



TA Board of Directors

Special Meeting of July 30, 2025

Correspondence as of July 29, 2025

Subject

1. Public Comment: public comment on item 3 on meeting agenda
2. Public Comment: RE: Agenda Item 4, 7/30/25 Meeting
3. Public Comment: Please opt us in to support public transit.
4. Public Comment: Public Comment Request for the TA Board of Directors Special Meeting
5. Public Comment: Public Comment Request for the TA Board of Directors Special Meeting –
Staff Response
6. Public Comment: Public Comment - Support for SB63 Regional Transit Measure

From: [Public Comment](#)
To: [Board \(@smcta.com\)](#)
Subject: FW: public comment on item 3 on meeting agenda
Date: Monday, July 28, 2025 7:39:54 AM

From: Bill Hough <psa188@yahoo.com>
Sent: Saturday, July 26, 2025 9:21 AM
To: Public Comment <publiccomment@smcta.com>
Subject: Fw: public comment on item 3 on meeting agenda

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To clarify, that is the July 30, 2025, meeting agenda.

The fact that that San Mateo County is still considering a regional transit measure is disappointing. Vote NO.

We don't need another regressive transportation funding measure. Our taxes are already too high.

Why don't the wealthy high rollers at MTC suggest taxing rich tech companies and leave the little guy alone for a change? Why not a business tax?

Another regressive sales tax is a bad idea. All this nickel and diming contributes into making the Bay Area a horribly expensive place to live; especially for people of modest means, who must pay

the greatest percentage of their income in these regressive taxes and fees.

Each increase by itself does not amount to much, but the cumulative effect is to add to the unaffordability of the region.

Over the last several elections, voters have passed regressive multiple tax and fee increases. Before increasing taxes YET AGAIN, waste needs to be removed from transportation projects.

Bill Hough

From: [James Ford](#)
To: [Public Comment](#)
Subject: RE: Agenda Item 4, 7/30/25 Meeting
Date: Monday, July 28, 2025 7:37:16 PM

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Dear Chair Romero, Vice Chair Mates, and members of the Board,

I am a resident of San Mateo and a semi-frequent transit rider who uses both BART and Caltrain; I am writing to express my perspective regarding the Board's vote on whether or not to endorse Senate Bill 63 (SB 63) on Wednesday afternoon.

First, SB 63 would increase many city sales tax rates in San Mateo County to above ten percent, which will prove a salient line of attack for the bill's opponents and pose a psychological barrier for many voters. The cost of living in San Mateo County is already very high and any increase in the sales tax would place an additional burden on county residents, many of whom are already struggling to keep up with housing, food, and energy costs. While county voters have historically been supportive of sales tax increases to invest in public services, the current state of the economy understandably calls into question whether that voter attitude will prevail next year.

Next, SB 63 omits any discussion of penalties for transit agencies that fail to meet the bill's regional network management requirements. This is a troubling oversight, especially since voters like myself would be hesitant to support a bill that increases taxes but simply maintains the status quo without improving coordination among the myriads of agencies in the Bay Area. I would welcome the inclusion of more concrete language about penalties for agencies that do not abide by the bill's provisions.

Critically, should the Board decide to opt in to SB 63, all San Mateo County residents would be bound by the result of the future ballot measure regardless if a majority of voters in the county reject the revenue measure. So long as a majority of voters in the participating counties approve the measure, the tax increase will go into effect in San Mateo County as early as July 1, 2027. This language raises serious concerns about the erosion of local control over tax policy.

Ultimately, while I understand the critical need for new revenue sources for local transit for our region's long-term recovery, I am uneasy about SB 63's imposition of an additional sales tax increase, lack of clear penalties for agencies that ignore the bill's provisions, and a potential lack of local controls on taxpayer funds. I urge the Board to discuss these issues at your Wednesday meeting and in your conversations with the bill's authors.

Thank you,
James

From: [Lawrence Garwin](#)
To: [Public Comment](#)
Subject: Please opt us in to support public transit.
Date: Monday, July 28, 2025 8:51:39 PM

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SMCTA Board,

- Our community needs good, frequent, fast, well-coordinated, affordable, accessible public transit.
- I support Santa Clara County joining the regional transit funding measure (SB63) at the higher level to prevent cuts and improve service for Caltrain, BART, VTA, 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.
- I strongly support funding that allows seamless coordination of fares, schedules, signage paratransit, and transit priority to make buses faster and more reliable.
- 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 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.
- Note that a [recent poll](#) shows a business tax performing better than a sales tax for transit funding, especially in San Mateo County.

Thank you for promoting better transit by opting in to this measure.

Lawrence Garwin

Palo Alto

From: [Lisa Efremova](#)
To: [Public Comment](#)
Subject: Public Comment Request for the TA Board of Directors Special Meeting
Date: Monday, July 28, 2025 10:17:16 PM

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To Whom It May Concern,

I hope this message finds you well.

My name is Alex Efremova, and my partner Iris Blanchet and I are reaching out with an interest in sharing our work on increasing youth involvement in public transit at the upcoming San Mateo Transportation Authority meeting on July 30th. We believe that presenting our experiences could be a meaningful step toward expanding youth ridership throughout the Bay Area.

We were wondering what the process is for being added to the agenda for the meeting. Apologies if this information is available on the TA website—we weren't able to locate it.

Thank you very much for your time, and we look forward to hearing from you.

-Alex Efremova

From: [Board \(@smcta.com\)](mailto:Board (@smcta.com))
To: [Lisa Efremova](#); [Public Comment](#)
Subject: RE: Public Comment Request for the TA Board of Directors Special Meeting
Date: Tuesday, July 29, 2025 7:53:28 AM

Hello Alex.

Members of the public may attend in-person or participate remotely via Zoom at: <https://us02web.zoom.us/j/81494433440?pwd=soR5Xv96wgMgGgfqxiS7AJRW3goa3j.1> or by entering Webinar ID: 814 9443 3440, Passcode: 012550 in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (enter webinar ID and press # when prompted for participant ID) for audio only.

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person per agenda item. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial *6 to unmute themselves when recognized to speak. Each public comment is limited to two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Thanks,

Margaret

From: Lisa Efremova <le53079@pausd.us>
Sent: Monday, July 28, 2025 10:17 PM
To: Public Comment <publiccomment@smcta.com>
Subject: Public Comment Request for the TA Board of Directors Special Meeting

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To Whom It May Concern,

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in sharing our work on increasing youth involvement in public transit at the upcoming San Mateo Transportation Authority meeting on July 30th. We believe that presenting our experiences could be a meaningful step toward expanding youth ridership throughout the Bay Area.

We were wondering what the process is for being added to the agenda for the meeting. Apologies if this information is available on the TA website—we weren't able to locate it.

Thank you very much for your time, and we look forward to hearing from you.

-Alex Efremova

From: Jake
To: [Public Comment](#)
Subject: Public Comment – Support for SB63 Regional Transit Measure
Date: Tuesday, July 29, 2025 10:41:03 AM

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Dear SMCTA Board Members,

My name is Jeremiah, and I am a regular rider of both Caltrain and SamTrans. I use these services to get around the county—including to my weekly bowling league in San Bruno, which I reach by taking Caltrain and transferring to SamTrans. Seamless, affordable connections like this are essential to my daily life and the lives of many in our community.

I am writing to strongly urge San Mateo County to join the SB63 regional transit funding measure at the higher level. This is the only path that prevents service cuts and delivers meaningful improvements across Caltrain, SamTrans, BART, VTA, and other agencies.

Regional coordination—such as integrated fares, free transfers, aligned schedules, and faster, prioritized buses—has a direct impact on our ability to get where we need to go, without added cost or confusion. It's especially critical for seniors, students, and lower-income riders.

I also oppose reauthorizing the local half-cent sales tax, which would divert funds away from local street safety projects. In addition, I am against creating another governing body to oversee regional revenues, which would reduce public accountability and participation.

Finally, I urge you to consider polling data that shows a business tax outperforms a sales tax in San Mateo County. We should pursue the most equitable and effective funding solution for the future of Bay Area transit.

Thank you for your leadership and consideration.

Sincerely,
Jeremiah Dir