

From: [Bolla, Rhonda](#)
To: [City Council Public Comments](#)
Subject: FW: [EXTERNAL] Fwd: Follow-Up to Public Comment – MASCOTS Regional Transit Changes
Date: Wednesday, March 11, 2026 3:53:53 PM
Attachments: [Santa Rosa City Council.pdf](#)

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From: **Shane Weinstein** <swatu1575@gmail.com>
Date: Wed, Mar 11, 2026 at 2:39 PM
Subject: Follow-Up to Public Comment – MASCOTS Regional Transit Changes
To: <mstapp@srcity.org>, <nrogers@srcity.org>, <jokrepie@srcity.org>, <vfleming@srcity.org>, <ealvarez@srcity.org>, <dmacdonald@srcity.org>, <cbanuelos@srcity.org>

Dear Mayor and Councilmembers,

Thank you again for the opportunity to speak during public comment at last night's meeting regarding the MASCOTS regional transit changes and their impact on Sonoma County residents.

Attached is a brief follow-up letter summarizing the key concern I raised regarding the loss of regional transit connectivity between Sonoma County and the rest of the Bay Area during evening hours.

Given Santa Rosa's role as the largest city in Sonoma County and a regional hub, I felt it was important to provide this additional context for your consideration.

Please feel free to reach out if you would like to discuss the issue further or if I can provide any additional information.

Thank you for your time and attention to this matter.

Respectfully,

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Best,

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March 11, 2026

Dear Mayor and Councilmembers,

Thank you again for the opportunity to speak during public comment at last night's City Council meeting regarding the MASCOTS regional transit changes.

I wanted to follow up and clearly restate the core issue that Sonoma County residents will face beginning April 12, 2026.

Under the current MASCOTS implementation, once evening service ends there will be no remaining public transit connecting Sonoma County with the rest of the Bay Area. Golden Gate Transit is currently the only system providing regional bus service connecting Sonoma County to Marin County and San Francisco. With Sonoma County reducing its contribution for those operations from approximately \$7.2 million annually to about \$1.7 million, that regional network is effectively being dismantled.

As a result, once the SMART train stops operating in the evening, there will be no remaining transit option linking Sonoma County to Marin County or San Francisco until the following morning.

That means from approximately 8:00 PM until about 5:00 AM, Sonoma County will be cut off from the rest of the Bay Area with no ability to ride public transportation.

This is not simply a service adjustment. It is a complete regional shutdown of transit access for nine hours every night.

And it is important to emphasize that 8:00 PM is extremely early to lose regional transit access. If this discussion were about service ending closer to midnight, that would at least reflect the reality that people travel well into the evening. But 8:00 PM effectively eliminates the ability for residents to travel between Sonoma County and the rest of the Bay Area for anything happening at night.

The impacts go far beyond traditional commuters.

It affects hospital workers, service employees, and night-shift workers who rely on transit to get home after work. It also affects residents who want the ability to travel to Marin or San Francisco for dinner, a show, concerts, or other evening events and still have a reliable way to return home.

In other words, this affects work, recreation, and everyday mobility.

For the largest city in Sonoma County, the practical outcome is that Santa Rosa residents will no longer have a public transit option connecting them to the rest of the Bay Area after roughly 8:00 PM. Sonoma County becomes effectively isolated by transit every night.

What makes this particularly concerning is that MASCOTS was intended to improve coordination and expand access to transit across the North Bay. Instead, the current implementation produces the opposite result: it removes the only remaining regional connection after evening hours.

Once service disappears, history shows it is extremely difficult to restore.

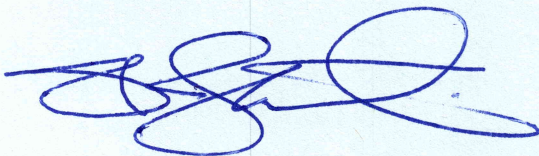
For that reason, I strongly encourage the City of Santa Rosa to review the implications of these changes and consider formally communicating the City's concerns to the Sonoma County Board of Supervisors, the Golden Gate Bridge District, and the agencies implementing MASCOTS.

The people who will feel this loss most directly are the residents of Santa Rosa and Sonoma County.

I would be happy to discuss this issue further or provide any additional information. I can be reached anytime at (415) 306-1289.

Thank you again for your time and consideration.

Sincerely,



Shane Weinstein
President, ATU Local 1575
Representative for Golden Gate Bridge District Bus Operators
Representative for Petaluma Transit Employees