



SamTrans Board of Directors
Meeting March 4, 2026

Correspondence as of February 27, 2026

Subject

1. Central El Camino Real Multimodal Plan Suggestions
2. Re: Route "HMB" – *Staff response*
3. SR-84 Bus Facility Outreach — See you soon at Ardenwood Park-and-Ride!
4. February 26 BART Board Meeting to Consider Initial Approval of Alternative Service Plan
5. RNM Council releases new signage designs for Bay Area transit operators; Updates from BC Transit
6. Proposal: Rename Route 278 to "CAN" and Reroute via Cañada Road/Woodside

From: [Benjamin Mangiafico](#)
To: [Grand Boulevard](#)
Cc: [Board \(@samtrans.com\)](#)
Subject: Central El Camino Real Multimodal Plan Suggestions
Date: Thursday, February 19, 2026 9:50:27 PM

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Hello SamTrans Staff and Board,

My name is Ben Mangiafico. I am a San Carlos resident, junior at Carlmont High School in Belmont, and vice chair of the Samtrans Citizens' Advisory Committee (speaking as an individual).

I have recently developed a strong interest in the [Central El Camino Real Multimodal Plan](#), as I believe that El Camino, in its current state, fails to serve all users equitably. I have already completed [the survey](#) and believe the proposed changes provide a significant improvement over current conditions, but I would like to take issue with the base assumptions for each proposed cross-section. Namely, I would like to object to the assumptions of wide medians and two general travel lanes in each direction, especially since this creates a false dilemma between bus lanes and bicycle infrastructure when both should be achievable on such a wide right-of-way.

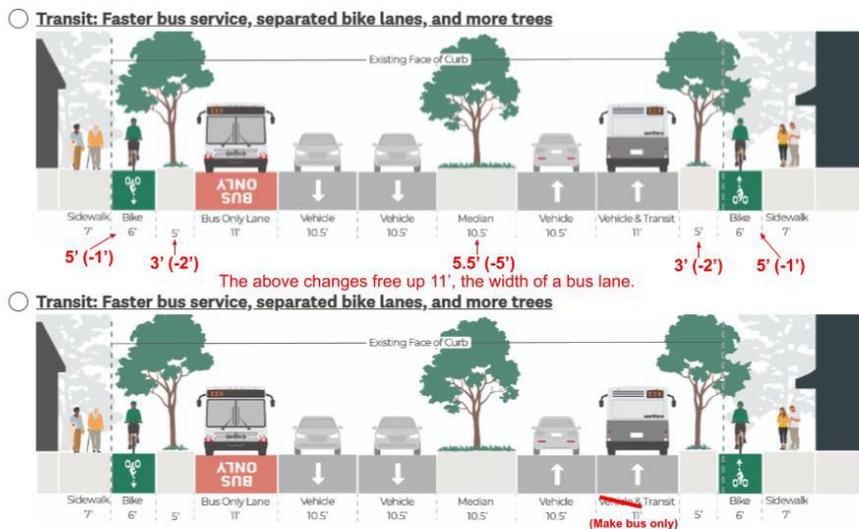
It should go without saying that bicycle infrastructure greatly improves bicycle safety and encourages more bike trips, taking cars off the road. Empirical evidence shows that people bike on El Camino whether there are bike lanes or not due to the numerous destinations along the corridor, and the danger of this is shown by the pedestrian and bicycle master plans for the four cities involved, which all identify El Camino Real as a corridor which frequently sustains bicycle collisions ([pg. 36](#), [pg. 56](#), [pg. 30](#), [pg. 21](#)). For these reasons, it is imperative that quality bike infrastructure be located on the corridor rather than only on potential parallel corridors, because bicyclists deserve to know that they will get to their destinations safely.

Furthermore, bus lanes are among the most important tools for improving speed and reliability of bus service along a corridor, features that route ECR is gravely lacking in, according to empirical evidence, where I have very frequently seen buses bunched, meaning would-be riders would have to have waited for up to half an hour for a bus that is supposed to come every 15 minutes. These are unacceptable conditions, and the most socioeconomically vulnerable members of our community deserve better. San Francisco's recent completion of the [Van Ness busway](#) decreased travel times on Muni route 49 by 36%, decreased schedule variance by 45%, and increased ridership, providing a blueprint for how bus lanes on El Camino, a similarly arterial corridor, could improve bus service there.

With these conditions established, I would like to express my disappointment that bus lanes and buffered bike lanes, in both directions, are seemingly never considered as options in the survey. However, in all cases, minor layout changes could enable these two beneficial changes to coexist. Narrowing the bike lanes slightly and the buffers (including medians) seem like simple ways to allow this, but if technical challenges prevent these, I would propose eliminating one of the two general travel lanes. I believe that in targeted cases, this could have

minimal traffic impact, because, through a phenomenon known as "[reduced demand](#)" (the opposite of induced demand), less roadway capacity is shown to encourage people to use alternative routes (it is much easier for cars than for bikes and buses to use parallel corridors), modes of transportation, and times to travel, rather than increasing congestion beyond the level that it was before capacity reduction. I would further argue that parking along the corridor is never as mandatory as these other uses, as it is much easier for cars to park around the corner (or otherwise nearby) than it is for a bus to use roadway space on alternative roadways as a substitute for a bus lane on El Camino.

Here are two examples of how road cross-sections presented in the survey could be modified to accommodate bus and bike lanes in both directions:



Of course, this is not to say that these are the only cross-sections that would allow this, but merely prove that it is possible to accommodate both bus and bike lanes bidirectionally.

I hope that SamTrans can invest in a future of safer, more sustainable cities, especially as development increases along El Camino Real in the coming years, and demonstrate that our transportation system can work for everyone, not just drivers.

Thank you for your time and consideration.

Best regards,
Ben Mangiafico

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From: [SamTrans BOD Public Support](#)
To: max.mautner@gmail.com
Cc: [Board \(@samtrans.com\)](mailto:Board@samtrans.com)
Subject: RE: Route "HMB"
Date: Monday, February 23, 2026 5:04:46 PM

To Max Mautner,

Thank you for taking the time to send us your feedback. We are glad to hear the relatively newer lettered route names for the CSM, SKY, and EPX have left a positive impression with you. And by that same token, we understand why you would recommend Route 294 receive a renaming in the same vein.

The reason behind our naming scheme is tied to how we categorize our service. Currently, we categorize our service into six types: Local, Community, School-Oriented, Owl, and Express & Limited Stop. If you are interested in a more detailed look into our categories, you can read more about our process in our Service Policy Framework, which can be found on our website: <https://www.samtrans.com/projects/service-policy-framework>.

SamTrans staff decided to use lettered designations for the Express & Limited Stop routes to help riders identify the routes with limited service. As Route 294 has 60 minute headways all day and makes stops every 0.25-0.5 miles apart, it is considered a Community route, and SamTrans staff do not currently have any plans to update how it is identified.

Of course, we recognize how important it is to always keep an eye towards improvement, so thank you again for reaching out with your feedback. Even if we cannot act on your recommendation at this time, we understand your intent is aligned with our own—ensuring our riders can readily identify the nature of our bus lines—and we appreciate having your perspective on this shared goal.

Your SamTrans BOD Public Support Team

From: Max Mautner <max.mautner@gmail.com>
Sent: Monday, February 16, 2026 4:00:00 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@samtrans.com) <Board@samtrans.com>; April Chan <ChanA@samtrans.com>
Subject: Route "HMB"

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Hello Executive Director Chan & SamTrans Board,

I wanted to commend whoever came up with the new route names "CSM", "SKY", and "EPX".

I think they are much easier for all ages and abilities of riders to understand what the route serves--especially reaching marginal riders who do not understand the utility of SamTrans fixed routes today and might wonder what destinations they serve.

I would kindly offer up another route re-naming that I believe would pay huge dividends:

Renaming route 294 to "HMB" (Half Moon Bay).

My family, friends & I ride route 294 frequently. I am continually shocked in conversations with San Mateans that they are unfamiliar with the route & its existence as a transportation option to reach Half Moon Bay.

I think that this renaming would make sense even for residents of Half Moon Bay as well, even though the eastbound destination is San Mateo/Hillsdale Mall.

Given that route identifiers are posted on SamTrans bus stop polls they also serve as a form of marketing for SamTrans, so I expect this to be a low cost tool to boost ridership & community awareness of the utility that SamTrans provides to the community.

I hope my feedback can be acted upon--thank you so much!

- Max Mautner



From: CCJPA - SR-84 Intermodal Bus Facility <connect@sr84busfacility.com>
Sent: Tuesday, February 24, 2026 9:06 AM
To: Board (@samtrans.com)
Subject: SR-84 Bus Facility Outreach — See you soon at Ardenwood Park-and-Ride!

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SR-84 BUS FACILITY

While the **State Route 84 (SR-84) Intermodal Bus Facility Project** (Project) advances toward improving transit in our region, we'll be hosting a pop-up at the Project location to share info.

Check out the facts about this project, then let us know your questions!

Project Benefits

The SR-84 Intermodal Bus Facility proposed location is adjacent to the Ardenwood Park-and-Ride on the border between Fremont and Newark. The project is being designed to:

- Improve connectivity between Alameda County to Peninsula Counties
- Promote public transit use
- Reduce travel time for regional buses and shuttles

Upcoming Community Pop-up Events

Share input and ask questions at the Ardenwood Park-and-Ride:

- Tuesday, February 24, 4:30–6:30 p.m.
- Wednesday, February 25, 7–9 a.m.
- Tuesday, March 10, 4:30–6:30 p.m.
- Wednesday, March 11, 7–9 a.m.

Key Project Activities

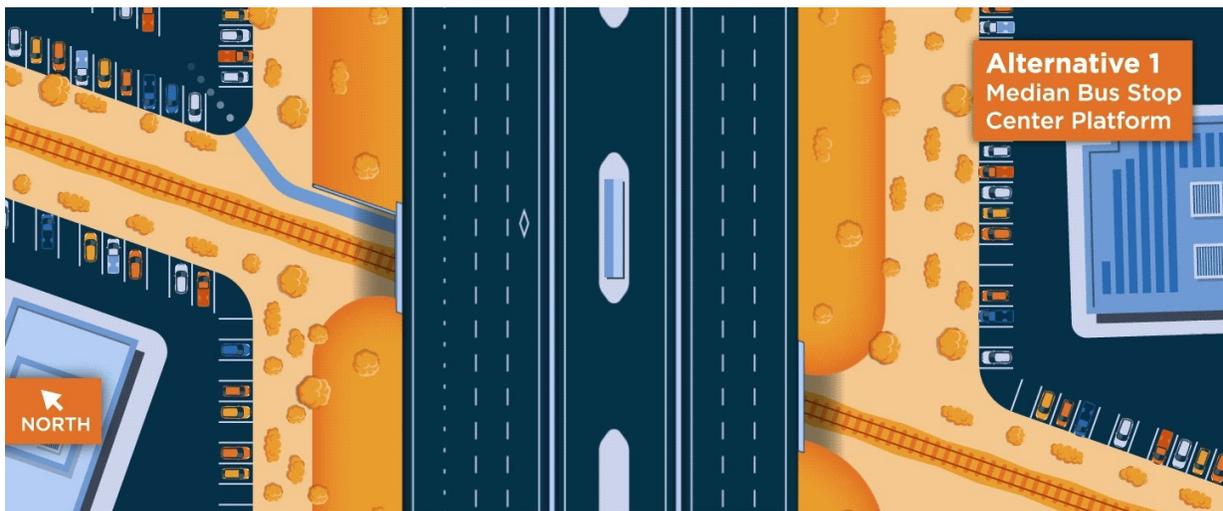
Project design alternatives are being analyzed with regard to environmental impacts, as required by state and federal environmental regulations (CEQA/NEPA). The Project will be preparing an Initial Study (IS) and Environmental Assessment (EA). The IS/EA is currently scheduled for release in Fall 2026.

Alternatives Being Considered

Both proposed alternatives would improve travel times for buses and shuttles along SR-84 and improve Transbay connectivity.

Alternative 1 (Highway Median Bus Stop with Center Platform)

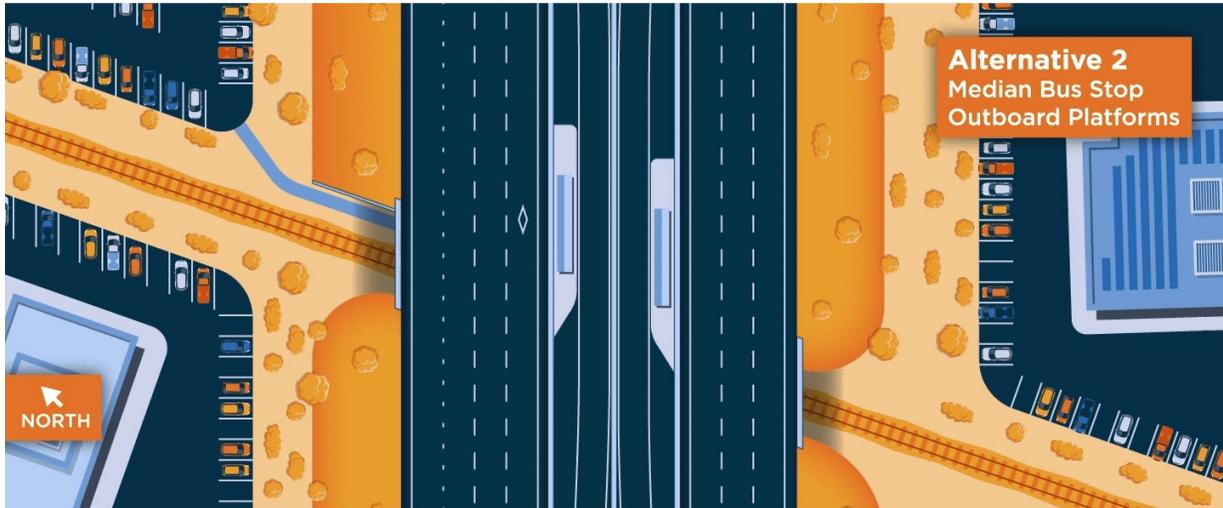
This alternative has a bus stop with a **center platform in the median of SR-84** that would serve both eastbound and westbound buses. Bus-only lanes would be constructed in the median to connect to this new stop.



Alternative 2 (Highway Median Bus Stops with Outboard Platforms)

This alternative would construct **two bus stops, each with an outboard platform**, in the median of SR-84 to serve eastbound and westbound buses. Bus-only lanes would be constructed in the median to connect to these new stops.

From the bus stop, passengers would access the Ardenwood Park-and-Ride via elevators, stairs, and/or ramps to a shared-use pathway below SR-84.



Keep in Touch!

Community input is an important part of the planning process, and we want to hear from you.

Join the SR-84 Project mailing list to stay informed!

 (510) 286-4444

 connect@SR84BusFacility.com

 SR84BusFacility.com



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Capitol Corridor Joint Powers Authority | 2150 Webster Street, 3rd Fl | Oakland, CA 94612

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From: [Mark Nagales](#)
To: [Board \(@samtrans.com\)](#)
Cc: [Michaela Petrik](#); [Amy Linehan](#); [Bradley Dunn](#); [Mark Nagales](#)
Subject: February 26 BART Board Meeting to Consider Initial Approval of Alternative Service Plan
Date: Tuesday, February 24, 2026 11:11:55 AM
Attachments: [image002.png](#)

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Dear SamTrans Board of Directors,

On Thursday, February 26, the BART Board of Directors will consider initial approval of a Fiscal Year 2027 (FY27) Alternative Service Plan, which identifies service reductions BART plans to implement should a November 2026 ballot measure fail and no other operating revenue source is identified.

The revised FY27 Alternative Service Plan incorporates feedback from BART Directors, elected officials, and community stakeholders. The new plan includes moving station closures from January 2027 to sometime in FY28. Layoffs, cuts, cost savings, and fare increases outlined in BART's original proposal remain the same as in the previous proposal.

Initial approval of this plan allows staff to continue to refine and analyze options and allows the Board and staff to discuss the potential implications publicly. The Board retains full discretion to modify the FY27 Alternative Service Plan after initial approval. The meeting agenda and [related documents for this item](#) are posted on our website.

If your organization would like a briefing in the coming weeks, please let us know.

Sincerely,

Mark Nagales

Principal Government and Community Relations Representative
San Francisco Bay Area Rapid Transit (BART)

2150 Webster Street, 10th Floor | Oakland, CA 94612

Office: 510-464-6390

Cell: 510-390-5513

mark.nagales@bart.gov

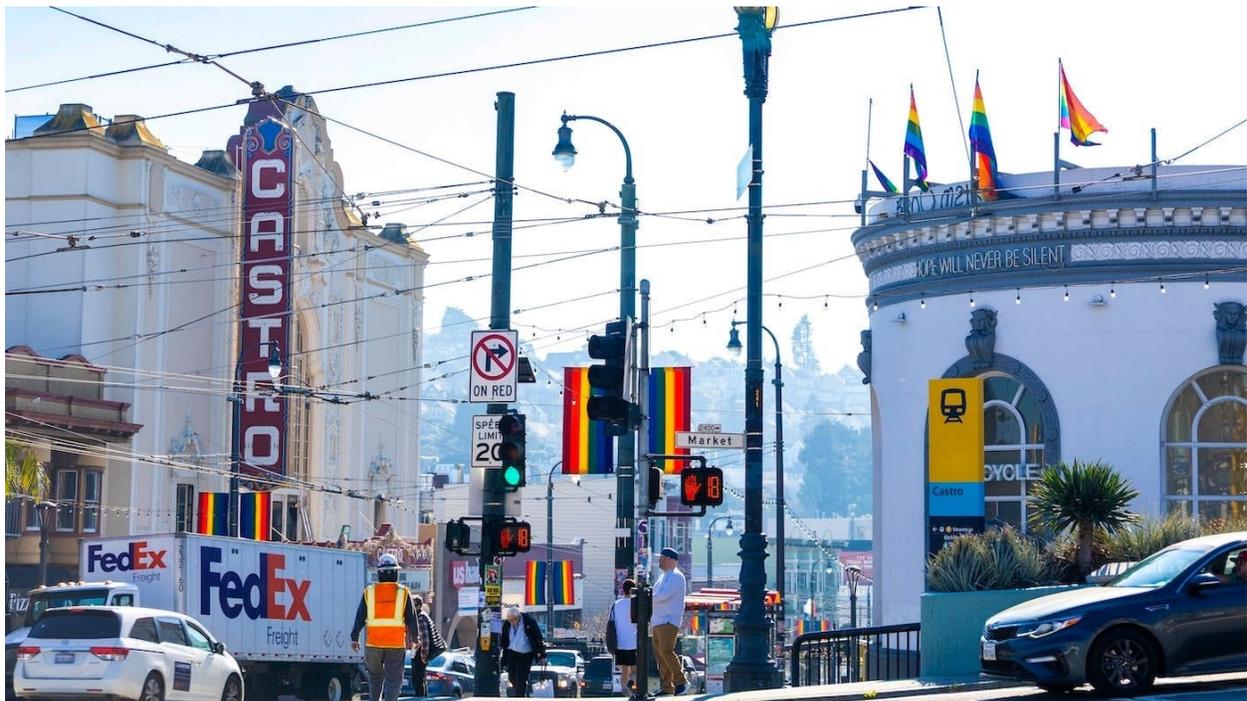


Remote: Thursdays & Fridays

From: Mass Transit <mass@news.southcommmail.com>
Sent: Wednesday, February 25, 2026 7:46 AM
To: Board (@samtrans.com)
Subject: RNM Council releases new signage designs for Bay Area transit operators; Updates from BC Transit

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RNM Council releases new signage designs for Bay Area transit operators; Updates from BC Transit
Mass Transit Daily ENL | [View online](#)



Regional Network Management Council releases new signage designs for Bay Area transit operators

The new signage is being designed to unify the wayfinding experience throughout the region for easier transit use.

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BC Transit introduces contactless fare payment on Whistler Transit System fixed-bus routes

The agency says riders in the Whistler Transit System will also benefit from automatic DayPASS fare capping.

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SEPTA completes signal upgrade on Media–Sharon Hill Line with Hitachi CBTC system

The upgraded system is designed to provide higher capacity and improved performance.

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L.A. Metro taps Iteris to deploy transit-signal priority system across 13 corridors in Los Angeles County

Iteris will work with JMDiaz to provide design services, integration, testing and operational support for the new cloud-based TSP system.

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VA: Transit funding in limbo between House and Senate budgets

PA: PRT will have about \$85 million in capital projects over the next two years

NY: State to fund study of west-of-Hudson commuter rail, bus links

PA: Erie readies to roll out free transit service similar to Uber and Lyft

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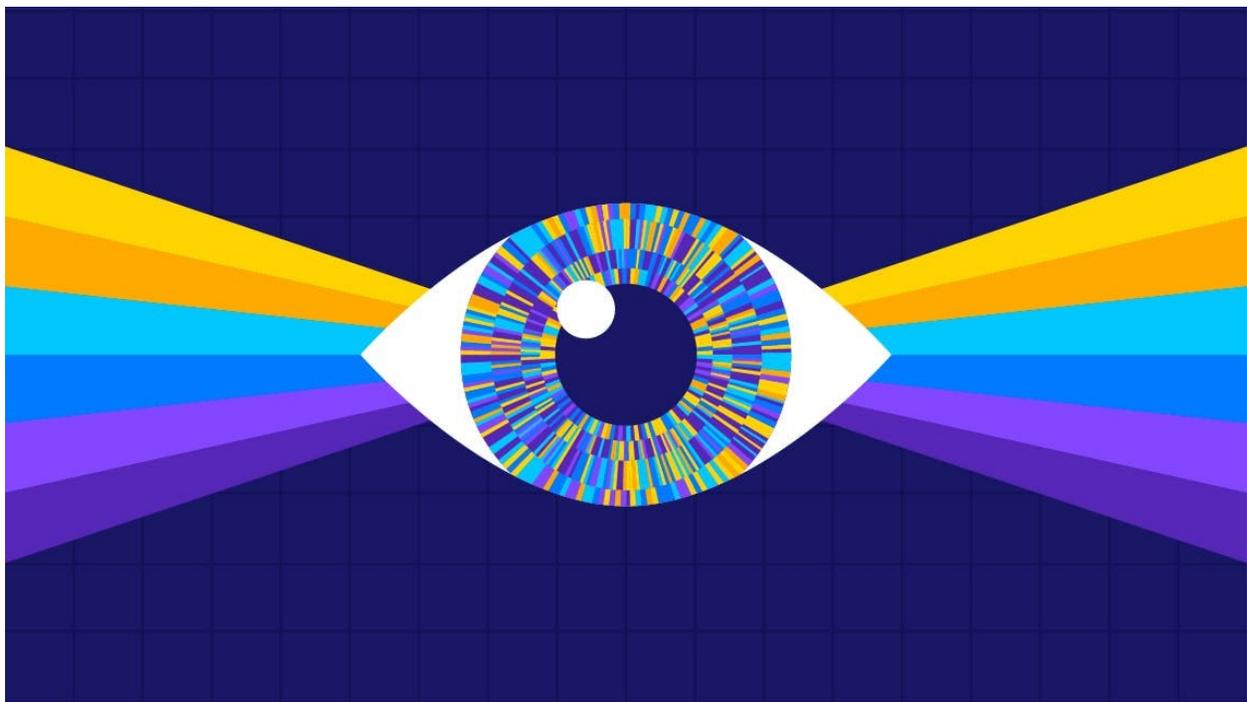
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By Megan Perrero

Mass Transit subscribers outline their expectations for 2026, ranging from budgets and procurements to challenges and opportunities.

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Mass Transit
EndeavorB2B
30 Burton Hills Blvd., Suite 185
Nashville, TN 37215

From: [Orlando Nell](#)
To: [Board \(@samtrans.com\)](#)
Cc: [Public Comment](#)
Subject: Proposal: Rename Route 278 to "CAN" and Reroute via Cañada Road/Woodside
Date: Wednesday, February 25, 2026 9:54:33 AM

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Dear SamTrans Board of Directors,

I am writing to propose a strategic update to Route 278 to better serve the community, achieve branding parity with other county colleges, and fulfill a direct need for the Town of Woodside.

As SamTrans continues to refine the "College Connection" network, I urge the Board to implement the following two changes:

1. Rename Route 278 to "Route CAN". Following the successful branding of Route SKY (Skyline College) and Route CSM (College of San Mateo), the 278 should be renamed Route CAN. With its 30-minute weekday frequency and hourly weekend service, the 278 provides a high level of "shuttle-quality" service that deserves the same high-visibility, letter-based branding. This creates a cohesive identity for all three San Mateo County community colleges.
2. Reroute via Cañada Road through Woodside. Currently, the 278 utilizes the I-280 bypass, effectively skipping the Town of Woodside. I propose rerouting the bus to travel via Cañada Road.

Community Demand: There is a clear desire for this service within Woodside. The Town Manager has expressed support for bringing this bus into the town rather than having it bypass the community on the freeway.

Increased Ridership: By moving the route off the highway and onto local roads, SamTrans gains access to a new ridership base in Woodside that is currently bypassed, while still maintaining the primary connection to Cañada College.

Safety & Accessibility: Providing a transit link through Woodside creates more equitable access for workers and residents who currently have no way to reach the Redwood City Transit Center or the college via public transit.

Renaming the route to CAN and bringing it through the heart of Woodside is a "win-win" for the college district and the local municipality. I ask that the Board direct staff to study this rerouting and name change for the next service adjustment cycle.

Thank you for your dedication to our county's transit needs.

Sincerely,
Orlando Nell
Woodside CA 94062

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