

2017 State of County Transportation

Jim Hartnett, General Manager/CEO



A year ago, I issued a report to the community to explain the core services provided by the San Mateo County Transit District and the unique challenges and opportunities that will shape how we walk, bike, drive, and ride throughout the Peninsula.

The District manages the County's bus and paratransit service and contracts with the Peninsula Corridor Joint Powers Board and the San Mateo County Transportation Authority (TA) to manage the Caltrain commuter rail service and the TA's highway, transit, shuttle, bike, pedestrian, and local road improvements.

A lot of work has been done in each of these areas over the last year. Transit improvements have been completed, new services have been established, legal challenges have been overcome, and new spending has been approved that will provide much-needed investment.

We have made progress toward identifying solutions to some of the most pressing mobility challenges facing our communities, but new challenges have also emerged.

For years, the need for greater investment in transportation infrastructure and service has become more urgent but the resources available to make these improvements have become more scarce. Job and population growth have left our highways, and local streets and roads with record levels of congestion. Caltrain is challenged by overcrowded train service that, despite a lack of sufficient funding, removes over one million vehicle miles per day from our regional highways and roads. After making service revisions that yielded some immediate gains in ridership, the SamTrans bus network once again needs to evolve to accommodate a transportation landscape that is changing faster than ever before. Revenues have not kept pace with needs.

Fortunately, in 2017 a series of studies and evaluations that were launched over the last year will provide us with data-driven solutions to our most pressing challenges. More importantly, local, regional and state efforts are underway to help ensure that we won't just understand what needs to be done to meet our communities' mobility demands, we'll also have resources available to implement real solutions.

If these efforts are successful, San Mateo County residents will benefit from bus service that is easier to use, and new routes that focus on key markets and reflect our changing travel patterns. We will improve traffic on our most congested stretch of highway by reconfiguring lanes to remove bottlenecks. We will equip Caltrain with the resources that it needs to ensure that the system is modernized and the long term operation and maintenance needs of the system are met, so that service levels are increased and reliability is enhanced.

1250 San Carlos Ave.
– P.O. Box 3006
San Carlos, CA
94070-1306

(650)508-6200

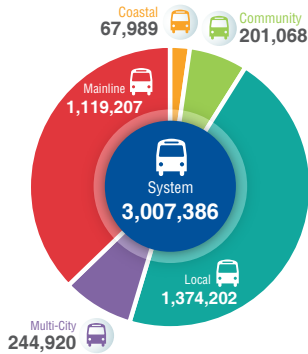
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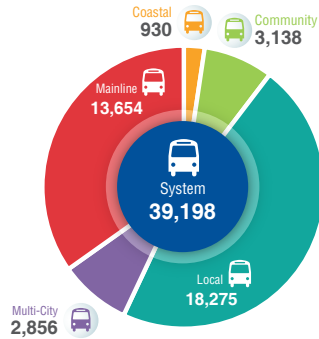
The County's bus service needs to evolve, but how?
Over the last year SamTrans launched a series of efforts designed to answer some of the most critical questions.



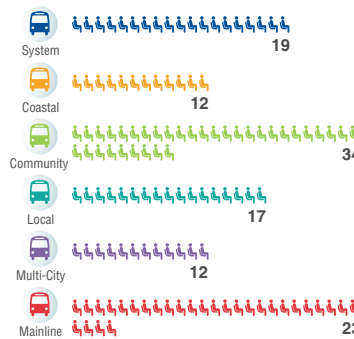
TOTAL PASSENGERS



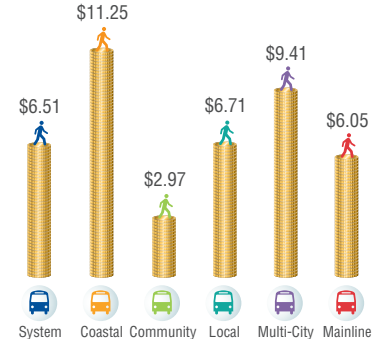
AVERAGE WEEKDAY RIDERSHIP



WEEKDAY PASSENGERS/VEHICLE REVENUE HOUR



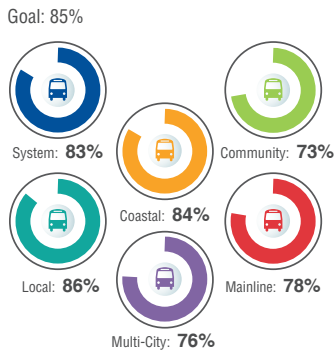
WEEKDAY COST/PASSENGER



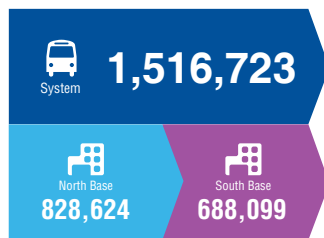
Coastal: Routes serving the coast community – from Half Moon Bay to Pacifica. (Routes 16, 17, FLXP...)
Community: Infrequent, community-specific routes which do not operate during off-peak hours. (Routes 11, 43, 58 etc...)
Local: Routes designed to carry passengers between major passenger hubs, employment centers, and residential neighborhoods. (Routes 110, 120, 250, 280, etc...)

Multi-City: Routes serving multiple cities, including some offering express or late-night service. (Routes 295, 398, KX, etc...)
Mainline: Long-distance routes serving significant portions of the county, generally at higher frequency. (Routes 292 & ECR)

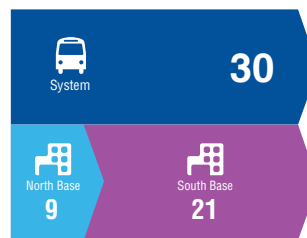
WEEKDAY ON-TIME PERFORMANCE



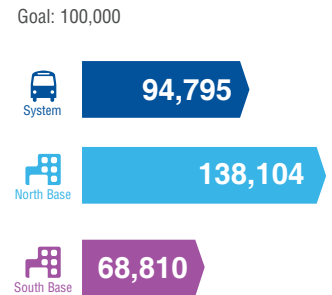
TOTAL MILES TRAVELED



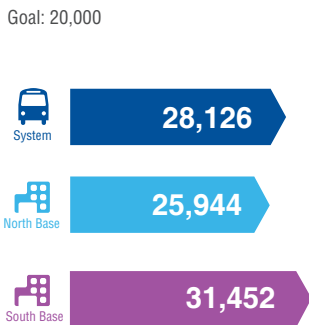
DID NOT OPERATE



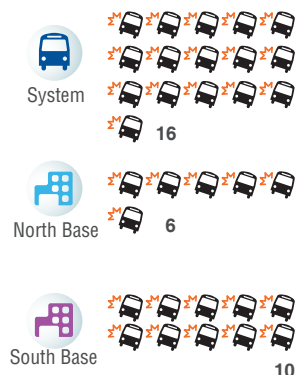
MILES BETWEEN PREVENTABLE ACCIDENTS



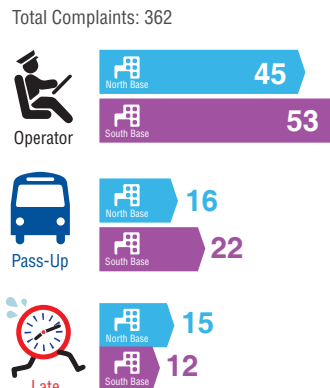
MILES BETWEEN SERVICE CALLS



PREVENTABLE ACCIDENTS



TOP 3 COMPLAINTS



FAREBOX RECOVERY RATIO



Soon the results of US-101 Express Bus Study will recommend options for connecting San Mateo County communities with a new network of express bus routes, some of them designed to connect residents to their jobs in neighboring counties. A related effort is underway to coordinate with our private sector partners so we can understand where workers traveling to our County's largest employment centers are coming from. We know employer-sponsored shuttle networks are extremely successful, but only the region's largest companies offer them. By connecting high density employment centers with communities throughout our County we can duplicate that success and provide commuters with a less expensive, more productive congestion reducing option.

This year, SamTrans will also be taking steps to increase youth ridership and help create a new generation of lifelong transit riders. Last year, SamTrans partnered with the City of San Carlos and the San Carlos School District to replace underperforming local bus service with a new route that provides a convenient transit option to connect students with local schools on a scheduled route. Thanks to committed engagement from parents, buses on Route 61 were full right away, and the agency took steps to dedicate additional resources to the route. We will also joint venture with San Mateo County to market our El Camino Real bus service.

Route 61 continues to be an example of how

successful collaboration can produce outstanding results, and it is an example we hope to duplicate. In August we will add a pilot route to connect the Farm Hill neighborhood in Redwood City with Woodside High School, and the results of a SamTrans Youth Mobility Study will include recommendations for expanding youth ridership countywide to schools, for after-school activities, and for weekend and summer travel.

Those recommendations will include strategies for enhancing sales of the SamTrans Summer Youth Pass. Last year, SamTrans made the pass available for purchase online and pass sales shot up by 20 percent. The Youth Mobility Study will recommend other ways to make purchasing the Summer Youth Pass and other fares even more convenient for youth and parents.

The agency is also exploring new ways to address the challenge of providing service to the less populated parts of the County. A Coastside Transit Study kicked off this month with community meetings in Half Moon Bay and Pacifica, and the agency is exploring partnerships with ride sharing companies and other private sector mobility providers to help enhance mobility options throughout the County in a cost efficient way. A dashboard was created (see page 2) to help staff, our Board and the public evaluate how various transit services are performing based on various metrics. These efforts will help inform decisions, on a route-by-route basis, about how our service should evolve to be most effective.



SamTrans continues to be focused on adding service amenities that will make the system more attractive to new riders. A grant from the Metropolitan Transportation Commission will help our buses benefit from coordinated traffic signals on El Camino Real to reduce travel times and increase ridership on what is already our most popular route. Over the next year, thanks to efforts initiated by the newly formed SamTrans Customer Experience Task Force, a mobile application will allow riders to purchase and use SamTrans fares on their phone, and a new "Where's My Bus" tool will provide more reliable predictive arrival and information about real time bus location to riders.

Another effort wrapping up this year is the Dumbarton Corridor Transportation Study. This study was launched in 2016 and will identify a comprehensive set of short- and long-term multimodal strategies that reduce traffic congestion and improve mobility between Alameda, San Mateo and Santa Clara counties. The study

will examine potential solutions to address both congestion on the Dumbarton Bridge and connecting roadways, as well as the rehabilitation and establishment of new transit service on the Dumbarton rail bridge.



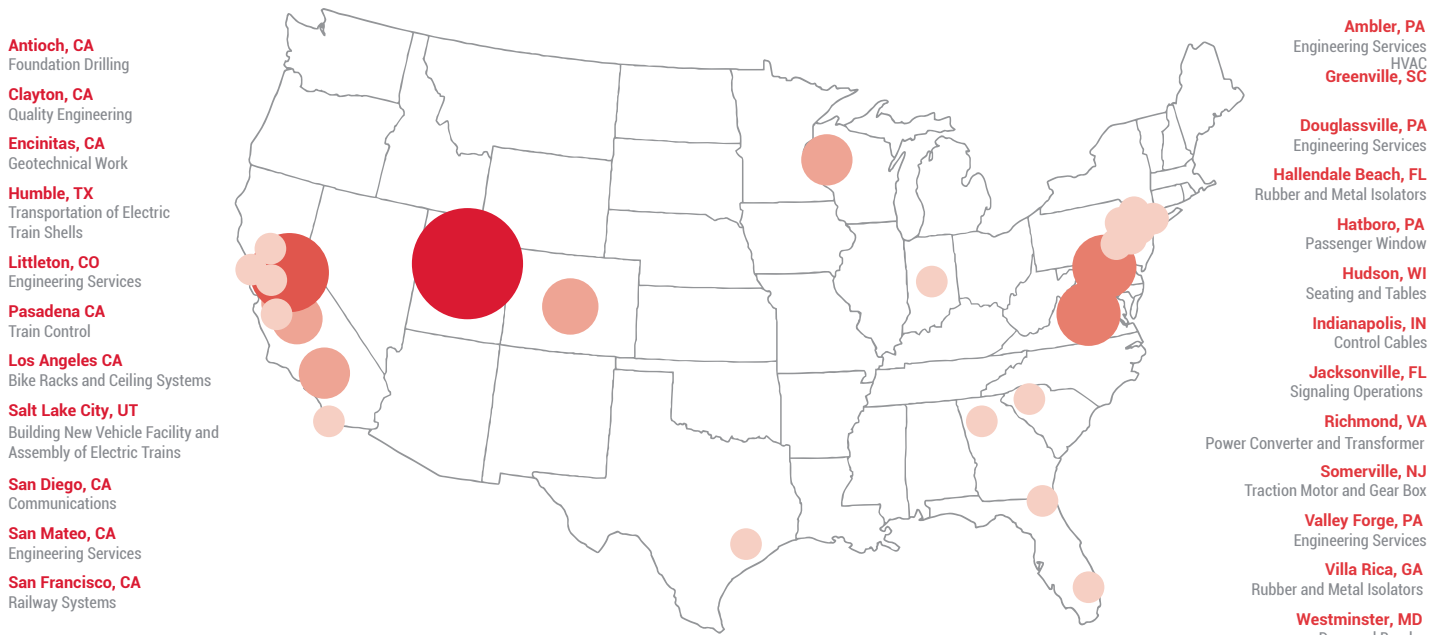
Caltrain continues to be the best opportunity we have to reduce regional congestion. As the Peninsula economy has expanded, Caltrain

ridership has nearly tripled over the last 12 years and today serves over 65,000 daily riders. Unfortunately, ridership now exceeds the system's capacity and current diesel operations are not capable of accommodating existing or future demand.

Plans are in place to modernize Caltrain and operate electric trains that will expand capacity and deliver faster, more frequent service to Peninsula communities. Once electrified,

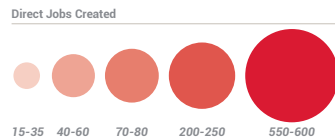
CalMod JOBS ACROSS THE UNITED STATES

The Caltrain Modernization Program will create over 9,600 total direct and indirect jobs. Direct job opportunities created by the Peninsula Corridor Electrification Project depicted below.*



Creation of these jobs is contingent on having federal funding in place by March 1, 2017.

*These jobs will not be created without the Peninsula Corridor Electrification Project, including the building of a new train assembly facility in Utah.



Caltrain will be able procure additional railcars and operate longer trains.

Over \$1.3 billion in local, regional and state funding commitments have been secured to help make this vision a reality. Contracts have been awarded and the project is ready to start construction. The final step needed is approval of a \$647 million federal grant. Over the last two years, Caltrain has worked with the Federal Transit Administration to evaluate the project's eligibility for federal investment. In January, after a full assessment of the project's merits, FTA recommended approval of the grant, but the new Administration delayed a final decision while the President's budget recommendations to Congress are developed.

Employers and communities along the corridor have rallied to support the project because it is one of the most critical regional congestion relief opportunities. Support has also emerged from throughout the country as national advocacy organizations and policy makers have recognized that Caltrain Electrification is the most shovel ready transit project in the country, and it is an immediate opportunity to create almost 10,000 jobs nationwide. They also recognize that if Federal investment in Caltrain is not approved, it is an ominous sign for other projects dependent on Federal funds.

A decision on the Federal grant is expected in mid-May, but regardless of the outcome, the merits of the project, the benefits at stake, and the support and momentum generated over the last few years assures that Caltrain Electrification must happen.

In the meantime, Caltrain also needs to focus on maintaining its existing service. Despite record setting ridership gains and farebox recovery that is among the best in the nation, Caltrain is still dependent on voluntary contributions from member agencies that each struggle to fully fund their own countywide bus and light-rail service. Paring new sources of funding with a sustainable long term business strategy will be critical to the current and future operation of the system.

County's voter approved sales tax in multimodal projects that reduce local and regional congestion. These investments have helped repair local roads, rebuild highway interchanges, expand first and last mile connections to Caltrain, and separate the rail corridor from local roads to enhance safety and improve congestion.

In 2016, the Authority partnered with the City/County Association of Governments, private employers and Caltrans to launch the Hwy. 101 Managed Lanes Project. The project includes an evaluation of options that will relieve congestion by reconfiguring lanes and adding carpool or express lanes to Hwy. 101.



Image: Caltrans

New Funding Opportunities

Very soon, we will know more about the specific and immediate steps we should take to operate more productive bus service, transform Caltrain into the transit system our communities deserve and address one of the nations most congested stretches of highway.

It is not enough to identify strategies for addressing these challenges. Implementing solutions will mean finding and committing resources. Fortunately, over the next year, local, regional, and state funding opportunities will emerge to help accomplish many of our most important transportation goals.

Caltrain and SamTrans are currently in the process of completing business plans that will help guide future decisions about how to fund the agencies' operations and most pressing capital improvements. These plans will assess strategies



In 2017, the Transportation Authority will continue to invest the

to ensure that we maximize our ability to capture value from various business models and revenue generation opportunities including land use, fare structure and advertising considerations.

These business plans will also provide the framework for a transportation expenditure plan for funding local and regional funding measures being considered for the 2018 ballot. At the local level, consideration of a ballot measure is being led by the Peninsula Mobility Group, a broad coalition of elected and community leaders, associations and private sector and government employers convened by the San Mateo County Economic Development Association.

A Bay Area wide funding opportunity is also being explored. Regional Measure 3 would generate between \$1.7 billion and \$5 billion from a bridge toll increase. SamTrans is currently working with our legislative delegation and private sector partners to help the Legislature craft an expenditure plan for voter consideration in 2018.

At the State level, the heavy lifting has already been done. Thanks to committed work from the Legislature and dedicated leadership from Governor Jerry Brown, Transportation Secretary Brian Kelly and their team, the Legislature approved a series of revenue enhancements that generates over \$5 billion per year for state-wide investment in transportation infrastructure. For San Mateo County, this means millions of

dollars in increased formula funds to support our transit needs, and an opportunity to compete for hundreds of millions of dollars per year in additional discretionary funding available to invest in projects like Caltrain capacity expansion, Hwy. 101 reconfiguration, and more.

San Mateo County and the Peninsula are incredibly well-positioned to take advantage of these opportunities. That would not be possible without clear direction from the elected and appointed representatives that make up the SamTrans, Caltrain and Transportation Authority Boards. These dedicated public servants commit a tremendous amount of time and energy to making sure that we are focused on the most important priorities and challenges facing our communities.

Similarly, none of this work would be possible without the dedicated employees and staff at SamTrans. Their ability to accomplish, adapt, produce and pursue is, in my opinion, among the best there is in the public or private sectors. They inspire me everyday to be better, and I know they inspire each other too. San Mateo County residents should be proud of the work they do.

I am looking forward to reporting back soon about the additional progress that we are poised to make on these many issues. I am also looking forward to hearing more from the public as we refine plans to produce tangible benefits for the communities we are proud to serve.

