



SamTrans Board of Directors

Meeting May 6, 2026

Correspondence as of April 10, 2026

Subject

1. RE: Follow-up: Route 294 Naming & Service Policy Framework consistency – *Staff response*
2. Letter of Support re: Assembly Bill (AB) 1837 (Gonzalez) Camera Enforcement of Parking Violations
3. Letter of Support re: Assembly Bill (AB) 1944 (Lee) Zero-Emission Transit Buses: Axle Weights

From: [SamTrans BOD Public Support](#)
To: [Max Mautner](#)
Cc: [Board \(@samtrans.com\)](#)
Subject: RE: Follow-up: Route 294 Naming & Service Policy Framework consistency
Date: Thursday, April 2, 2026 6:42:45 PM

To Max Mautner,

In turn, thank you for the clear care and consideration you have put into your recommendation. We have also provided your additional comments to the appropriate teams to ensure your proposal is as best represented as you intended.

Speaking of said teams, to your question, these would be our fine folk in Customer Experience and Operations Planning at the moment. Further staff may be involved as we progress, but it is still far too early to provide anything concrete on the matter.

Likewise, we do not yet have a timeline for this work. However, our Operations Planning team does make considerable effort to keep our community informed ahead of any changes to our service. And, as you mentioned, you can of course follow up with us as necessary.

Your SamTrans BOD Public Support Team

From: Max Mautner <max.mautner@gmail.com>
Sent: Friday, March 27, 2026 8:19:21 PM (UTC+00:00) Monrovia, Reykjavik
To: SamTrans BOD Public Support <SamTransBODPublicSupport@samtrans.com>
Cc: Board (@samtrans.com) <Board@samtrans.com>
Subject: Re: Follow-up: Route 294 Naming & Service Policy Framework consistency

You don't often get email from max.mautner@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.

Thank you for the thoughtful response.

On the concern that renaming "294" to "HMB" might confuse riders at intermediate stops:

ECR has many intermediate stops, CSM serves destinations beyond the college, and SKY covers multiple points along Skyline Boulevard. Destination-based naming is standard practice precisely because it anchors a route in people's minds—riders consult schedules and maps for intermediate stops. Riders don't expect a route name to

list every stop—they just need enough to know it is worth looking up, something that "294" does not currently facilitate.

I'd also emphasize that a route rename is among the lowest-cost improvements a transit agency can make. There is no new service to design, no capital expenditure, no schedule change—just updated signage and materials that would already be refreshed on SamTrans' normal cycle. The return on that investment is permanent, passive awareness-building at every bus stop pole along the corridor.

That awareness is worth more right now than in ordinary times.

This SamTrans board is asking the public to fund the agency beyond 2026 with the Connect Bay Area ballot measure. Voters and riders who don't know Route 294 exists are not going to advocate for the agency's future.

Riders who cannot find the service won't vote to fund it.

I appreciate that this is being shared with the appropriate teams. I'd welcome knowing which team will be reviewing it and whether there is a timeline, so I can follow up appropriately.

Thank you again.

Max Mautner

On Fri, Mar 27, 2026 at 11:11 AM SamTrans BOD Public Support <SamTransBODPublicSupport@samtrans.com> wrote:

To Max Mautner,

Thank you for taking the time to share your thoughtful and detailed feedback, and for your continued engagement with SamTrans service planning.

We appreciate the perspective you've outlined regarding Route 294 and the opportunity to improve clarity in how routes are named and communicated. Your point around making routes easier to understand, particularly for riders who may not be familiar with the system is well taken, and aligns with broader goals around accessibility and usability.

At the same time, Route 294 serves multiple communities along the corridor, and any naming updates would need to consider the full range of riders who rely on the service. While a destination-based name like "HMB" may provide clarity for some, it could also create confusion for riders traveling to or from other areas along the route. Maintaining consistency across the

network is also an important factor in how routes are identified and understood systemwide.

Your feedback is valuable from a Customer Experience standpoint, particularly as we continue to evaluate how we communicate service information and improve awareness of routes serving Equity Priority Areas. We will share your input with the appropriate teams for further review as part of ongoing discussions around service planning, communication and rider outreach.

Thank you again for your engagement and for helping us improve the rider experience.

Your SamTrans BOD Public Support Team

From: Max Mautner <max.mautner@gmail.com>
Sent: Tuesday, March 24, 2026 4:51:35 AM (UTC+00:00) Monrovia, Reykjavik
To: Board (@samtrans.com) <board@samtrans.com>
Subject: Follow-up: Route 294 Naming & Service Policy Framework consistency

You don't often get email from max.mautner@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.

Hello Board Members and Executive Director Chan,

I recently wrote to this board recommending that Route 294 be renamed "HMB" — following the same approach used for the CSM, SKY, and EPX routes to communicate destinations clearly. I received a response from your Public Support Team explaining that lettered designations are reserved for Express and Limited Stop routes based on the established Service Policy Framework (SPF).

After reading the SPF carefully, I'd respectfully note that this is a staff convention — not what the SPF actually requires.

Chapter 5 states that "SamTrans should adopt simple and clear route naming conventions." That principle is not scoped to Express routes. It is a board-adopted guiding principle that applies across all service.

The SPF's Guiding Principle #1 also calls for routes that are "simple and easy to understand." A number does not tell anyone where a bus goes. "HMB" does.

There is also an equity dimension worth noting: the 2025 SPF update explicitly

identifies Half Moon Bay as an Equity Priority Area. Community routes serving EPAs are described as lifeline services warranting prioritized outreach. Route 294 is exactly that route — and it remains largely invisible to the residents it is meant to serve. I regularly speak with San Mateo County residents on both the coast and the bay side who express shock that the route exists.

Finally, when a Community route like 294 underperforms, the SPF calls for activating additional marketing for the route. A descriptive route name on every bus stop pole is low cost, persistent, evergreen marketing.

My ask is narrow:

Please direct staff to evaluate whether the current naming convention for Route 294 is consistent with the SPF's own Route Communication Guidelines — and whether it should be updated accordingly.

Thank you for your time and continued service to San Mateo County.

Max Mautner

San Mateo resident and SamTrans rider



BOARD OF DIRECTORS 2026

MARIE CHUANG, CHAIR
BROOKS ESSER, VICE CHAIR
DAVID J. CANEPA
MARINA FRASER
JEFF GEE
RICO E. MEDINA
JOSH POWELL
PETER RATTO
JACKIE SPEIER

APRIL CHAN
GENERAL MANAGER/CEO

April 10, 2026

The Honorable Rebecca Bauer-Kahan
Chair, Assembly Privacy and Consumer Protection Committee
1020 N Street, Room 162
Sacramento, CA 95814

RE: Letter of Support for Assembly Bill (AB) 1837 (González) Camera Enforcement of Parking Violations

Dear Chair Bauer-Kahan,

On behalf of the San Mateo County Transit District (SamTrans), I write to you in support of AB 1837 (González), which would extend the authority for transit agencies to use readily available camera technology to discourage illegal parking in transit-only lanes and at transit stops where parking is already prohibited under existing law.

AB 917 (Bloom, 2021) authorized transit agencies statewide to install forward-facing cameras on their transit vehicles to collect images of parking violations that occur in transit-only lanes and at transit stops. Existing law allows a reviewing agency to decline to issue a ticket if the video shows evidence of a hardship, contains privacy protections, and sets noticing requirements for a newly enacted program, as well as a 60-day warning period.

Illegal parking in these zones compromises our agency's ability to provide safe, reliable, and accessible public transit service. Until the vehicle relocates, transit-only lanes and transit stops are effectively rendered out of service. This reduces our system's reliability by slowing down transit vehicle speeds and negatively impacts our riders.

Several of SamTrans' sister transit agencies, including Alameda-Contra Costa Transit District (AC Transit) and San Francisco Municipal Transportation Authority (SFMTA), use forward-facing cameras to collect images of parking violations. SamTrans does not currently use this technology but may consider installing it in the future, particularly if more transit-only lanes are added to our service area.

SAN MATEO COUNTY TRANSIT DISTRICT
1250 San Carlos Avenue
San Carlos, CA 94070 (650) 508-6200

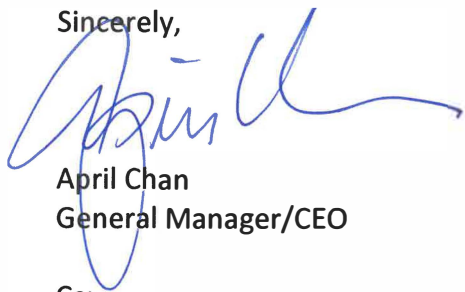
Chair Bauer-Kahan

April 10, 2026

Page 2 of 2

For the reasons stated above, SamTrans hopes that you will support this bill when it is heard by the Assembly Privacy and Consumer Protection Committee. Please contact SamTrans' Government and Community Affairs Director, Jessica Epstein, at epsteinj@samtrans.com if you have any questions or need additional information.

Sincerely,



April Chan
General Manager/CEO

Cc:

San Mateo County Transit District Board of Directors

San Mateo County Transit District State Legislative Delegation

samTrans



BOARD OF DIRECTORS 2026

MARIE CHUANG, CHAIR
BROOKS ESSER, VICE CHAIR
DAVID J. CANEPA
MARINA FRASER
JEFF GEE
RICO E. MEDINA
JOSH POWELL
PETER RATTO
JACKIE SPEIER

APRIL CHAN
GENERAL MANAGER/CEO

April 10, 2026

The Honorable Dave Cortese
Chair, Senate Transportation Committee
State Capitol, Room 405
Sacramento, CA 95814

RE: Letter of Support for Assembly Bill (AB) 1944 (Lee) Zero-Emission Transit Buses: Axle Weights

Dear Chair Cortese,

On behalf of the San Mateo County Transit District (SamTrans), I write to you in support of AB 1944 (Lee), which would update the timeline for axle weight limits that apply to zero-emission buses purchased by public transit agencies. The bill would help align state law with the realities of today's zero-emission bus technology and support transit agencies as they work to comply with the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation.

California requires transit agencies to transition to zero-emission bus fleets, but some of these buses weigh more than traditional diesel buses because of the heavier batteries needed to power them. Many of these zero-emission buses do not meet California's current bus weight limit schedule. AB 1944 addresses this issue by extending the current weight schedule slightly outward so agencies can continue buying the zero-emission buses needed to comply with state requirements.

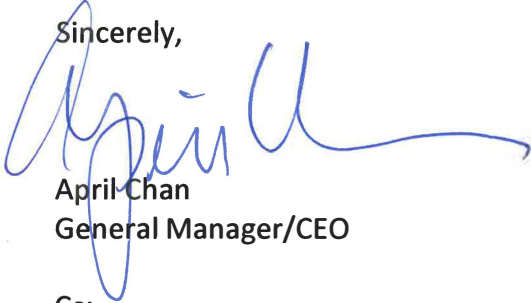
SamTrans is transitioning its diesel fleet to battery electric and hydrogen fuel cell buses to meet a goal of a 100 percent zero-emission fleet by 2034. As SamTrans moves forward with this transition, there are concerns that the current axle weight limits do not reflect the weight of available zero-emission bus technology and could create challenges for future bus purchases. AB 1944 would help ensure agencies like SamTrans can continue making progress toward state-mandated zero-emission goals.

SAN MATEO COUNTY TRANSIT DISTRICT
1250 San Carlos Avenue
San Carlos, CA 94070 (650) 508-6200

Chair Cortese
April 10, 2026
Page 2 of 2

For the reasons stated above, SamTrans hopes that you will support this bill. Please contact SamTrans' Government and Community Affairs Director, Jessica Epstein, at epsteinj@samtrans.com if you have any questions or need additional information.

Sincerely,



April Chan
General Manager/CEO

Cc:

San Mateo County Transit District Board of Directors
San Mateo County Transit District State Legislative Delegation