

2018 State of County Transportation

Jim Hartnett, General Manager/CEO



What a difference a year makes. A year ago my report to the community focused on three themes:

1. The challenges facing San Mateo County communities struggling to address unprecedented traffic congestion;
2. The San Mateo County Transit District's efforts to develop data-driven solutions; and
3. The uncertain status of funding opportunities that will help make these solutions a reality

A year later, one thing is the same: traffic congestion in our county continues to be the number one challenge facing our communities. Fifteen years ago, it was common for residents to identify education as the top priority. Ten years ago, it was jobs and the economy. Now, polls show that traffic congestion is far and away San Mateo County residents' primary concern.

But over the last year the District's work to develop solutions has yielded some significant progress, and the efforts to create new funding to support those solutions have left our County poised to deliver results.

Over the last year, we have focused on resolving some critical questions:

- What is the best way to address congestion on US 101, State Route 92, the Dumbarton Corridor and our other highways?
- How can the County take advantage of new transportation funding provided by the State?
- What can be done to ensure that the bus and paratransit services that our most vulnerable populations depend on will be financially sustainable?
- How should transit services evolve to better support the changing demographics in our region?
- Will Federal funding commitments to support Caltrain Electrification be maintained by the current Administration in Washington, D.C.?
- How will San Mateo County benefit from efforts to create new local and regional transportation funding?

A lot of work has been done to make sure that the answers to these questions will help improve the quality of life for our County's communities, neighborhoods and residents. As is always the case, there is still a lot of work to do and many questions that need answers, but I am proud of the progress we've made. Unprecedented challenges call for unprecedented solutions, and I am optimistic that we are on the cusp of delivering those solutions for the communities, neighborhoods, employers and residents that we serve.

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FUNDING VICTORIES AND OPPORTUNITIES

While we have been hard at work planning the future of transportation in San Mateo County, we have not ignored the fact that new projects, programs and services will require new investments. Thanks to dedicated advocacy from our local elected officials, our State and Federal legislative delegations and employer coalitions dedicated to improving quality of life on the Peninsula, we are moving swiftly down the path toward securing and establishing new transportation funding.

Federal

At the Federal level, the Peninsula was the center of national attention after a surprise delay in the award of a Federal grant for Caltrain Electrification. After four months of uncertainty, the Federal Transit Administration approved the grant allowing construction to begin. The advocacy efforts needed to achieve this result were nothing short of extraordinary, and would not have been successful without help from key members of the California Congressional delegation, especially Senator Dianne Feinstein, Senator Kamala Harris, Minority Leader Nancy Pelosi, Congresswoman Anna Eshoo, and Congresswoman Jackie Speier. This powerhouse team of Bay Area legislators worked tirelessly alongside a coalition of partners, led by the Bay Area Council, San Mateo County Economic Development Association and Silicon Valley Leadership Group to ensure that Caltrain Electrification would be recognized as a project of regional and national significance, and would be funded accordingly.

State

Last year we had similar success at the State level when Governor Jerry Brown and California Transportation Secretary Brian Kelly led the effort to approve the Road Repair and Accountability Act of 2017. The Act creates \$54 billion in new transportation investment over the next decade and, thanks to efforts from our county's legislative delegation led by Senator Jerry Hill and Assemblymembers Kevin Mullin and Mark Berman, includes significant opportunities for San Mateo County and the Peninsula.

Unfortunately, the investment created by the State is being threatened with repeal. If these efforts are successful, efforts to fully convert Caltrain to electric trains, complete managed lane congestion improvements on US 101, and the operation of new SamTrans electric buses would be threatened.

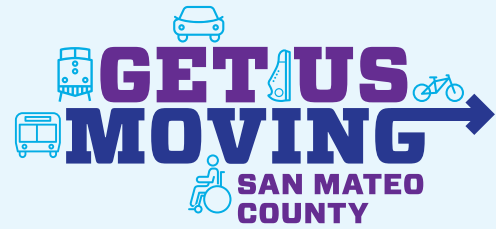
Regional

These same policy makers also helped make sure that new regional funding measures includes significant investment in San Mateo County. Regional Measure 3, which is on the June 5 ballot, includes new investment for improvements to US 101, State Route 92, the Dumbarton Corridor, and new express bus and water transit service in San Mateo County.

Additionally, after recognizing the need for additional investment in Caltrain, Senator Jerry Hill carried legislation that creates the opportunity to finally secure dedicated funding to support Caltrain's long-term operating and capital needs.

Local

Even with Federal investment helping to expand our rail network, and potential new State and Regional investments to improve how we travel around the State and between counties, we still have the challenge of improving mobility options within San Mateo County. Like our highways, traffic on our local streets and roads is at record levels and communities are increasingly in need of new mobility options that reduce congestion. Transit services that our senior, youth, disabled, and low-income populations depend on are financially unsustainable, and our local infrastructure is in a state of disrepair. Fortunately, legislative efforts by Senator Jerry Hill and Assemblymember Kevin Mullin have created opportunities for new investment in county transportation efforts. The District has been collaborating with the County of San Mateo over the last several months to conduct a comprehensive public engagement effort called Get Us Moving San Mateo County. Get Us Moving is designed to collect feedback about residents' transportation priorities. That feedback will be used to develop a transportation expenditure plan that County voters could consider on the November 2018 ballot.



If successful, all of these funding opportunities create the potential for financial sustainability of our transit systems and enhanced investment in local programs and transportation needs. We have been hard at work laying the groundwork for improvements that would help address our most pressing challenges. Here's what we've been up to and what we can all look forward to over the next year.



Last year, led by Chair Rose Guilbault, the San Mateo County Transit District Board of Directors approved plans

to expand youth ridership on SamTrans bus service and ease congestion on the busy Dumbarton Transportation Corridor, and later this year, the Board will establish plans for a network of county-wide express bus services, better connecting the Coastsides with high-quality transit.

FOCUS ON YOUTH

The SamTrans Youth Mobility Plan is a comprehensive plan designed to expand mobility options for San Mateo County youth. Some of the plan's recommendations are already being implemented, including

dedicating staff to serve as the District's liaison to schools, and providing SamTrans bus drivers with training to be responsive to the needs of younger riders. In August 2017, SamTrans added Route 78 as a pilot route, which connects surrounding neighborhoods with Woodside High School in Redwood City. Like the launch of similar services in San Carlos in 2016, Route 78 has provided dozens of students with the ability to use transit to get to and from school.

The plan's other recommendations, including offering community colleges the ability to purchase discounted yearly passes for their students, and establishing a youth ambassador program to build awareness about transit options with high school students, will be launched later this year.



NEW TRANSIT OPTIONS FOR COMMUTERS

As the owner of the Dumbarton Rail Corridor, the District recognized the opportunity to explore improvements that would address growing congestion between Southern Alameda and San Mateo counties. The Dumbarton Transportation Corridor Study was approved by the Board last year and recommends a number of multi-modal improvements, including managed lanes to accommodate expanded express bus service on the existing highway bridge and new transbay rail service connecting the Caltrain corridor with rail services in the East Bay. The District is currently exploring business partnerships to move forward with the recommendations in the study.

Another new service targeted toward commuters is the establishment of a countywide network of express bus routes. We know that not all commuters have access to one of the private sector shuttles that are operated by the region's major employers, so it's no surprise that a lot of commuters end up driving alone. However, we also know that almost 30 percent of commuters going to major job centers would prefer to take a public express bus if it was available. Over the last year, the District has been studying options for establishing express bus service and later this year, the Board will consider a plan that seeks to take advantage of new

funding opportunities to operate a network of express bus routes that connect San Mateo County residents with their most popular commute destinations.

Making transit a relevant commute option is especially challenging for our Coastsides residents, but after analyzing existing service and hosting public workshops to collect feedback, the draft Coastsides Transit Study, will be recommending more frequent express bus connections between Pacifica and BART, the operation of this service later into the evening, and the eventual extension of the service to Half Moon Bay.

ENHANCING OUR SERVICES

We know that for SamTrans service needs to evolve to meet our communities' needs. In 2018, we will see the launch of a SamTrans mobile application with the ability to offer mobile ticketing, trip planning and real-time arrival and departure information. I'm also looking forward to seeing existing services improved, including more frequent bus connections to San Francisco International Airport and improved travel times on our popular ECR bus line.

The District has also formed a partnership with the University of California – Davis' Institute of Transportation Studies to pilot new and innovative transportation solutions in this rapidly evolving field.

CHANGE IS COMING
**THE FUTURE
IS WORTH IT**



Caltrain Electrification is underway and it will transform the way we travel on the Peninsula.

Caltrain's diesel trains are well over capacity in the peak hours, but electrified service will expand capacity, reduce travel times, increase frequency and offers the potential for additional service so that new and existing commuters will continue to choose transit as job and population growth expand.

The District has already secured enough investment to electrify the corridor and replace 75 percent of Caltrain's fleet with six-car electric trains. The next evolution of the system will include fully replacing the diesel fleet with enough electric railcars to operate 100 percent electrified service with eight car trains, dramatically increasing the capacity of the system.

Caltrain has applied for investment from the State's Road Repair and Accountability Act of 2017 to help fund the full electrification of the system between San Jose and San Francisco

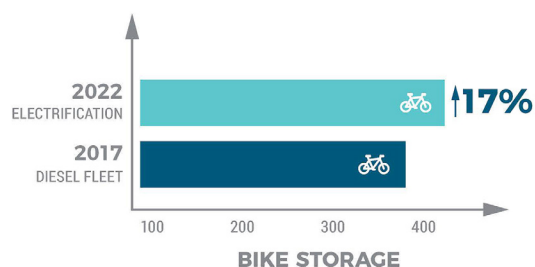
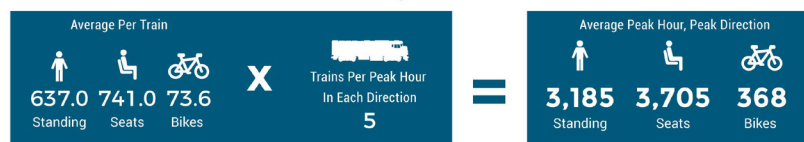
and an award announcement is expected at the end of this month.

The Caltrain Corridor is an integral part of our regional and statewide transportation network. The corridor will eventually accommodate statewide high-speed rail and will be extended to the Transbay Transit Center in Downtown San Francisco. With service to some of the fastest growing and most innovative companies in the world, the corridor will continue to help drive the state and national economies. This means that eventually, additional service will be needed.

Many questions remain, including how much service is needed, what infrastructure will be required, how much it will cost, and how it will all be integrated as part of a regional and statewide rail network. To help address those questions, Caltrain began work last year on the Caltrain Business Plan: A Corridor and Service Evolution Strategy. This plan will provide a roadmap to ensure that service on the corridor grows in a way that maximizes benefits for our growing region.

CURRENT DIESEL FLEET

(Mix Of Bombardier and Gallery Cars | 5- and 6-car Train Sets)



2022 ELECTRIFICATION

(Mix of 7-car Diesel Train Sets and 6-car Electric Train Sets)



The CalMod program lays the foundation for continued capacity growth on the corridor. Unlike diesel trains, electric trains can maintain performance while expanding the number of train cars.



The half-cent sales tax administered by the San Mateo County Transportation

Authority continues to provide much-needed investment for local transit, highways, streets and roads and bike and pedestrian programs. However, these programs have needs far greater than the current funding will support. Other counties in the region have taken recent steps to supplement their transportation programs with additional voter-approved funding, and the District's Get Us Moving San Mateo County effort could identify an opportunity for San Mateo County voters to do the same in 2018.

The County's highway needs alone are underfunded by over \$1 billion. Fortunately, significant funding opportunities are on the horizon for the Transportation Authority's highway program.

The Authority and the County's City/County Association of Governments have collaborated with Caltrans improve travel time on US 101 by adding managed lanes to the highway. Managed lanes will improve throughput for commuters and will incentive the use of shared ride services and transit options including express buses. Last year, the State's Road Repair and Accountability Act specifically mentioned the US 101 Managed Lanes project as a priority, and an application was submitted in February that would fully fund the project.

Private Sector Partnerships

These are truly exciting times for our County, and despite the challenges, we have reasons to be optimistic. How successful we are will largely depend on our ability to take advantage of the new funding opportunities before us. We are fortunate to have dedicated decision-makers at the local, state and federal levels working on our behalf. We are also fortunate to have committed private sector partners who are taking up a uniquely expanded role when it comes to advancing

our most critical transportation needs. As a result, San Mateo County and the Peninsula are poised to explore partnerships with the private sector that could offer some historic and unprecedented opportunities for our future. The private sector has already committed significant funding to study congestion relief alternatives on some of our most congested corridors including US 101 and the Dumbarton Transportation Corridor. Earlier this year, a coalition of these partners committed \$50 million to fund the outcome of one of those studies: the addition of managed lanes on US 101. Additionally, the District is working with private sector partners to expedite the improvements called for in the Dumbarton Corridor Transportation Study.



This is welcome news. None of us are immune to the impact that increased traffic congestion has on our communities. As the problem gets worse we spend more time traveling, which affects our productivity and the local economy, but more importantly it affects our quality of life. The more hours we spend in traffic, the less time we have with family and loved ones, and our communities become less desirable places as a result.

I'm very encouraged that some of our County's largest employers have recognized that their success is largely dependent on the region's ability to offer sustainable, effective, responsible transportation solutions to the people who live here, and I believe we will make great progress on those solutions in 2018.