

October 2024



Regional Transit Connections Plan

Version: Final

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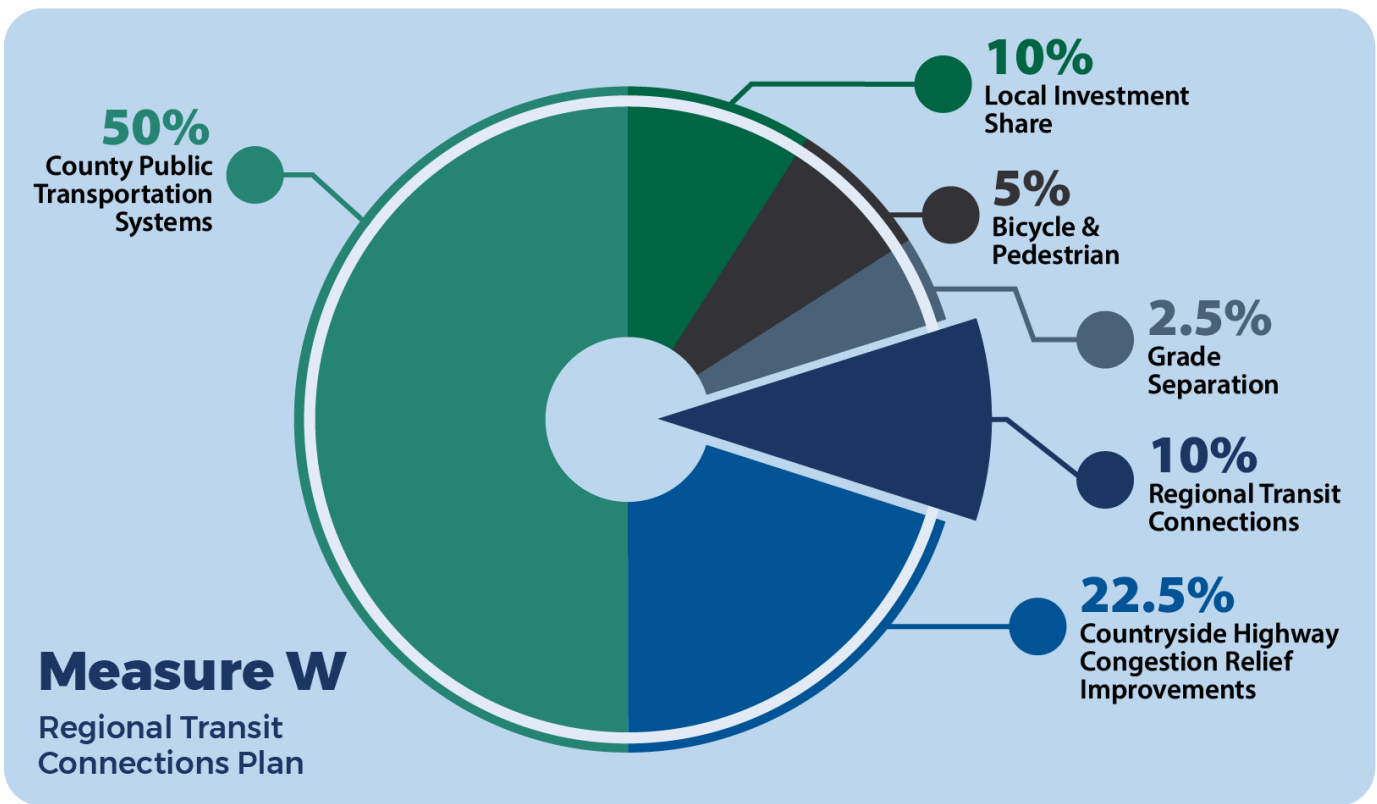
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INTRODUCTION

This document presents the Regional Transit Connections (RTC) Plan developed for the San Mateo County Transportation Authority (TA). The plan provides guidance for the new Measure W RTC funding program. The program was established through the passing of Measure W by San Mateo County voters which provided the county with additional resources to improve transit and relieve traffic congestion raised from the half-cent sales tax.

As shown in Figure 1, Measure W includes funds for highway projects, local street repair, grade separations for Caltrain tracks, expanded bicycle and pedestrian facilities or programs, and improved transit connections. Ten percent of Measure W revenues go toward the RTC Program, adding up to approximately \$9.0 to \$12.0 million per year. As of the adoption of the Fiscal Year (FY) 2024-2025 TA budget, \$63.2 million is available to be programmed.

Figure 1: Measure W Breakdown



Source: San Mateo County Transportation Authority, 2024.

The RTC Plan identifies policies that will guide the implementation of the RTC Program through planning, operating, and capital recommendations based on the ability of projects to improve regional access for San Mateo County residents, workers, and visitors. Figure 2 provides examples of projects that would be eligible for program funding.

Figure 2: Examples of Eligible Projects



The plan will be a guide for initiating and selecting projects and programs for the Measure W RTC funding category. These funds will support projects and programs that aim to meet the following program goals¹

Goal 1	Goal 2	Goal 3	Goal 4
<p>Increase regional transit services and enhance infrastructure to improve transit speed and reliability</p>	<p>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</p>	<p>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</p>	<p>Develop a first/last-mile system that creates access for all ages and abilities to regional transit stations and supports connected micromobility</p>

¹ These goals built off the Measure W Core Principles and were refined through community and stakeholder input.

The plan was developed based on a robust community and stakeholder outreach approach with a particular emphasis on ensuring traditionally underserved communities by transit were involved. Figure 3 provides an overview of the plan development schedule.

Figure 3: RTC Plan Development Schedule



The plan includes the following sections:

- Existing Conditions
- Engagement
- Capital Improvement Program Summary
- Program Framework
- Appendix 1: CIP
- Appendix 2: Engagement Summary Report
- Appendix 3: Survey Responses
- Appendix 4: Small Group Meeting Summaries
- Appendix 5: Pop-Up Event Summaries
- Appendix 6: Virtual Public Meeting Summary
- Appendix 7: Working Group Meeting Agendas
- Appendix 8: Draft Plan Comments



EXISTING CONDITIONS

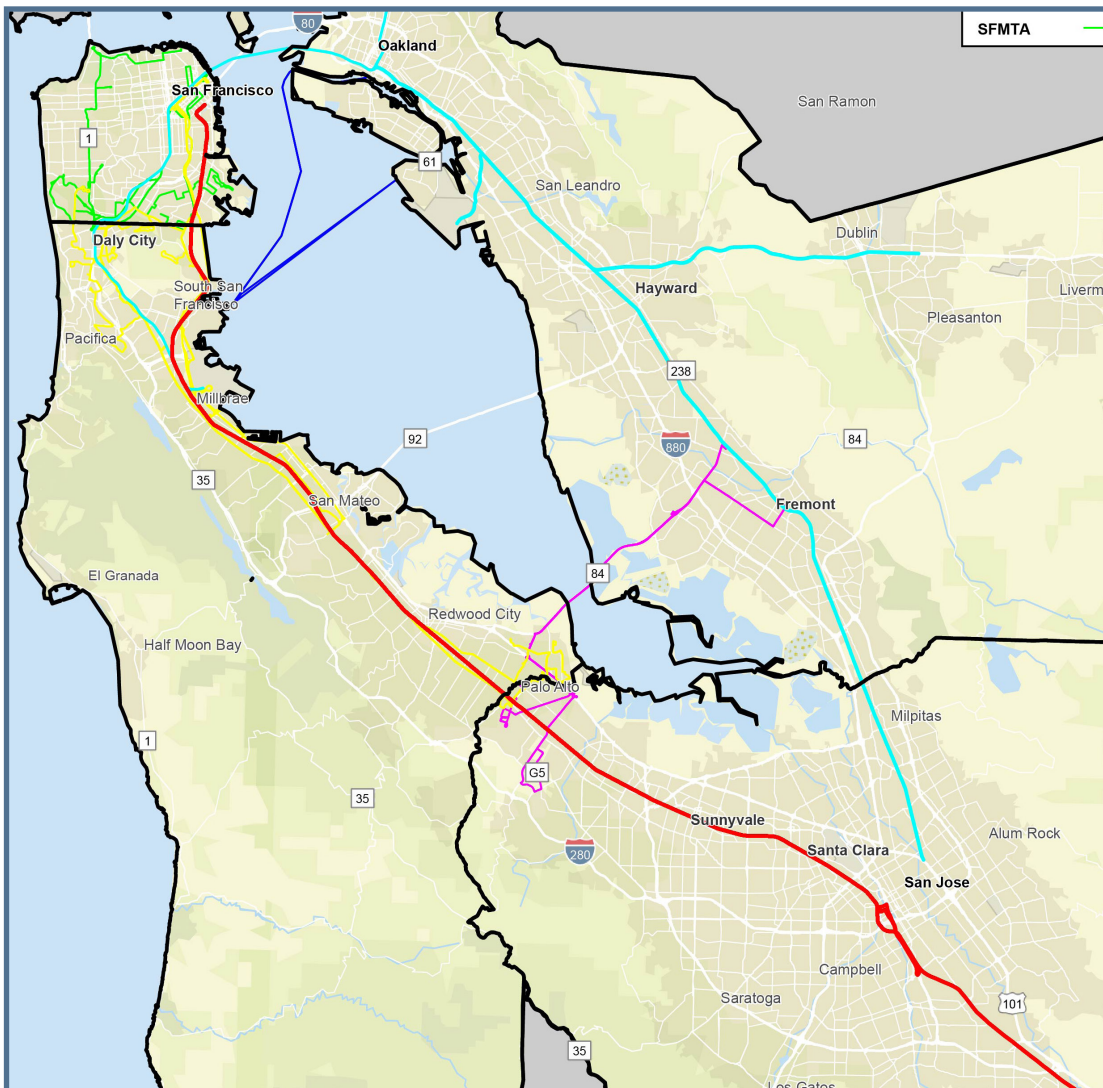
The first step in developing the RTC Plan was conducting an analysis of existing conditions within the study area, which included Alameda County, San Francisco County, San Mateo County, and Santa Clara County. The intent of the existing conditions analysis was to produce a baseline assessment of the regional transit network to identify existing roadways, transit service frequency, planned regional transit projects, and key activity centers outside of San Mateo County that can be accessed via regional transit services. The analysis also identified demographics within the study area with a focus on transit riders.

REGIONAL TRANSIT NETWORK SERVING SAN MATEO COUNTY

The study area is served by a network of multi-modal transportation services as shown in Figure 4: Regional Transit Network Serving San Mateo County. The major agencies that connect San Mateo County with the other portions of the study area include:

- AC Transit
- Caltrain
- SFMTA
- BART
- SamTrans
- WETA

Figure 4: Regional Transit Network Serving San Mateo County



Ridership across all agencies has decreased due to the pandemic. As shown in Table 1, the largest decreases in ridership have been experienced by agencies that primarily cater to commuters (BART and Caltrain). AC Transit, SamTrans, and SFMTA have experienced stronger recoveries in ridership as more residents rely on these services for a wider variety of trip purposes throughout the day. WETA experienced the highest ridership recovery of all agencies serving the area.

Table 1: Regional Transit Ridership

Agency	2019 Average Weekday Ridership	August 2023 Average Weekday Ridership	Percent Change
AC Transit	175,013 ²	127,756 ³	-27%
BART	414,166 ⁴	166,637 ⁵	-60%
Caltrain	63,597 ⁶	20,284 ⁷	-68%
SamTrans	47,730 ⁸	33,184 ⁹	-30%
SFMTA ¹⁰	706,007	443,610	-37%
WETA	9,944 ¹¹	7,839 ¹²	-21%

² Source: "Annual Report 2019", AC Transit, 2019, https://www.actransit.org/sites/default/files/2021-03/0017-20%20Annual%20Report%202019_small_FNL.pdf.

³ Source: "Average Weekday Ridership", AC Transit, 2024, <https://kpi.actransit.org/#ridership>.

⁴ Source: "BART: The Bay Area's Transportation Backbone", BART, 2019, <https://www.bart.gov/sites/default/files/docs/2019%20BARTFacts2019%20FINAL.pdf>.

⁵ Source: "Monthly Ridership Report September and Trailing 12-months", BART, 2023, <https://www.bart.gov/sites/default/files/2023-10/202309%20MRR.pdf>.

⁶ Source: "Caltrain 2019 Annual Passenger Count Key Findings", Caltrain, 2019, <https://www.caltrain.com/media/1359/download>.

⁷ Source: "Peninsula Corridor Joint Powers Board of Directors Meeting", Caltrain, 2023, <https://www.caltrain.com/media/31725/download>.

⁸ Source: "End-of-Year Performance Report FY 2019", SamTrans, 2019, <https://www.samtrans.com/media/6392/download>.

⁹ Source: "Board of Directors Meeting", SamTrans, 2023, <https://www.samtrans.com/media/31718/download>.

¹⁰ Source: "City Performance Scorecards", City and County of San Francisco, 2023, <https://sfgov.org/scorecards/transportation/ridership>.

¹¹ Source: "San Francisco Bay Area Water Emergency Transportation Authority dba San Francisco Bay Ferry 2019 Annual Agency Profile", Federal Transit Authority (FTA), 2019, https://www.transit.dot.gov/sites/fta.dot.gov/files/transit_agency_profile_doc/2019/90225.pdf.

¹² Source: WETA, 2024 (2023 average weekday ridership for the entire year shown).

TRAVEL PATTERNS

Modes of travel to work differ by county throughout the study area and reflect changes in office occupancy since the pandemic. As shown in Table 2, San Mateo County commuters are most likely to drive alone to work, followed by working from home, carpooling, taking public transit, walking, biking, and other means of transportation. Across the four counties, the biggest changes since the pandemic are decreases in public transit usage and corresponding increases in residents working from home.

Table 2: Means of Transportation to Work¹³

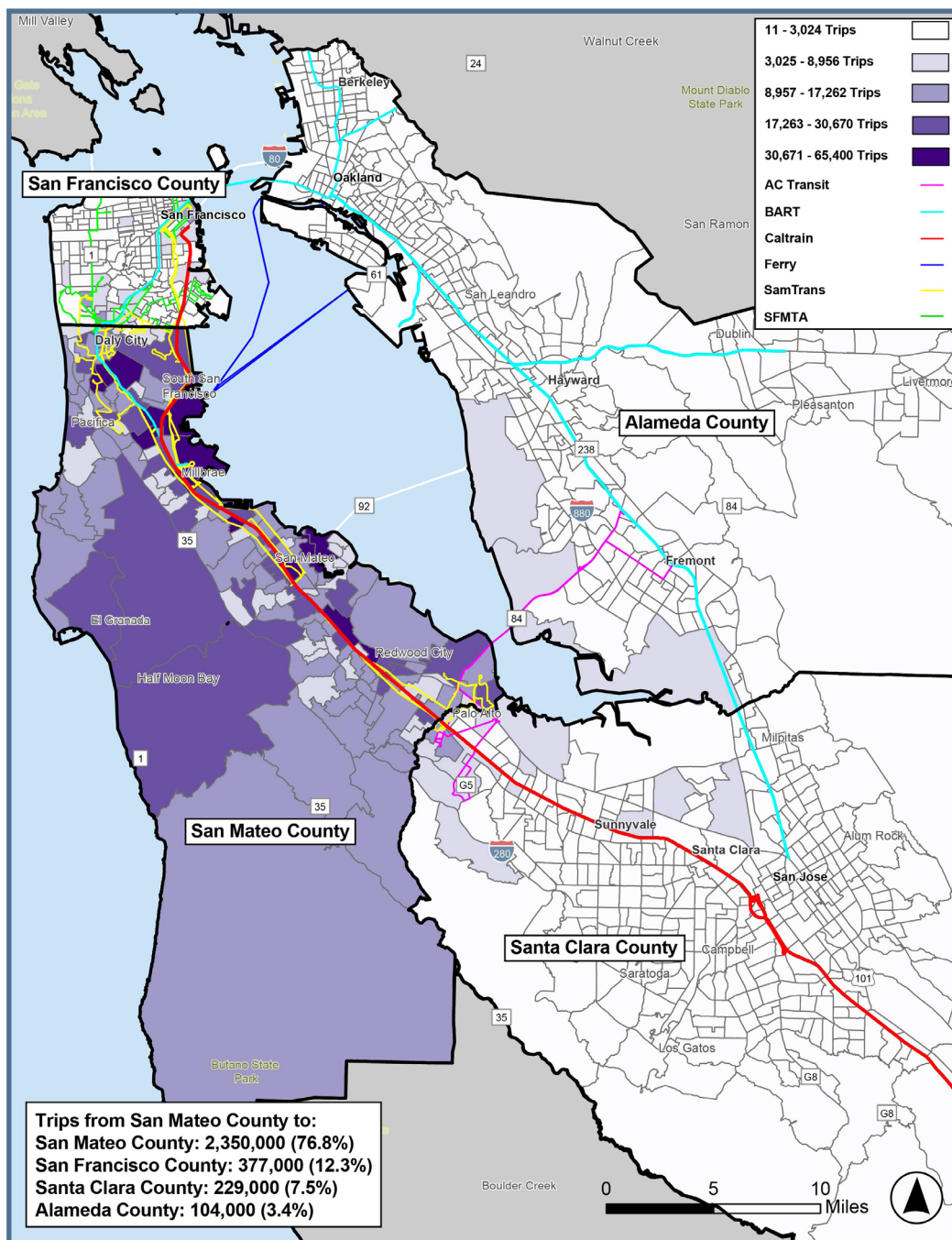
Mode	Year	Alameda	San Francisco	San Mateo	Santa Clara	Average
Drive Alone	2019	59.5%	32.3%	67.8%	74.7%	58.6%
	2021	54.6%	28.0%	60.6%	67.1%	52.6%
	Percent Change	-8.2%	-13.3%	-10.6%	-10.1%	-10.2%
Carpool	2019	9.8%	6.9%	9.5%	10.5%	9.2%
	2021	8.8%	6.1%	9.0%	9.3%	8.3%
	Percent Change	-10.2%	-11.6%	-5.3%	-11.4%	-9.8%
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
Walk	2019	3.8%	11.6%	2.4%	2.1%	5.0%
	2021	3.6%	12.5%	2.4%	2.2%	5.2%
	Percent Change	-5.3%	+7.8%	+/-0.0%	+4.8%	+4.0%
Bike	2019	2.1%	3.7%	1.4%	1.8%	2.3%
	2021	1.6%	3.2%	1.3%	1.4%	1.9%
	Percent Change	-23.8%	-13.5%	-7.1%	-22.2%	-17.4%
Other	2019	1.7%	3.8%	1.7%	1.3%	2.1%
	2021	1.7%	3.9%	1.9%	1.3%	2.2%
	Percent Change	+/-0.0%	+2.6%	+11.8%	+/-0.0%	+4.8%
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%

¹³ Source: "Explore Census Data", United States (US) Census Bureau, 2024, <https://data.census.gov/>.

To determine travel destinations of San Mateo County residents within the county and within the three surrounding counties, Replica data was utilized, which is a data source that is based on trip patterns made by cell phone users. Total trips to each county within the study area, as well as trips to individual census tracts within the three surrounding counties, were analyzed. The Replica data in the following figures indicates total trips for a typical weekday from Spring 2023.

Figure 5 shows a breakdown of trips originating from San Mateo County. Of the 3.1 million total trips, the majority ended in San Mateo County (76.8%), followed by San Francisco County (12.3%), Santa Clara County (7.5%), and Alameda County (3.4%). North to south transit connections are provided via Caltrain and SamTrans, however there is a distinct lack of east to west connections for transit users.

Figure 5: Destinations of San Mateo County Trip Origins



DEMOGRAPHICS

To understand the demographic breakdown of riders across the various transit agencies serving the study area, data gathered from the following sources were summarized:

- AC Transit Realign Survey¹⁴
- 2022 BART Customer Satisfaction Survey¹⁵
- 2022 Caltrain Triennial Customer Survey¹⁶
- 2021 SamTrans Triennial Customer Survey¹⁷
- San Francisco Bay Ferry Summary Report 2022 On-Board Passenger Survey¹⁸
- SFMTA Ridership Survey 2022¹⁹

SamTrans serves the highest percentages of riders that are non-white at 85%, followed by BART at 67%, and both Caltrain and WETA at over 50%. SamTrans leads Bay Area transit ridership with the highest percentage of zero-vehicle households at 74%, followed by Caltrain at 61% and BART at 44%. SamTrans also leads with the highest percentage of riders that have limited English proficiency, are low-income, seniors, and school-aged children. AC Transit serves the highest percentage of riders that are disabled. Caltrain and SFMTA ridership profiles indicate that they have the highest average income levels.

Demographic data was also assessed from the US Census Bureau for the four counties included in the study area. San Mateo County is currently the least populated and least dense county within the study area and is projected to grow at the lowest rate of the four counties (20%) between 2021 and 2040.²⁰ Within the study area, San Mateo County contains the lowest number of residents below the poverty line, with limited English proficiency, with disabilities, and zero-vehicle households. San Mateo County is either second or third in the following measures: median household income, residents with no college degree, non-white population, and school-aged children. Of the four counties, San Mateo County has the largest percentage of residents that are seniors.

¹⁴ Source: "AC Transit Realign – Survey Results", AC Transit, 2023, <https://actransit.legistar.com/View.ashx?M=F&ID=12178518&GUID=702D2B73-C5BE-4BD4-A5FA-9C1D3B8FEE5D>.

¹⁵ Source: "2022 BART Customer Satisfaction Survey", BART, 2023, https://www.bart.gov/sites/default/files/docs/CS2022_Report_040423.pdf.

¹⁶ Source: "Fall 2022 Caltrain Customer Survey Summary Report", Caltrain, 2022, <https://www.caltrain.com/media/31369>.

¹⁷ Source: "2021 SamTrans Triennial Customer Survey Systemwide On-Board Bus Survey Summary Report", SamTrans, 2021, <https://www.samtrans.com/media/22336/download?inline>.

¹⁸ Source: "Summary Report 2022 On-Board Passenger Survey", WETA, 2022, <https://weta.sanfranciscobayferry.com/sites/default/files/weta-public/publications/2022%20WETA%20Passenger%20Survey%20Report%20FINAL.pdf>.

¹⁹ Source: "2022 Muni Rider Survey", SFMTA, 2023, <https://www.sfmta.com/blog/2022-muni-rider-survey>.

²⁰ Source: "Plan Bay Area Projections 2040", MTC, 2018, https://mtc.ca.gov/sites/default/files/Projections_2040-ABAG-MTC-web.pdf.

The following federal, regional, state, and local datasets were utilized to identify underserved communities within the study area:

- Areas of Persistent Poverty and Historically Disadvantaged Communities (US Department of Transportation [USDOT])²¹
- Equity Priority Areas (EPA) (SamTrans)²²
- Equity Priority Communities (MTC)²³
- National Risk Index (Federal Emergency Management Agency [FEMA])²⁴
- Priority Development Areas (PDA) (Association of Bay Area Governments [ABAG])²⁵
- Senate Bill (SB) 535 Disadvantaged Communities (California Office of Environmental Health Hazard Assessment [OEHHA])²⁶

Within San Mateo County, the highest concentrations of underserved populations according to these various measures are located in East Palo Alto, Redwood City, San Bruno, and South San Francisco. Future development within the county is expected to occur near Daly City and along the Caltrain/El Camino Real corridor.

²¹ Source: "Areas of Persistent Poverty & Historically Disadvantaged Communities", USDOT, 2023, <https://www.transportation.gov/RAISEgrants/raise-app-hdc>.

²² Source: SamTrans, 2024, <https://www.arcgis.com/apps/webappviewer/index.html?id=b0c9f71bfc64893aa93308d38f48cd1>.

²³ Source: "Equity Priority Communities", MTC, 2024, <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>.

²⁴ Source: "National Risk Index for Natural Hazards", FEMA, 2024, <https://www.fema.gov/flood-maps/products-tools/national-risk-index>.

²⁵ Source: "PDA – Priority Development Areas", ABAG, 2024, <https://abag.ca.gov/our-work/land-use/pda-priority-development-areas>.

²⁶ Source: "SB 535 Disadvantaged Communities", OEHHA, 2022, <https://oehha.ca.gov/calenviroscreen/sb535>.

ENGAGEMENT

The project team conducted a robust engagement effort to provide outreach to the public and key stakeholders throughout the development of the plan. Goals for the engagement activities included the following:

- Understand the transportation habits of people who travel between San Mateo County and Alameda County, San Francisco County, and Santa Clara County
- Identify types of regional transit improvements that can improve the travel experience for current inter-county travelers
- Identify types of regional transit improvements that can encourage inter-county travel for people who want to make such trips but do not currently due to their lack of access to adequate regional transit services.

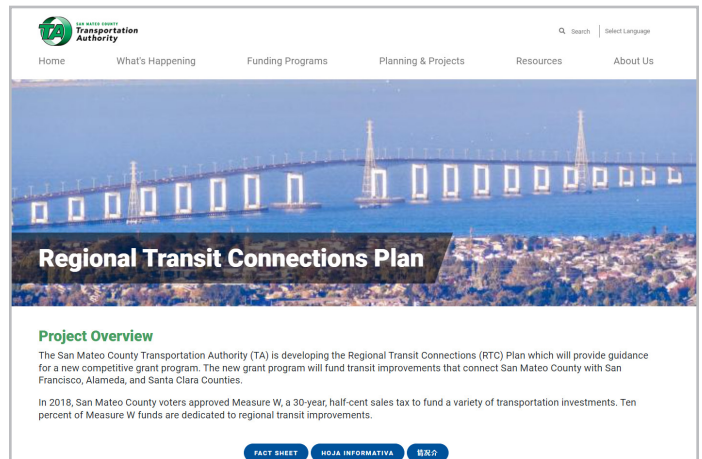
Results from each engagement activity was incorporated into the development of the plan. A high-level summary of the various engagement activities is provided below, and the complete Engagement Summary Report is included in Appendix 2.

COMMUNITY OUTREACH

ONLINE SURVEY

To gather information on community priorities for the plan within the study area, an online survey was posted on the TA's website from February 2024 to April 2024. The survey was administered in English, Simplified Chinese, and Spanish and received over 900 responses. The survey link was shared through the following channels and advertised in the four counties within the study area:

- Four-week paid ad campaign on the TA's Meta account
- Partner organizations
- Pop-up events
- Press release
- Social media posts
- TA webpage
- Virtual community meeting



The questions were designed to receive feedback on the public's current travel habits, limits on inter-county transit travel, and prioritizations for future travel connections within the study area. The following list provides a summary of the results of the survey:

- Most respondents travel by driving alone; however, most would prefer to travel by train if service was improved
- Preferred improvements to transit between San Mateo County and other areas in the study area include more direct routes and fewer transfers, shorter wait times, and transit speed and reliability improvements

- Improving affordability, local bus and shuttle connections to and from regional transit, and safety would entice more respondents to use transit
- Preferred improvements for transit connections between Alameda County and San Mateo County include bus or rail service across the San Mateo Bridge, earlier and later ferry departures, more frequent off-peak ferry service, and new ferry routes
- Preferred improvements for transit connections between San Francisco County and San Mateo County include commuter and senior shuttle service, fare integration, improved safety, and more frequent service
- Preferred improvements for transit connections between San Mateo County and Santa Clara County include bicycle infrastructure, improved signage and communication to riders, integration and coordination of transit systems, and rail connections to the South Bay

SMALL GROUP MEETINGS

As shown in Figure 6, the project team held eight small group meetings to actively engage with community-based organizations (CBO), labor groups, and large employers to support development of the plan. The purpose of these meetings was to introduce the project, establish and maintain relationships with the groups for this and future projects, and provide an open forum for participants to share feedback on their transit usage patterns Table 3 shows a summary of the events.

Figure 6: *Small Group Meeting with El Concilio of San Mateo County*



Table 3: Small Group Meeting Summary

Date	Organization Type	Organization Name
Wednesday, March 13 th , 2024	Labor groups	San Mateo Building Trades, SCIU Assessor’s Office, SEIU Committee on Political Education, and Union Community Alliance
Thursday, March 14 th , 2024	Labor groups	San Mateo Building Trades, SCIU Assessor’s Office, SEIU Committee on Political Education, and Union Community Alliance
Thursday, March 14 th , 2024	Large employer	Stanford University
Friday, March 15 th , 2024	Large employer	Kaiser Permanente
Wednesday, March 20 th , 2024	Large employer	Genentech
Wednesday, March 20 th , 2024	Large employer	Google
Monday, March 25 th , 2024	CBO	Promotores en Acción Comunitaria
Thursday, April 25 th , 2024	CBO	El Concilio of San Mateo County

Key takeaways included the following:

- Make transit service more affordable and safer
- Create better transportation options
- Improve the Dumbarton Express
- Create more direct, efficient, and reliable transit routes
- Improve connectivity between modes of transportation

POP-UP EVENTS

As shown in Figure 7 and Figure 8, the project team held ten pop-up events in the study area, including five in Alameda County, four in San Mateo County, and one in Santa Clara County. Event activities, locations, and times are shown in Table 4 and were designed to reach a wide variety of communities. Each event was designed to share information about the project and learn about the public’s travel behaviors to help shape RTC Program funding priorities. As shown in Figure 9, this included a sticker voting exercise to indicate how the public travels and how regional transit can be improved. Attendees were encouraged to complete the online survey as well.

Figure 7: *Pacifica Whalefest Pop-Up Event*

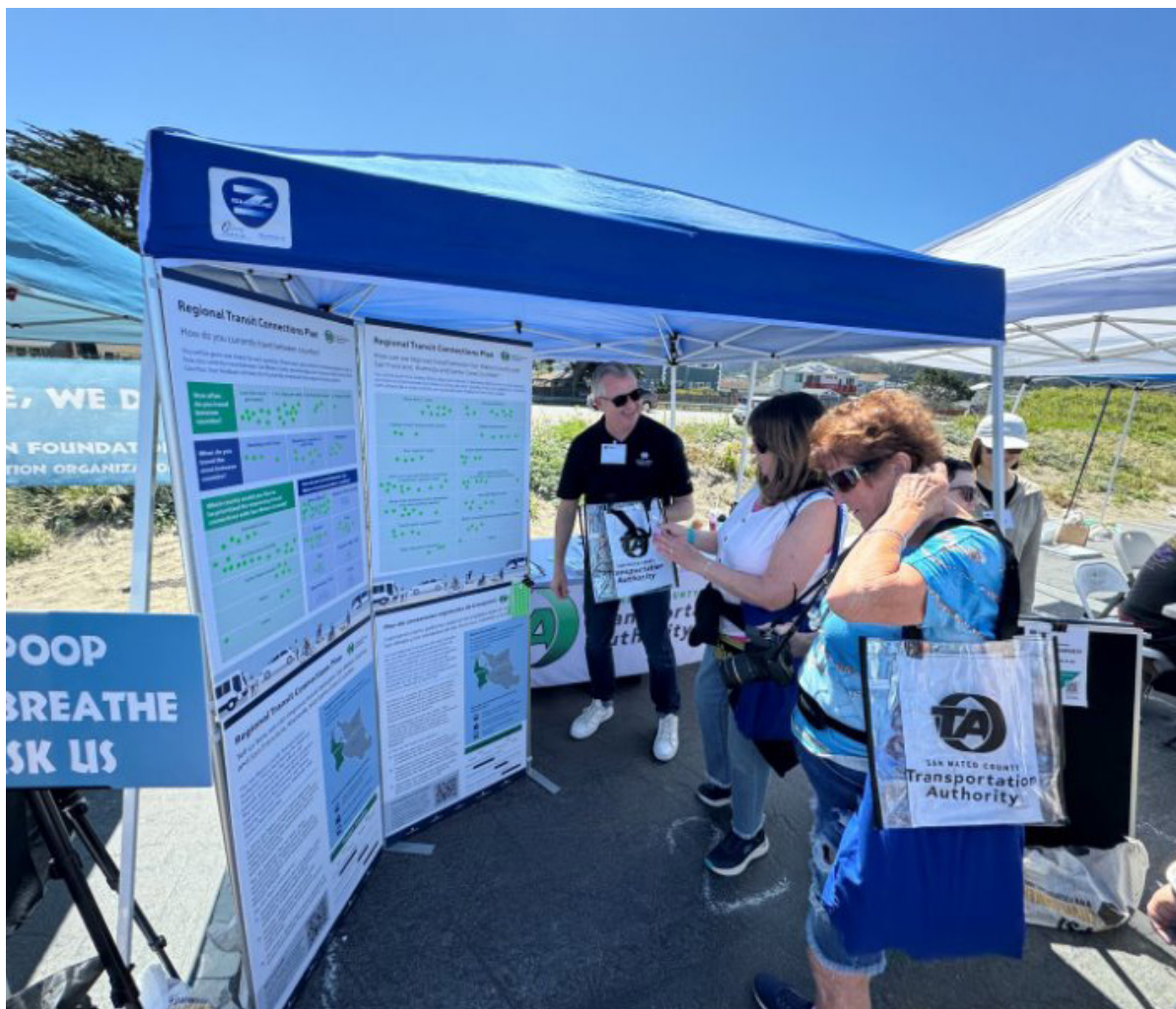


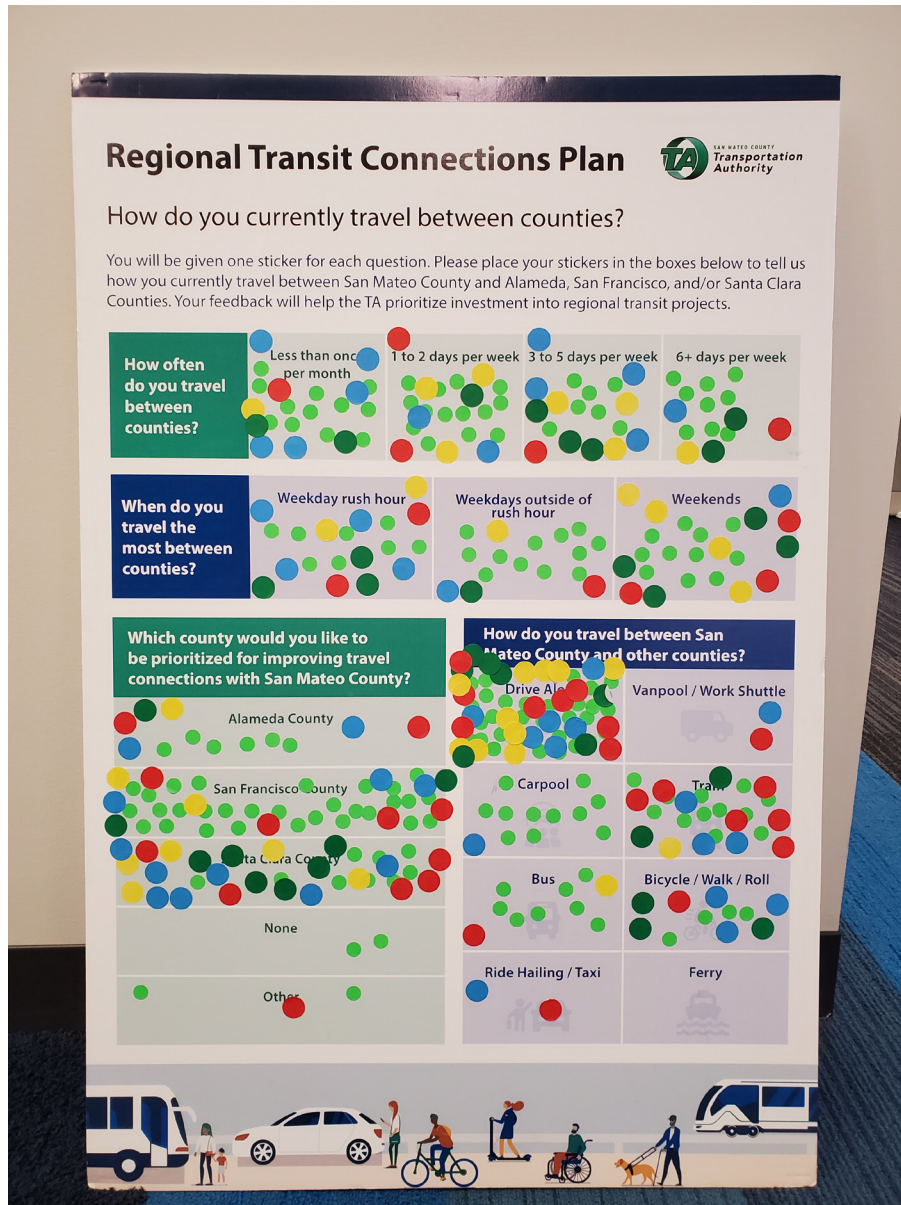
Figure 8: Love Our Earth Festival Pop-Up Event



Table 4: Pop-Up Event Summary

Date	Location	Number of Active Participants
Thursday, March 21 st , 2024	South San Francisco Ferry Terminal	100 survey cards distributed on-board
Tuesday, March 26 th , 2024	Fremont BART Station	20 survey cards distributed to people exiting the station
Thursday, March 28 th , 2024	Hayward BART Station	40 survey cards distributed to people exiting the station
Wednesday, April 3 rd , 2024	South San Francisco Ferry Terminal	100 survey cards distributed on-board
Wednesday, April 10 th , 2024	Downtown San Leandro Farmers Market	14
Thursday, April 11 th , 2024	Daly City Certified Farmers Market	25
Saturday, April 13 th , 2024	Love our Earth Festival (East Palo Alto)	32
Saturday, April 20 th , 2024	Pacifica Whalefest	30
Sunday, April 21 st , 2024	Earth Day Festival (Palo Alto)	12
Saturday, April 27 th , 2024	Downtown Redwood City Library – Author’s Event	9

Figure 9: Sticker Voting Exercise



The following list provides a summary of key takeaways from the pop-up events:

- Improve transit connections, including frequency and reliability, between counties
- Create more options for multi-modal travel
- Increase accessibility for residents with disabilities and seniors
- Make transit services more affordable and safer
- Improve wayfinding and transit information (i.e., announcements, arrival times, etc.)

VIRTUAL COMMUNITY MEETING

A virtual community meeting was held for the project in April 2024 via Zoom. Content included an overview of the RTC Program, summary of the existing conditions analysis and project inventory, upcoming community and stakeholder engagement activities, followed by a group discussion. The following questions were discussed:

- Where do you regularly travel to outside of San Mateo County and how do you get there?
- Where would you like to go on transit outside of San Mateo County that you cannot right now?
- What would make it easier for you to take transit to or from San Mateo County?
- Is there a type of regional transit (i.e., buses, ferries, trains, etc.) that you think should be prioritized for improvements, and why?

Key takeaways included the following:

- Make transit service more affordable
- Improve the Dumbarton Express
- Increase frequency, reliability, and safety of transit services
- Create better weekend transit service

STAKEHOLDER OUTREACH

WORKING GROUP MEETINGS

A Working Group was convened to involve and request input on the development of each component of the plan. Working Group members included staff from the following organizations:

- Alameda-Contra Costa Transit District (AC Transit)
- Bay Area Rapid Transit (BART)
- Caltrain
- Metropolitan Transportation Commission (MTC)
- San Francisco Bay Area Water Emergency Transportation Authority (WETA)
- San Francisco Municipal Transportation Agency (SFMTA)
- San Mateo County Transit District (SamTrans)
- Santa Clara Valley Transportation Authority (VTA)

As shown in Table 5, the Working Group met four times to provide guidance throughout the lifecycle of the project:

Table 5: Working Group Meeting Summary

Date	Topics Discussed
Monday, February 12 th , 2024	RTC Program introduction
Wednesday, May 8 th , 2024	Draft CIP
Thursday, May 30 th , 2024	Public engagement feedback and potential policies
Tuesday, July 30 th , 2024	RTC Program guidelines and evaluation criteria
Wednesday, August 21 st to Wednesday, September 4 th , 2024	Virtual input and review of RTC Draft Plan



CAPITAL IMPROVEMENT PROGRAM SUMMARY

The Capital Improvement Program (CIP) identifies projects that may be eligible for funding from the RTC Program and will assist in long-term policy guidance and financial planning for the program. These projects are included due to their ability to meet the RTC Program’s main goal of reducing congestion and improving transit connectivity between San Mateo County and the rest of the study area. The CIP establishes a list of projects and estimates the costs to develop a financially unconstrained estimate.

The approach for developing the CIP involved the TA working with the Working Group to conduct a project inventory process. The TA collected information for potential projects that could be eligible for funding through the RTC Program which was reviewed and amended by the Working Group and TA Board of Directors RTC/Strategic Plan 2020-2024 Ad Hoc Committee. Figure 10 shows a breakdown of projects by eligible sponsor, Table 6 shows a breakdown of capital projects, and Table 7 shows a breakdown of operations projects.

Figure 10: Number of Projects by Eligible Sponsor

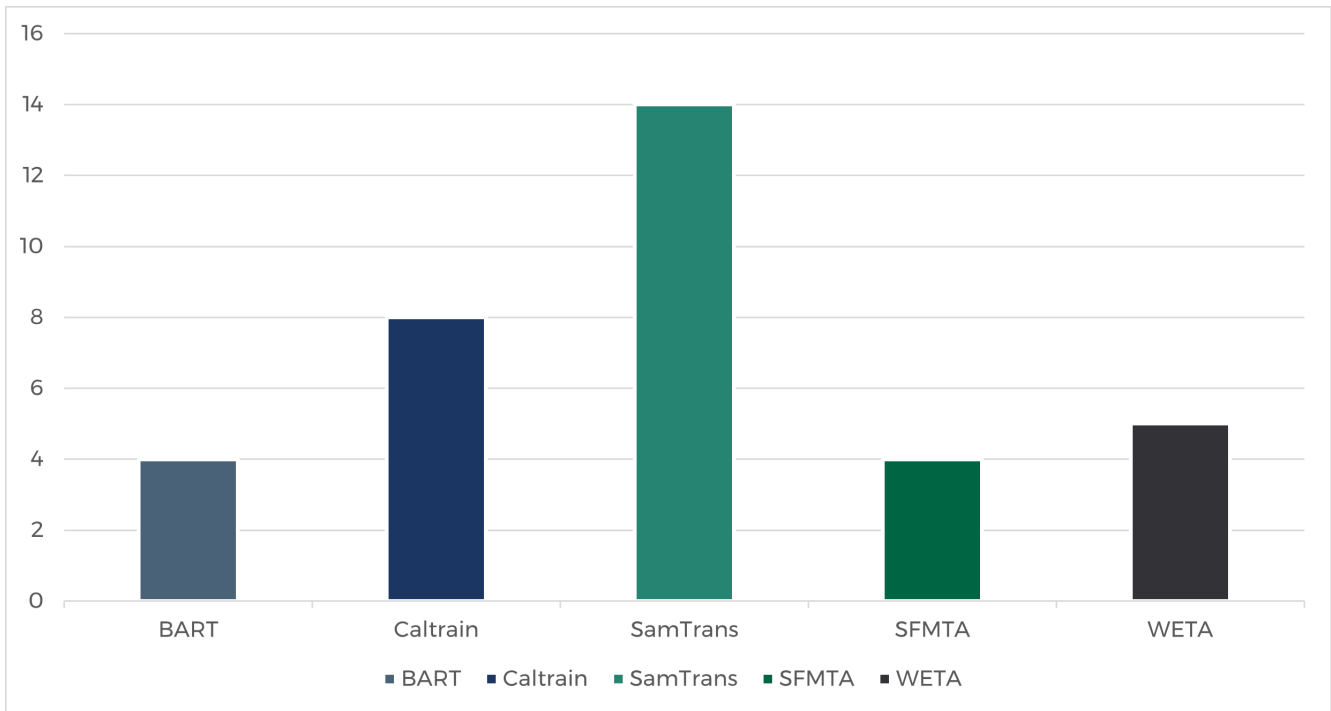


Table 6: Capital Projects Breakdown

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
Total	19	\$5.5 billion

Table 7: 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
New Service – Rail	2	\$1.3 billion
Total	16	\$1.7 billion

The final list of projects is shown in Table 8 and the full CIP is shown in Appendix 1.

Table 8: CIP Summary List of Projects

Project Name	Eligible Sponsor	Main Category	Estimated Cost
Regional Wayfinding/Mobility Hubs	BART	Operations	\$1.6 million
Next Gen Fare Gates	BART	Capital	\$10.3 million
Millbrae BART Station Resiliency/Rider Experience Improvements	BART	Capital	\$23.0 million
San Mateo County Elevator Modernization and Upgrades	BART	Operations	\$234.0 million
Systemwide Access and Station Improvements	Caltrain	Capital	\$125.0 million

Project Name	Eligible Sponsor	Main Category	Estimated Cost
Caltrain Enhanced Growth Scenario Phase 1	Caltrain	Operations	\$562.0 million
Caltrain Enhanced Growth Scenario Phase 2	Caltrain	Operations	\$729.0 million
Caltrain Enhanced Growth Scenario Phase 3	Caltrain	Capital	\$1.9 billion
4-Track Station and Grade Separation at Redwood City Station	Caltrain	Capital	\$925.0 million
Caltrain Level Boarding Program	Caltrain	Capital	\$180.0 million
System Technologies Modernization Program	Caltrain	Capital	\$24.0 million
Corridor Crossing Strategy - Programmatic Delivery (San Mateo County)	Caltrain	Capital	\$1.1 billion
US 101/SR 92 Mobility Hub	SamTrans	Capital	\$9.0 million
Express Bus Capital Upgrades	SamTrans	Capital	\$100.0 million
Limited Stop Express Bus San Bruno BART to/from East Palo Alto via SFO	SamTrans	Operations	\$4.1 million
Express Bus Foster City to/from Downtown San Francisco	SamTrans	Operations	\$1.9 million
Express Bus Palo Alto to/from Western San Francisco via Daly City	SamTrans	Operations	\$3.2 million
Express Bus San Mateo to/from Western San Francisco	SamTrans	Operations	\$2.5 million
Express Bus Burlingame to Downtown San Francisco	SamTrans	Operations	\$2.1 million
Express Bus San Mateo to Downtown San Francisco via Park-and-Ride at the US 101/SR 92 Interchange	SamTrans	Operations	\$1.8 million
Enhanced Dumbarton Express Bus Service and Extended Rail Service	SamTrans	Capital	\$423.0 million
DTSC Recommendations 2030	SamTrans	Capital	\$365.0 million
Dumbarton Forward	SamTrans	Operations	\$21.1 million
Dumbarton West Busway Corridor Project	SamTrans	Capital	\$150.0 million
Salesforce Transit Center Operations	SamTrans	Operations	\$254,000 (per year)
San Mateo Bridge East/West Transbay Service	SamTrans	Operations	\$1.7 million (per year)
Mission – Outer Muni Forward Project	SFMTA	Operations	\$17.3 million

Project Name	Eligible Sponsor	Main Category	Estimated Cost
Geary/19th Avenue Subway (Planning Phase)	SFMTA	Capital	\$2.0 million ²⁷
Service Improvements to SamTrans Connections	SFMTA	Operations	\$10.0 million
Daly City BART Bus Layover Improvements	SFMTA	Capital	\$7.0 million
Redwood City Ferry Terminal	WETA	Capital	\$19.8 million
Redwood City Ferry Vessels	WETA	Capital	\$80.0 million
Redwood City Ferry Service	WETA	Operations	\$110.7 million
Service Frequency and Electrification	WETA	Capital	\$25.9 million
South San Francisco Second Ferry Terminal Project	WETA	Capital	TBD

²⁷ Cost shown is only for planning phase.

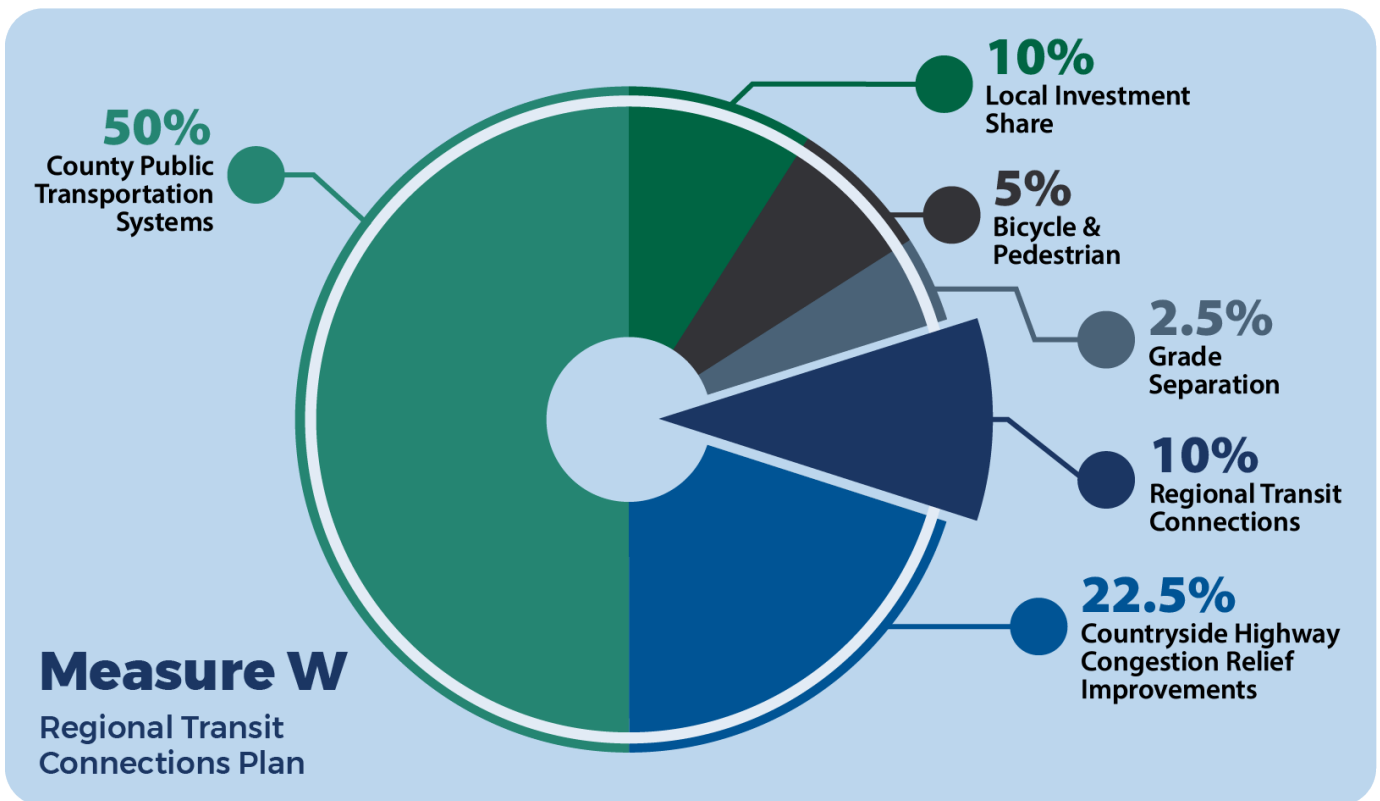
PROGRAM FRAMEWORK

MEASURE W PROGRAM BREAKDOWN

Measure W was passed by San Mateo County voters in 2018 and provided the county with additional resources to improve transit and relieve traffic congestion raised from the half-cent sales tax. Half of those funds are administered by the TA while the remaining half are administered by SamTrans.

As shown in Figure 11, Measure W includes funds for highway projects, local street repair, grade separations for Caltrain tracks, expanded bicycle and pedestrian facilities or programs, and improved transit connections. Ten percent of Measure W revenues go toward the RTC Program, adding up to approximately \$9.0 to \$12.0 million per year. As of the adoption of the FY 2024-2025 TA budget, \$63.2 million is available to be programmed.

Figure 11: Measure W Breakdown²⁸



²⁸ Source: "Measure W", TA, 2024, <https://www.smcta.com/about-us/funding-overview/measure-w>.

PROGRAM GUIDELINES AND POLICIES

PROGRAM SUB-CATEGORIES

Definition of the RTC Program categories were determined through public and stakeholder outreach as well as input from the Working Group. Table 9 shows the categories and split of RTC Program competitive funds for each. Any funds not used in a subcategory may be made available to other subcategories during applicable Calls for Projects. The funding splits for the sub-categories are intended to be target amounts. This will allow all program funding to be re-distributed into the subcategories prior to each Call for Projects cycle.

Table 9: Program Categories and Funding Split

Category	Definition	Funding Split Targets
Capital	Projects that will construct new infrastructure or alter the built environment	60%
Operations	Projects that enhance transit service	25%
First/Last-Mile	Projects that will provide safe active transportation connections to regional transit nodes	15%

PROGRAM GOALS

The following list shows RTC Program goals that were developed based on input from the RTC Working Group and TA Board of Directors RTC/Strategic Plan Ad Hoc Committee:

Goal 1	Goal 2	Goal 3	Goal 4
<p>Increase regional transit services and enhance infrastructure to improve transit speed and reliability</p>	<p>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</p>	<p>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</p>	<p>Develop a first/last-mile system that creates access for all ages and abilities to regional transit stations and supports connected micromobility</p>

PROGRAM GUIDELINES

Only transit agencies, such as those that operate within or to/from San Mateo County (AC Transit, BART, Caltrain, SamTrans, SFMTA, VTA, and WETA), will be eligible sponsors for projects in the RTC Program. However, projects can be implemented by other agencies and/or jurisdictions, including cities and counties. Both capital and operations projects are eligible for program funding.

Table 10 shows the minimum requirements for RTC funding to be awarded through Call for Projects. These guidelines were developed based on input from the RTC Working Group and TA Board of Directors RTC/Strategic Plan Ad Hoc Committee.

Table 10: General Program Guidelines

Program Guideline Category	Guideline Requirement
Eligible Sponsors	Limit to public transit agencies.
Matching Funds: Standard	Require a ten percent minimum match of total project costs. Matching funds can be any non-RTC funding source.
Matching Funds: Equity Priority Locations	Reduce the minimum match to five percent for projects located primarily in or that would reasonably serve people in MTC Equity Priority Communities and/or SamTrans EPAs.
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	Limit individual requests/allocations per Call for Project cycle to: \$25 million for capital projects, \$5 million for operations projects, and \$5 million for first/last-mile projects (whether capital or operations).
Number of Applications	Eligible sponsors may submit up to three applications per RTC Call for Projects cycle. If a sponsor acts solely as the lead agency to support a regional transit-related program with a separate implementing agency, the eligible sponsor may submit one additional application.
Timely Use of Funds	<p>Funding Agreement Execution (All subcategories): Fund recipients must complete a funding agreement and begin work within one year of allocation unless the TA approves the use of requested funding as leverage for other external grant programs.</p> <p>Operations Subcategory Awards: Operations funding must be spent within four years of executing a funding agreement.</p> <p>Capital Subcategory Awards: For Planning (PLAN), Preliminary Engineering/Environmental Clearance (PE/ENV), and Final Design (PS&E) Phases: All work on capital projects must be completed within three years of effective date of the executed funding agreement date if funds are awarded for only one phase of work. If the TA awards funds for more than one phase, it may allow work to be completed within up to five years from funding agreement execution. For awards that <i>fully fund</i> (“last dollar in”) Right-of-Way (ROW) and Construction (CON) phases: For ROW only, work on the funded phase must be completed with three years from funding agreement execution. For funds awarded to ROW and CON phases together, or funds awarded for only CON, the funded work must be completed within five years of execution of the funding agreement. For ROW and CON awards that <i>do not fully fund</i> a phase (“TA funds used as leverage”): a Sponsor has up to five years to secure full funding for the applicable phase(s) and to execute a funding agreement. The same ROW and CON timely use of funds requirements from the previous section applies once the funding agreement is executed.</p>

PROGRAM POLICIES

In addition to meeting the general guidelines and showing that proposed projects will accomplish one or more of the program goals listed above, RTC funding applicants must ensure their projects meet the following high-level policy requirements:

GENERAL POLICIES

- All projects should align with MTC's Plan Bay Area 2050+ including Transit 2050+ and the Bay Area Transit Transformation Action Plan.
- To be compliant with the Measure W Congestion Relief Plan, RTC funds may only be used to supplement existing available funding and may **not** be used to replace (supplant) funds previously allocated to or budgeted for a project.
- Projects that may be eligible in multiple TA programs generally should apply for funding outside of the RTC Program first. For example, projects located primarily on the highway system should apply for funding from the TA's Highway Program.
- If the 2004 Measure A is not renewed, Peninsula Shuttle Program routes that access regional transit would be eligible for funds from the first/last-mile subcategory.
- The TA may consider requests above the maximum requested amount each cycle, and/or recommend reduced funding awards, depending on whether the individual Call for Projects cycle is over- or under-subscribed. As part of the Draft RTC Program of Projects, staff would provide an option for the TA Board of Directors to consider and provide direction for the Final RTC Program of Projects in each CFP cycle.
- The CIP should be updated after every two Call for Projects cycles.

CAPITAL PROJECT POLICIES

- Capital projects must be located within San Mateo County.²⁹
- All phases of work such as planning (planning, project study report, feasibility studies, etc.), preliminary engineering/environmental clearance, design, right-of-way, and construction are eligible if they are in the support of the development and delivering of a capital project.
- RTC funds cannot be used for general state of good repair or maintenance projects.
- Maximum TA contributions include:
 - For projects over \$25 million total for all phases of work, the TA will contribute up to 50% of the total cost toward the project.

²⁹ Projects may extend outside of San Mateo County but may not be fully outside of the county. In such case, the RTC Program may only contribute up to a "fair share contribution," which may be calculated based on the proportion of a project located within the County for capital projects.

- For projects under \$25 million total for all phases of work, the TA will contribute up to 75% of the total cost toward the project.
- Eligible applicants may request an exception to this policy if they can document that they have exhausted all other reasonable eligible local, county, regional, state, and federal funding opportunities. Eligible applicants must work with TA staff to have an approved credible funding plan and grant strategy prior to submitting a Call for Projects application.

OPERATIONS PROJECT POLICIES

- Operations funds may be used to support services that extend beyond the San Mateo County borders into adjacent counties as long as costs paid with RTC funds are proportionate to anticipated service levels in San Mateo County relative to adjacent counties (i.e. based on proportions shares of boardings and/or alightings).
- Operations funds may not be used to support existing operations and are intended to support new or expanded services. Expanded services may include increased frequencies, customer experience programs, or service level augmentation for existing routes.
- A new service, program, or expanded service may apply with a ten percent match for its first award of RTC funds and is eligible to apply for only one directly subsequent call for projects with a 25% match requirement. A “new” service or program is one that has not received Measure W RTC funding previously. A service will no longer be considered “new” or “expanded” if it has received two awards for funding from this program.

FIRST/LAST-MILE PROJECT POLICIES

- Capital first/last-mile projects must be identified as a priority project in a transit agency’s station access improvement or equivalent plan. If an agency does not have such a plan, these funds may be used to develop one with no required match to ensure all agencies are equally able to support and identify priority first/last-mile projects in San Mateo County. If an agency wishes to include areas outside of San Mateo County, the agency must proportionally fund the effort based on the number of stations/terminals to be included within and outside the county.
- Projects must improve connections within three miles of regional transit connections.
- Capital projects for micromobility (includes bikeshare or scooter share) are eligible only if they directly support the regional transit network, such as with siting and construction of bikeshare stations that would provide access within three miles of, or on-site at, a transit station/terminal.
- Capital project investments from the RTC Program for micromobility resulting in new operations would also be eligible for operating funds each Call for Projects cycle.
- Operations funds without a corresponding capital project for micromobility or bikeshare are also eligible if they support on-going implementation of a system in San Mateo County that directly supports first/last-mile access to transit stations/terminals.
- If a micromobility or bikeshare system is managed by a regional agency or extends outside of San Mateo County, the maximum San Mateo County contribution should be proportional to the services provided within the county.

CALL FOR PROJECTS PROCESS

RTC Program funds will be awarded through a competitive Call for Projects process. Applications will be separated into three main categories: capital, operations and first/last-mile projects. The TA will plan to release Calls for Projects on a four-year cycle to allow for more certainty in scope and projected costs for larger projects. Calls for Projects may also be released on an as-needed basis. If no acceptable project is identified during a Call for Projects cycle and/or the Call for Projects is largely undersubscribed, a subsequent off-cycle call may be scheduled. The minimum guidelines established in the previous section must be met in each application process.

PROJECT EVALUATION AND SELECTION

The Call for Projects application evaluation criteria below establish the procedure for TA staff to use to evaluate funding applications for consistency and applicability with the RTC Program’s requirements.

TA staff will assemble an evaluation committee to evaluate project applications each cycle. The makeup of committees will ensure that diverse voices are heard during the evaluation processes. The committees will be made up of impartial members who are not directly eligible for, and are not sub-recipients of, program funding. Committees may include staff from the California Department of Transportation and/or MTC, along with the TA. The committee’s reviews will be based on the criteria listed below.

EVALUATION CRITERIA

The TA’s 2020-2024 Strategic Plan included a set of proposed evaluation criteria for the RTC Program. Table 11 provides an update to those criteria based on best practices and feedback from the Working Group. The evaluation criteria were developed in collaboration with the Working Group and TA Board of Directors RTC/Strategic Plan Ad Hoc Committee and based on a review of best practices from peer agencies and other TA competitive programs. The criteria may be modified, subject to TA Board of Directors approval, to maintain flexibility and account for new policy directives, initiatives, and legislation that further promote program goals. Separate applications are required for each project type (capital, operations, and/or first/last-mile).



Table 11: Program Applications Evaluation Criteria

Criteria	Definition	Maximum Points Available	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	10	30%
Sustainability & Cost Effectiveness	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	10	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	10	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	10	20%
Readiness	Project’s ability to proceed as quickly as possible following award of funding	10	5%