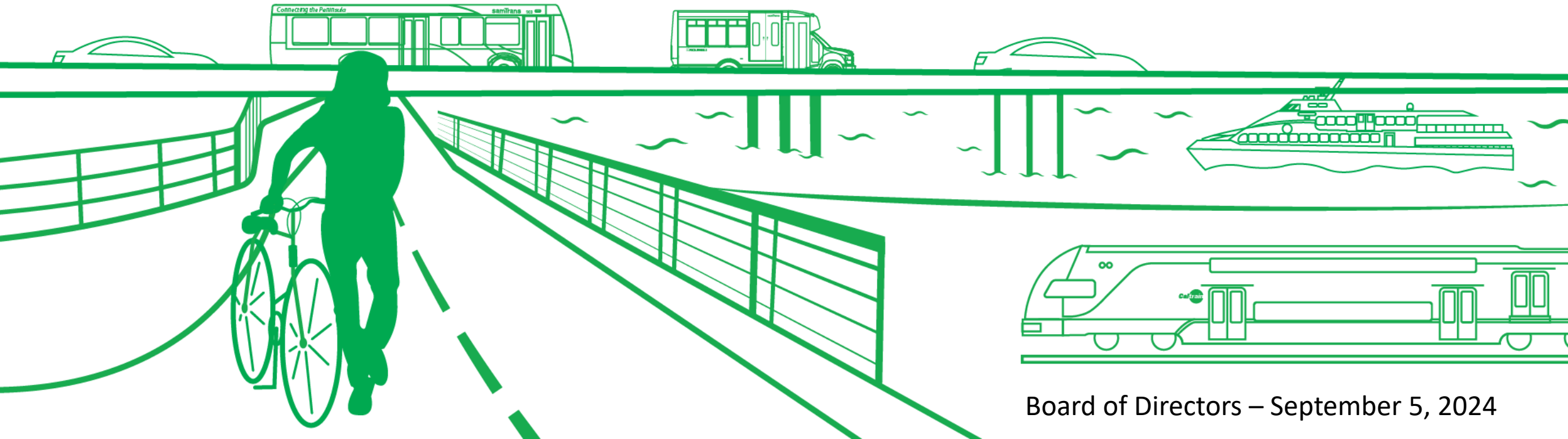




SAN MATEO COUNTY  
**Transportation  
Authority**

# Regional Transit Connections Plan



Board of Directors – September 5, 2024

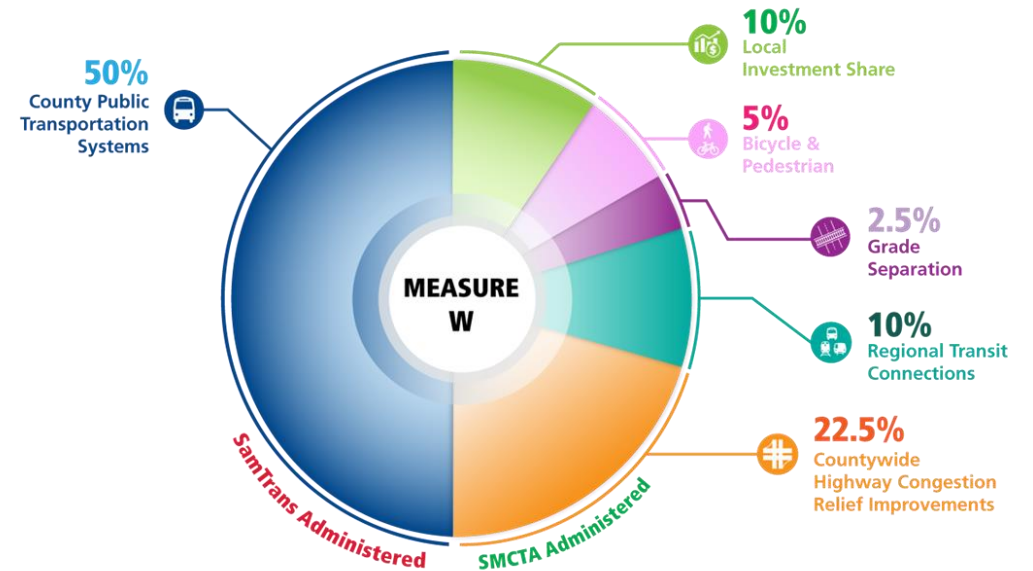
# AGENDA

1. RTC Overview and Project Schedule
2. Existing Conditions
3. Engagement
4. Capital Improvement Program (CIP)
5. Program Framework
6. Next Steps and Action Items



# MEASURE W AND RTC

- Measure W created a new TA Program Category:
  - 10% of total Measure W revenue goes toward the new RTC program category (approximately \$9.0 to \$12.0 million annually)
  - TA Strategic Plan 2020-2024 called for an RTC Plan and CIP to guide funding decisions
  - Board approved allocation of \$450k for preparation of RTC Plan in March 2023
  - As of adoption of TA Fiscal Year 2025 budget, \$63.2 million is available to be programmed



# RTC PROGRAM OVERVIEW

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

## Examples of Eligible Projects



**Rider Experience and Station Access Improvements**



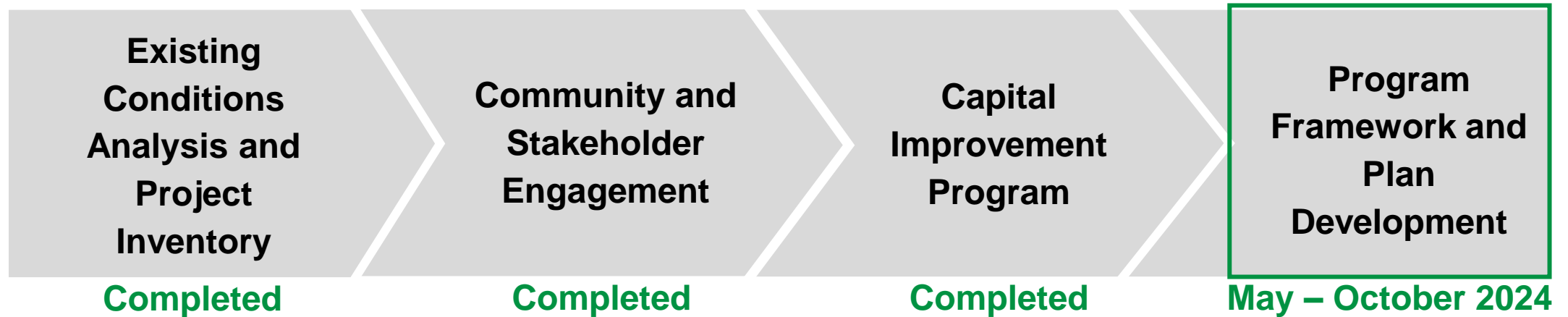
**New Ferry Terminals and Vessels**



**Enhanced Express Bus Service**

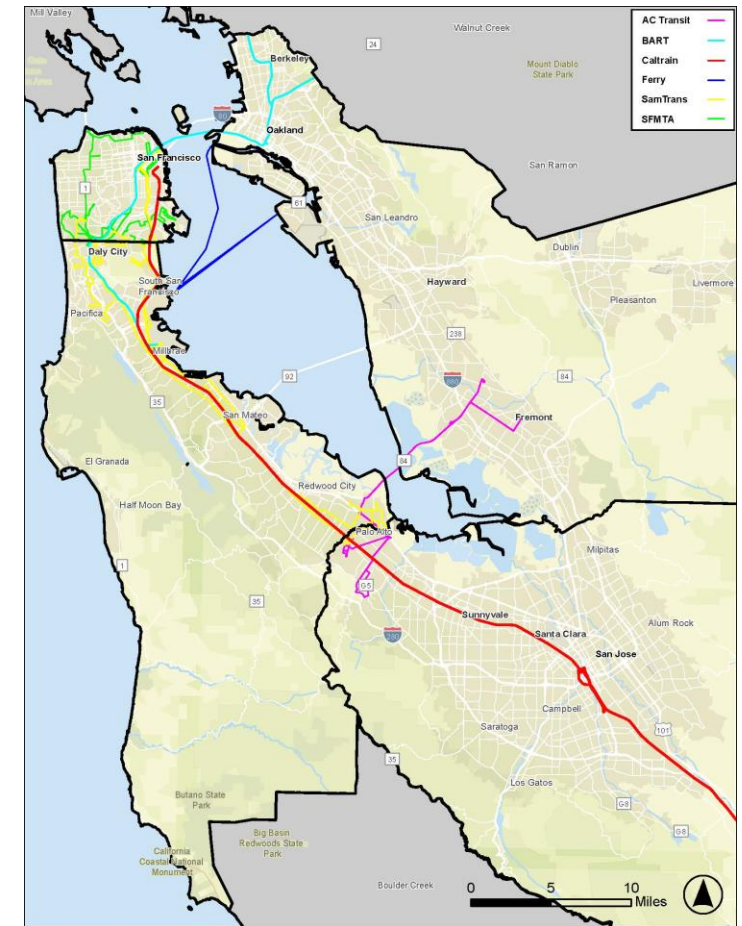


# RTC PLAN SCHEDULE



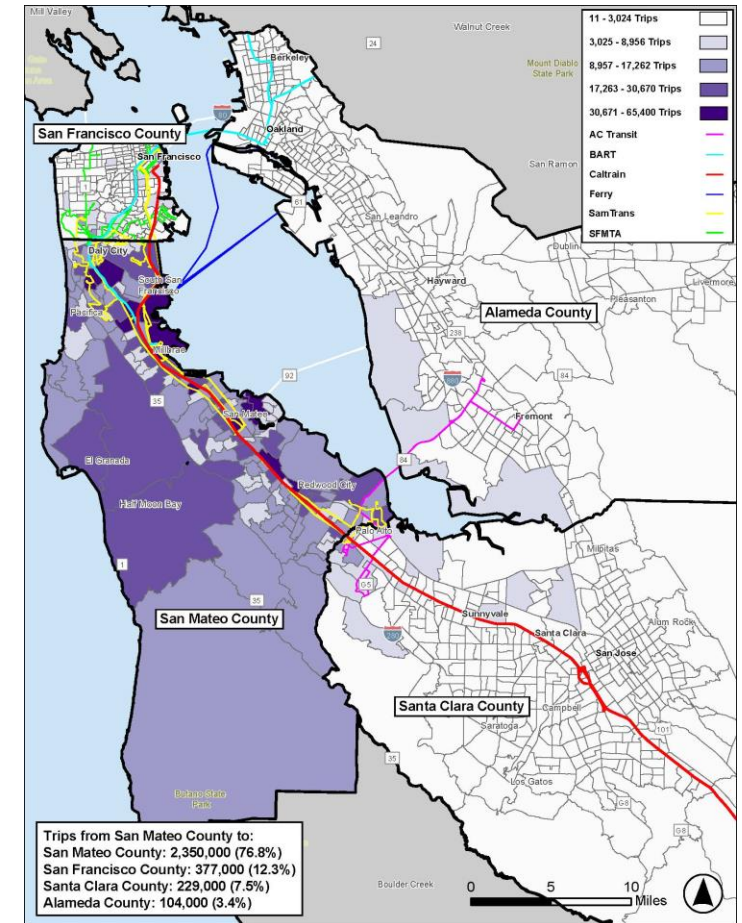
# STUDY AREA AND TRANSIT NETWORK

- Study area includes Alameda County, San Francisco County, San Mateo County, and Santa Clara County
- Served by AC Transit, BART, Caltrain, SamTrans, SFMTA, and WETA
- Ridership has decreased across all agencies post-pandemic
  - Recovery has been stronger for AC Transit, SamTrans, and SFMTA



# DEMOGRAPHICS AND TRAVEL PATTERNS

- Most San Mateo County commuters drive alone, followed by working from home, carpooling, transit, walking, and biking
- Most trips from San Mateo County end in the county, followed by San Francisco County, Santa Clara County, and Alameda County
- San Mateo County is the least populated and least dense county in the study area





# ENGAGEMENT OVERVIEW

Who did we engage with?

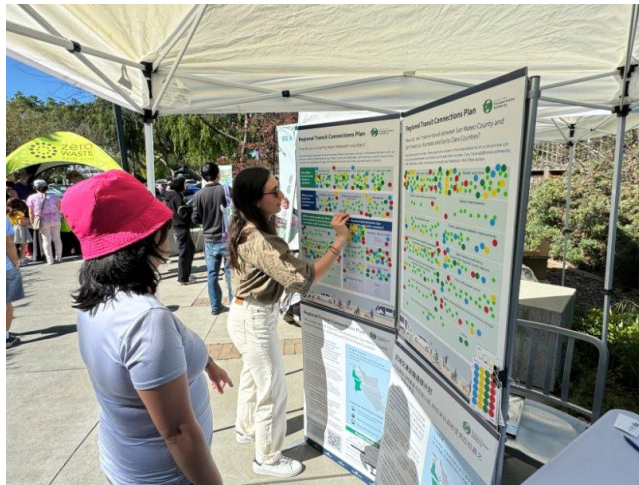
- Eight small group meetings with paid participation for 30 individuals including community-based organizations, large employers, and labor groups
- One virtual community meeting



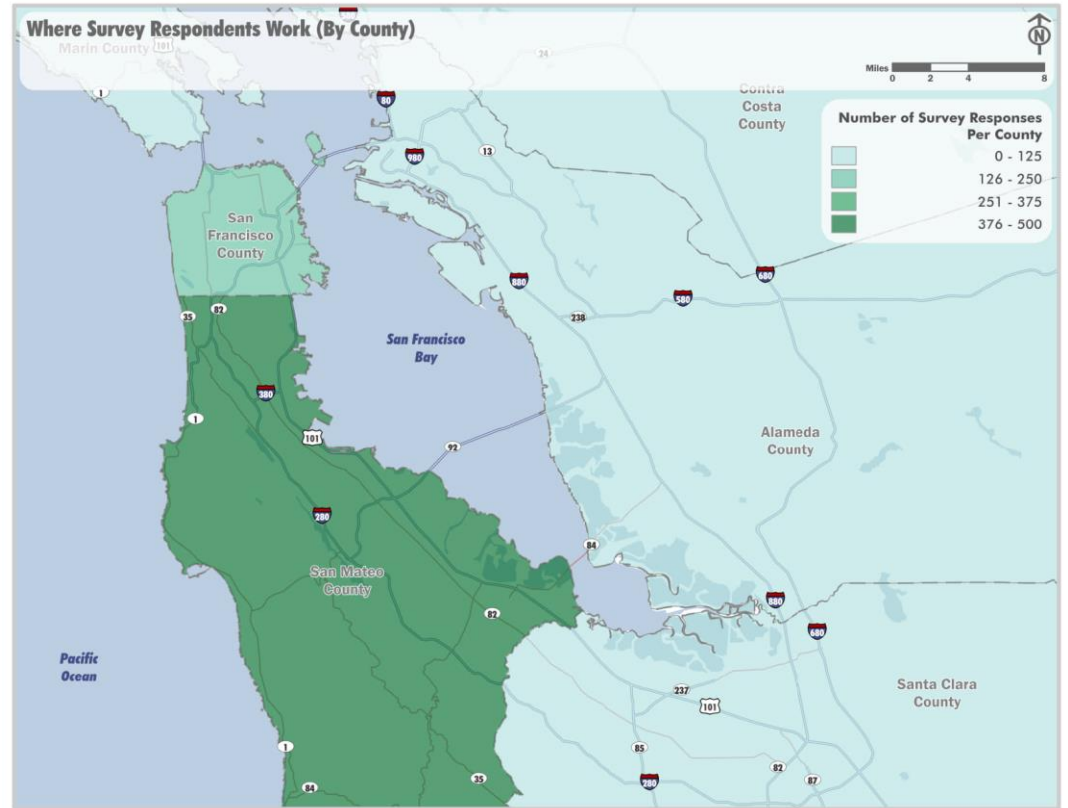
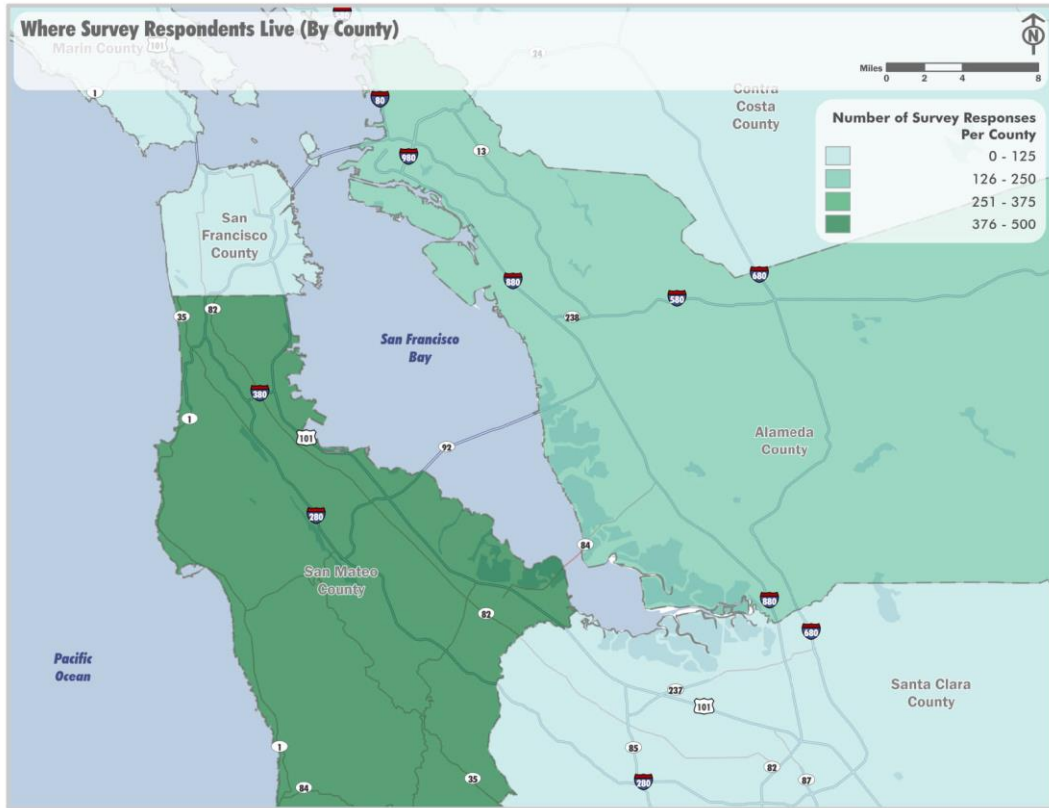


# ENGAGEMENT OVERVIEW

- Ten pop-up events across Alameda County, San Mateo County, and Santa Clara County and at regional transit stations
- Multilingual online survey with 933 responses

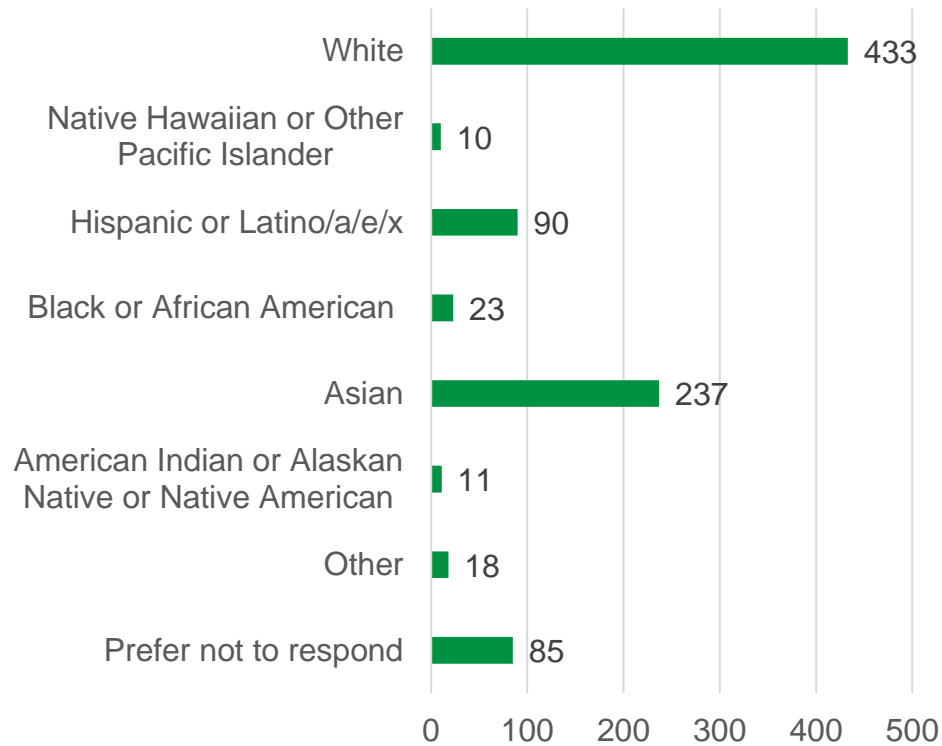


# WHO WE HEARD FROM

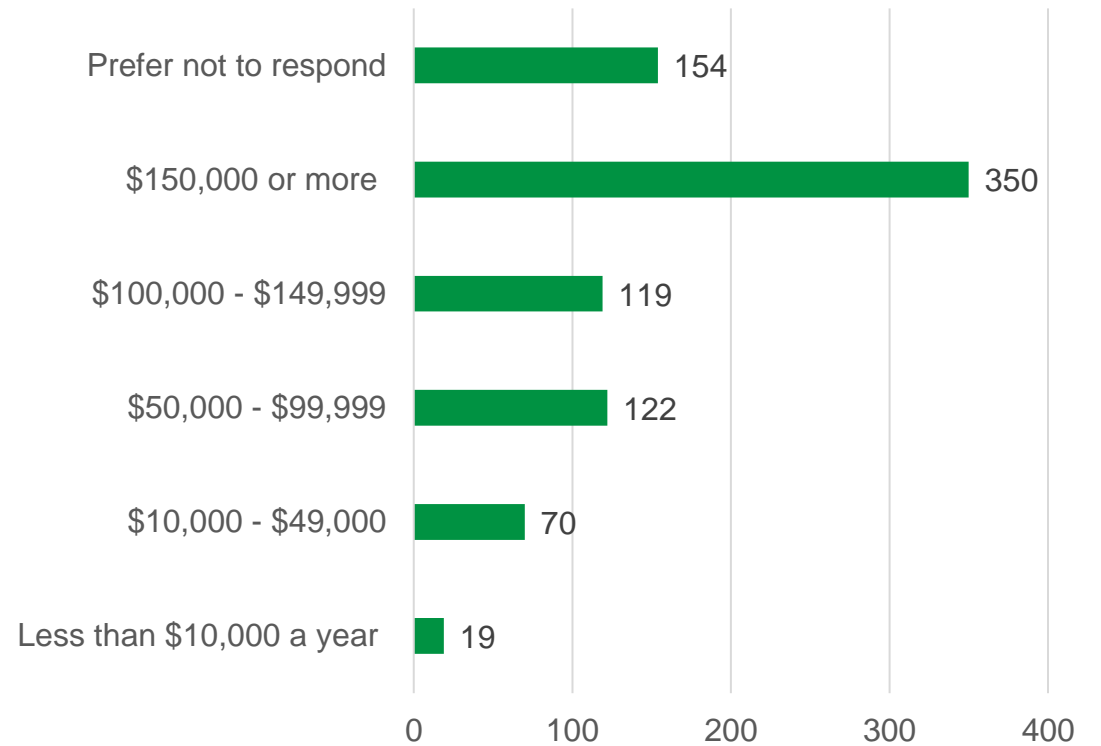


# WHO WE HEARD FROM

## Ethnicity



## Annual Household Income



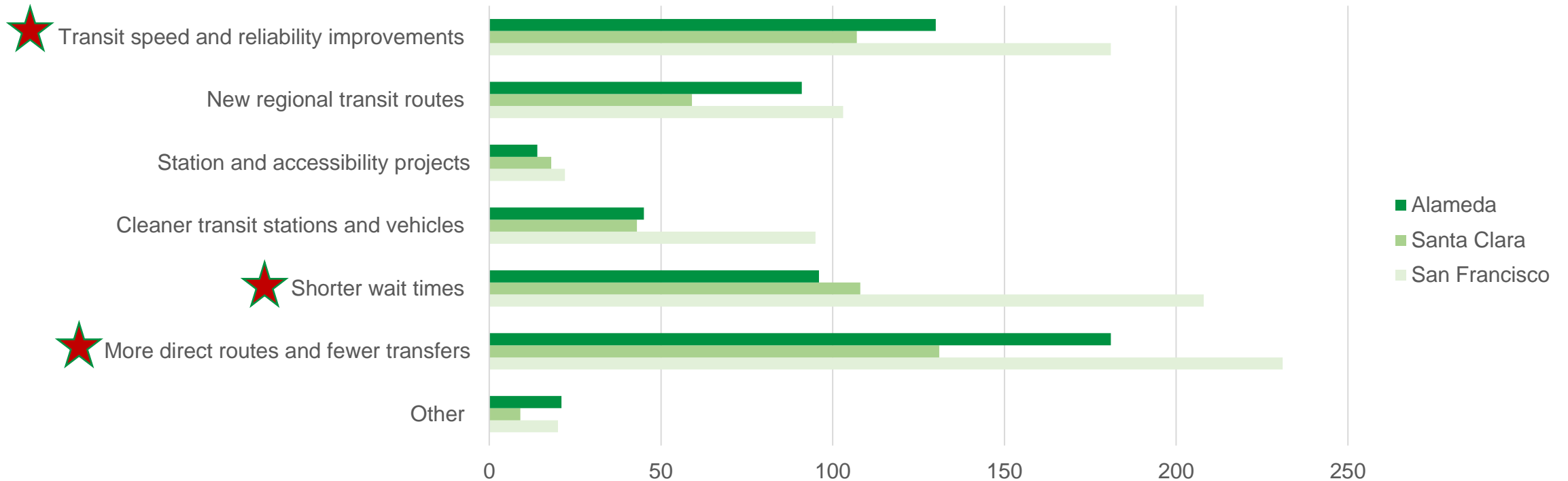
# WHAT WE HEARD

- Affordability
- Increased frequency of service
- Improvements to Dumbarton Express
- More direct routes
- Efficient and reliable routes
- Improving connectivity between modes of transportation
- Safety



# WHAT WE HEARD

What would motivate you to use public transit to between San Mateo County and other counties?



# CAPITAL IMPROVEMENT PROGRAM

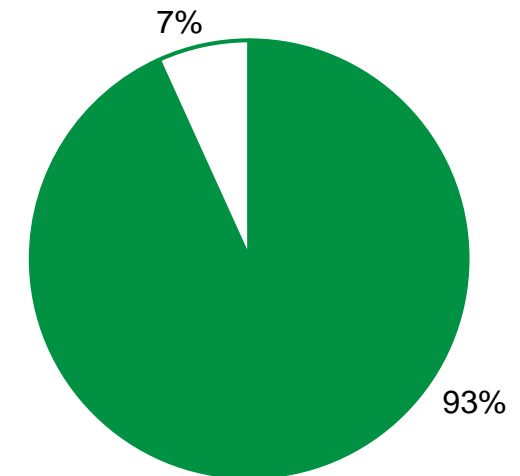
## Capital Projects Breakdown

Subcategory	Number of Projects	Total Cost
First/Last-Mile Infrastructure	1	\$9.0 million
New Transit Infrastructure – Bus	3	\$257.0 million
New Transit Infrastructure – Ferry	4	\$125.7 million
New Transit Infrastructure – Multiple	1	\$423.0 million
New Transit Infrastructure – Rail	10	\$4.7 billion
<b>Total</b>	<b>19</b>	<b>\$5.5 billion</b>

## Operations Projects Breakdown

Subcategory	Number of Projects	Total Cost
Improve Existing Operations – Bus	3	\$38.7 million
Improve Rider Experience – Rail	2	\$235.6 million
Improved or Expanded Service – Bus	1	\$10.0 million
New Service – Bus	7	\$17.3 million
New Service – Ferry	1	\$110.7 million
<b>Total</b>	<b>14</b>	<b>\$0.4 billion</b>

## Total Cost Breakdown



■ Capital □ Operations





# PROGRAM GOALS

1. Increase regional transit services and enhance infrastructure to improve transit speed and reliability
2. Establish more direct regional transit routes and supportive infrastructure to facilitate transit trips with fewer or cheaper transfers to increase transit use and reduce congestion in major highway corridors
3. Promote equitable regional transit programs, operations, and supportive infrastructure that improve connectivity between transit operators, enhance customer experience, help provide off-peak travel options, and increase safety for all riders
4. Develop a first/last-mile system that creates access for all ages and abilities to regional transit stations and supports connected micromobility



# PROGRAM SUB-CATEGORIES

Category	Definition	Funding Split Targets
Capital	Projects that will construct new infrastructure or alter the built environment	60%
Operations <sup>1</sup>	Projects that will improve existing transit service	30%
First/Last-Mile	Projects that will provide safe active transportation connections to regional transit nodes	10%

1. New or expanded operations only. Existing service level operating funds are not eligible.



# PROGRAM GUIDELINES

Program Guideline Category	Guideline Requirement
Eligible Sponsors	Limit to public transit agencies.
Matching Funds: Standard	Ten percent
Matching Funds: Equity Priority Locations	Reduce the minimum match to five percent for program applications located primarily in or that would reasonably serve people in MTC and/or SamTrans equity priority locations.
Minimum Funding Request	Require a minimum request of \$500,000 per allocation except for planning or feasibility study phases in support of a capital project.
Maximum Project Award	Capital projects: requests capped at \$25 million, operations projects capped at \$5 million, and first/last-mile projects capped at \$5 million.
Number of Applications	Eligible sponsors may submit up to three applications per RTC Call for Projects cycle. One additional application may be submitted for projects where the sponsor is acting solely as the lead agency to support a separate implementing agency.



# PROGRAM POLICIES

Type of Project	Policies
General	<ul style="list-style-type: none"> <li>• Alignment with relevant regional plans such as Plan Bay Area 2050+</li> <li>• Compliance with Measure W Congestion Relief Plan (non-supplantation requirements)</li> <li>• Project also eligible in highway program should apply to that program first</li> <li>• Peninsula Shuttle Program eligible if Measure A is not renewed</li> </ul>
Capital	<ul style="list-style-type: none"> <li>• Located within San Mateo County</li> <li>• All phases of work are eligible</li> <li>• Not eligible for general state of good repair or maintenance projects</li> <li>• Maximum project contributions: over \$25 million – up to 50%, under \$25 million – up to 75%</li> </ul>
Operations	<ul style="list-style-type: none"> <li>• Applicable to projects beyond San Mateo County if costs are proportional</li> <li>• Only for new or expanded services and includes customer experience programs</li> </ul>
First/Last-Mile	<ul style="list-style-type: none"> <li>• Must be identified as priority project in an agency’s station access improvement or equivalent plan</li> <li>• If an agency does not have a station access plan, TA will provide the seed funding to create plans for SMC only</li> <li>• Must improve connections within three miles of regional transit connections</li> <li>• Micromobility and bikeshare capital and operations are eligible if they support the regional transit network</li> </ul>



# PROJECT EVALUATION

- Call for Projects will occur on a four-year cycle
- Evaluation committee will assess project applications using the criteria on the subsequent slide
- Evaluation criteria updated to match program goals



# PROJECT EVALUATION

Criteria	Definition	Criteria Weight
Connectivity	Project's ability to provide transit connectivity, speed, and/or reliability improvements between San Mateo County and Alameda County, San Francisco County and/or Santa Clara County	30%
Sustainability	Project's ability to sustain ridership and growth, implement green infrastructure, and/or reduce congestion (vehicle miles travelled) on the region's highways and roadways	20%
Equity and Community Support	Project's support from local communities and/or the RTC engagement process while also promote equity through the proximity to and/or serving of MTC Equity Priority Communities and/or SamTrans EPAs	25%
Safety and Customer Experience	Project's ability to reduce collisions, increase security, improve first/last-mile connections to and from transit services for non-single occupant vehicle users	20%
Readiness	Project's ability to proceed as quickly as possible following award of funding	5%





# NEXT STEPS AND ACTION ITEMS

- The project team will address feedback from today's meeting for the Final Plan
- The Public Review Draft will be open until September 20, 2024
- The Final Plan will be presented for adoption at the October TA Board meeting

<https://smcta.konveio.com/regional-transit-connections-plan-public>



# THANK YOU!

## Contact

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