

Local Shuttle Program Status Update FY 2021/2022



SAN MATEO COUNTY
**Transportation
Authority**

OVERVIEW

- **Program Overview**
- **Shuttle Purpose and Type**
- **Allocations**
- **Program Performance Review**
- **Shuttle Program Trends**



MEASURE A LOCAL SHUTTLE PROGRAM

- **4% of Measure A Program (\$3.6M annually)**
- **Provides matching funds for operation of local shuttle services**
- **This presentation focuses on the FY 2021 & 2022 cycle (July 1, 2020 through June 30, 2022)**
- **FY 2023 Extension Year is currently in operation**

Note: Measure A Shuttle Program combines its Call for Projects with City/County Association of Governments (C/CAG).



SHUTTLE PURPOSE AND TYPE

- **Purpose:** Fill gaps in regular bus service (route & time)
- **Commuter shuttles:** Provide first/last mile peak commute link to/from regional transit primarily to access employment centers
- **Community shuttles:** Provide all, mid-day and/or weekend service generally within a community for basic needs (e.g. shopping, dining, medical), often serving the transit-dependent
 - *Door to door shuttles:* special type of community shuttle providing direct point to point service by advance reservation not on a regular scheduled route

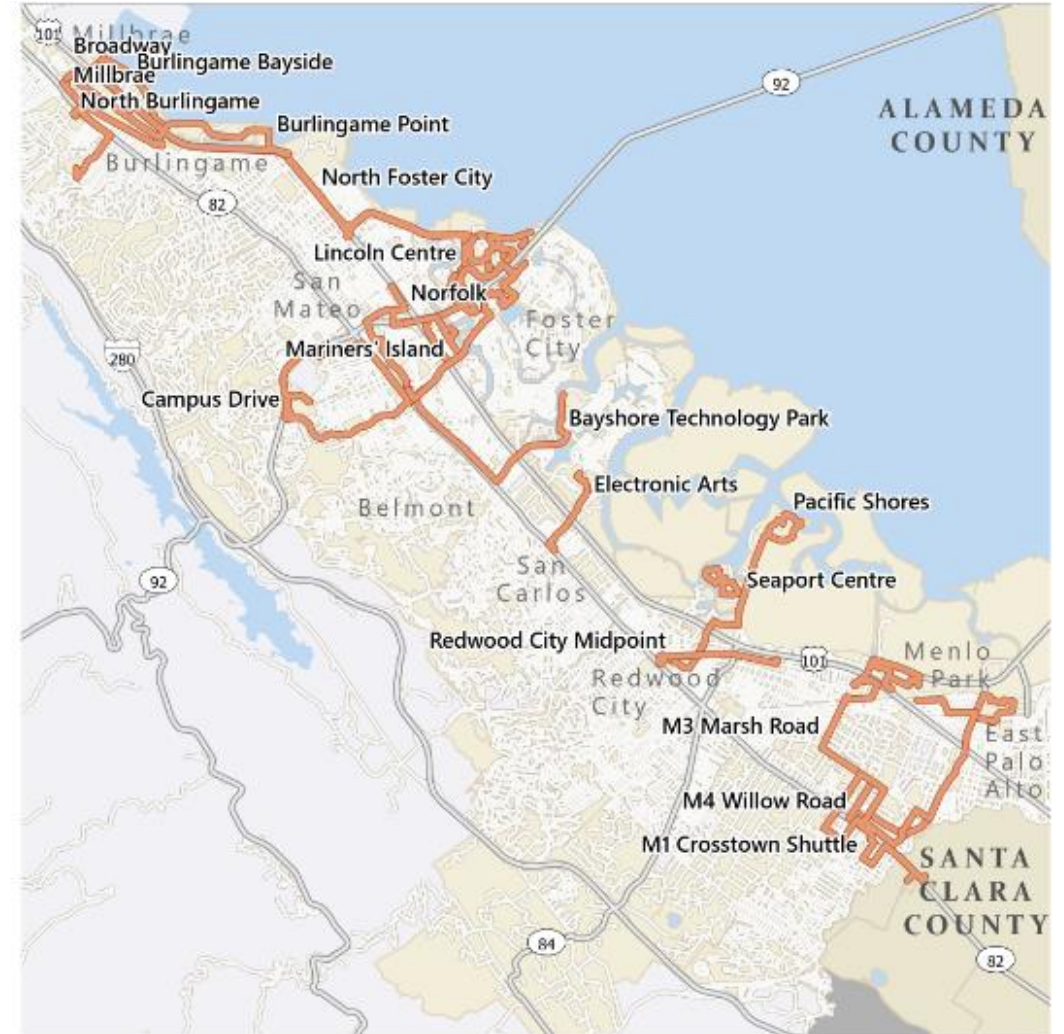
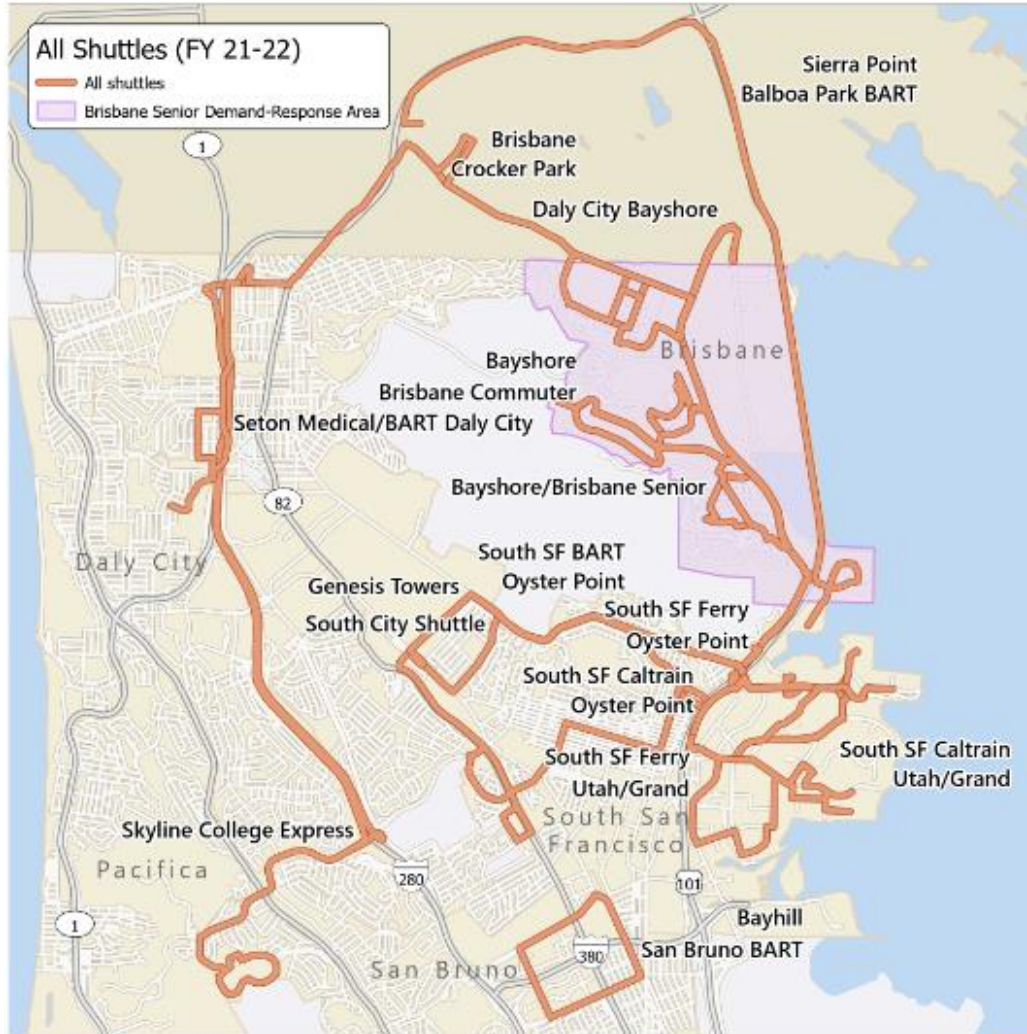


Type (FY 21/22)	Shuttles
Commuter	26
Community serving	3
Door to door	1
Total	30

*Total number of shuttles include the TA and C/CAG award.



FUNDED SHUTTLES FOR FY 2021 & 2022



MEASURE A ALLOCATION HISTORY

Call for Projects (CFP) Funding Cycle	# of Shuttles	Allocations (in million)
1st CFP: FY2011 & FY2012	19	\$2.75
2nd CFP: FY2013 & FY2014	29	\$4.72
3rd CFP: FY2015 & FY2016	28	\$5.81
4th CFP: FY2017 & FY2018	36	\$8.14
5th CFP: FY2019 & FY2020	33	\$9.00
6th CFP: FY2021 & FY2022	28	\$8.59
6th CFP: FY2023 Extension	28	\$1.56
Allocations not part of a CFP process*		\$2.38
Total		\$42.95

*Includes direct allocations made for the Caltrain Shuttle Program in FY 2010, the Menlo Park Shuttle Program in FY2011 and FY2012, the C/CAG Shuttle Program in FY2011 and FY2012, and for program planning support of shuttle operations.



FY 2021 - 2023 TA FUNDING SUMMARY

FISCAL YEAR	TOTAL ALLOCATED COSTS	ACTUAL OPERATING EXPENSES (MEASURE A)	ACTUAL MATCHING FUNDS	REMAINING FUNDS (MEASURE A)
FY 2021	\$8.6M	\$2.4M	\$1.6M	\$3.2M*
FY 2022		\$3.0M	\$2.3M	
FY 2023 Ext	\$1.6M	TBD	TBD	TBD

*Remaining funds vary from each cycle and will be carried over to cover the balance of FY2023 extension year.



FY 2021 - 2023 C/CAG FUNDING SUMMARY

FISCAL YEAR	TOTAL ALLOCATED COSTS	ACTUAL OPERATING EXPENSES (MEASURE A)	ACTUAL MATCHING FUNDS	REMAINING FUNDS (MEASURE A)
FY 2021	\$2.2M	\$0.3M	\$0.2M	\$1.6M*
FY 2022		\$0.3M	\$0.2M	
FY 2023 Ext	\$0M	TBD	TBD	TBD

*Remaining funds vary from each cycle and will be carried over to cover the balance of FY2023 extension year.



COVID-19 Suspended Services

- Seven shuttles suspended in FY 2021

Shuttle	Type	Sponsor
Bayhill-San Bruno BART	Commuter	SamTrans
Burlingame Point	Commuter	Commute.org
Electronic Arts	Commuter	Caltrain
Norfolk	Commuter	Caltrain
Pacific Shores	Commuter	Caltrain
Skyline College Express	Commuter	Skyline College
South San Francisco Ferry	Commuter	Commute.org

- Electronic Arts & Norfolk suspended in FY 2022/2023



FY 2021 & 2022 PERFORMANCE REVIEW

OPERATING COST/PASSENGER

This performance metrics assesses the total cost to operate a particular shuttle route compared to the number of riders who take each route for each year. This helps determine is each route is cost effective.

FISCAL YEAR 2021	BENCHMARK	MET BENCHMARK	DID NOT MEET BENCHMARK
Commuter (26 shuttles)	\$8	1	25
Community (3 shuttles)	\$10	0	3
Door to door (1 shuttle)	\$20	0	1
FISCAL YEAR 2022	BENCHMARK	MET BENCHMARK	DID NOT MEET BENCHMARK
Commuter (26 shuttles)	\$8	3	26
Community (3 shuttles)	\$10	1	2
Door to Door (1 shuttle)	\$20	0	1



FY 2021 & 2022 PERFORMANCE REVIEW

PASSENGERS/SERVICE HOUR

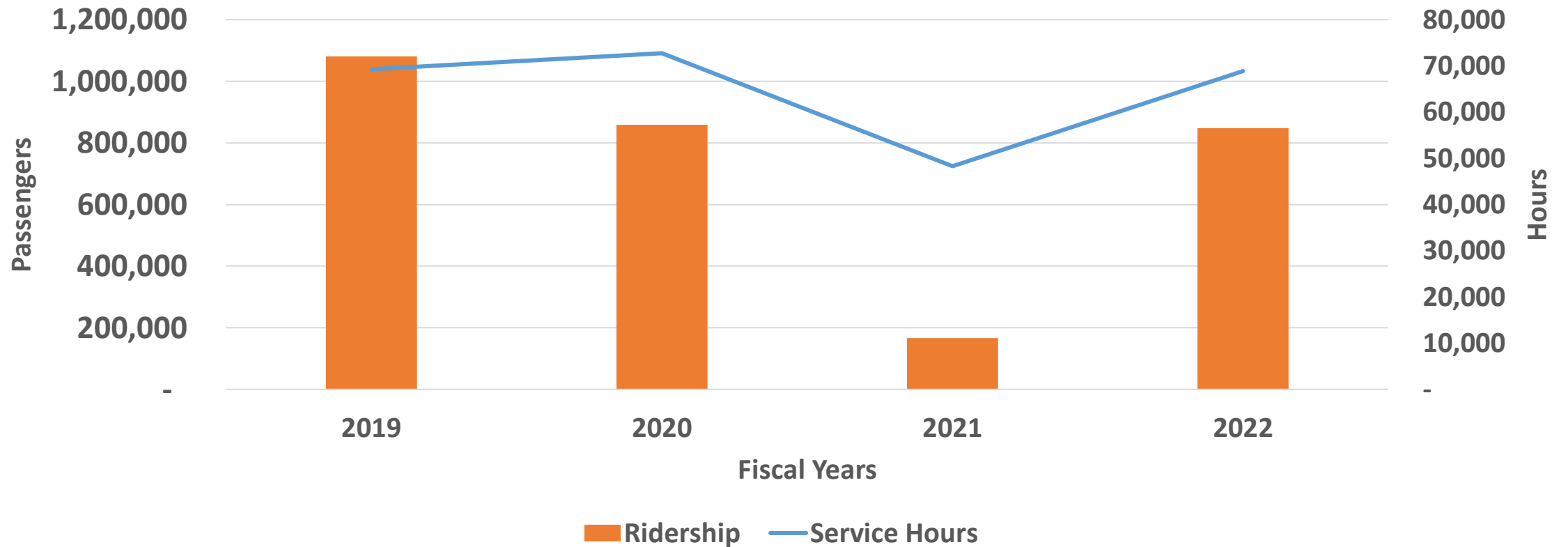
This performance metrics assesses the total number of riders who take each route compared with the total time each route is operating. This helps determine if each route is efficiently serving riders.

FISCAL YEAR 2021	BENCHMARK	MET BENCHMARK	DID NOT MEET BENCHMARK
Commuter (26 shuttles)	15	0	26
Community (3 shuttles)	10	0	3
Door to Door (1 shuttle)	2	0	1
FISCAL YEAR 2022	BENCHMARK	MET BENCHMARK	DID NOT MEET BENCHMARK
Commuter (26 shuttles)	15	0	26
Community (3 shuttles)	10	1	2
Door to Door (1 shuttle)	2	0	1



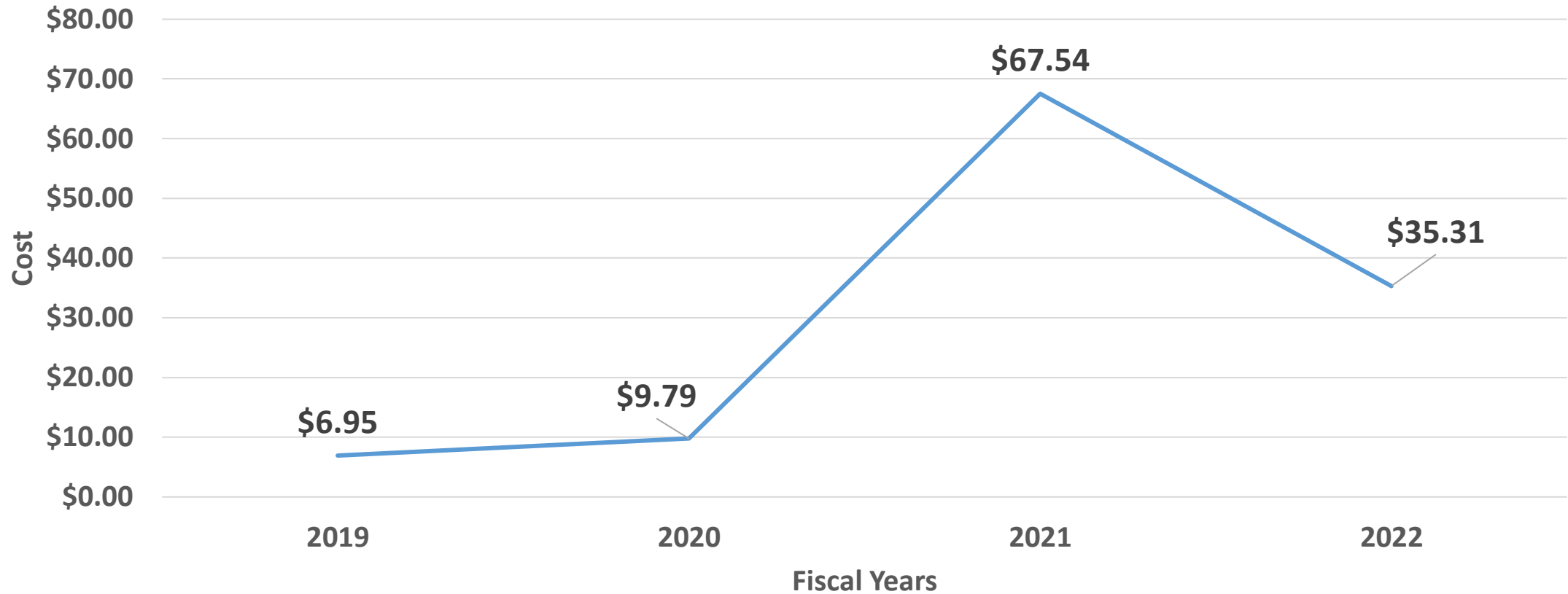
SHUTTLE PROGRAM TRENDS

Shuttle Program Annual Performance



SHUTTLE PROGRAM TRENDS

Average Operating Cost Per Passenger



SUMMARY OF CURRENT CYCLE: FY 21/22

- Most Commute.org and City-sponsored routes significantly reduced operations for all of FY 2021.
- Most suspended shuttles resumed operations in FY 2022.
- Ridership has rebounded but not quite to pre-pandemic levels
- Most shuttles did not meet benchmarks but are improving as return to work continues.
- The current FY 2023 extension year will help determine if shuttle performance will meet prior benchmarks or if metrics need to be adjusted

