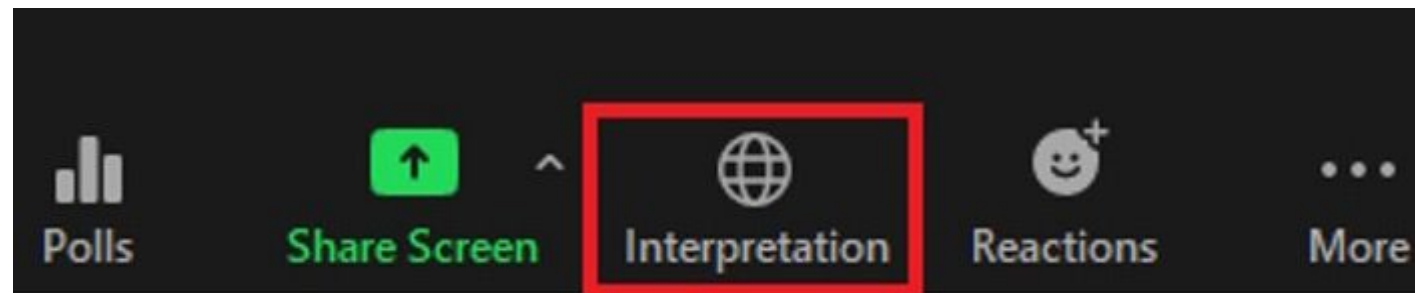


INTERPRETATION AVAILABLE

To access interpretation services, please click the globe icon on the bottom toolbar bar and select your language.

Para acceder a los servicios de interpretación, haga clic en el icono del globo terráqueo en la barra de herramientas inferior y seleccione su idioma.

要获得口译服务，请单击底部工具栏上的地球图标并选择您的语言。



Regional Transit Connections (RTC) Plan

Virtual Community Meeting



April 3, 2024

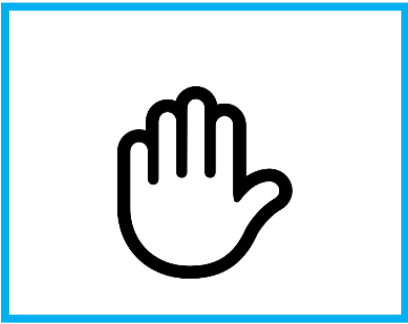
AGENDA

- 1. Introductions**
- 2. RTC Program Overview**
- 3. Existing Conditions Summary & Project Inventory**
- 4. Community & Stakeholder Engagement**
- 5. Questions & Answers**
- 6. Discussion Questions**



ZOOM GUIDE

Thank you for joining today's conversation!



- Use the "raised hand" feature to ask a question.
- If joining by phone, dial * 9 to speak, or to ask for help.



- Open the "chat" feature for links and information.
- Use the "chat" feature for technical support.



GUIDE FOR PRODUCTIVE DISCUSSION

- We are happy you can join us!
- Actively participate – we need your input!
- Listen for understanding
- Be concise when commenting
- Be courteous and respectful of differences



Introductions



RTC Program Overview



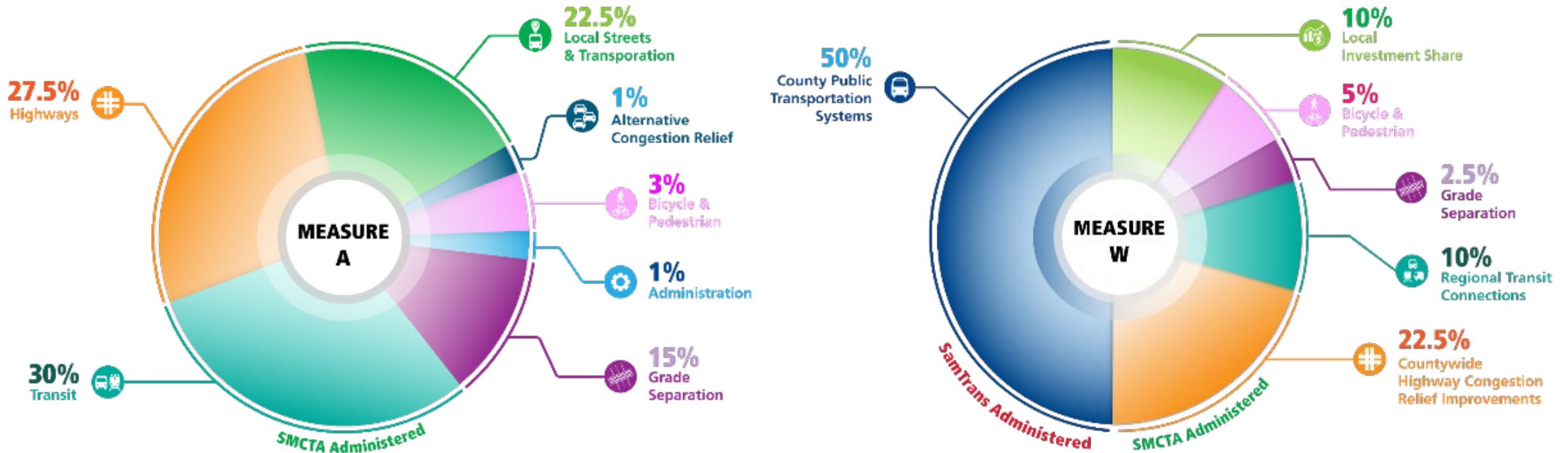
San Mateo County Transportation Authority (TA)

- Created in 1988 through the passage of Measure A
- Oversees administration of voter-approved Measures A & W funding for:



- Advocate and/or apply for Federal, State, and Regional funding
- Sponsor and deliver highway projects of countywide significance
 - Ex. US 101 Express Lanes Project San Mateo County (operational 2023)
- Provide technical assistance to/manage projects for local jurisdictions

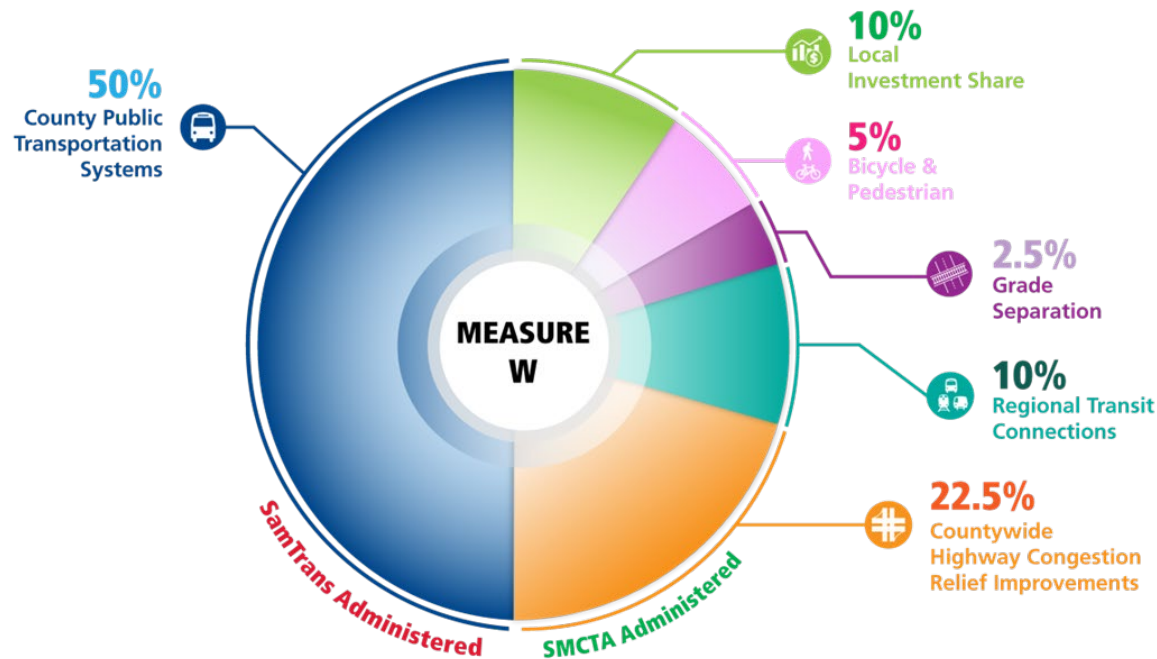
Funding Programs



Measure A generates approximately **\$100 million** annually. **Measure W** generates approximately **\$50 million** annually for the TA. Half of Measure W funds are administered directly by SamTrans and account for an additional **\$50 million** annually.



Measure W & RTC



- Measure W is a half-cent sales tax measure running from 2019 to 2038
- **Created a new TA Program Category:**
 - 10% of total Measure W revenue goes toward new **Regional Transit Connections (RTC)** program category (approx. \$9 million annually)
 - TA Strategic Plan 2020-2024 called for an RTC Plan & Capital Improvement Program to guide funding decisions

PLAN GOALS

01



Establish guidelines for a competitive RTC Program to support the preparation and evaluation of grant applications.

02



Provide information to potential RTC Program applicants about current regional travel trends and unmet regional travel needs.

03



Develop a capital improvement plan to assess potential RTC Program funding needs.

RTC PROGRAM OVERVIEW

- Over 700k trips originating in San Mateo County end in either Alameda, San Francisco or Santa Clara Counties
- Invest in infrastructure and services designed to improve transit connectivity between counties
- Encourage drivers to choose transit and help improve travel to and from San Mateo County, while also helping the county reach its climate goals
- Measure W provides funding for regional transit improvements within the county and between surrounding counties



RTC PROGRAM OVERVIEW

- Program will fund regional transit improvements such as rail, ferry or express bus projects
- Operations and capital projects are eligible

Examples of Eligible Projects



Rider Experience and Station Access Improvements



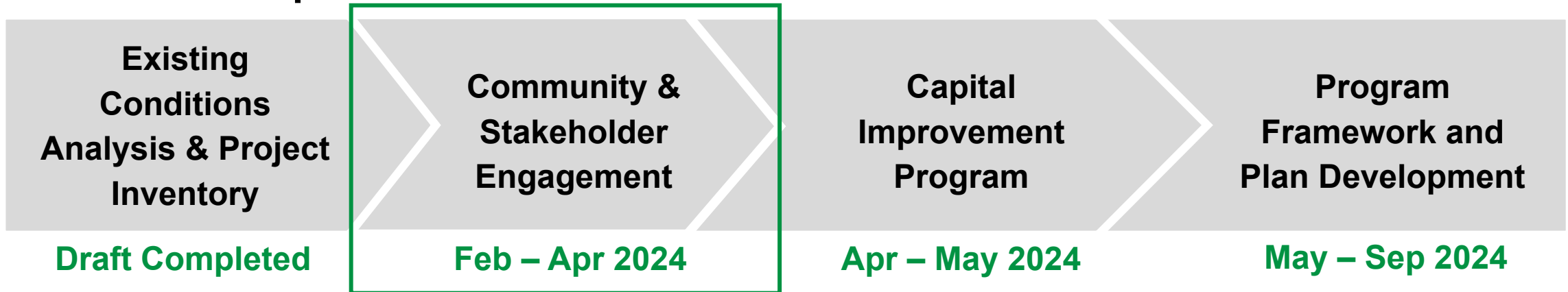
New Ferry Terminals and Vessels



Enhanced Express Bus Service

RTC PLAN SCHEDULE OVERVIEW

RTC Plan Components

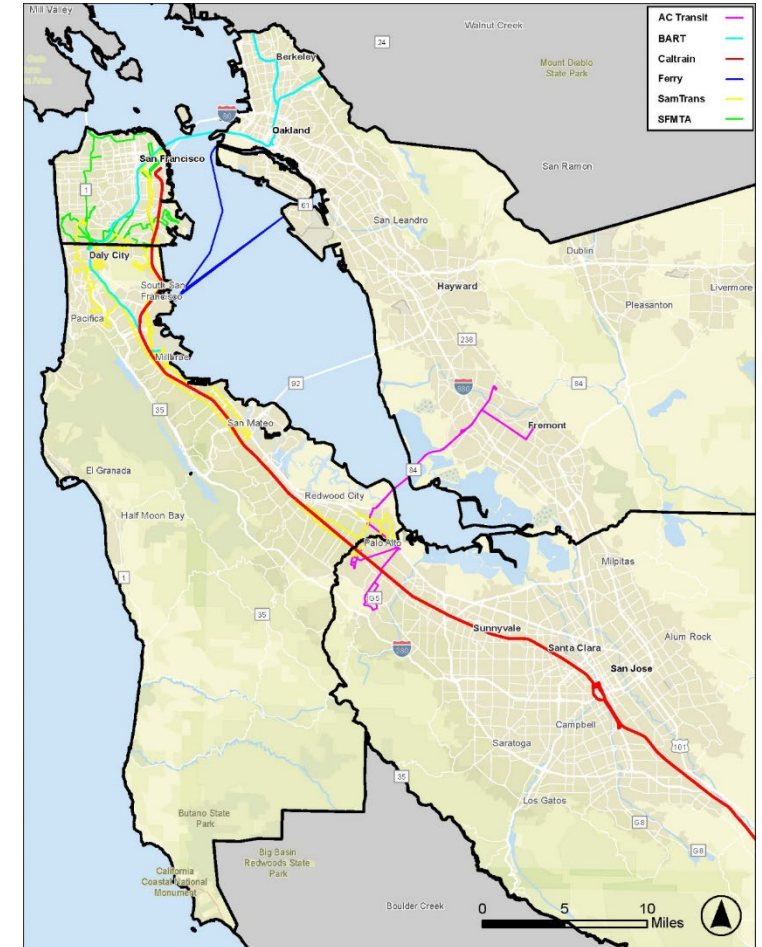


Existing Conditions Summary and Project Inventory



EXISTING CONDITIONS SUMMARY

- Project study area includes Alameda County, San Francisco County, San Mateo County, and Santa Clara County
- Existing intercounty transit service provided by:
 - Alameda-Contra Costa Transit District (AC Transit)
 - Bay Area Rapid Transit (BART)
 - Caltrain
 - San Mateo County Transit District (SamTrans)
 - San Francisco Bay Ferry
 - San Francisco Municipal Transportation Agency (SFMTA)



EXISTING CONDITIONS SUMMARY

Mode	Year	Alameda	San Francisco	San Mateo	Santa Clara	Average
Public Transit	2019	16.3%	34.3%	10.3%	4.3%	16.3%
	2021	13.0%	27.4%	8.2%	3.3%	13.0%
	Percent Change	-20.2%	-20.1%	-20.4%	-23.3%	-20.2
Work from Home	2019	6.5%	6.5%	5.7%	5.3%	6%
	2021	16.3%	17.0%	15.4%	15.5%	16.1%
	Percent Change	+150.8%	+161.5%	+170.2%	+192.5%	+168.3%

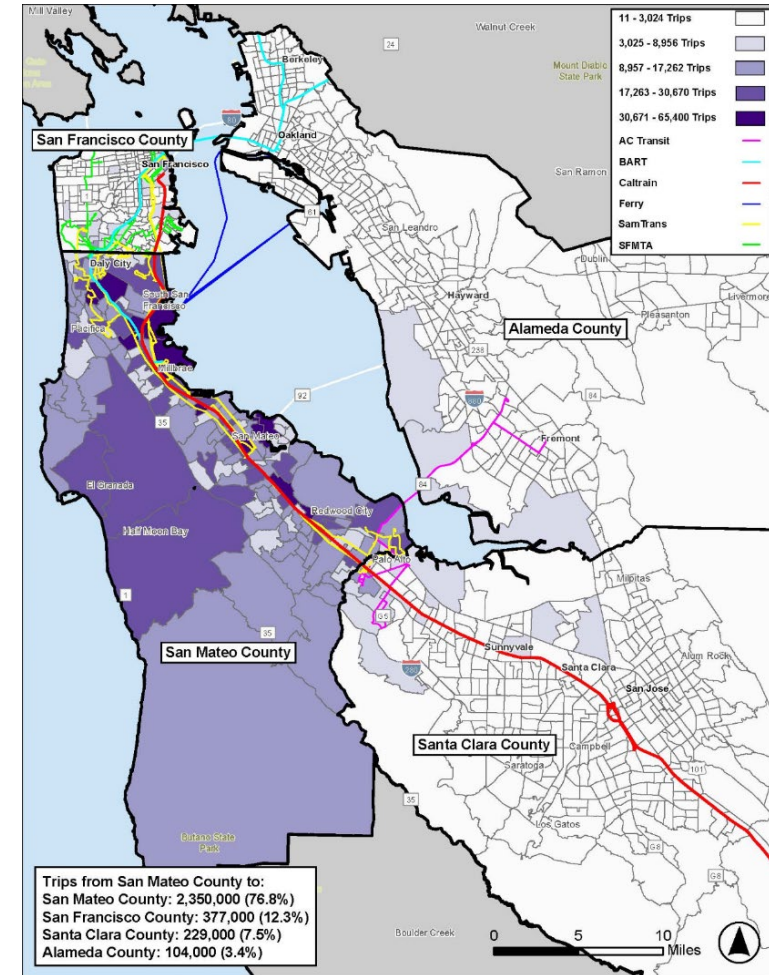
- Since COVID-19, entire study area has seen decrease in public transit usage and corresponding increase in residents working from home
- San Mateo County saw second largest decrease in public transit use and increase in residents working from home



EXISTING CONDITIONS SUMMARY

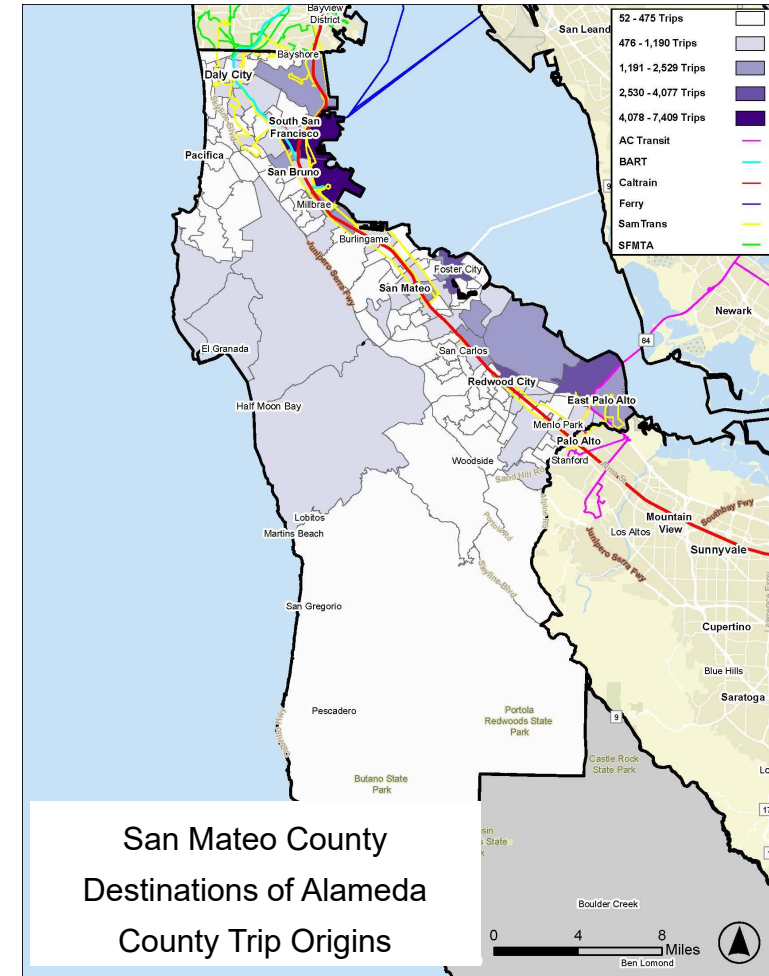
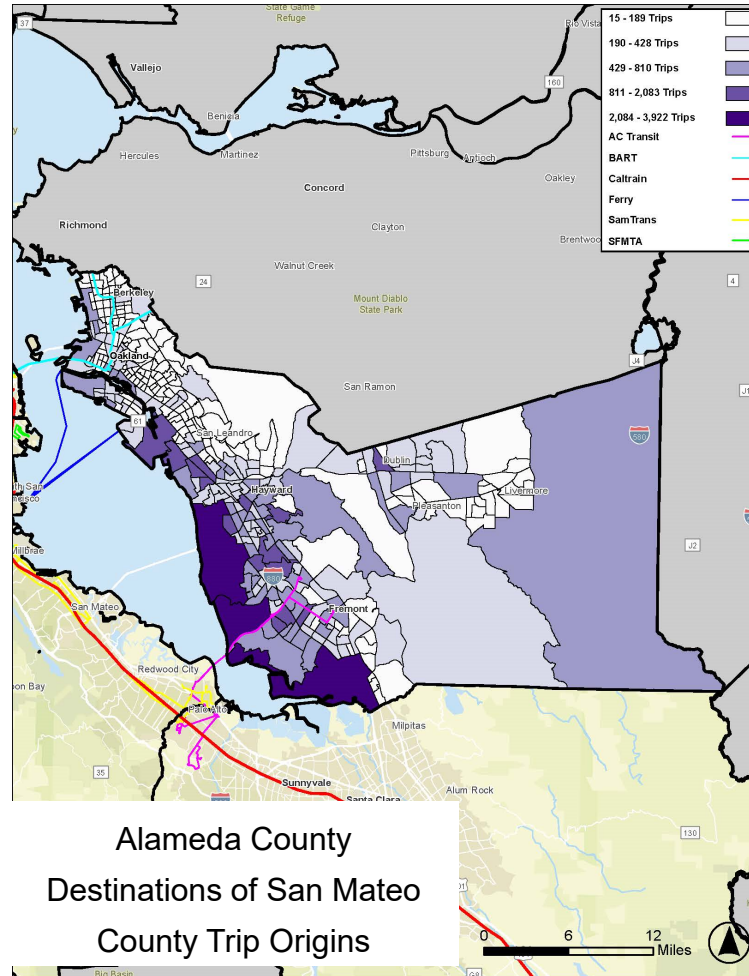
Key Findings for All Trips Originating in San Mateo

- 3.06 million trips begin in San Mateo County each day
 - 76.8% (2.35 million) end in San Mateo
 - 12.3% (377k) end in San Francisco
 - 7.5% (229k) end in Santa Clara
 - 3.4% (104k) end in Alameda



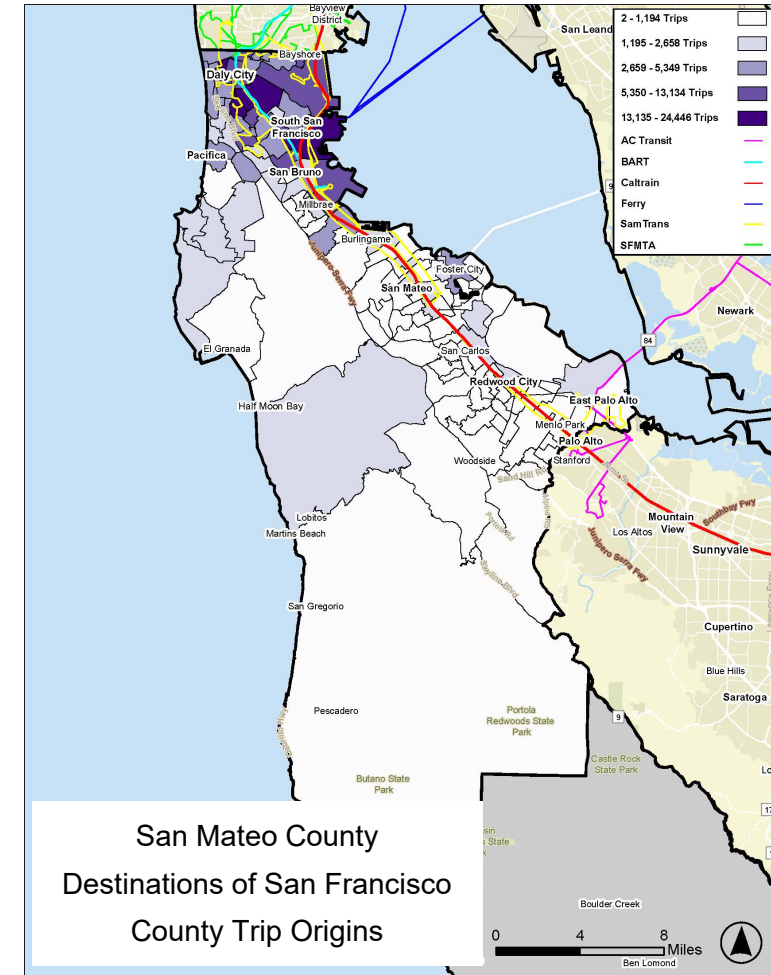
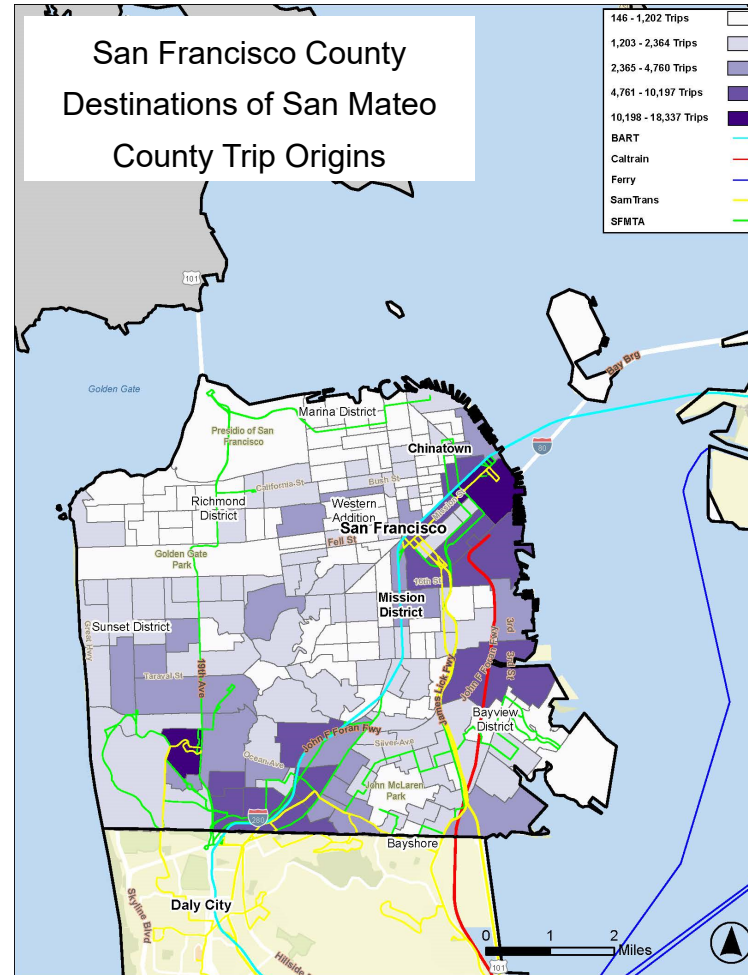
EXISTING CONDITIONS SUMMARY

- Alameda County to San Mateo County Travel Patterns
 - Most trips that start in San Mateo County end in the western half of Alameda County
 - Most trips that start in Alameda County end in the eastern portion of San Mateo County



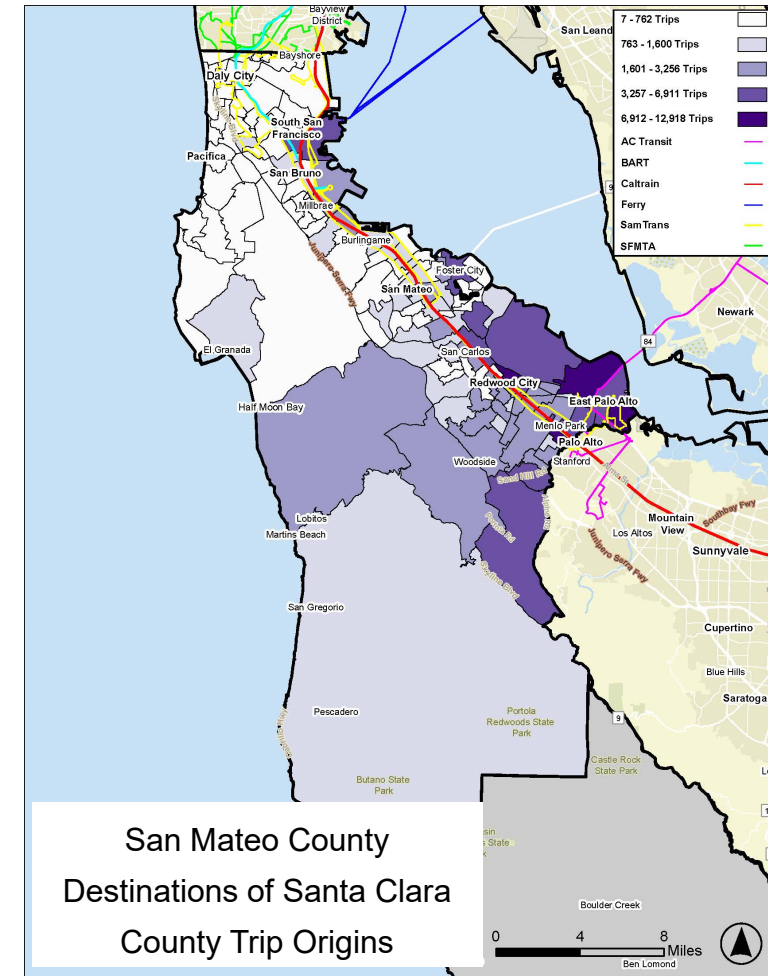
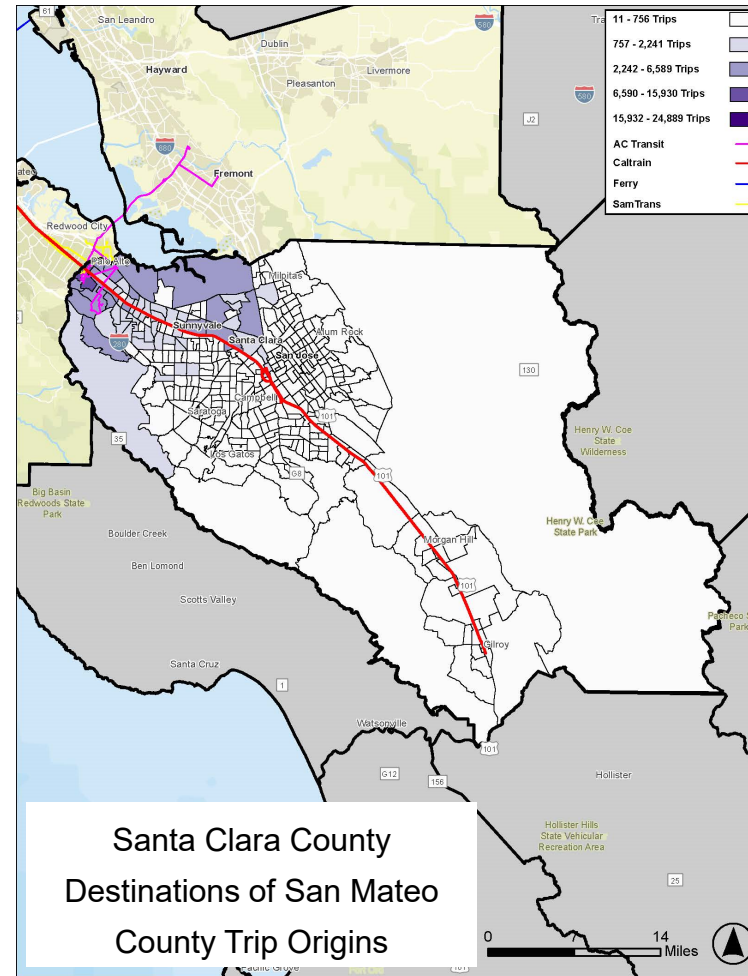
EXISTING CONDITIONS SUMMARY

- San Francisco County to San Mateo County Travel Patterns
 - Most trips that start in San Mateo County end near or in the northeast portion of San Francisco County
 - Most trips that start in San Francisco County end in the northern part of San Mateo County



EXISTING CONDITIONS SUMMARY

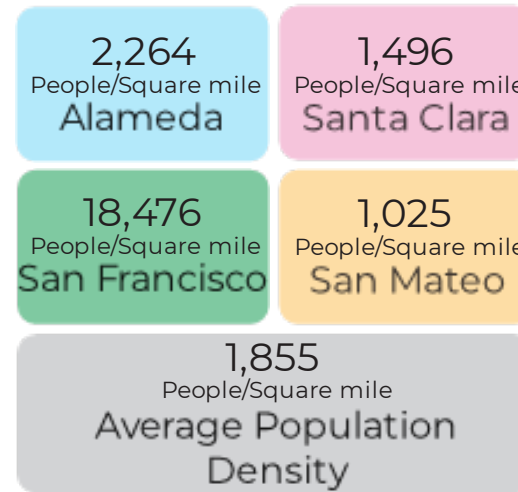
- Santa Clara County to San Mateo County Travel Patterns
 - Most trips that start in San Mateo County end in the northwest portion of Santa Clara County
 - Most trips that start in Santa Clara County end in the following San Mateo County cities: East Palo Alto, Redwood City, and South San Francisco



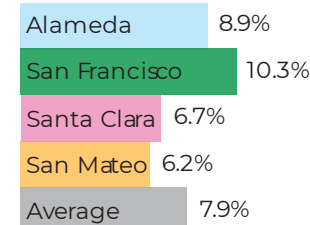
EXISTING CONDITIONS SUMMARY

- San Mateo County is least populated and least dense county within the study area
 - Projected to grow at lowest rate
- Has lowest number of residents below poverty line and with disabilities

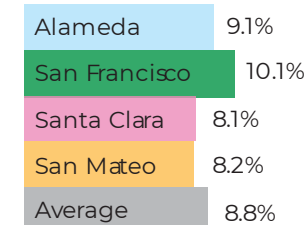
Population Density



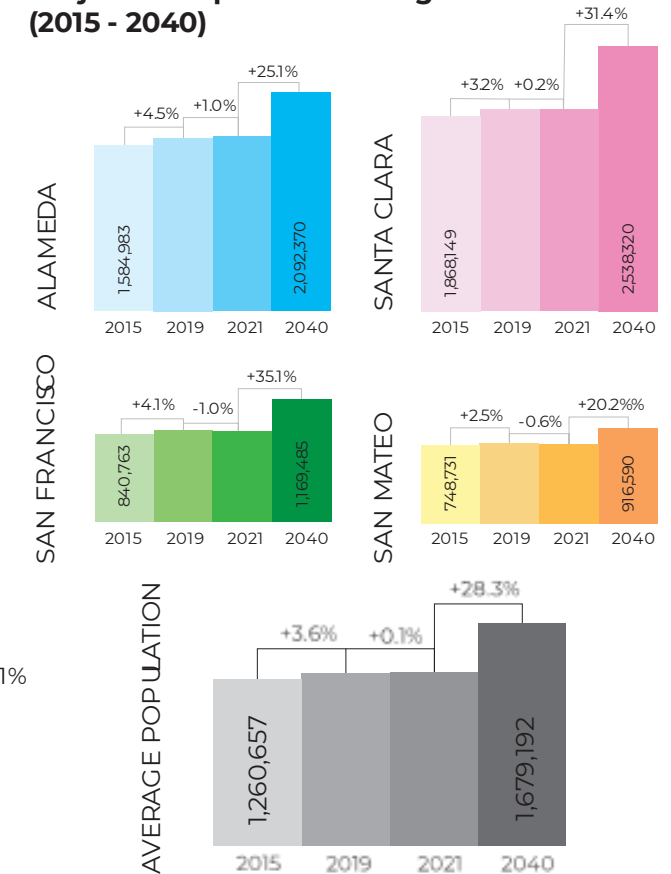
Residents below Poverty Line



Residents with Disabilities



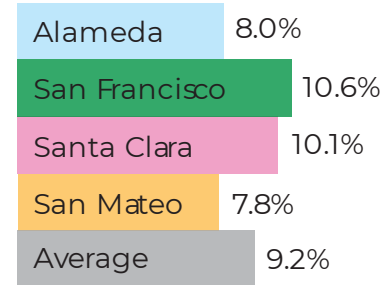
Projected Population Change (2015 - 2040)



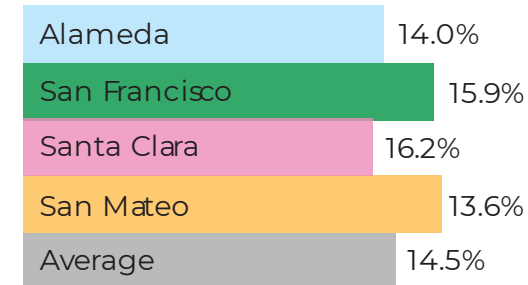
EXISTING CONDITIONS SUMMARY

- San Mateo County has lowest number of residents with limited English proficiency and zero-vehicle households
- Second or third in:
 - Median household income
 - Residents with no college degree
 - Non-white population
 - School-aged children
- Largest percentage of residents that are seniors

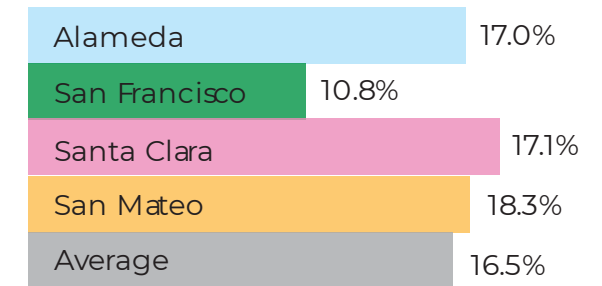
Limited English Proficiency Households



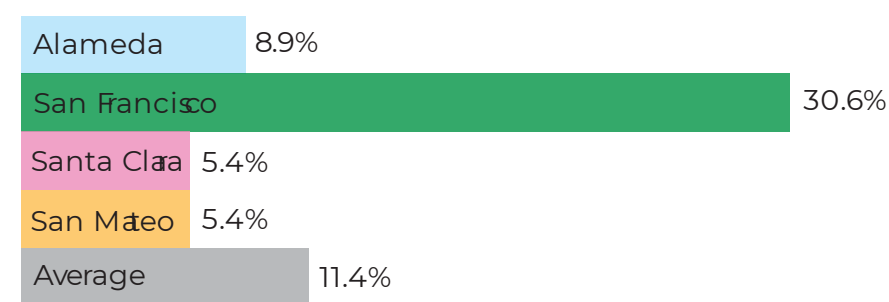
Residents who are Seniors



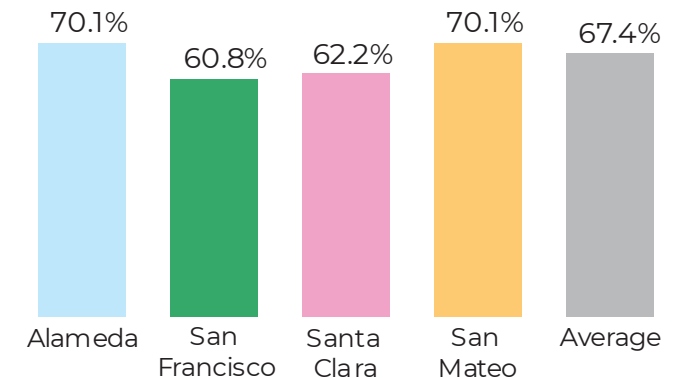
School-Aged Children



Zero-Vehicle Households



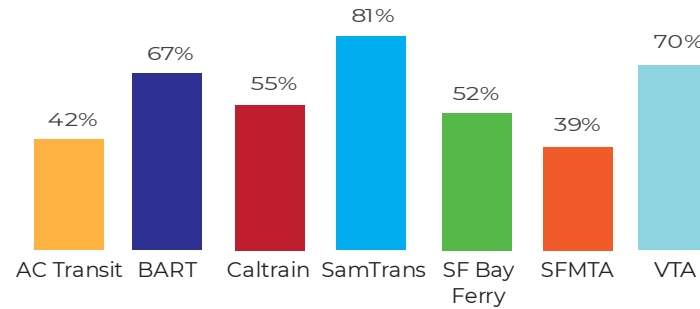
Non-White Population



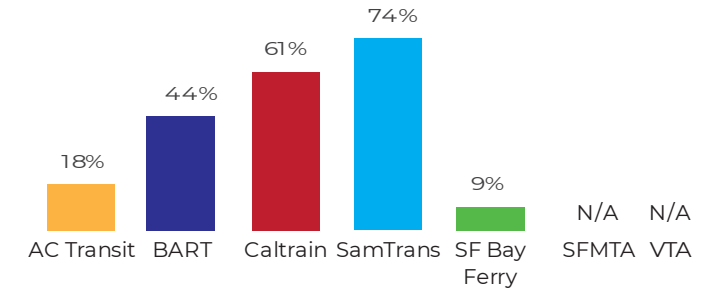
EXISTING CONDITIONS SUMMARY

- SamTrans serves highest percentage of riders that are non-white, zero-vehicle households, and school-aged children
- AC Transit serves highest percentage of riders that are disabled

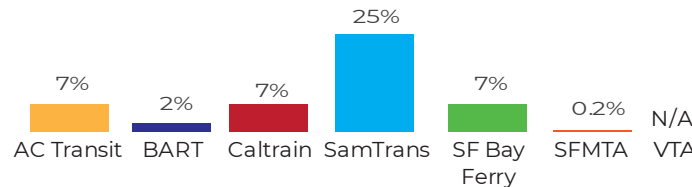
Non-White Riders



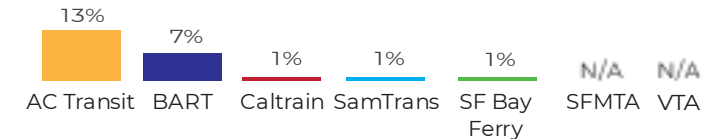
Zero-Vehicle Households



School-Aged Children



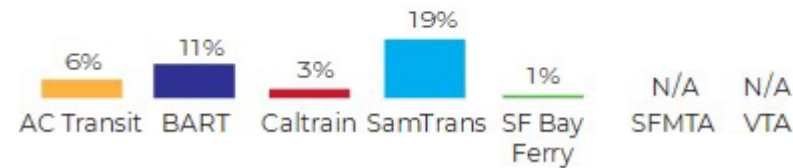
Riders with Disabilities



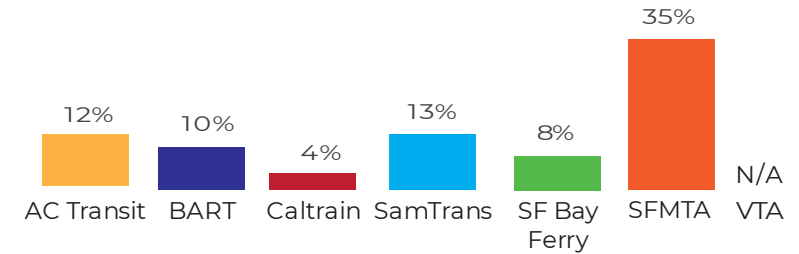
EXISTING CONDITIONS SUMMARY

- SamTrans serves highest percentage of riders that have limited English proficiency and are seniors
- Caltrain and SFMTA serve riders with the highest average income levels

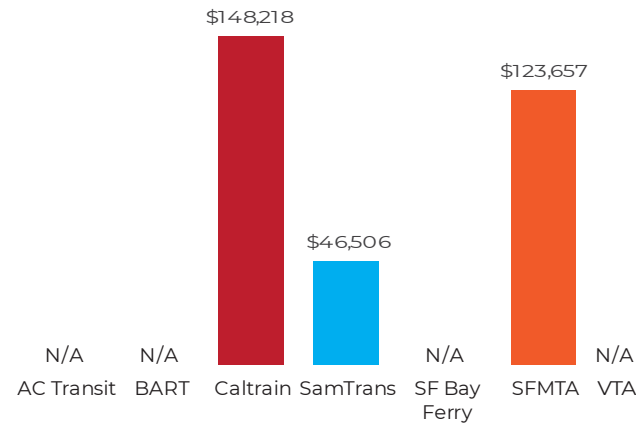
Limited English Proficiency Households



Riders that are Seniors

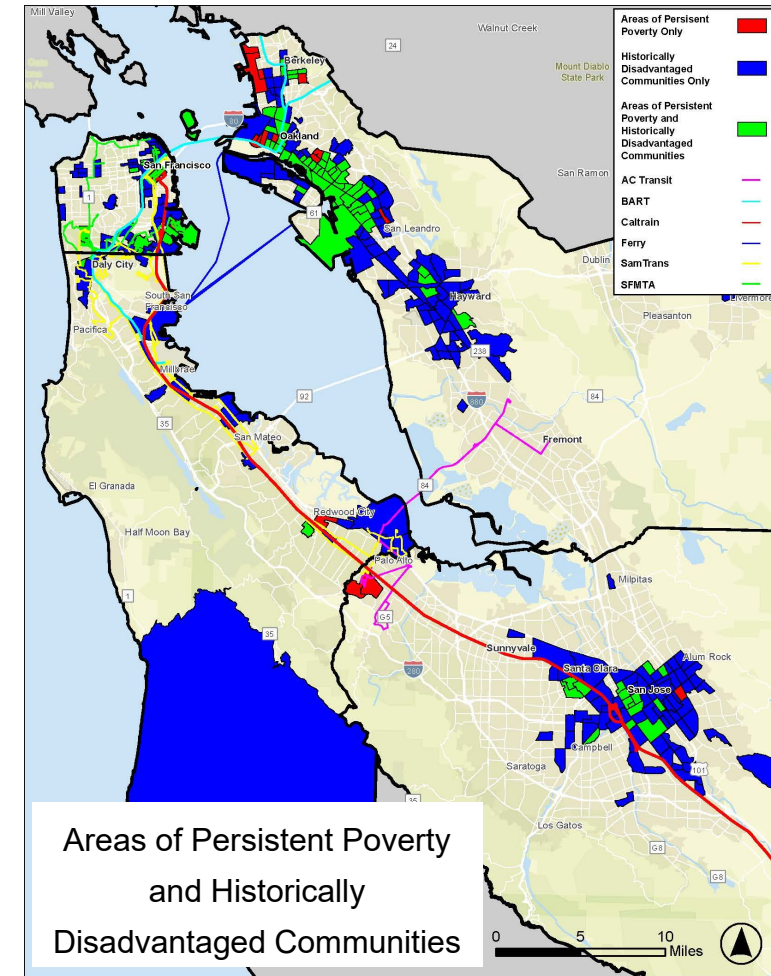
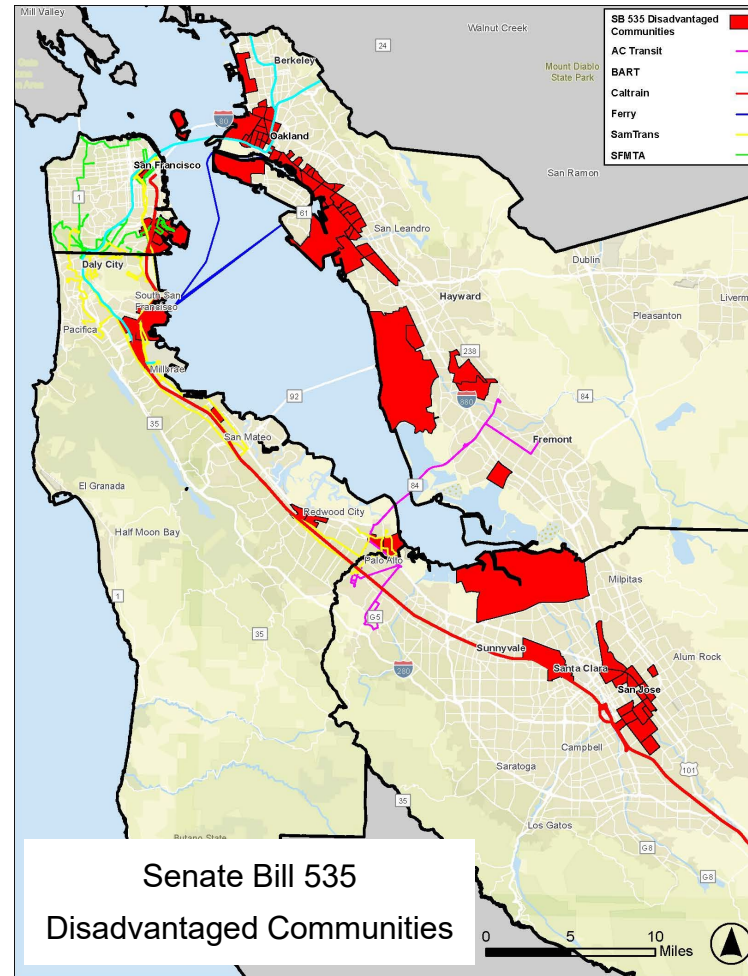


Average Income



EXISTING CONDITIONS SUMMARY

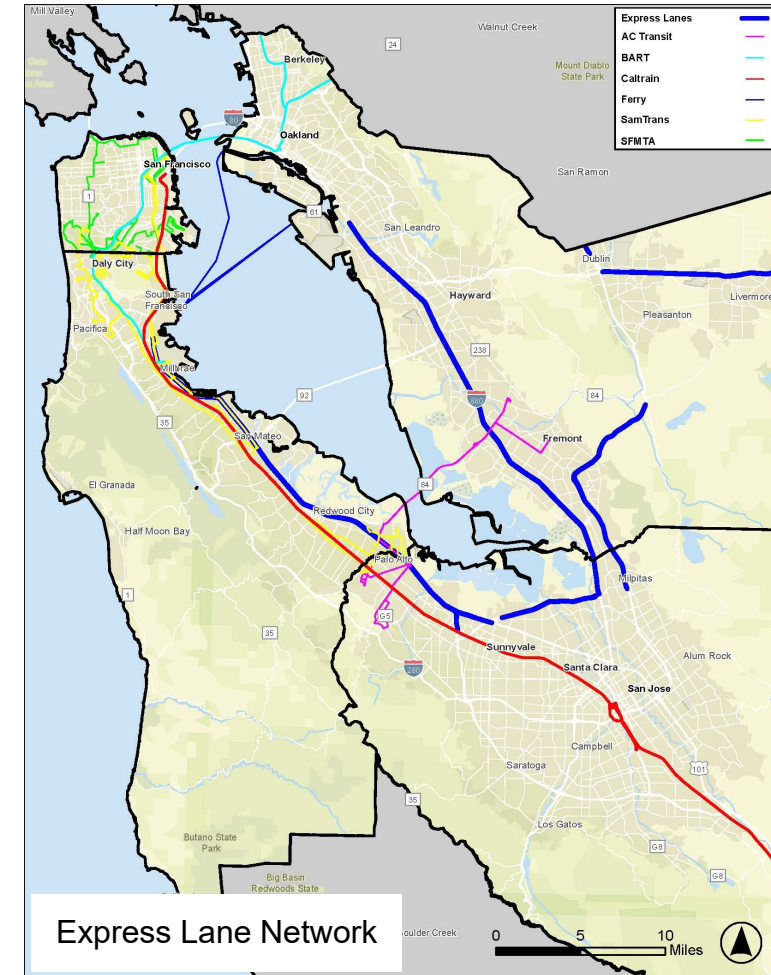
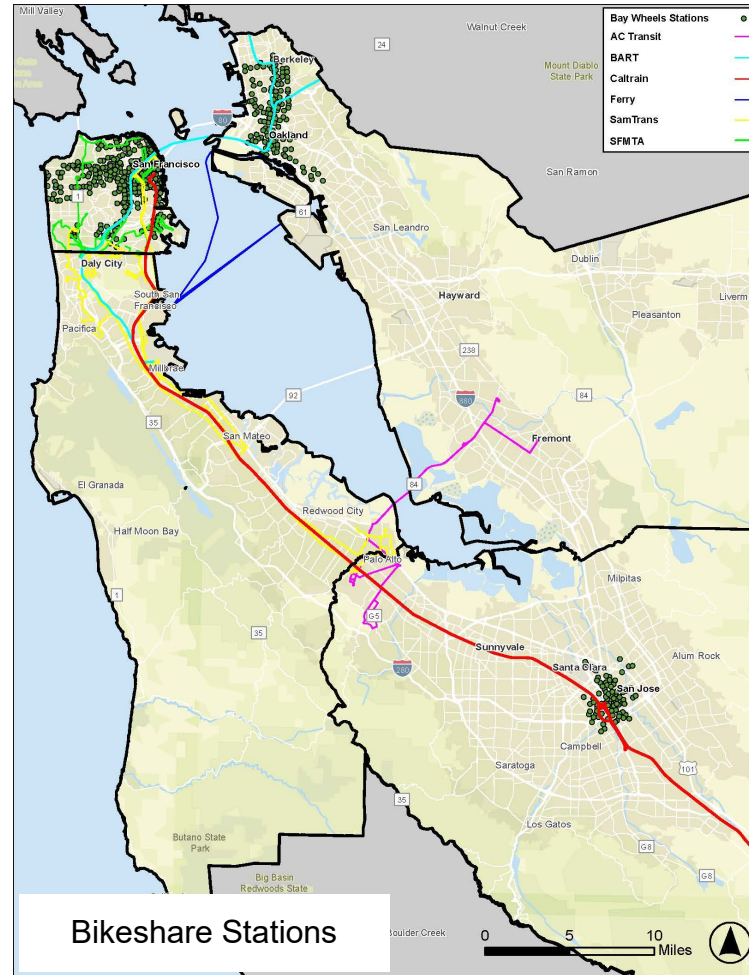
- The locations of disadvantaged and underserved populations were assessed compared to the regional transit network
- Majority of these populations are located in Daly City, East Palo Alto, Redwood City, San Bruno, and South San Francisco



EXISTING CONDITIONS SUMMARY

Other Travel Modes Supporting the Regional Transit Network

- Micromobility
- Private Employer Shuttles
- Express Lane Network
- Commute.org Shuttles



MTC TRANSIT 2050+

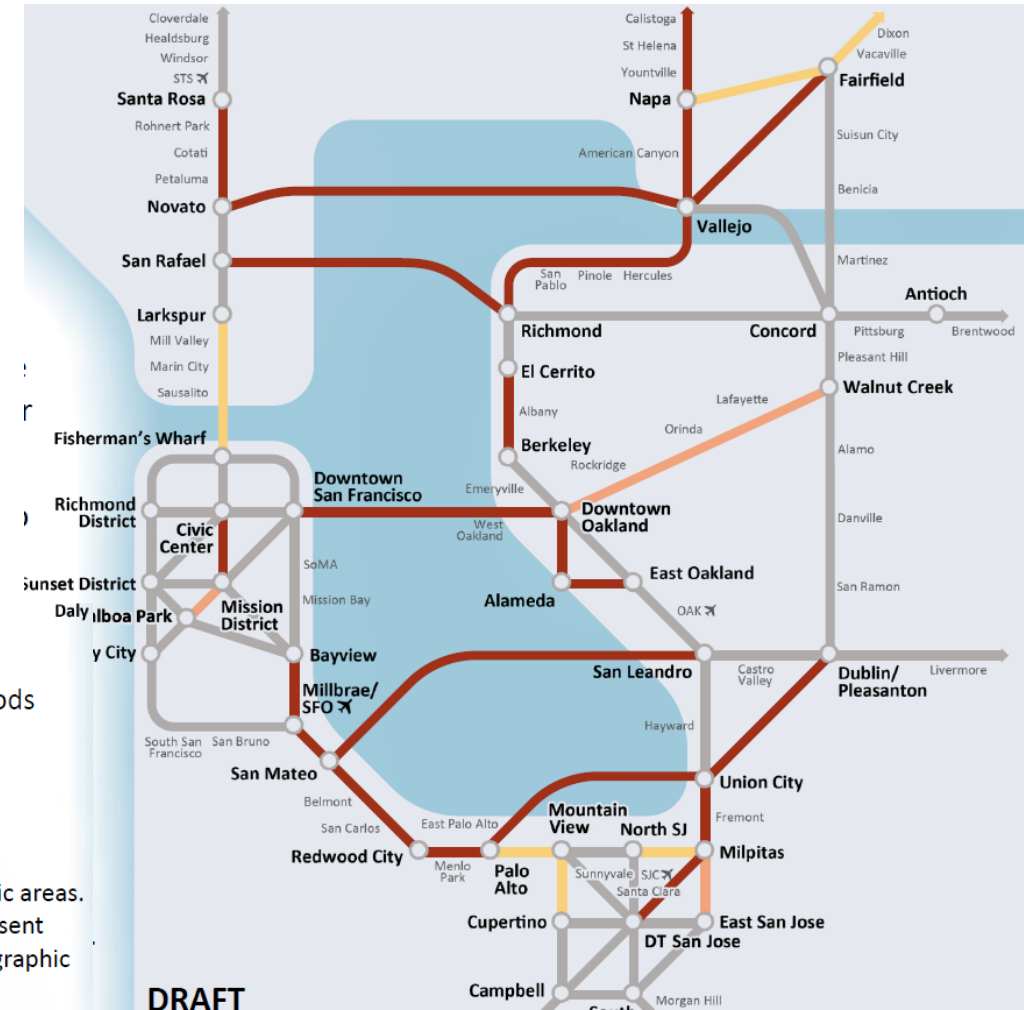
Regional Needs & Gap Assessment

- Identified potential service gaps for post-COVID transit riders
- Highlighted both north/south services on the Peninsula and east/west services on major bridges between Alameda & San Mateo County

Potential Gaps Identified:

- Potential Gap Identified for Peak and Non-Peak Periods
- Peak-Period only Potential Gap Identified
- Non-Peak Period only Potential Gap Identified
- No Gap Identified

Nodes represent larger geographic areas. The lines connecting nodes represent service level needs between geographic areas.



CAPITAL IMPROVEMENT PROGRAM

- Following completion and finalization of the project inventory, the project team will develop the CIP
- The CIP will provide a summary of each project including project limits, scope, and expected budget along with an analysis of how well each project aligns with the goals of the RTC program
- The project team will partner with the appropriate transit agencies and review their relevant plans and studies to include in the CIP
 - The agencies will be included in the review process and confirm accuracy and inclusion of all applicable projects



Community and Stakeholder Engagement



COMMUNITY & STAKEHOLDER ENGAGEMENT



Engagement Activities

- 10 Pop-up Events
- Small Group Meetings: Labor facilitated. community organizations, employers
- Online Survey (closes end of April):
<https://www.surveyhero.com/c/ve7hdm9d>
- Virtual engagement: social media, webpage

UPCOMING ENGAGEMENT OPPORTUNITIES

- Pop-Up Events:

- April 10 - 3 pm – 7 pm: San Leandro Farmer's Market
- April 11 - 9 am – 1 pm: Daly City Farmer's Market
- April 13 - 10 am – 2 pm: East Palo Alto Love our Earth Festival
- April 20 - 10:30 AM – 1:30 PM - WhaleFest: Earth Day Celebration in Pacifica
- April 27 - 11 am – 1 pm: Redwood City Downtown Public Library – Author + Live Music Event

- Online Survey (closes end of April):

<https://www.surveyhero.com/c/ve7hdm9d>



Questions and Answers



Discussion Questions



QUESTION 1

Where do you regularly travel to outside of San Mateo County and how do you get there?



QUESTION 2

Where would you like to go on transit outside of San Mateo County that you can't right now?



QUESTION 3

What would make it easier for you to take transit to/from San Mateo County?



QUESTION 4

Is there a type of regional transit (ferry, bus, trains, etc.) that you think should be prioritized for improvements, and why?



THANK YOU!



Project Contacts

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