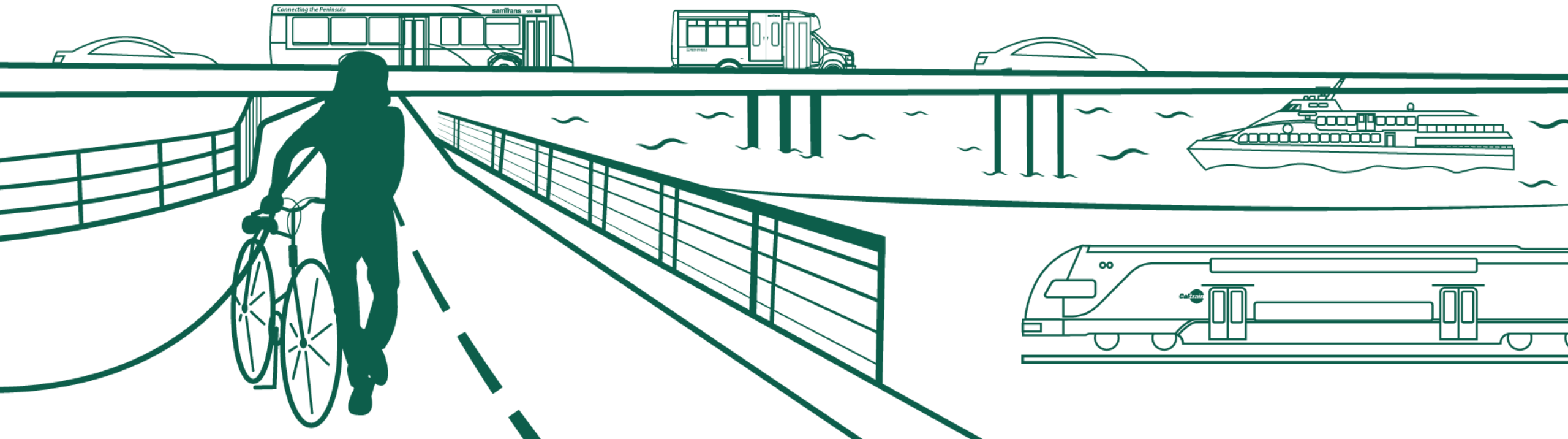




Peninsula Shuttle Program Optimization & Funding Strategy - Update

C/CAG Board of Directors

September 10, 2026



San Mateo County Transportation Authority (SMCTA)

- **Plans, funds, and delivers** transportation programs and projects throughout San Mateo County
- **Manages funding** from voter-approved local sales tax



Highways



Local Streets
and Roads



Grade
Separations



Transit



Pedestrian
and Bicycle



Transportation
Demand
Management



Agenda

- Background and Strategy Process
- Peninsula Shuttle Program Overview
- Shuttle Route Nominations
- Funding Scenarios and Program Capacity
- SMCTA Board Direction
- Next Steps



Background and Workshop Summaries



Background and Purpose

Study Context

- Current Challenges – Post-Covid ridership decline, funding uncertainty, & operations contract increase

Study Purpose

- Develop common understanding of shuttle services & performance
- Engage stakeholders across all study elements
- Develop service redesign & funding strategy for the next 7 years of service

Study Outcomes

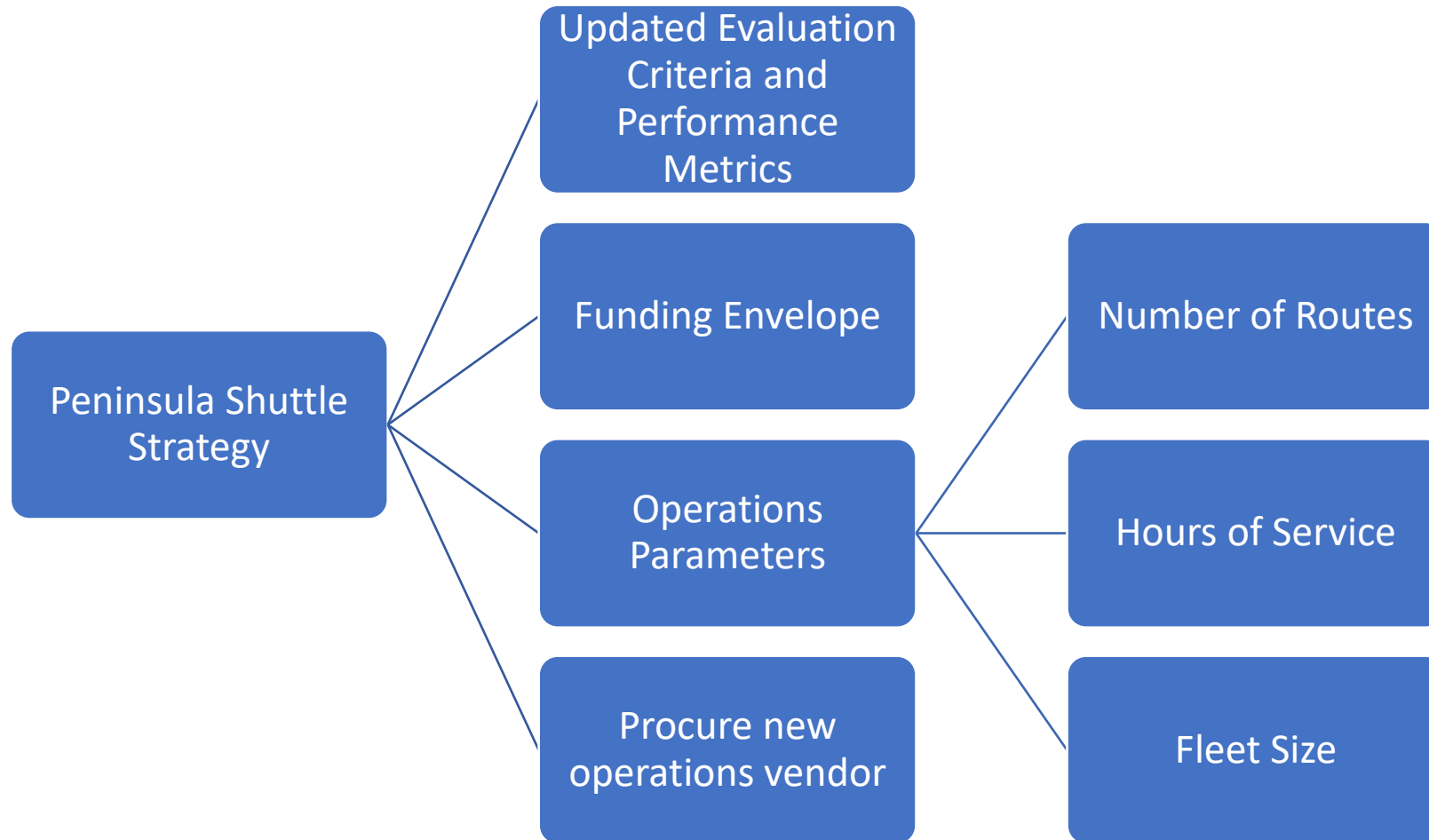
- Funding decisions to support the next seven years of the program



Strategy Process



Strategy Outcomes



Stakeholder Input

Working Group

- Purpose: Preview materials for Workshop
- Attendees: SMCTA, C/CAG, Commute.org, SamTrans
- Meeting frequency: At four key milestones in the strategy

Stakeholder Workshops

- Purpose: Review findings and building consensus
- Attendees: Technical and executive representatives from each city/agency
- Meeting frequency: At four key milestones during strategy development process



Workshop Summary

Workshop 1

- Study background
- Existing conditions

Workshop 2

- Shuttle Program Vision & Goals
- Program Policies

Workshop 3

- Funding Scenarios
- Local match preferences

Workshop 4

- Shuttle Nominations and Scoring
- Funding Scenarios
- Monitoring and Performance Metrics



Peninsula Shuttle Program Overview



Peninsula Shuttle Program Overview

MEASURE A FUNDING

- Passed in 2004
- Allocates 4% of funds to the Program

PROGRAM GOALS

- Connectivity
- Equity
- Ridership

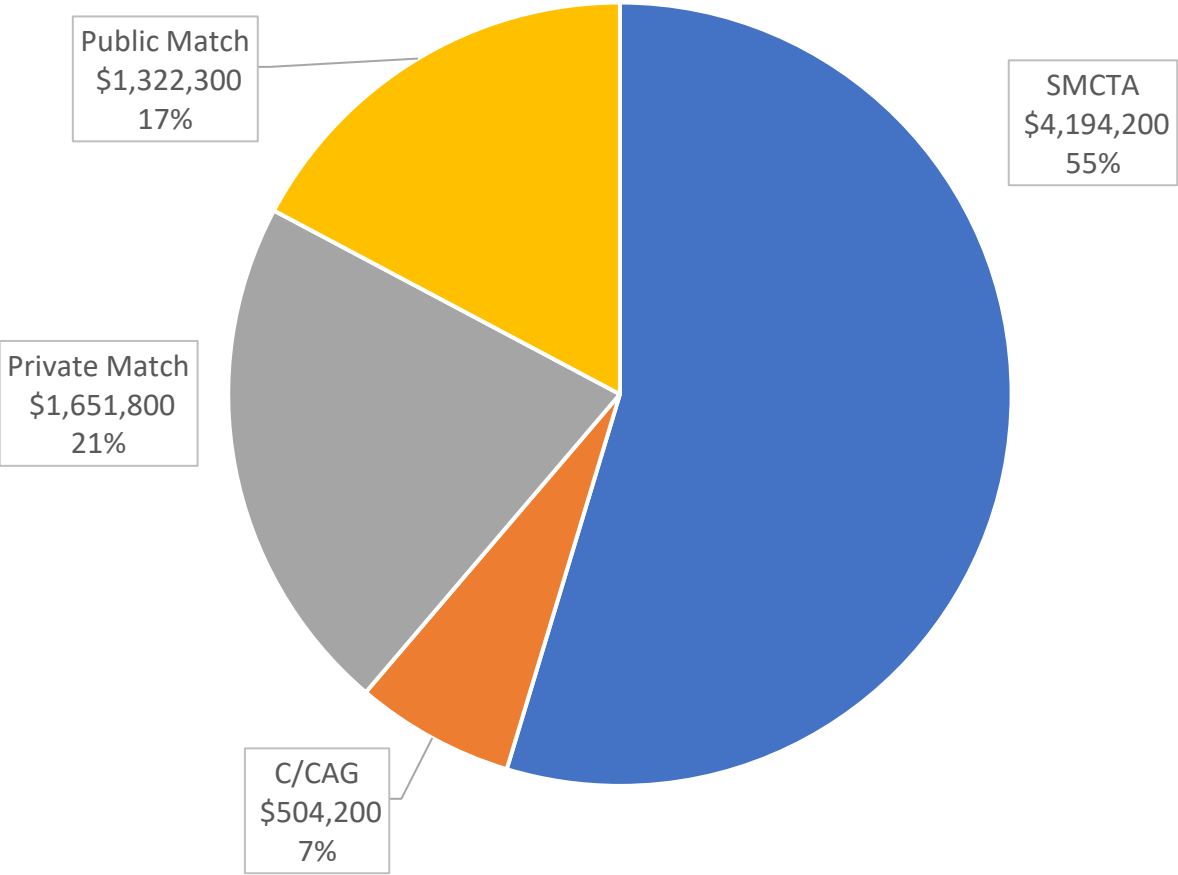
2026-27 FUNDING

- \$13.6 million (Measure A)
- ~\$1 million (C/CAG)
- 23 routes



Peninsula Shuttle Program

Average Annual Funding



Existing Shuttle Program Overview

23 routes

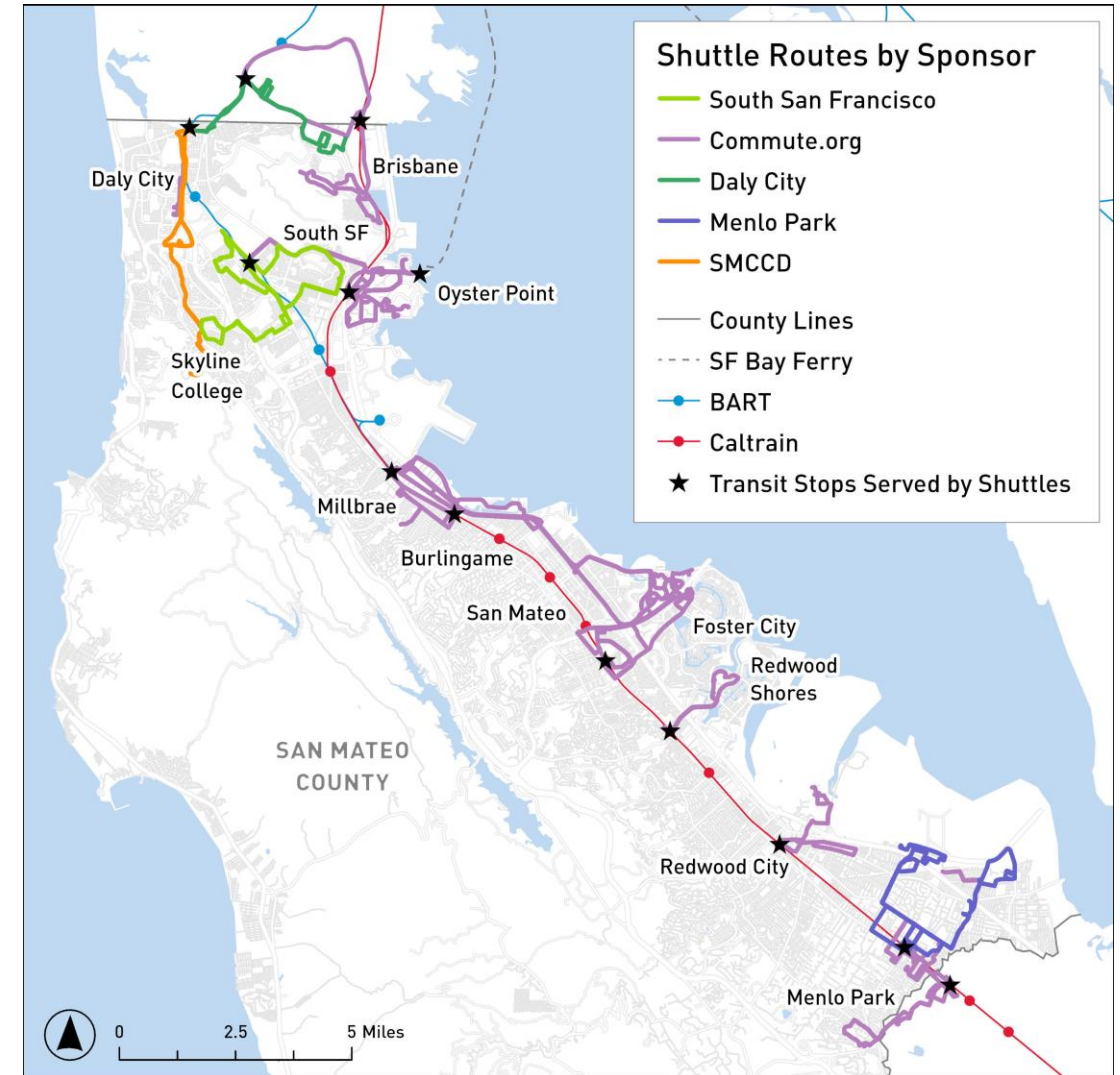
- 19 Commuter Shuttles
- 4 Community Shuttles

5 Sponsors

- 17 - Commute.org
- 2 - South San Francisco
- 2 - Menlo Park
- 1 - San Mateo County Community College District
- 1 - Daly City

9+ Cities

- South San Francisco
- Menlo Park
- Burlingame
- San Mateo
- Foster City
- Brisbane
- Daly City
- Redwood City
- Millbrae



Program Challenges

- Shuttle operating costs are set to drastically increase
- SMCTA and C/CAG funding is currently fixed
- SMCTA and other funding partners cannot fill the funding deficit to maintain current shuttle service in future years



Shuttle Route Nominations



Shuttle Route Nomination Overview



23 shuttle route nominations received, covering **13** jurisdictions/unincorporated communities



16 existing routes*, **5** new routes, **2** adjusted existing routes

*6 current routes not submitted



16 commuter, **7** community



SMCTA Board-Supported Evaluation Criteria

Goal	Weight
Local Mobility Options Improve local mobility options for residents & support first/last mile connections to key community destinations	25%
Regional Transit Connections Improve regional mobility options for commuters by supporting first/last mile connections between employment centers and regional transit hubs	25%
Ridership Operate cost-effective service with sustained ridership that aligns with demand and funding	15%
Equitable Access Provide mobility services to advance equity and reduce access barriers for transit-reliant populations	20%
Transportation Network Coverage Provide mobility service to fill operational gaps in the regional transportation network	15%



City	Route	Type	Existing/ New	Score	Rank
South San Francisco	South City Shuttle - East	Community	Existing	80.0	1
San Mateo	North Shoreview–North Central Commuter Shuttle	Commuter	New	77.8	2
Redwood City	Redwood City Midpoint	Commuter	Existing	76.2	3
North Fair Oaks	North Fair Oaks Community Shuttle	Community	New	73.8	4
Daly City	Bayshore Shuttle	Community	New	72.8	5
Burlingame	Millbrae Burlingame Commuter	Commuter	Existing	68.2	6
South San Francisco	South City Shuttle - West	Community	Altered	66.0	7
Redwood City	RWC Seaport Centre	Commuter	Existing	65.1	8
Foster City	Foster City Commuter	Commuter	Existing	65.0	9
Millbrae	Millbrae Community Shuttle	Community	New	63.8	10
Brisbane	Brisbane Crocker Park	Commuter	Existing	62.8	11
North Foster City	North Foster City	Commuter	Existing	62.4	12
South San Francisco	Utah-Grand Caltrain	Commuter	Existing	61.2	13
Burlingame	Burlingame Bayside	Commuter	Existing	60.2	14
Redwood City	Redwood LIFE Caltrain	Commuter	Existing	59.8	15
Burlingame	Burlingame Point	Commuter	Existing	57.7	16
South San Francisco	Utah-Grand BART	Commuter	Existing	57.6	17
South San Francisco	Oyster Point Caltrain	Commuter	Existing	56.2	18
Menlo Park	Marsh Road	Commuter	Altered	55.2	19
Hillsdale	Hillsdale Caltrain Commuter	Commuter	Existing	54.2	20
South San Francisco	Oyster Point BART	Commuter	Existing	51.4	21
South San Francisco	Oyster Point Ferry	Commuter	Existing	50.0	22
San Bruno	Crestmoor San Bruno	Community	New	48.8	23

Local Match and Program Capacity



Match Options & Estimated Program Capacity

Local Match	Estimated Program Capacity
25% Match	11 – 15 Routes
10% Match	10 – 12 Routes
5% community / 10% commuter	9 – 11 Routes
0% Match	9 – 10 Routes



				Score	Rank
South San Francisco	South City Shuttle - East	Community	Existing	80.0	1
San Mateo	North Shoreview–North Central Commuter Shuttle	Commuter	New	77.8	2
Redwood City	Redwood City Midpoint	Commuter	Existing	76.2	3
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Hillsdale	Hillsdale Caltrain Commuter	Commuter	Existing	54.2	20
South San Francisco	Oyster Point BART	Commuter	Existing	51.4	21
South San Francisco	Oyster Point Ferry	Commuter	Existing	50.0	22
San Bruno	Crestmoor San Bruno	Community	New	48.8	23

25% Match

8 -13 shuttles not funded

Program Capacity Range

Not funded



				Score	Rank
South San Francisco	South City Shuttle - East	Community	Existing	80.0	1
San Mateo	North Shoreview–North Central Commuter Shuttle	Commuter	New	77.8	2
Redwood City	Redwood City Midpoint	Commuter	Existing	76.2	3
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South San Francisco	Oyster Point BART	Commuter	Existing	51.4	21
South San Francisco	Oyster Point Ferry	Commuter	Existing	50.0	22
San Bruno	Crestmoor San Bruno	Community	New	48.8	23

10% Match

11 – 13 shuttles not funded

Program Capacity Range

Not funded



				Score	Rank
South San Francisco	South City Shuttle - East	Community	Existing	80.0	1
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Redwood City	Redwood City Midpoint	Commuter	Existing	76.2	3
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South San Francisco	Oyster Point BART	Commuter	Existing	51.4	21
South San Francisco	Oyster Point Ferry	Commuter	Existing	50.0	22
San Bruno	Crestmoor San Bruno	Community	New	48.8	23

Mixed Match

12 – 14 shuttles not funded

Program Capacity Range

Not funded



				Score	Rank
South San Francisco	South City Shuttle - East	Community	Existing	80.0	1
San Mateo	North Shoreview–North Central Commuter Shuttle	Commuter	New	77.8	2
Redwood City	Redwood City Midpoint	Commuter	Existing	76.2	3
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0% Match

13 -14 shuttles not funded

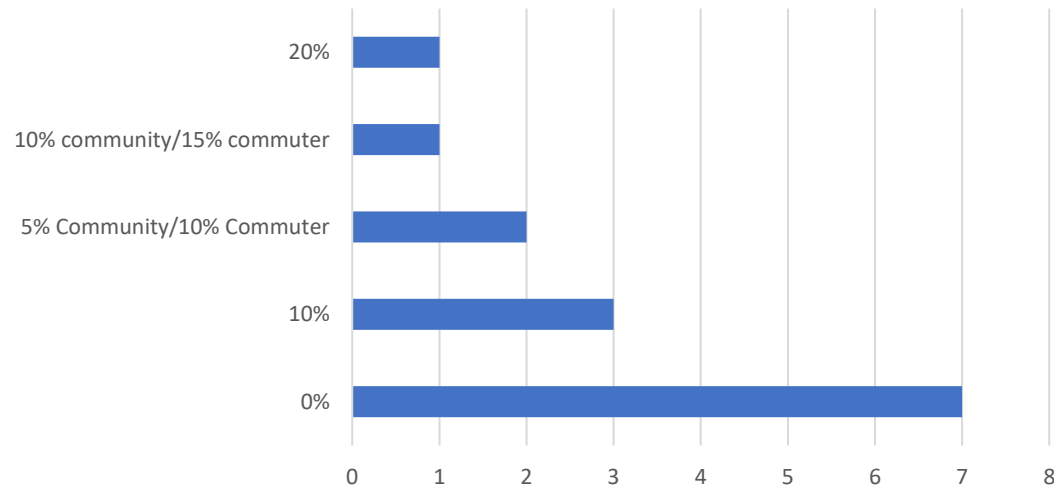
Program Capacity Range

Not funded

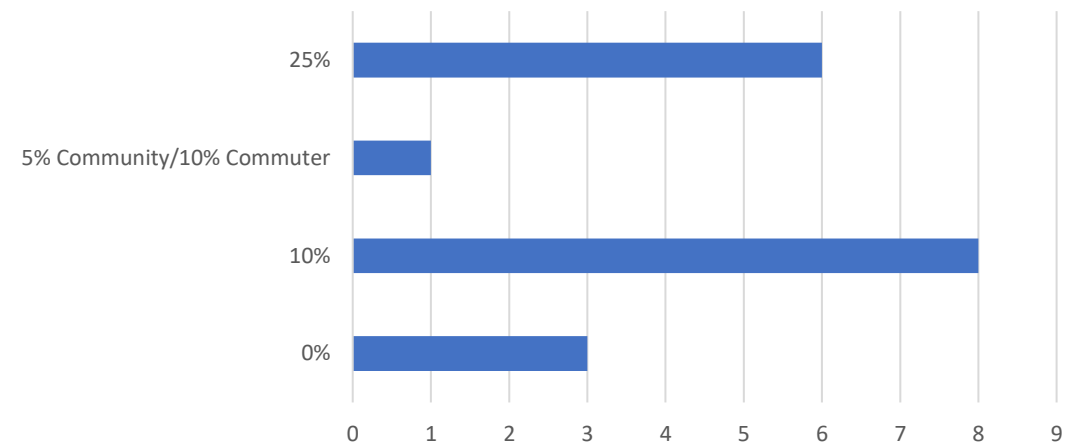


Local Match Funds

Stakeholder Feedback Prior to Ranked List



Stakeholder Feedback with Ranked List and Program Capacity



SMCTA Board Direction and Next Steps



SMCTA Board Direction

- Required Local Match
 - **Board Direction:** 10% match
- Agreement Term
 - **Board Direction**
 - SMCTA has 3-year funding agreements with local sponsors
 - SMCTA has 7-year agreement with SamTrans and would provide funds to close any gap in matching funds from available New Measure A Interest Income
- Vehicle Procurement
 - **Board Direction:** SMCTA provides New Measure A Interest Income funds for shuttle vendor to purchase shuttles to unbundle capital cost from the operating rate



Next Steps



Thank you!

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