasizing the vital importance of public transit in the region and encouraging the Board to work collaboratively with San Mateo County and consider opting into Senate Bill 63 (Wiener).

We understand the bill presents complex considerations, including questions about local return and tax flexibility. Council expressed concern on how the dollars will be allocated in the region. Conversations are ongoing and our hope that these issues can be resolved in a manner that is favorable to the residents of Redwood City and San Mateo County. At the same time, recent amendments to the Bill have strengthened its accountability framework. Thoughtful participation in this process offers an opportunity for San Mateo County to help shape a sustainable and equitable future for public transit in our region.

Reliable, accessible transit is essential for our residents and workers. Caltrain and SamTrans routes serve thousands of daily riders in Redwood City and unincorporated areas around us, including students, seniors, essential workers, and low-income families. Our Downtown, neighborhoods, and businesses rely on high-quality, frequent, and strong transit connections. More than half of our community's greenhouse gas emissions come from transportation. Expanding transit services is one of the most effective tools that we have to reduce those emissions and improve quality of life. As a City we also understand the critical connection between housing and transit. When communities are well-connected, residents have better access to jobs, education and opportunity – regardless of income or zip code.

But we cannot protect this system alone. Regional action is urgently needed to avoid a fiscal cliff that would result in devastating service cuts across the Bay Area. That's why we are looking to you, as our county's transit leaders, to help ensure San Mateo County has a strong voice in shaping that regional future.

Thank you for your steadfast service and commitment to public transportation. We look forward to working together to protect and strengthen the system that so many in our community depend on every day.

Sincerely,

A handwritten signature in black ink, appearing to read "Elmer Martínez". The signature is fluid and cursive, with a large, stylized "M" and "S" at the end.

Elmer Martínez Saballos
Mayor

From: [Aaron Posternack](#)
To: [Public Comment](#)
Subject: Public Comment Item 9.d.4 - August 6th Board Meeting
Date: Thursday, July 31, 2025 9:48:40 PM

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

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

Disclaimer: Any and all opinions are *my own* and do NOT represent those of my employer.

Dear SamTrans Board,

My name is Aaron Posternack, and I am a regular user of Caltrain, BART, and Muni, and I urge the SamTrans Board to vote in favor of SamTrans joining the regional measure.

Caltrain is deeply woven into my livelihood, whether that be going to work, seeing friends, or going to San Francisco to have fun. VTA refusing the regional measure would be devastating because the lack of regional funding for Caltrain would force Caltrain to drastically cut back service, all while running an annual deficit of around 75 million dollars starting in fiscal year 2027. If SamTrans opts out of the regional measure, this will put Caltrain in a rut that will be even more difficult and expensive than SamTrans joining the regional measure and capitalizing on the success that electrification has brought to the system. Thus, SamTrans' investment in Caltrain today will lead to less proportional subsidizing of Caltrain and pay dividends in the coming months and years. Joining the regional measure will capitalize on the success Caltrain has experienced over the past ten months since the introduction of electric-only service.

The idea I mentioned about capitalizing on success segues nicely to my second point: Bay Area transit is expensive, and unbearably so for many. Initiatives such as the BayPass have been working extremely well for participants of this program, such as UCSF, the City of Menlo Park, students in SJSU, and San Francisco State University. Considering the high degree of success this program has brought and the increased usage, I can imagine that SJSU, Santa Clara University, and Stanford students in particular want the BayPass to continue and be more widely rolled out. Defunding this program and others like it would be a huge blow to all the progress made over the past few years with such measures. Additionally, the regional wayfinding improvement project is crucial for making transit significantly more easy-to-understand, not to mention critical for winning back transit riders and growing the ridership base. The MTC's wayfinding pilot has already shown promising results, with the new wayfinding clearing up confusion at interchanges like El Cerrito del Norte. Once again, capitalizing on this success will be crucial to saving and growing public transit usage across the Bay Area, which makes funding this program and others like it all the more important.

Saving transit across the Bay Area is a necessity for building a better, more sustainable, and healthier future. Thank you for your time and consideration.

Best Regards,
Aaron Posternack