



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

Service	Total Budget	Direct JPB Funding	Grant Funding (SMCTA & TFCA)	City & Employer Funding	Avg. Weekday Ridership
Caltrain Shuttle Program (Excluding Stanford)	\$3,788k	\$486k	\$1,543k	\$1,759k	2,304
Stanford Marguerite	na	\$0k	\$195k	-	7,230*
MUNI Subsidy	na	\$253k	-	-	773*

*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 TFCFA 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 TFCFA 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?