Update on FY22 Shuttle Program Funding and Services
The Caltrain Shuttle Program

- **Shuttles vs. fixed route buses**
  - Shuttles are specifically timed to Caltrain service
  - Typically connect stations and employment clusters
  - Focused on “last mile” trips (station to office)

- The JPB shuttle program includes a variety of publicly accessible shuttle services that are partially supported by Caltrain in coordination with other public entities, cities and employers.

- JPB shuttle program has evolved iteratively over time and varies by significantly route. Roles can include:
  - Administration of shuttle operations contracts
  - Ridership tracking and reporting
  - Sponsorship of shuttles for grant funding (eg securing of outside grants)
  - Direct financial support using JPB discretionary funds
Program Overview

- In 2019, the Caltrain Shuttle Program included 17 routes operating in San Mateo and Santa Clara counties.
- JPB also subsidized service of 3 MUNI routes at 4th & King in San Francisco.
- Caltrain shuttle ridership has generally declined over the last 5 years and cost per rider has grown significantly across many routes.

### 2019 JPB Shuttle/Bus Funding

<table>
<thead>
<tr>
<th>Service</th>
<th>Total Budget</th>
<th>Direct JPB Funding</th>
<th>Grant Funding (SMCTA &amp; TFCA)</th>
<th>City &amp; Employer Funding</th>
<th>Avg. Weekday Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caltrain Shuttle Program</td>
<td>$3,788k</td>
<td>$486k</td>
<td>$1,543k</td>
<td>$1,759k</td>
<td>2,304</td>
</tr>
<tr>
<td>(Excluding Stanford)</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Stanford Marguerite</td>
<td>na</td>
<td>$0k</td>
<td>$195k</td>
<td>-</td>
<td>7,230*</td>
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<tr>
<td>MUNI Subsidy</td>
<td>na</td>
<td>$253k</td>
<td>-</td>
<td>-</td>
<td>773*</td>
</tr>
</tbody>
</table>

*Overall ridership – not exclusive to Caltrain related trips
COVID-19 Impacts

- Program-wide shuttle ridership has fallen ~90% since March, 2020
- Many routes have been suspended or permanently discontinued (3 out of 3 in San Francisco, 7 out of 17 in San Mateo and 7 out of 8 in Santa Clara)
- Ridership losses effectively disqualify Caltrain shuttles from Transportation Fund for Clean Air (TFCA) funding – a major grant source used to support operations of many shuttles
FY22 Budget Review

- Overall FY22 Budget is constrained
- With many routes canceled and TFCA grant funds unavailable, the JPB must determine level of financial participation in shuttle program going forward
- Staff reviewed remaining shuttle routes according to:
  - Mix and availability of non-Caltrain funding sources
  - Potential equity impacts (i.e. service to Communities of Concern and essential employers)
  - Approximate operating efficiency under 50% ridership recovery
FY22 Overall Budget Recommendations

- JPB discretionary funds should not be used to back-fill for TFCA grants and no future contributions assumed for canceled routes
- For now, JPB recommended to maintain role as contract administrator and pass-through for Caltrain focused shuttles utilizing San Mateo County TA and employer funding
  - Requires JPB to book the full ~$2.7 million operating budget
- MUNI routes remain out of service and JPB would not contribute discretionary funds
Route Funding Recommendations

- Reduced use of discretionary FY22 JPB funds recommended for the following:
  - Full JPB match for Broadway-Millbrae and Bayshore Commuter routes ($73k)
  - Small, contractually required JPB allocations to four routes to/from Hillsdale ($7k)
  - JPB contribution for contingency & vendor incentive ($43k) related to remaining routes under JPB administration
Beyond FY22

- In early 2020, JPB and SamTrans kicked off the Peninsula Shuttle Study to examine potential long-term changes to shuttles in the corridor. Scope has adapted to address near-term COVID-19 complexities.
- Study will develop options and recommendations for Caltrain’s future role and participation in shuttles post-FY22 and an update and recommendations will be provided to the JPB.
- Larger post-COVID exploration of JPB role in first- and last-mile programs generally to be studied and considered over coming years.
Questions?