



SamTrans Board of Directors Meeting
August 5, 2026

Correspondence as of August 5, 2026

Subject

1. RE: Request for Support – Preserve CSM Route Stops on Alameda De Las Pulgas – *Staff Response*
2. RE: Thank you for Route FCX! Please keep it going – *Staff Response*
3. FW: Urgent! SMCTD - Appx \$16m Taxpayer \$\$ Spent on Long Term "Consultants" per year
4. RE: Reimagine Dumbarton Study - Letter from Atherton
5. Public Comment: Crash not accident

From: [SamTrans BOD Public Support](#)
To: thle32@yahoo.com
Cc: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: RE: Request for Support – Preserve CSM Route Stops on Alameda De Las Pulgas
Date: Friday, July 31, 2026 10:58:52 AM

To Thai Le,

Thank you for taking the time to share your feedback regarding our upcoming schedule update for Route CSM. Your comments and concerns about the changes to the bus line were provided to the proper parties for review. A copy of our correspondence will also be provided to our Board of Directors.

Please understand that a large part of the motivation behind our decision is based on the operational foundation laid by our current Service Policy Framework. This framework, updated last December through the approval of the SamTrans Board, established categories for our different services and performance metrics for said categories. You can review our current Service Policy Framework on our website: <https://www.samtrans.com/projects/service-policy-framework>.

In the case of Route CSM, the bus line was designed as an Express & Limited stop route, meaning it was required to have an average of 16 boardings/revenue hour to meet the standards for its service category. Unfortunately, Route CSM did not meet this standard.

This underperformance signaled to SamTrans staff that the route needed to be reevaluated and reworked in order to attract greater ridership. Upon review of the route's bus stop level ridership, staff found that the majority of Route CSM's ridership was concentrated around downtown San Mateo and the College of San Mateo. This is why Route CSM is being straightened and moved to an existing and historically strong transit corridor that is the El Camino Real: to provide more express trips between downtown and CSM.

We appreciate your perspective and advocacy for members in the community impacted by this upcoming change. Fortunately, riders who were taking Route CSM to Borel Middle School or Aragon High School can still rely on our school-oriented service, having a number of options in our Routes 53, 53P, 56, 58, and 59. Please rest assured that SamTrans staff explored all available options before committing to this change in order to minimize the impact it could have on our riders, but we recognize there will still be those who will be adversely affected by this change. We apologize for any inconvenience, but it is our hope this change will improve the service overall for our Route CSM riders.

Your SamTrans BOD Public Support Team

From: Thai Le <thle32@yahoo.com>
Sent: Monday, July 20, 2026 2:37:31 PM (UTC-08:00) Pacific Time (US & Canada)
To: Board (@samtrans.com) <Board@SamTrans.com>; Public Comment <publiccomment@samtrans.com>; cacsecretary [@samtrans.com] <cacsecretary@samtrans.com>
Subject: Request for Support – Preserve CSM Route Stops on Alameda De Las Pulgas

You don't often get email from thle32@yahoo.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.

Dear Board of Sam Trams and Citizen Advisory Committee,

I am writing to urgently request support in opposing a proposed change by SamTrans that would eliminate Route CSM bus stops along Alameda De Las Pulgas, specifically at Alameda De Las Pulgas/MacArthur (Westbound) and Alameda De Las Pulgas/Barneson (Eastbound). These changes are expected to take effect in August, coinciding directly with the start of the fall semester for local schools and colleges.

The timing of this proposal is particularly concerning, as the removal of these stops would disproportionately affect students who depend on this service for their daily commute to and from the CSM campus, local schools including Borel Middle School, Aragon High School, and Serra High School, as well as families, seniors, and other riders who rely on these connections for essential activities. Implementing this change at the start of a new school year leaves students, families, and staff with little time to adjust.

I respectfully ask the advisory committee to advocate on behalf of the campus community for the preservation of safe and equitable transit access.

Public transportation is a critical resource for students who may not have access to a personal vehicle, and maintaining convenient, safe stop locations is essential to supporting student success and equitable access to education.

I would welcome the opportunity to discuss this matter further and would be happy to provide any additional information. Thank you for your time and consideration.

Respectfully,
Thai

From: [SamTrans BOD Public Support](#)
To: stephaniehagio@gmail.com
Cc: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: RE: Thank you for Route FCX! Please keep it going
Date: Friday, July 31, 2026 11:03:00 AM

To Stephanie Chin,

Thank you for taking the time to send us your feedback. Your kind words were provided to our Operations Planning team, who wanted to let you know they are glad to hear how happy you were with the Route FCX.

In case you were not aware, Operations Planning also wanted to mention the upcoming scheduling adjustments Route FCX will see next week. You can review these changes on our website: <https://www.samtrans.com/>. For convenience's sake, though, the summary of changes the FCX will see is as follows:

Weekday morning service will run from 6 to 9 a.m. every 45 minutes. Afternoon service will run from 3:45 to 6:45 p.m. every 45 minutes. Riders will have later morning service and earlier afternoons service. Some trip times have changed; riders should review the updated schedule.

Thank you again for reaching out with your comments. We at SamTrans, of course, value all manner of feedback from our riders, but the positive comments do help brighten our day.

Your SamTrans BOD Public Support Team

From: Stephanie Hagio Chin <stephaniehagio@gmail.com>
Sent: Monday, July 27, 2026 7:34:08 PM (UTC-08:00) Pacific Time (US & Canada)
To: Board (@samtrans.com) <Board@samtrans.com>
Subject: Thank you for Route FCX! Please keep it going

You don't often get email from stephaniehagio@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.

Hi SamTrans Board,

I wanted to share some positive feedback about Route FCX: Foster City Express.

I started a new job in San Francisco this month and initially drove in for the first week.

Driving in traffic was stressful, and parking costs in the city were quite expensive. I didn't even know this bus route existed until I started at my new job, but once I found out about it, it completely changed my commute! I now ride the bus roundtrip, four days a week.

I'm also grateful that the fare is only \$2.05, funded in part by Measure W tax dollars; it's reassuring to see that funding put to such great use.

Route FCX has been an incredibly valuable service for me, and I'm sure for many other Foster City residents commuting to San Francisco. Please keep it running—it's a great example of transit that actually gets people out of their cars!

Thank you for this service.

Sincerely,
Stephanie Chin

From: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
To: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: FW: Urgent! SMCTD - Appx \$16m Taxpayer \$\$ Spent on Long Term "Consultants" per year
Date: Monday, August 3, 2026 11:11:23 AM

CS & DSO - recovered from junk email folder. Please process - LLH

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

From: Peter A Smith <peteAsmith@proton.me>
Sent: Saturday, August 1, 2026 12:13 PM
To: April Chan <chana@samtrans.com>; Michelle Bouchard <bouchardm@caltrain.com>; Board (@samtrans.com) <Board@samtrans.com>; Board (@caltrain.com) <board@caltrain.com>
Subject: Urgent! SMCTD - Appx \$16m Taxpayer \$\$ Spent on Long Term "Consultants" per year

You don't often get email from peteasmith@proton.me. 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.

"Consultants" at SMCTD are being extended for years on end with zero scrutiny and over the top compensation.

There are over approximately 40 "consultants" doing mundane work who have been with SMCTD for approximately 10 years or more. Most of them are being paid \$350,000 to \$400,000 a year or more than what CEO April Chan or Ms. Sherry Bullock make per year.

SMCTD pays out over approximately \$16 million a year for lifelong "consultants" who can be converted to employees or when this can be filled competitively with the current job market. The total spent on these "consultants" may be more than \$90 million so far, more than the Caltrain deficit.

Please run a report to find out the original start date of the "consultant" the hourly rate, the invoices paid so far, and the one line assignments descriptions. You will notice minimal details and one line description of these assignments and zero scrutiny of the "consultants" for the money being paid which is approximately more than \$90 million so far.

From the article in the media about Ms. Sherry Bullock:

Audrey Brook, Caltrain's former director of capital program delivery, wrote in a November letter to the agency's board that Caltrain had "paid consultant rates for nearly 18 years for the same leadership." She wrote that the agency filled the role she reported to "through a closed, non-competitive process that bypassed HR policy," and warned that such actions "waste public money and erode trust among both staff and taxpayers."

*** To prevent such allegations, quoting Ms. Sherry Bullock - "Bullock defended both her hiring and her consulting record. She said she agrees "wholeheartedly" that ... roles should be filled competitively"

Please fill all these roles competitively and there is no justification for having these "consultants" doing mundane work who are being paid CEO compensation at approximately \$400,000 per year. Most of them did not have much work experience when they came on board. Some of these "consultants" work remote and there is no monitoring of their work. The "consultants" are extended indefinitely on new projects and given assurance that they will be at SMCTD for "a long time" which could be against the law.

Even the Federal Transit Administration prohibit this.

Thank you for your attention to this very urgent matter.

From: [April Chan](#)
To: mgallagher@athertonca.gov; [Chuang, Marie \[mchuang@hillsborough.net\]](mailto:mchuang@hillsborough.net)
Cc: [Jessica Epstein](#); [Margaret Tseng](#); [Board \(@smcta.com\)](#); [Board \(@samtrans.com\)](#); asuber@athertonca.gov
Subject: RE: Reimagine Dumbarton Study - Letter from Atherton
Date: Monday, August 3, 2026 2:57:28 PM
Attachments: [image001.png](#)
[image002.png](#)

Dear Mr. Gallagher:

As I mentioned to you in our last email, we are working to understand whether SB 79 even applies to our project based on the timing of our planned development.

We have since talked with MTC as well as Senator Wiener's office (who authored the legislation). Based on feedback from Sen. Wiener's office, SB 79 **does not and will not apply** to the Dumbarton project.

If a Tier 2 (BRT) stop/station was not identified in the regional transportation plan (RTP / Plan Bay Area) prior to January 1, 2026, then the Tier 2 stop/station would never qualify as an SB 79 stop/station. It does not matter if the stop/station is ultimately identified in an RTP and constructed. Only Tier 1 stops/stations would be triggered under that scenario.

Please feel free to contact Jessica Epstein on my team if you have any questions. She is copied in the email. Thank you!

Regards,
April

April Chan, General Manager/CEO
San Mateo County Transit District
166 N. Rollins Road, Millbrae, CA 94030
Phone: 650-508-6228 | Cell: 650-868-9930
Email: chana@samtrans.com

Websites: [SamTrans](#) | [Caltrain](#) | [SMCTA](#)



From: April Chan <chana@samtrans.com>

Sent: Friday, July 10, 2026 4:57 PM

To: Michael Gallagher <mgallagher@athertonca.gov>; Chuang, Marie [mchuang@hillsborough.net] <mchuang@hillsborough.net>

Cc: Jessica Epstein <EpsteinJ@samtrans.com>; Anthony Suber <asuber@athertonca.gov>; Robert Ovadia <rovadia@athertonca.gov>; Board (@samtrans.com) <Board@samtrans.com>; Board (@smcta.com) <BoardSmcta@samtrans.com>; Margaret Tseng <TsengM@samtrans.com>

Subject: RE: Reimagine Dumbarton Study - Letter from Atherton

+ Marie Chuang with the correct email address copied here.

Dear Mr. Gallagher:

Thank you for reaching out. We definitely would like to meet to discuss where we are in alignment.

We have already raised with Senator Becker that SB79 triggers really early in the project development process, and we agree it is concerning.

We are working to understand whether SB 79 even applies to our project today based on the timing of our planned development. This is a conversation we are also having with MTC.

Once we have that worked out, we would be happy to sit and talk about next steps and the potential for a clean-up bill.

I would like to connect you and City Clerk Anthony Suber with Jessica Epstein, our Government and Community Affairs Director, for next steps.

Regards,
April

April Chan, General Manager/CEO
San Mateo County Transit District
166 N. Rollins Road, Millbrae, CA 94030
Phone: 650-508-6228 | Cell: 650-868-9930

Email: chana@samtrans.com

Websites: [SamTrans](#) | [Caltrain](#) | [SMCTA](#)



From: Michael Gallagher <mgallagher@athertonca.gov>

Sent: Tuesday, June 30, 2026 1:38 PM

To: chuangm@samtrans.com

Cc: Board (@samtrans.com) <board@samtrans.com>; April Chan <chana@samtrans.com>; Board (@smcta.com) <board@smcta.com>; Anthony Suber <asuber@athertonca.gov>; Robert Ovadia <rovadia@athertonca.gov>

Subject: Reimagine Dumbarton Study - Letter from Atherton

You don't often get email from mgallagher@athertonca.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.

Good afternoon, SamTrans and SMCTA Board of Directors.

Attached to this email is a formal letter from the Atherton City Council concerning the Reimagine Dumbarton Study.

A paper copy of this letter has been sent in the mail as well.

If you have any questions or concerns for Atherton City Council, please do not hesitate to reach out to me or City Clerk Anthony Suber.

Michael Gallagher
Receptionist / Clerk
(650) 752-0500
80 Fair Oaks Lane
Atherton, CA 94027



PUBLIC DISCLOSURE NOTICE:

This email and any attached files were sent from an email account assigned to a public official for the Town of Atherton. This email, replies to this email, or emails sent directly to

this email account may constitute a public record and, if retained during the normal course of business, may be subject to disclosure to any person upon request.

From: [Mike Swire](#)
To: [Public Comment](#)
Subject: Crash not accident
Date: Tuesday, August 4, 2026 2:26:54 PM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)

You don't often get email from mswire91@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.

Dear SMCTD Board and CAC,

Thank you for your service to the County's transportation needs.

The SMCTD Board's liaison report to the TA Board recently mentioned 14 "preventable accidents." I am writing to request that SMCTD and other transportation bodies in the County cease using the term "accident" and instead use crash or collision. Over the past twenty years or so, many government agencies, press outlets, and others have ceased using the term "accident". An accident is defined as an event that is unforeseen or without an apparent cause. Note that most crashes occur due to distraction, impairment, excessive speed, failure to yield, etc. - all of which are known dangers. If the crashes are preventable they aren't accidents.

While this may seem like unnecessary wordsmithing, words matter. Failing to acknowledge the established danger on our streets and our ability to prevent these tragedies leads to complacency and acceptance. With hundreds of SM County residents dying on our roads in the last decade, this is unacceptable. We can and must take action as these crashes are preventable.

Thanks,

Mike Swire
San Mateo, CA



CRASH — ACCIDENT —



Emphasizing Preventability

“Accident” is typically understood to be unpredictable—a chance occurrence that is void of fault and therefore unavoidable. “Crash” underscores that these events are preventable and result from specific choices, actions and environments, rather than just chance. This language reminds us that individuals and organizations have the power to make roads safer.



Promoting Accountability

The word “crash” avoids suggesting that collisions are simply unavoidable. It invites a closer look at the factors involved and holds those responsible accountable when necessary.



Focusing on Solutions

Recognizing crashes as preventable helps us to identify their root causes and implement more effective solutions. This approach supports a data-driven collective commitment to improving roadway safety.



Changing Perceptions

The words we use affect how we think about issues. Replacing “accident” with “crash” helps shift the public’s mindset toward collective prevention and responsibility in roadway safety.



Supporting Victims

For those affected by traffic violence, “accident” can sound dismissive, downplaying the seriousness of their experience. “Crash” better acknowledges the impact and severity of these incidents.



Aligning with Expert Consensus

Leading transportation agencies, safety organizations, and media outlets have adopted “crash” as the preferred term. Using this language consistently strengthens our collective efforts to improve roadway safety and save lives.

Let’s embrace this exciting and positive change together!

By using the word “crash,” we are acknowledging our power to prevent these incidents and holding ourselves accountable for the safety of our roads. Together, we can make a difference and pave the way towards a future with zero traffic deaths.

The New York Times

ADVERTISEMENT

metro
by T-Mobile

Get **\$450+** in value



CHECK IT OUT

It’s No Accident: Advocates Want to Speak of Car ‘Crashes’ Instead



CRASH NOT ACCIDENT

**Saving Lives and Changing Our Perception
Through Word Choice**



Department of Transportation



Crash Not
Accident



CRASHES

aren't

~~Accidents~~

MADD®