



SamTrans Board of Directors
Meeting of August 6, 2025

Correspondence as of August 6, 2025

Subject

1. Public Comment: SCC Support for the Regional Transit Funding Measure
2. Public Comment: Be legendary: Support SB 63, fund with gross receipts
3. Public Comment: Public Comment re: SB63
4. Public Comment: Public Comment - SamTrans - YES on SB63 - Item 12.b - 08.06.2025
5. Public Comment: In Support of SB 63 and a Gross Receipts Tax
6. Public Comment: Please OPT IN to SB 63 – Protect Transit Access in San Mateo County
7. Public Comment: Join SB63 & Fund Transit for our community
8. Public Comment: Support for Joining the Regional Funding Measure
9. Public Comment: Fwd_ Public Comment in Support of Regional Transit Measure – Ken Kershner

From: [E A](#)
To: [Public Comment](#)
Subject: SCC Support for the Regional Transit Funding Measure
Date: Tuesday, August 5, 2025 10:27:13 PM

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Hi!

My name is Elizabeth and I live in Santa Clara County District 2. I support the regional transit funding measure because public transportation is a lifeline for our entire community. I especially support: including free transfers, standard low income discounts, faster and more frequent transit, coordinated paratransit, and coordinated signs I use public transportation (VTA light rail and bus) every day to get to work. As do many in this area. Public transportation allows us to make a living, pour into this community, and play. I grew up on public transportation, in particular BART, I am super excited about the expansion of BART Downtown where I live because it will better connect me to my friends and family. We need to make sure that we are properly investing in public transportation. For instance, making VTA light rail more accessible and user friendly by stopping at every station automatically, having windows that open even just slightly, have multiple methods to request a stop via large red buttons or yellow cords, and also, we need to make sure that elevators are properly working at all stations and not out of service for months at a time, that is completely unacceptable.

We need to invest more money, resources, and infrastructure into public transportation and being a part of a regional network would allow us better able to do so.

Thank you!



Thank You!

Elizabeth Agramont-Justiniano
she/her/ella/GRLL!

Artist/Creative

Expand TRUST in SJ!/INVEST IN COMMUNITY

Political Ambassador, Afro UPRIS/Black Political Representation Needed in SCC!

Choir, Member of Urban Sanctuary

Unhoused Response Group, Housing Justice Advocate

Downtown Resident of District 3: St. James/Julian Neighborhood

Values: Honesty, Kindness, Compassion, Courage, Justice

"be a light

that doesn't cast shadows
on anyone

have a smile
that shines
for everyone

and create a happiness
that can be taken by
no one"

~ellen everett

From: [Allison Chang](#)
To: [Public Comment](#)
Subject: Be legendary: Support SB 63, fund with gross receipts
Date: Wednesday, August 6, 2025 8:01:28 AM

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Dear Board of Directors,

I've been dealing with a family emergency, otherwise I would comment in person.

You are already aware that I would like San Mateo County to opt into SB 63 at the highest level of funding, in this case a gross receipts tax on the top 2% of corporations. (Thanks to Directors Canepa and Speier for your public support of this funding option!)

As a parent, I spend a lot of time around teenagers. Some of our future leaders—the kids who are interested in advanced math, civic engagement, and US history—are really struggling with anxiety and depression caused by the worsening climate crisis. These kids all remember the sky turning orange, and El Camino Real flooding during the New Year's Eve storm, and any climate disaster or near-miss of any size (like the almost tsunami in Vallejo).

Let me tell you: I've never seen climate anxiety kids cheer up so fast as when I start talking about SamTrans. The possibility of adulthood without operating a private car, the massive reduction in emissions across the county, the social aspects of traveling to cool places with your friends—these kids are primed to love the bus!

If you'd like to be legends among Gen X and Gen Alpha, supporting SB 63, with maximal funding for big ambitions (BART membership! Caltrain expansion across the Bay!), would be a great way to do it.

Best,
Allison Chang

From: [Patricia D](#)
To: [Public Comment](#)
Subject: Public Comment re: SB63
Date: Wednesday, August 6, 2025 8:30:25 AM

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Hello,

My name is Patricia Delara - I am a San Mateo County resident. I am leaving a comment to once again urge the board to join SB63 so that our Bay Area transit systems remain funded and well-equipped to serve our diverse communities. It has been long overdue for San Mateo County to be part of a more integrated transit system, and SB63 will help to make that happen.

I also urge the board to consider a gross receipts tax, as it will take away the burden from those who rely on transit the most. We all need public transit and it's time to invest more in it rather than not, as expanding our freeways in the Peninsula is not the right way forward. We do not have the space for that. Let's use our existing transit infrastructure and improve upon it instead.

Thank you.

Sent with [Proton Mail](#) secure email.

From: [Jen Michel](#)
To: [Public Comment](#)
Subject: Public Comment - SamTrans - YES on SB63 - Item 12.b - 08.06.2025
Date: Wednesday, August 6, 2025 9:12:01 AM

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Dear Directors and honorary staff,

I'm Jenny Michel, a native and resident of Menlo Park. I'm a proud public transit and dense infill housing advocate because I'm a recovering homeless teacher. I'm a CERT with Menlo Fire District assisting on a fire fighter training event this afternoon and might not be able to attend this meeting. I am providing written comments in advance to ensure my input is received.

Personal comments:

I'm also a disabled worker who has a severe heart condition as a mid 40 year old who should never drive a vehicle. Our family relies on public transit: Sam Trans, Caltrain, BART, AC Transit, and VTA. Our middle school aged son is obsessed with all things transit. He also suffers from a disability and has aspirations to work in transit while only utilizing transit to get around.

We support SB63 at the ½ cent or business tax level. If you require someone from San Mateo County to sit on the BART board, ask for that, but the leverage other boards have discussed is overestimated and not appropriately focused based on my point listed below.

Not only does our family rely on transit, but so does our workforce (I'm a commercial property manager by trade), our students, our disabled, our non drivers, and our elderly: the best of us, truly. We are the magic in our communities and #transit is magical. And we are the majority of your constituents.

But the sober reality is that our transit is failing, fiscally. It's dependent on an antiquated system of users who must report for duty on site and who don't live locally at transit centers. Post pandemic, our user assumptions must change as well as our land use decisions. Obviously, I see SB 79 assisting long term fiscal needs of various transit agencies because it eliminates a first mile issue and flushes the system with consistent users with enthusiasm.

Living in and working in Menlo Park and Palo Alto for over 40 years has shown me firsthand that we, the SF Bay Area, are an economic juggernaut of the state and arguably

the world. Where else does more wealth move through than here? Now imagine transit failing. Just see the dominos fall and how that plays out.

Why doesn't someone on the board speak to the cost of vehicle infrastructure relative to transit costs? It would be helpful to see it broken out on a per capita basis. Similar to a water use cost per person in a mid-rise apartment building compared to a 5k SF single family structure for a four person family. The taxpayer cost savings with transit investments are **scaled** compared to single use vehicles and related infrastructure. Public investments for the greater public good with the maximum benefit for as many stakeholders and constituents possible. From my perspective, there is no other single more effective fiscal investment than public transit. Public housing is a close second, but because it is mostly illegal, it's not an immediate pathway to deliver that type of ROI. Finally, ask staff to give you stats for far reaching financial savings on mental health, obesity, loneliness, and climate change. Additionally, they can give you stats on productivity increases! Driving negatively impacts productivity and a successful workforce.

We need this regional funding measure. Yes: It is a new venture for us. One that we can handle. And you are not just out of time, but you don't have any other options. You cannot have transit fail on your political watch. We need you to succeed and get this measure passed with the voters overwhelmingly. This is your leverage: it actually saves the taxpayer money. This is your pathway - the future is transit and you saved transit. Congratulations on working towards stabilizing transit today!

Thank you for your consideration,

Jenny from the Coleman Place neighborhood block (aka apartment row) in Menlo Park

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Jenny Michel
DRE #01900228

From: kier holley
To: [Public Comment](#)
Subject: In Support of SB 63 and a Gross Receipts Tax
Date: Wednesday, August 6, 2025 11:09:45 AM

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Good morning,

My name is Kier Holley, I live in Montara and work in South San Francisco and I'm writing in support of SB 63 and a gross receipts tax. I commute between home, work, friends, and other commitments across the Bay Area using a combination of public transit agencies including BART, SamTrans, Caltrain, and MUNI. Cuts to public transit would severely affect my ability to travel around the Bay Area, and I'm hopeful that you will join this regional funding measure to not only prevent cuts but improve the quality of transit and transit connectivity across the Bay Area. A gross receipts tax on corporations seems the most fair to me since it alleviates the financial burden on the average person and businesses benefit significantly from greater ridership.

Thank you for your time,

Kier Holley

From: Jon Spangler
To: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Cc: Jon M Spangler
Subject: Please OPT IN to SB63 – Protect Transit Access in San Mateo County
Date: Wednesday, August 6, 2025 11:28:12 AM

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Dear Members of the SamTrans Board,

As a native son of Redwood City and long-time Peninsula resident, I have ridden CalTrain and SamTrans many, many times over the years. Transit on the Peninsula is a crucial link to the Bay Area's economic vitality and our ability to combat both congestion and climate change.

SB 63 on the November 2026 ballot enables a half-cent sales tax—bringing in essential, long-term funding to stabilize and improve public transit throughout the Bay Area.

Without this funding, agencies like Caltrain, SamTrans, and BART face serious structural deficits. In San Mateo County, trade-offs may include reduced SamTrans bus service, fewer Caltrain improvements, or delays to long-planned upgrades—despite increasing ridership and regional demand. Riders and essential workers would pay the price.

By contrast, SB 63 ensures San Mateo County receives its fair share of new funding while supporting cleaner air, reduced congestion, and improved regional connections. It also includes independent oversight, fiscal accountability, and aligns with MTC's Transit Transformation Action Plan to improve fare integration, transfers, and customer experience.

SB 63 is a smart, balanced investment in mobility, equity, and climate—and an opportunity for San Mateo County to help lead a coordinated regional recovery in transit.

Thank you for your leadership.

Respectfully submitted,

Jon

Jon Spangler
Vice-chair, BART Bicycle Advisory Task Force (BBATF)
League Cycling Instructor #3175
Linda Hudson Writing
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goldcoastjon@gmail.com
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www.linkedin.com/in/jonmspangler

"The bicycle is just as good company as most husbands and, when it gets old and shabby, a woman can dispose of it

and get a new one without shocking the entire community.” — Ann Strong (1895)

From: [James Malone](#)
To: [Public Comment](#)
Subject: Join SB63 & Fund Transit for our community
Date: Wednesday, August 6, 2025 11:33:16 AM

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SamTrans Board of Directors,

I'm a San Mateo resident and I'm urging you to support the regional funding ballot measure (SB 63) to keep our transit agencies funded and operational. Using bay area's transit systems is what makes work and life in San Mateo County accessible for me and many others, and the consequences of a transit budget shortfall is not something we can afford to turn a blind eye towards. Support from San Mateo County is critical.

Keeping transit funded is not only crucial, it's also popular and achievable: A gross receipts tax on businesses to fund transit [already has 61% support from likely voters](#). To stand aside on this issue would be choosing to strand working class people, increase commute times, increase car congestion, reduce access across our county, and reduce the quality of life in the Bay Area.

Join SB63 and keep transit working for our community now.

Best,
James Malone

From: Paul Dagnelie
To: [Public Comment](#)
Subject: Support for Joining the Regional Funding Measure
Date: Wednesday, August 6, 2025 12:12:55 PM

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Hello,

As a longtime resident of San Mateo County and the bay area in general, I feel that providing adequate funding for transit is critically important. As a regular user of Caltrain, BART, and SamTrans buses, these services provide essential connectivity for me and my community. I support joining SB63 to prevent service cuts on Caltrain, BART, SamTrans and all other Bay Area transit agencies. Voters strongly support regional transit solutions, with 86% backing a well-connected Bay Area system and recognizing that regional coordination is essential to success. The measure must provide funding supporting seamless coordination of fares, schedules, and signs, and coordinated paratransit, to make our entire transit system faster and more reliable. Coordinated schedules are particularly important, as a transit system operating in isolation can only provide coverage for a small part of the greater Bay Area. To persuade car owners to ride, convenience is key, which is best provided with well coordinated schedules and routes.

A supermajority of voters support funding all the agencies serving the county, with 84% supporting funding for Caltrain, 82% supporting funding for Samtrans, and 79% supporting funding for BART. I would not support cannibalizing this funding for local street safety; while also an important topic, it should be funded separately. Increasing transit use will already improve street safety by reducing traffic.

Please help bring the Bay Area into a healthier, more pleasant, and more sustainable future by joining the regional measure to provide the funding that our transit systems need.

Thank you,
Paul Dagnelie

From: Ken Kershner
To: [Public Comment](#)
Cc: [Matt Jones](#)
Subject: Fwd: Public Comment in Support of Regional Transit Measure – Ken Kershner
Date: Wednesday, August 6, 2025 1:00:46 PM

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Dear Board Members,

My name is Ken Kershner, and I'm a transit and safe-streets advocate in the Bay Area.

If we want more people to ride transit — and fewer cars on 101 and 280 — we must address the first and last mile of every trip. Right now, many potential riders skip transit because walking or biking to a station feels unsafe, or because the timing and connections don't work. We need to fix the east-west connection gaps to match real-life commutes and origins with our mostly north-south transit routes

This regional measure is our best chance to close those gaps: by funding safer infrastructure, more reliable buses, and seamless connections across counties.

Let's stop treating the first and last mile like an afterthought. They're the reason people drive.

A "yes" vote helps us build a truly multimodal system — where switching from a bike or scooter to a train to a bus is fast, safe, and obvious.

Please vote yes.

Sincerely,
Ken Kershner
Menlo Park

Ken Kershner | Co-Founder & CEO
Cell 650-248-9059 | Email k <<mailto:ken@triomotors.co>> en@triomotors.co <<mailto:en@triomotors.co>>
Trio Motors | Menlo Park