

Regional Transit Connections Plan



North Fair Oaks Community Council

March 28, 2024

AGENDA

- 1. Introductions**
- 2. RTC Program Overview**
- 3. Existing Conditions Summary**
- 4. Community & Stakeholder Engagement**
- 5. Discussion/Feedback**
- 6. Questions and Wrap Up**



San Mateo County Transportation Authority (TA)

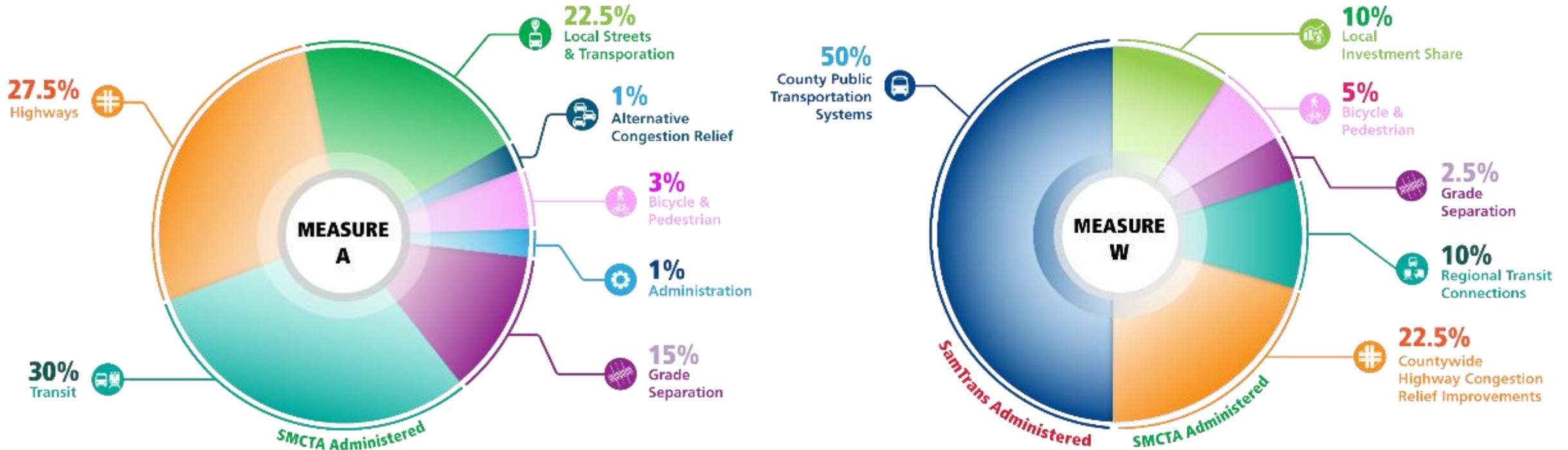
Overview

- 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

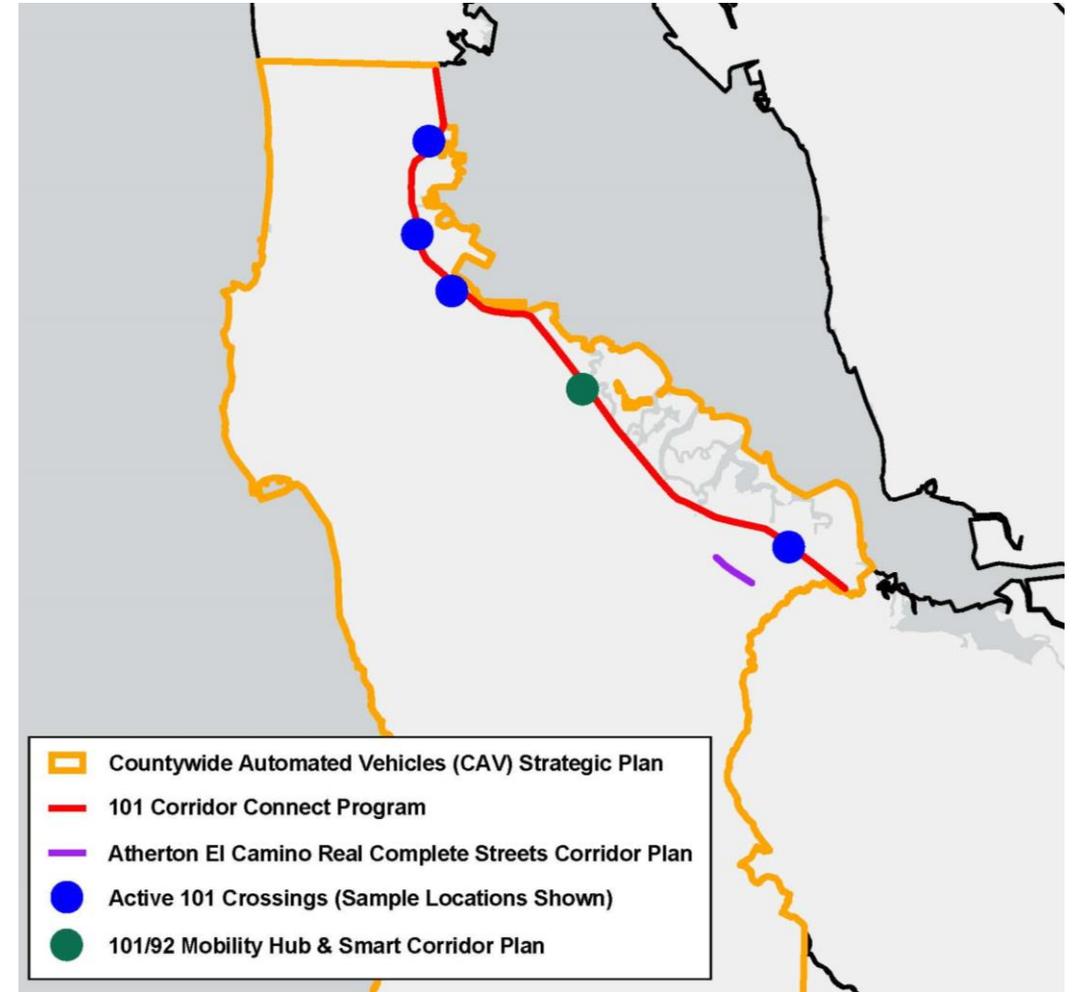


Measure A generates approximately **\$100 million** annually. **Measure W** generates approximately **\$50 million** annually for the TA. Half of Measure W funds are administered directly by SamTrans and account for an additional **\$50 million** annually.



SMCTA PROJECT HIGHLIGHTS

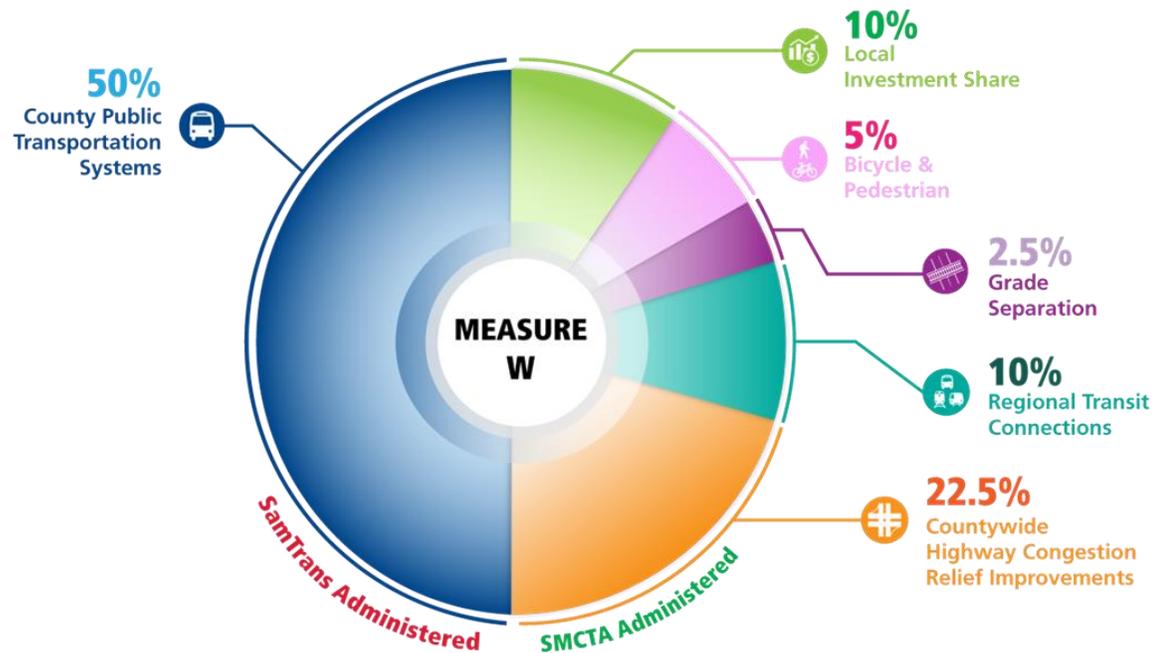
- **101 Corridor Connect Program:** Advance multimodal options within the county
- **101/92 Mobility Hub & Smart Corridor Plan:** Envision a separate bikeway and new transit hub at the interchange
- **Countywide Automated Vehicles (CAV) Strategic Plan:** Identify strategies for AV's within the county
- **Active 101 Crossings:** Identify pedestrian/bike crossings along Highway 101
- **Atherton El Camino Real Complete Streets Corridor Plan:** Generate complete street alternatives for El Camino Real



Regional Transit Connections Plan Overview



Measure W & RTC



- Measure W Created a new TA Program Category – Regional Transit Connections (RTC)
- 10% of total Measure W revenue goes toward the RTC Category
- TA Strategic Plan (2020-2024) called for RTC Plan & Capital Improvement Program to guide funding decision

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 eligible

Examples of Eligible Projects



Rider Experience and Station Access Improvements



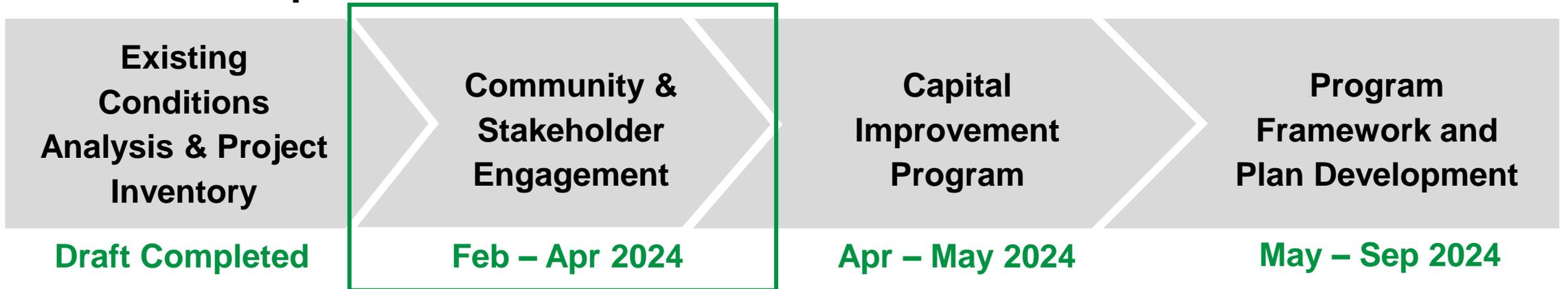
New Ferry Terminals and Vessels



Enhanced Express Bus Service

RTC PLAN SCHEDULE OVERVIEW

RTC Plan Components

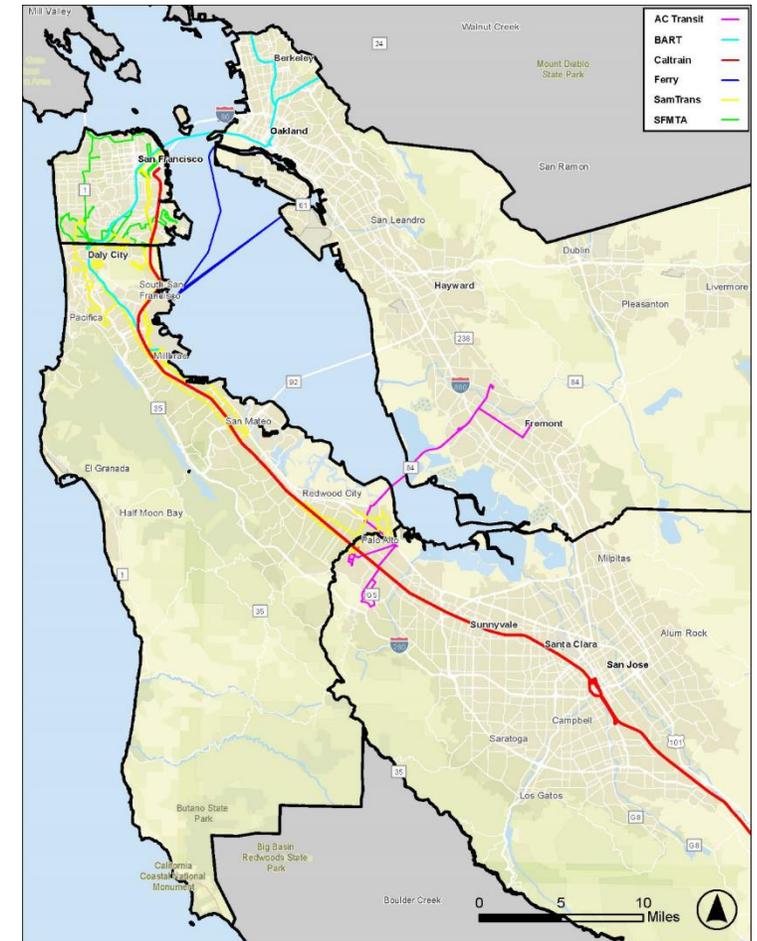


Existing Conditions Summary



EXISTING CONDITIONS SUMMARY

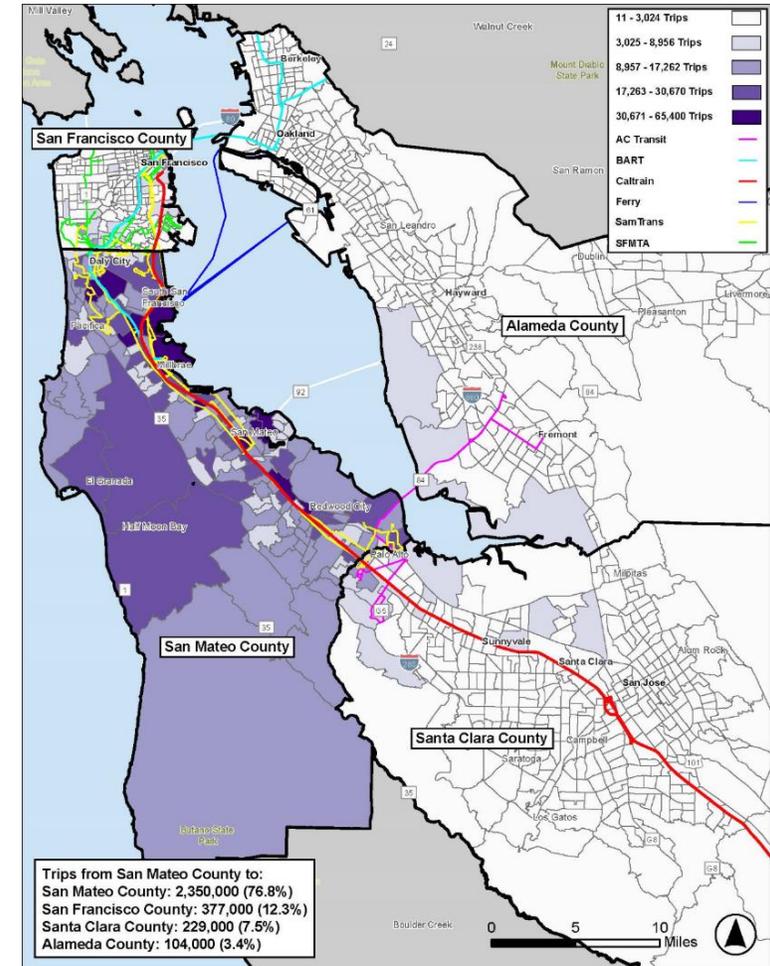
- Project study area includes Alameda County, San Francisco County, San Mateo County, and Santa Clara County
- Existing intercounty transit service provided by:
 - Alameda-Contra Costa Transit District (AC Transit)
 - Bay Area Rapid Transit (BART)
 - Caltrain
 - San Mateo County Transit District (SamTrans)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



EXISTING CONDITIONS SUMMARY

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

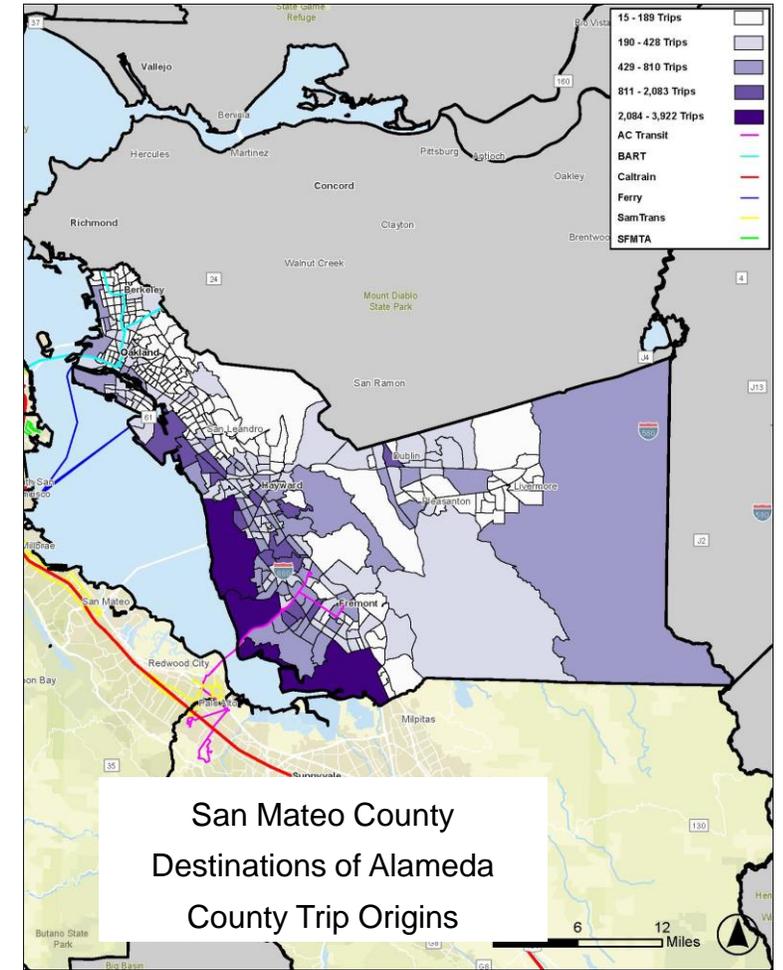
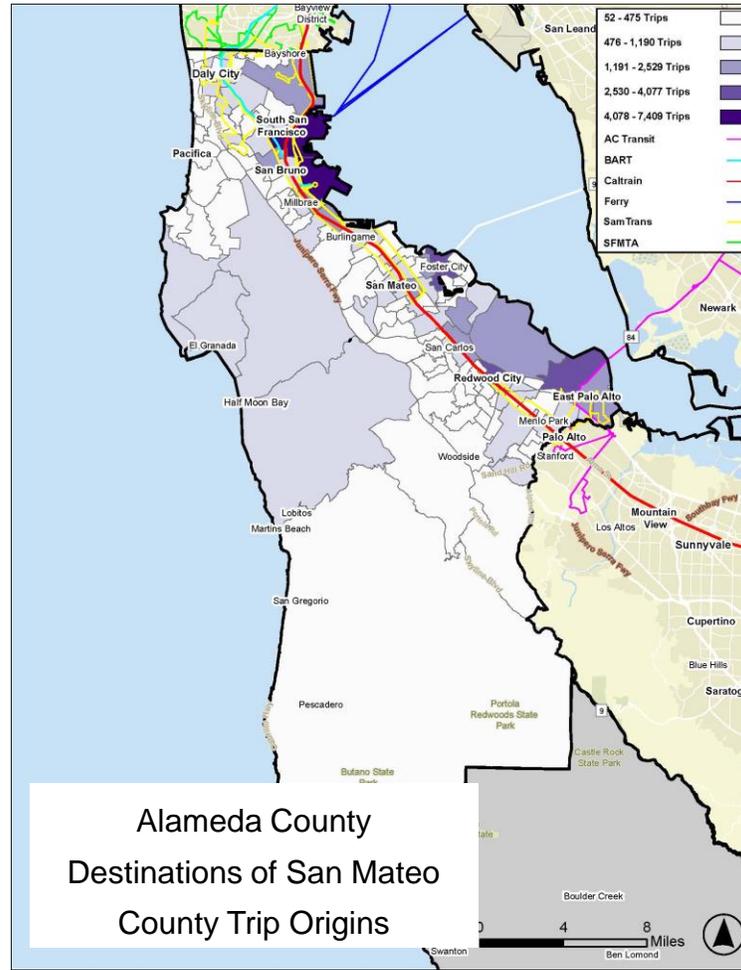
Mode	Year	Alameda	San Francisco	San Mateo	Santa Clara	Average
Public Transit	2019	16.3%	34.3%	10.3%	4.3%	16.3%
	2021	13.0%	27.4%	8.2%	3.3%	13.0%
	Percent Change	-20.2%	-20.1%	-20.4%	-23.3%	-20.2
Work from Home	2019	6.5%	6.5%	5.7%	5.3%	6%
	2021	16.3%	17.0%	15.4%	15.5%	16.1%
	Percent Change	+150.8%	+161.5%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



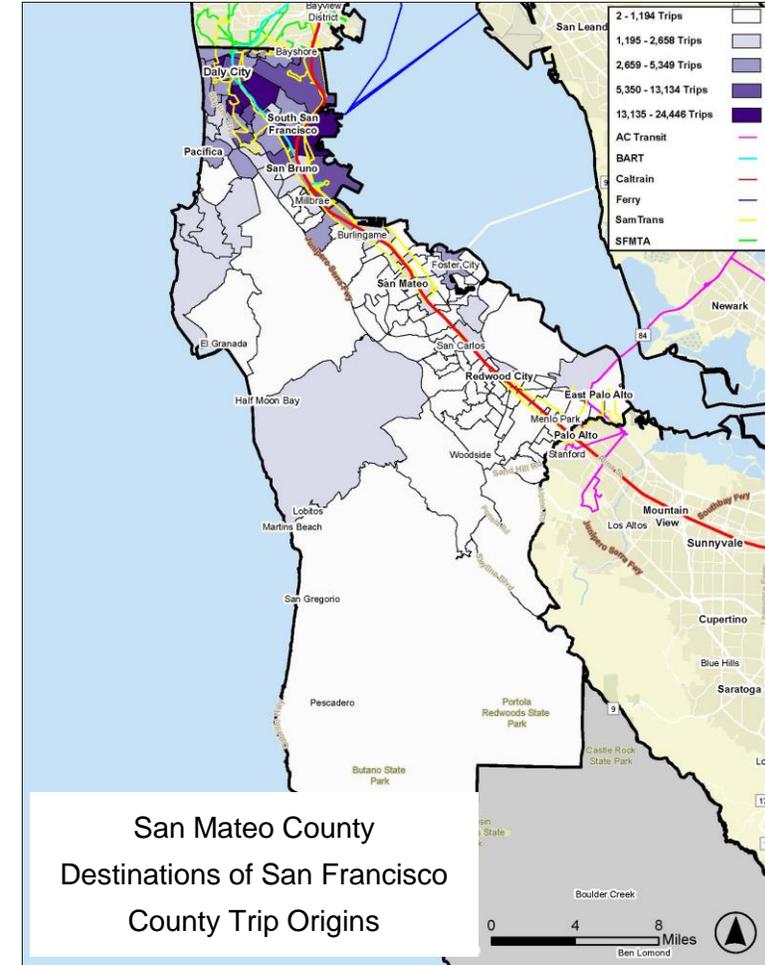
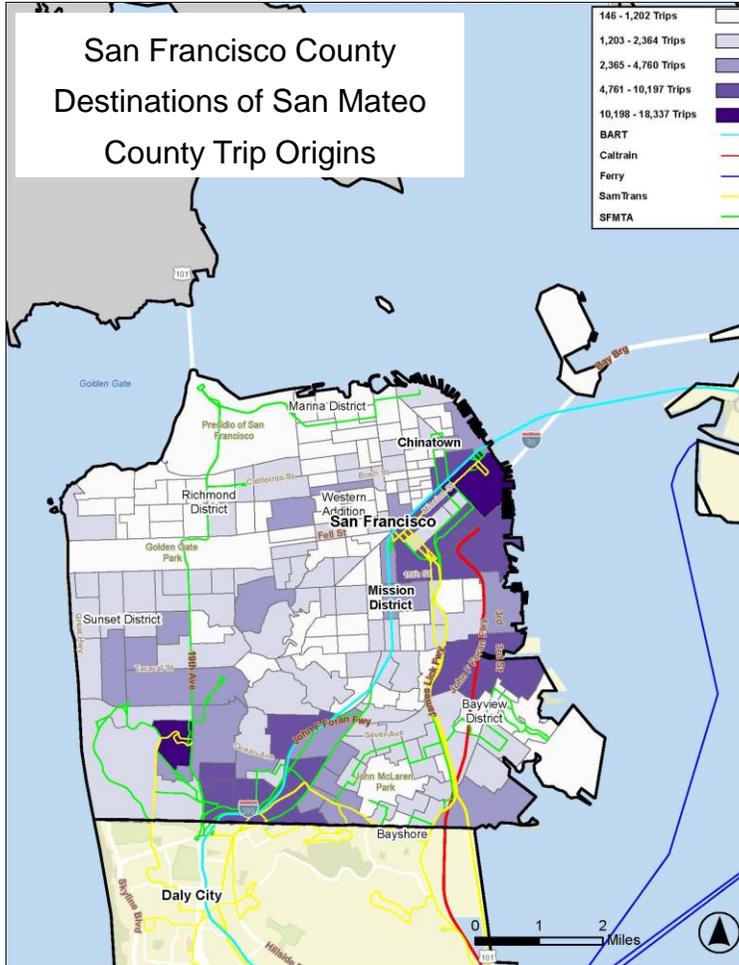
EXISTING CONDITIONS SUMMARY

Alameda County to San Mateo County Travel Patterns



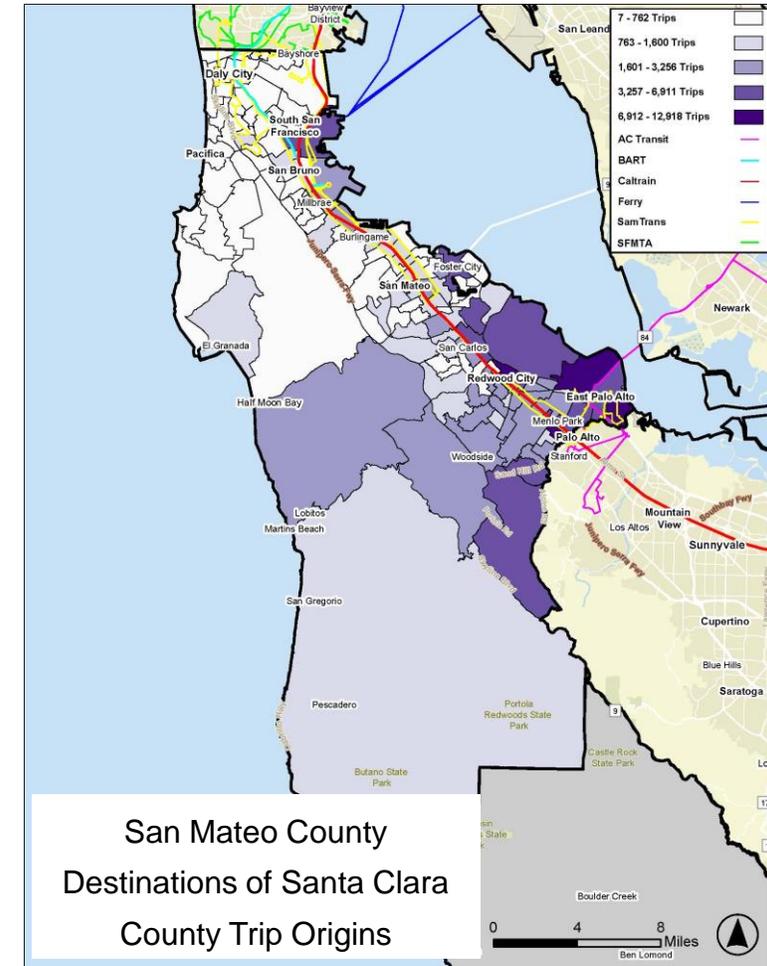
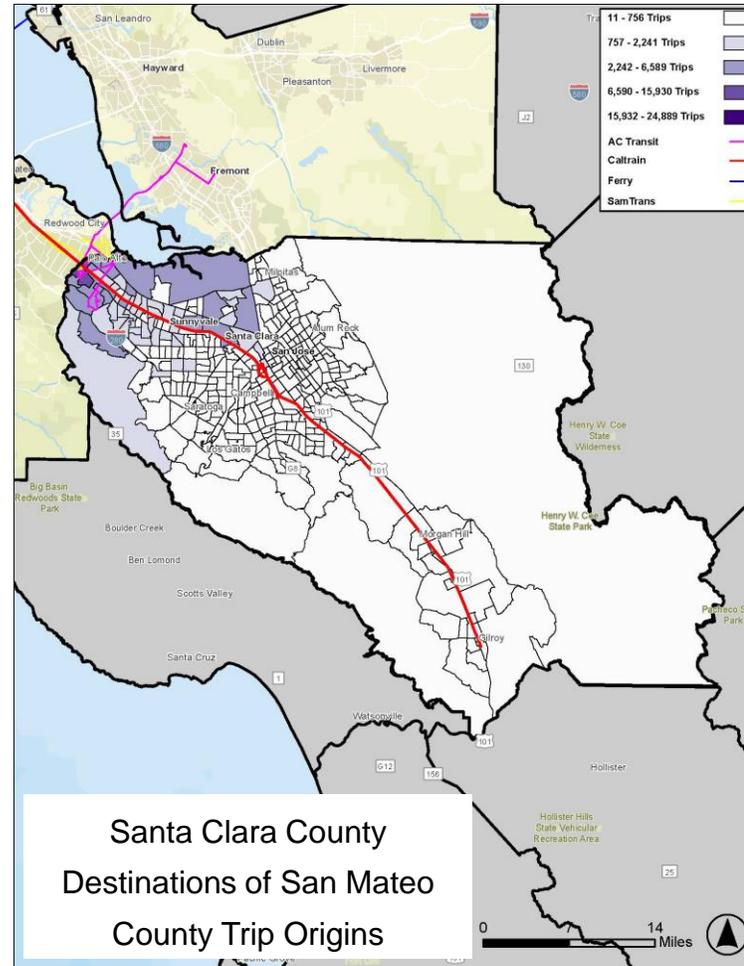
EXISTING CONDITIONS SUMMARY

San Francisco County to San Mateo County Travel Patterns



EXISTING CONDITIONS SUMMARY

Santa Clara County to San Mateo County Travel Patterns



EXISTING CONDITIONS SUMMARY

Other Travel Modes Supporting the Regional Transit Network

Micromobility (Bike and/or Scooter Share):

- Bay Wheels stations
- Bicycle lockers operated by BikeLink
- Spin joint bikeshare program with the Cities of Burlingame and Millbrae

Private Employer Shuttles:

- Apple, Genentech, Meta, Google, Stanford, and others

Express Lane Network

- Along Interstate (I-) 580, I-680, I-880, State Route (SR) 237, US 101, and SR 85



MTC TRANSIT 2050+

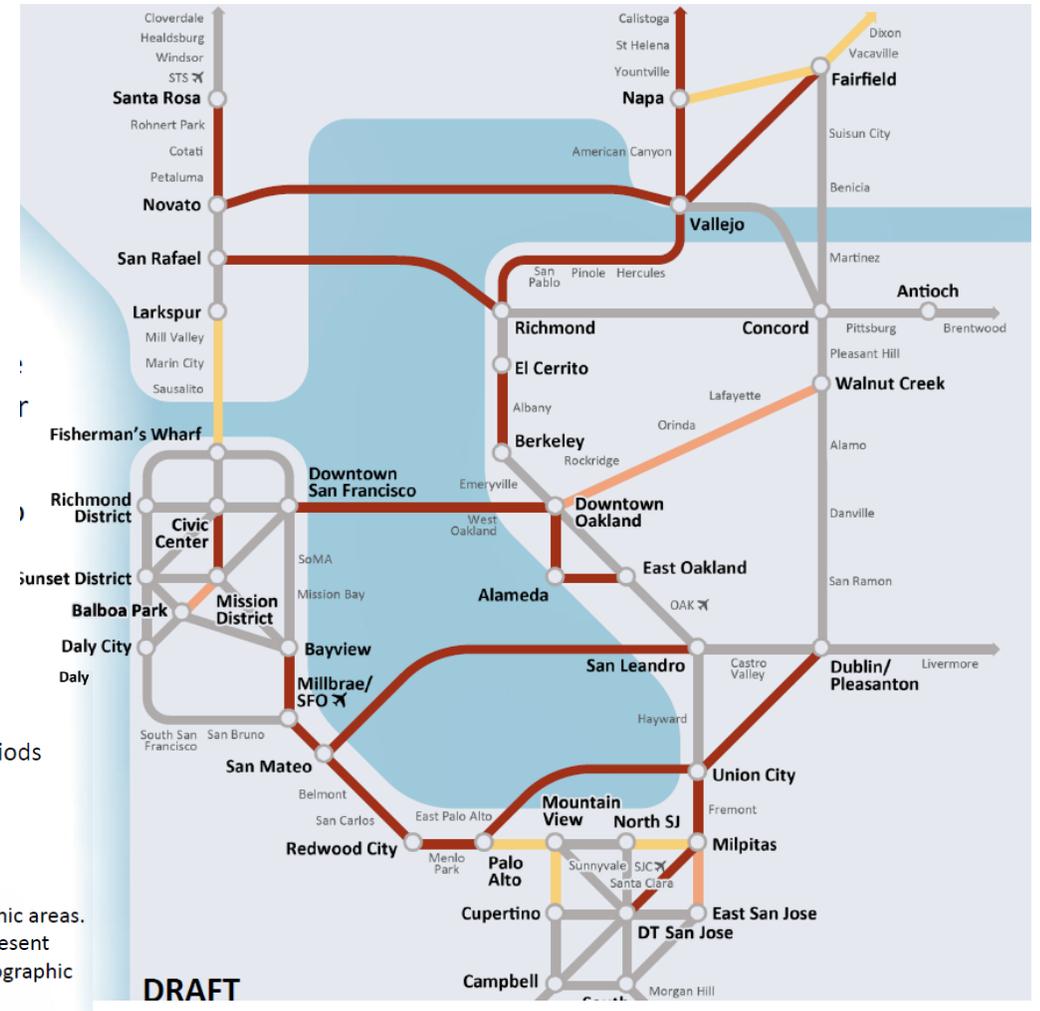
Regional Needs & Gap Assessment

- 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.



COMMUNITY & STAKEHOLDER ENGAGEMENT



The poster features a green header with the text 'Regional Transit Connections Plan' and the TA logo. The main title is 'How could transit be improved for you?' in large blue font. Below it, the text reads: 'We are hosting pop-up events, virtual community meetings, and an online survey. Get involved!'. The bottom half of the poster shows an illustration of a transit station with a white and blue bus, a person with a child, a person on a bicycle, and a white car. Three orange speech bubbles point to these elements, containing the text: 'Station access improvements', 'Shorter wait times', and 'Station bike parking'.

Regional Transit Connections Plan

TA THE NORTH CAROLINA Transportation Authority

How could transit be improved for you?

We are hosting pop-up events, virtual community meetings, and an online survey. Get involved!

Station access improvements

Shorter wait times

Station bike parking

Engagement Activities

- April 3: Virtual Community Meeting
- Pop-up Events (up to 10)
- Small Group Meetings: Labor groups, community organizations, employers
- [Online Survey](#) (closes end of April)
- Virtual engagement: social media, project webpage

PUBLIC FEEDBACK

Regional Transit Connections Plan



Fill out our online survey

Tell us how you travel (and how you'd like to travel) to and from San Mateo County



DISCUSSION/FEEDBACK

- What Did We Miss?
- Existing Conditions/Travel Trends Not Included?
- Which county would you like to be prioritized for improving travel connections with San Mateo County?
- How can regional transit connections be improved in San Mateo County?
 - More direct routes and fewer transfers
 - Shorter wait times
 - Transit speed and reliability improvements
 - Better links between transit, bikeshare, and other mobility options
 - More rider education initiatives
 - Other?



THANK YOU!



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