

The background of the cover features a collage of samTrans buses. At the top, a bus is shown from a side profile with "samTrans" and "www.samtrans.com" visible. Below it, a larger bus is shown from a front-three-quarter view, with "samTrans" and "400" visible. To the right, another bus is shown from a front view, with "112 COLMA BART" and "samTrans" visible. The buses are set against a blue gradient background with white and red wavy graphic elements.

San Mateo County Transit District

Short-Range Transit Plan

Fiscal Years 2009 – 2018

December 2009

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San Mateo County Transit District

Short-Range Transit Plan Fiscal Years 2009 through 2018

Adopted by the San Mateo County Transit District Board of Directors on December 9, 2009

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to MTC a Short Range Transit Plan (SRTP).

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Section 1

Background

The San Mateo County Transit District (District) operates SamTrans fixed-route bus service, Redi-Wheels paratransit service for persons with disabilities, and funds shuttle services. The District also is the managing agency for Caltrain commuter rail and the San Mateo County Transportation Authority.

Each year the District updates its 10-year Short-Range Transit Plan (SRTP). The SRTP follows a set of guidelines prescribed by the Metropolitan Transportation Commission (MTC), which has a four-year planning cycle. For three consecutive years, MTC requires a “mini” SRTP; in the fourth year a “full” SRTP is required. Both the “mini” and “full” plans provide information on the District’s operating and capital improvement plans and budget projections over a 10-year horizon. The “full” plan is more extensive in that it also provides an overview of the transit system, goals and performance measures, information on the service network, and other ancillary items. The SRTP information is included in the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) which MTC uses to program federal funds.

This plan is a “mini” SRTP, providing an interim update over a 10-year horizon covering Fiscal Year 2009, through FY2018, highlighting:

- Recent events
- Changes to the operating plan and budget projections
- Changes to the capital improvement program (CIP) and funding assumptions

Section 2

Overview

SRTP Approach

The District mini Short-range Transit Plan is a needs-based planning document which shows projections for expenses and revenues that the District can reasonably expect over this 10-year time horizon, and reflects a snapshot in time. The operating plan and budget projections for this SRTP cycle take into account recent service-level reductions approved by the District board in FY2010. The service reduction plan will decrease service by 7.5 percent, increase fares and reduce administrative costs. No additional service level changes are anticipated during this SRTP cycle; however future service adjustments may arise from planning efforts in 2010, with recommendations reflected in future SRTPs.

Focus Areas

The District will maintain its immediate focus by providing basic mobility services to county residents and commuters, ensuring its assets remain in a state-of-good repair, and maximizing the system's ridership potential. Over the long-term, the District will work on implementing its Strategic Plan. There are no service level increases projected in this SRTP; however, over the next two years, work will commence on some of the key initiatives identified in the District Strategic Plan, including a comprehensive assessment of the delivery, design and productivity of SamTrans service. Recommendations to come from these efforts will be included in subsequent SRTPs.

Operating Plan and Financial Projections

The financial picture indicates a challenging 10-year planning horizon. District financial projections show an operating budget deficit each fiscal year, peaking in FY2013 at more than \$26 million and reducing thereafter through FY2018. The 10-year total operating deficit is projected at \$163 million. Factors contributing to the deficit growth include debt service costs for past transportation investments, such as BART, and significant reduction of annual revenues from State Transit Assistance funds and lower than anticipated local sales tax receipts. In the past, the District had been able to avoid service reductions through prudent spending and one-time funding sources. However, the economic downturn has changed the funding climate for all transit operators in the region. Faced with this serious fiscal challenge, the SamTrans Board adopted a 7.5 percent reduction in fixed-route bus service. Cuts to administration also will take effect in December 2009. The District will continue to work to address the structural deficit and impact to core services over the next 10 years, such as seeking new revenue sources and methods to contain escalating operating costs.

Capital Improvement Plan and Financial Projections

The District's Capital Improvement Plan focuses on maintaining its fleet and facilities in a state-of-good repair. Capital projects have been significantly reduced or deferred to future years in order to minimize the impact on the budget during this SRTP cycle. The major components of \$269 million capital program include revenue vehicle replacement and rehabilitation; tools and equipment; service vehicles; bus stops and stations; information technology infrastructure; planning and development initiatives needed to advance District transportation investments; capital program development and capital contingency.

The capital improvement plan is needs-based and outlines major capital investments necessary to keep the District fleet and facilities in a state-of-good repair. The majority of funding for the capital program comes from federal sources, local District sales tax, state funding and regional funds. The District will be working to leverage federal and state funding on some of its long-term initiatives to advance investments in the transportation network, such as its transit-oriented development portfolio and the Grand Boulevard Initiative programs. Like the operating budget, the District will seek new revenue streams where feasible.

Section 3

Operations

A. Summary of SamTrans Service Reductions

The District's current fixed-route bus system consists of 54 routes, with eight routes providing express service, 17 routes providing community circulator service and 29 routes connecting to the BART and/or Caltrain systems. Service extends through the bayside of San Mateo County from Daly City to East Palo Alto, and along the coastside from Pescadero up to Pacifica. Service also extends north into parts of San Francisco and south to Palo Alto in Santa Clara County. In FY2009, District buses provided service to approximately 48,300 passengers each weekday, with an annual ridership of 14.6 million riders, an increase compared to the previous three years.

The 7.5 percent reduction in service, to be implemented on Dec. 20, 2009, will leave the fixed-route bus system with 48 routes, with only one express route remaining—the KX—a hybrid-express route that provides service from Palo Alto to downtown San Francisco via the San Francisco International Airport. Route CX will not be eliminated but renamed as Route 118. All other express routes will be eliminated along with Route 342 serving the Millbrae Transit Center. The commute-hour and commute-direction express routes serving downtown San Francisco will be eliminated. Route 359 will provide a link from the Foster City area to the Millbrae Transit Center. This will be a weekday peak-hour-only service and will provide access to downtown San Francisco for Foster City area passengers whose express route will be eliminated as part of the service reductions. After the reductions, there will still be 16 routes that connect to BART stations, 19 that connect to Caltrain stations and six that serve the coastside.

Routes KX, 14, 141, 280 and 390 and 391 will see decreases in service frequency. Route KX trips will all terminate at Palo Alto Transit Center on the southern end. Route 14 service will be reduced by operating in a single direction loop in the off-peak hours.

These service reductions were selected based on their efficiency and effectiveness, followed by extensive public input and outreach, which included four community meetings and a Board public hearing. Eight hundred thirty-two individuals commented and eight petitions were submitted with 543 signatures. Concepts from SamTrans' adopted Strategic Plan and Guiding Principles guided decision making, including:

- Sustaining basic mobility services for transit-dependent and low-income persons
- Competing in markets where SanTrans can be competitive, giving priority to the most cost-effective services
- Maintaining financial strength and integrity in order to continue to operate the District's family of services

The plan preserves essential services to low-income, transit dependent, youth, and senior riders, as well as riders with disabilities, while:

- Retaining span of service
- Maintaining paratransit services
- Meeting social equity and Title VI requirements

The majority of routes selected for elimination are within transportation corridors with other public transit options. The following table includes a summary of affected routes.

Table 3-1: Summary of Affected Routes

Routes	Currently	Dec 20, 2009
Total	54	48
Express	8	1 ¹
Coastside	6	6
BART Connection	16	16
Caltrain Connection	19	19

¹CX will be renamed Route 118, but unchanged otherwise
 KX will be the remaining express route

B. Operating Plan and Budget

Key factors that influence the District's operating budget include labor and benefits, fuel costs and the District's commitment to its multimodal services, including annual debt service for BART and an annual operating contribution to Caltrain. These costs continue to increase while the District's revenue sources from the half-cent sales tax and State Transit Assistance funds diminish.

The following section provides a discussion of the projected operating budget for the 10-year period from FY2009 through FY2018 and a summary of the factors that contributed to changes in the operating budget.

FIXED-ROUTE SERVICE PLAN

The service plan reflects the service reductions for December 2009. The plan assumes that SamTrans will continue to operate the same level of service through FY2018 and accommodate future capacity needs by reallocating resources.

Service Level

Beyond the 2009 service cuts, no additional changes to service are planned at this time, subject to the results from additional planning efforts in FY2010-FY2011. The District will undergo a system-wide Comprehensive Operations Analysis (COA) which will evaluate existing fixed-route service and identify ways to improve service efficiency and effectiveness.

Ridership

Ridership is expected to grow at 2 percent for FY2010 then at 1 percent per year from FY2011 through FY2018. The ridership projections are based on the reduced service level and assume some level of improvement in the local economy.

Fares

The first fare increase for this SRTP cycle took effect on Feb. 1, 2009 when the District increased the full cash adult fare by 25 cents. The Board also approved another fare increase to take effect Feb. 1, 2010. Thereafter, the District is proposing additional fare increases in FY2012, FY2015, and FY2018.

Operating Cost

The operating cost is expected to decrease 3.5 percent from FY2010 to FY2011 as the service reductions are in effect for a full fiscal year. After increasing 4 percent in FY2012, operating costs are projected to grow at an average rate of 3 percent per year through FY2018. The major drivers contributing to the increase in operating costs include District labor and contracted transportation expenses. District labor costs are projected to increase at 2 percent per year for FY2012 through FY2018.

The Contracted Urban Bus (CUB) fixed-route service contract cost is projected to escalate 4 percent per year. Ap-

proximately one-quarter of fixed-route service is provided by contract. The proportion of SamTrans fixed-route service provided by contract versus directly operated is not expected to significantly change.

Revenue

Fare increases are planned for FY2012, FY2015 and FY2018, which are projected to increase fare revenue by 9.9, 8.9 and 8.0 percent, respectively. In the other years, the fare revenue will increase at a rate of approximately 1 percent per year.

Table 3-2: Summary of Fixed-route Service Operations

	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Operating Cost	\$95.3 M	\$96.4 M	\$93.0 M	\$96.7 M	\$99.8 M	\$103.1 M	\$106.3 M	\$109.4 M	\$112.7 M	\$116.1 M
Fare Revenue	\$16.7 M	\$18.3 M	\$18.4 M	\$20.3 M	\$20.5 M	\$20.7 M	\$22.5 M	\$22.7 M	\$23.0 M	\$24.8 M
Revenue Hours	629,545	609,805	590,000	590,000	590,000	590,000	590,000	590,000	590,000	590,000
Revenue Miles	6.8 M	6.4 M	6.0 M	6.0 M	6.0 M	6.0 M	6.0 M	6.0 M	6.0 M	6.0 M
Annual Ridership	14.9 M	15.2 M	15.4 M	15.5 M	15.7 M	15.8 M	16.0 M	16.1 M	16.3 M	16.5 M

Table 3-3: Summary of Fixed-route Service Operations - Project Annual Percent Change

	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Operating Cost Change	-	1.2%	(3.5%)	4.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Fare Revenue Change	-	9.3%	1.0%	9.9%	1.0%	1.0%	8.9%	1.0%	1.0%	8.0%
Revenue Change	-	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%

Note: Parenthesis denotes decrease.

PARATRANSIT SERVICE PLAN

Over the past few years, demand for paratransit service has grown. In an effort to meet community needs while containing costs, a special advisory committee was developed to identify cost-control measures including contracting out service, adding supplemental taxi service where needed and screening customers for eligibility. However, as the county population ages, demand for paratransit is expected to grow up to 2.5 percent per year through FY2018. This increased demand will require additional demand for paratransit hours and miles of operation. SamTrans plans to continue several initiatives to manage the demand for Paratransit service, including:

- Supplemental service provided under contract by taxicab companies to serve trips that would otherwise result in low productivity runs.
- Installation of “call-ahead” software that can be used to alert customers 10 minutes in advance of their

scheduled pick-up.

- Provide travel training to individuals who can use SamTrans fixed-route services instead of paratransit. Effective July 1, 2007, Redi-Wheels and RediCoast passengers ride fixed-route service free at all times. Previously, the free service was only during non-peak hours.
- Continue the eligibility screening process with 100 percent in-person assessments conducted by a contractor.
- Continue to implement trip-by-trip eligibility determinations, when appropriate.
- Work with local jurisdictions and advocates to explore opportunities for partnerships that would help create local services of interest to people with disabilities and older people.
- Implement a Senior Mobility Action Plan and initiatives which seek to keep seniors safe and connected to their communities through information on different transportation option available.

Service Level

Service levels will increase at the same rate as projected paratransit ridership increases.

Ridership

Estimated annual paratransit ridership increase is 1.5 percent through FY2012; 2.0 percent in FY2013 and FY2014; and 2.5 percent per year between FY2015 and FY2018.

Fares

Paratransit fares have been approved to increase in FY2011 (by 50 cents) and FY2012 (by 25 cents). An increase of 75 cents is planned for FY2015, and an additional 50 cents in FY2018.

Operating Cost

- 3.5 percent decrease in FY2010 and FY2011 (reflects service reduction)
- 3 percent (average) annual increase in between FY2012 and FY2018
- The paratransit service contract costs are projected to remain the same for FY2010 through FY2011, and then increase by 4 percent per year through FY2018. All paratransit service is anticipated to remain contracted service.

Table 3-4: Summary of Paratransit Service

	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Operating Cost	\$13.6 M	\$13.6 M	\$13.8 M	\$14.5 M	\$15.4 M	\$16.3 M	\$17.3 M	\$18.4 M	\$19.6 M	\$20.6 M
Fare Revenue	\$0.6 M	\$0.7 M	\$0.7 M	\$0.9 M	\$0.9 M	\$0.9 M	\$1.1 M	\$1.2 M	\$1.2 M	\$1.4 M
Revenue Hours	209,526	213,926	217,135	220,392	224,800	229,296	235,028	240,904	246,926	253,099
Revenue Miles	3.0 M	3.1 M	3.1 M	3.2 M	3.2 M	3.3 M	3.4 M	3.4 M	3.5 M	3.6 M
Annual Ridership	332,000	339,000	344,085	349,246	356,231	363,356	372,440	381,751	391,294	401,077

BART SHUTTLE SERVICE PLAN

The District Strategic Plan envisioned that the District would serve as a mobility manager for San Mateo County, offering an array of transportation options for its customers. The shuttle program is one of these programs, offering a vital last-mile connection from BART stations to major employment centers. This plan assumes the same number of shuttles through FY2018 and projects accommodating future capacity needs by increasing the number of trips and/or increasing vehicle size.

Service Level

Service levels are projected to remain constant at nine routes over the 10-year planning horizon.

Ridership

Ridership growth is projected to be 2 percent per year.

Fares

Fares remain free.

Operating Cost

Shuttle operating costs are expected to grow 2.5 percent per year from FY2012 through FY2018 after decreasing operating cost in FY2010 through cost savings. The operating cost is shown to increase significantly in FY2011; however, increase in shuttle program costs are a result of the expanded role of SamTrans as the sole eligible sponsor for the new San Mateo County Measure A sales tax Local Shuttle funds. As a sponsoring agency, SamTrans is responsible for passing funds through to other project sponsors and operators.

Revenue

Approximately 87 percent of the program is financed with Bay Area Air Quality Management District (BAAQMD) and employer funds. The remaining balance is funded by SamTrans. The funding split is expected to remain relatively unchanged over the next 10 years.

Table 3-5: Summary of BART Shuttle Service

	Annual Total Ridership	Total Operating Costs
FY2009	533,032	\$ 2,141,440
FY2010	543,687	\$ 1,902,905
FY2011	549,124	\$ 3,590,591
FY2012	554,615	\$ 3,680,356
FY2013	560,161	\$ 3,772,365
FY2014	565,763	\$ 3,866,674
FY2015	571,420	\$ 3,963,341
FY2016	577,135	\$ 4,062,425
FY2017	582,906	\$ 4,163,985
FY2018	588,735	\$ 4,268,085

C. BART and Caltrain Funding

The District will contribute \$801,000 per year from FY2014 through FY2018 for debt service costs associated with the District's commitment to BART.

As a member of the Peninsula Corridor Joint Powers Board (JPB), the District contributes \$16.5 million per year to the JPB for operation of Caltrain.

D. Operating Budget

Table 3-6 summarizes various operating revenues for the 10-year planning horizon. The District is projected to have operational deficit through FY2018, which is projected to peak at \$26 million in FY2013. Total operating deficit over the next 10 years is expected to reach \$163 million.

Table 3-6: 10-year Financial Plan

Categories	10-year Total	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018
EXISTING SYSTEM											
OPERATING EXPENSE	\$1,593,922	\$149,355	\$148,728	\$147,148	\$151,585	\$155,555	\$159,651	\$163,890	\$168,162	\$172,609	\$177,239
REVENUE FOR OPERATIONS											
Fares	\$217,641	\$17,324	\$18,979	\$19,164	\$21,181	\$21,402	\$21,625	\$23,670	\$23,924	\$24,181	\$26,190
Non-fare Revenue	\$150,327	\$18,310	\$18,726	\$13,370	\$11,525	\$10,162	\$15,185	\$15,410	\$15,641	\$15,878	\$16,120
County Sales Tax	\$679,349	\$60,015	\$62,216	\$63,772	\$65,366	\$67,000	\$68,675	\$70,392	\$72,152	\$73,956	\$75,805
Bridge Tolls											
Regional Measure 2 Operating	\$3,209	\$102	\$306	\$315	\$325	\$334	\$344	\$355	\$365	\$376	\$387
5% State General Fund Revenues	-	-	-	-	-	-	-	-	-	-	-
TDA											
Article 4.5	\$15,805	\$1,583	\$1,499	\$1,433	\$1,476	\$1,519	\$1,564	\$1,610	\$1,658	\$1,706	\$1,757
Article 4/8	\$299,259	\$29,043	\$28,477	\$27,234	\$28,037	\$28,864	\$29,715	\$30,592	\$31,494	\$32,423	\$33,379
Transfers	-	-	-	-	-	-	-	-	-	-	-
AB 1107	-	-	-	-	-	-	-	-	-	-	-
State Transit Assistance											
Base and Prop. 42: Revenue-based	\$55,563	\$2,158	-	-	-	-	\$9,633	\$10,129	\$10,653	\$11,204	\$11,786
Base and Prop. 42: Population-based	-	-	-	-	-	-	-	-	-	-	-
Northern Counties/Small Operators	-	-	-	-	-	-	-	-	-	-	-
Regional Paratransit	\$5,920	\$257	\$211	-	-	-	\$983	\$1,034	\$1,087	\$1,144	\$1,203
Lifeline	\$7,690	\$300	\$267	-	-	-	\$1,285	\$1,351	\$1,421	\$1,494	\$1,572
Spillover: Revenue-based	-	-	-	-	-	-	-	-	-	-	-
Spillover: Population-based	-	-	-	-	-	-	-	-	-	-	-
Transfers	(\$4,806)	(\$801)	-	-	-	-	(\$801)	(\$801)	(\$801)	(\$801)	(\$801)
Federal Transit Grants 5303 Planning	\$533	\$15	\$35	\$59	\$59	\$59	\$61	\$61	\$61	\$61	\$62
TOTAL REVENUE	\$1,430,488	\$128,306	\$130,716	\$125,347	\$127,968	\$129,341	\$148,270	\$153,803	\$157,654	\$161,623	\$167,460
OPERATING SURPLUS/ (DEFICIT)	(\$163,434)	(\$21,049)	(\$18,012)	(\$21,801)	(\$23,617)	(\$26,214)	(\$11,381)	(\$10,087)	(\$10,507)	(\$10,986)	(\$9,779)

Note: \$ in 1000's

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Section 4

Capital Improvement Program

The Capital Improvement Program (CIP) describes the capital investments (vehicles, facilities and equipment) needed to carry out the operations and services set forth in the operating plan and budget. The CIP provides the basis for requests for federal, state and regional funding for capital replacement, rehabilitation, enhancement, and expansion projects. It is financially unconstrained in that it identifies long-term capital needs but does not reflect SamTrans' reasonable expectation of available funding to support project delivery.

The projected costs of the various capital projects over the next 10 years are summarized in Table 4-1, FY2009 – FY2018 Capital Improvement Plan. This is followed by a summary of the Revenue Vehicle Fleet Inventory in Table 4-2.

A. Ten-year Capital Improvement Requirements

The 10-year Capital Improvement Program is focused on maintaining the core program of existing services. There is limited vehicle expansion for Redi-Wheels and none projected for fixed-route bus and shuttle services during this planning horizon. The District is in the process of implementing its Strategic Plan that was adopted in December 2008, and future capital projects may be identified in subsequent SRTPs.

The 10-year plan in Table 4-1 assumes an estimated \$269 million capital program dependent upon internal and external funding from federal, state and regional sources. Key components of the CIP beyond on-going maintenance needs include:

- Vehicle Replacement (more than 300 fixed-route buses and 60 paratransit vehicles)
- Vehicle Expansion (10 Redi-Wheels vehicles)
- Facility & Systems Improvements
- Operational Improvements & Enhancements
- Information Technology, including TransLink and Fare Collection Equipment
- Planning and Development Initiatives

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Table 4-1: FY2009 - FY2018 Capital Improvement Program

Ex QTY	Future QTY	YEAR	Description	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	10-year Total
REVENUE VEHICLES: REPLACEMENT & REHABILITATION - NOTE 1														
64	44	1993	GILLIG (35') Notes 2 & 3	-	-	-	-	-	-	-	-	-	-	-
73	91	1993	GILLIG (40') Note 2	\$5,730,443	\$11,626,000	-	-	-	-	-	-	-	-	\$37,356,443
72	72	1998	GILLIG (40')	-	-	\$35,502,943	-	-	-	-	-	-	-	\$35,502,943
55	55	2002	NABI (60' Articulated)	-	-	-	-	-	\$41,966,930	-	-	-	-	\$41,966,930
60	60	2003	GILLIG (40')	-	-	-	-	-	-	\$33,299,063	-	-	-	\$33,299,063
19	19	2007	EL DORADO (22' Cutaway, Redi-Wheels)	-	-	-	-	-	\$2,961,678	-	-	-	-	\$2,961,678
10	10	2008	EL DORADO (22' Cutaway, Redi-Wheels)	-	-	-	-	-	-	\$1,605,541	-	-	-	\$1,605,541
10	10	2005	EL DORADO (22' Cutaway, Redi-Wheels)	-	-	-	\$1,469,298	-	-	-	-	-	-	\$1,469,298
14	14	2009	EL DORADO (Minivan, Redi-Wheels)	-	-	-	-	\$715,630	-	-	-	\$805,448	-	\$1,521,079
10	10	2007	EL DORADO (Minivan, Redi-Wheels)	-	-	\$481,822	-	-	-	\$542,295	-	-	-	\$1,024,116
			Bike Racks	\$19,706	\$19,706	\$19,706	\$19,706	\$19,706	\$19,706	\$19,706	\$19,706	\$19,706	\$19,706	\$197,062
				\$25,750,149	\$11,645,706	\$36,004,471	\$1,489,004	\$735,337	\$44,948,315	\$35,466,605	\$19,706	\$825,155	\$19,706	\$156,904,153
REVENUE VEHICLES: EXPANSION														
Ex QTY	Future QTY	YEAR	Description	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	10-year Total
0	2	2010	22' Cutaway Redi-Wheels	-	\$276,991	-	-	-	-	-	-	-	\$350,884	\$627,874
0	3	2012	22' Cutaway Redi-Wheels	-	-	-	\$440,789	-	-	-	-	-	-	\$440,789
0	4	2015	22' Cutaway Redi-Wheels	-	-	-	-	-	-	\$642,217	-	-	-	\$642,217
0	1	2016	22' Cutaway Redi-Wheels	-	-	-	-	-	-	-	\$165,371	-	-	\$165,371
				-	\$276,991	-	\$440,789	-	-	\$642,217	\$165,371	-	\$350,884	\$1,876,251

Notes:

Estimated project costs are shown in FY2009 dollars. Vehicle costs, however, are based on the FY2009-10 MTC price list, escalated at 3% annually for vehicles scheduled for purchase FY2011 - 2018

- All bus & van price information is derived from the MTC staff updated regional standard Bus and Van Price List adopted in June 2009. See MTC Resolution No. 3908, Attachment A. Fareboxes and Translink are excluded from the prices; these items are procured separately. In the table above, all prices are for diesel vehicles. In the future, CARB may require low-emissions vehicles, which may increase the vehicle procurement cost.
- The 137-1993 Gilligs were previously overhauled and their useful lives were extended to FY2008-2010. A total of 135 buses will be replaced as follows: (91) 40'; (40) 35'; and (4) 29'. A portion of the funding required, or \$25M (federal and local), was programmed in FY 08 for this project. Among the (44) 35' buses shown in the table above, (4) of these will actually be 29' buses; these will be used for the Coastside service.
- Three 2003 22' Eldorado cutaway vans scheduled to be taken out of Coastline service in 2010 will be transferred to SamCoast operations in 2010 as a result of acquiring 30' buses for Coastline service.

Table 4-1: FY2009 - FY2018 Capital Improvement Program (continued)

Description	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	10-year Total
SAFETY / SECURITY											
CCTV and Facility Security Systems (incl. fire alarms and central security office upgrade)	\$685,000	\$1,785,000	\$10,000	-	\$260,000	\$260,000	\$10,000	-	\$10,000	-	\$3,020,000
	-	-	\$35,502,943	-	-	-	-	-	-	-	\$35,502,943
FACILITY & SYSTEMS & HEAVY/MAINTENANCE EQUIPMENT											
North Base - Facility & Equipment	-	-	\$2,275,000	\$1,485,000	\$350,000	\$1,600,000	-	-	-	-	\$5,710,000
South Base - Facility & Equipment	-	-	\$925,000	\$1,085,000	\$350,000	\$500,000	-	-	-	-	\$2,860,000
Central - Facility Upgrade & System Rehab & Replacement	-	-	\$580,000	\$895,000	\$1,025,000	\$1,050,000	\$400,000	-	-	-	\$3,950,000
Other Heavy / Maintenance Equipment	\$632,000	\$517,000	\$627,000	\$1,052,000	\$1,365,000	\$625,000	\$661,000	\$655,000	\$642,000	\$827,000	\$7,603,000
	\$632,000	\$517,000	\$4,407,000	\$4,517,000	\$3,090,000	\$3,775,000	\$1,061,000	\$655,000	\$642,000	\$827,000	\$20,123,000
TOOLS & EQUIPMENT											
Revenue Vehicle Component Replacement & Maintenance	\$607,516	\$607,516	\$607,516	\$607,516	\$607,516	\$607,516	\$607,516	\$607,516	\$607,516	\$607,516	\$6,075,160
Maintenance Equipment & Tools	\$81,125	-	\$268,625	\$83,625	\$118,625	\$73,625	\$179,625	\$73,625	\$73,625	\$152,625	\$1,105,125
	\$688,641	\$607,516	\$876,141	\$691,141	\$726,141	\$681,141	\$787,141	\$681,141	\$681,141	\$760,141	\$7,180,285
SERVICE VEHICLES											
Shop Vehicles	-	-	\$140,000	\$267,000	\$96,000	-	\$10,000	\$90,000	\$490,000	-	\$1,093,000
Support Vehicles	\$244,000	\$320,000	\$180,000		\$290,000	-	\$744,000	-	-	-	\$1,778,000
	\$244,000	\$320,000	\$320,000	\$267,000	\$386,000	-	\$754,000	\$90,000	\$490,000	-	\$2,871,000
BUS STOPS & STATIONS											
Park & Ride Lots	-	\$400,000	-	-	-	-	-	-	-	-	\$400,000
Bus Stops & Stations	\$20,000	\$70,000	\$20,000	\$20,000	\$70,000	\$270,000	\$70,000	\$20,000	\$20,000	\$20,000	\$600,000
	\$20,000	\$470,000	\$20,000	\$20,000	\$70,000	\$270,000	\$70,000	\$20,000	\$20,000	\$20,000	\$1,000,000

Table 4-1: FY2009 - FY2018 Capital Improvement Program (continued)

Description	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	10-year Total
INFORMATION TECHNOLOGY / APPLICATIONS											
Legal Mandates (incl. Cobol licensing, HR-CalPERS, PCI)	\$123,200	\$273,400	\$275,000	\$275,000	\$275,000	\$275,000	\$ 275,000	\$275,000	\$275,000	\$275,000	\$2,596,600
State of Good Repair Program - Note 4	\$4,226,900	\$344,000	\$5,231,800	\$1,332,700	\$1,713,900	\$6,411,100	\$4,177,400	\$1,308,300	\$3,047,800	\$5,531,900	\$33,325,800
	\$4,350,100	\$617,400	\$5,506,800	\$1,607,700	\$1,988,900	\$6,686,100	\$4,452,400	\$1,583,300	\$3,322,800	\$5,806,900	\$35,922,400
INTELLIGENT TRANSPORTATION SYSTEMS AND NETWORKS											
ACS, Farebox, Predictive Arrival, Radios - Note 5	-	\$50,000	\$5,547,000	\$11,373,200	\$1,494,000	-	\$806,400	-	-	\$1,494,000	\$20,764,600
New Investments and Future IT/ITS Projects	\$696,968	-	\$500,000	-	\$500,000	-	\$500,000	-	\$500,000	-	\$2,696,968
	\$696,968	\$50,000	\$6,047,000	\$11,373,200	\$1,994,000	-	\$1,306,400	-	\$500,000	\$1,494,000	\$23,461,568
	\$632,000	\$517,000	\$4,407,000	\$4,517,000	\$3,090,000	\$3,775,000	\$1,061,000	\$655,000	\$642,000	\$827,000	\$20,123,000
COA, TRANSIT ORIENTED DEVELOPMENT & GRAND BLVD INITIATIVE											
Comprehensive Operational Analysis	\$150,000	\$457,000	\$451,000	-	-	-	-	-	-	-	\$1,058,000
TOD/GBI	\$650,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$5,150,000
	\$800,000	\$957,000	\$951,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$6,208,000
CAPITAL PROGRAM/PROJECT DEVELOPMENT & MANAGEMENT											
Program Development, Management	\$650,000	\$350,000	\$350,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$5,900,000
Capital Program Contingency	\$450,000	\$500,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$4,550,000
	\$1,100,000	\$850,000	\$800,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$10,450,000
PROPOSED FUNDING SOURCES											
Federal	\$21,714,374	\$11,129,770	\$29,163,621	\$1,563,133	\$595,623	\$36,408,135	\$29,248,145	\$149,912	\$668,375	\$300,178	\$130,941,266
REGIONAL, INCL. AB 664 FUNDS	\$1,042,135	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$5,542,135
STATE (Prop 1B, including PTMISEA, TSSS-DRA, and SLPP funds)	\$1,179,598	\$2,281,040	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	-	\$17,460,638
LOCAL DISTRICT SALES TAX	\$11,030,751	\$4,185,803	\$23,278,790	\$17,942,702	\$7,754,755	\$19,312,421	\$14,401,617	\$2,164,606	\$4,922,720	\$10,078,453	\$115,072,618

Notes:
 4. IT State of Good Repair includes Data Center, Network Equipment, Printers/Copiers, Servers, Telephones, Workstations, Windows Infrastructure/Messaging Enhancements, and PeopleSoft/Oracle.
 5. The fare collection procurement project has been fully funded at \$9.6M, and is expected to have a useful life of 12+ years. Therefore, no additional budget for fare collection is included for this SRTP cycle.

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B. Revenue Vehicle Fleet Inventory

REVENUE VEHICLE REPLACEMENT

The details of the replacement vehicles to be purchased and put in service per year over the planning horizon are shown in Table 4-2. Funding programmed for the replacement of the revenue vehicles is contained in the CIP in Table 4-1.

Table 4-2: Revenue Vehicle Replacement

# of vehicles to be replaced	Year of manufacture	Year vehicles will be placed in service	Length of vehicles	Seating capacity	Wheelchair capacity	Vehicle type	Type of service	Mode of Power	Estimated cost of replacement
44	1993	2009	35' ¹	34	2	Motorbus	Fixed-route	Diesel	\$20,405,532
91	1993	2009	40'	41	2				\$43,564,830
72	1998	2011	40'	41	2				\$35,502,943
55	2002	2014	60'	58	2				\$41,966,930
60	2003	2015	40'	36	3				\$33,299,063
19	2007	2014	22'	11	2	Cutaway	Demand-response	Diesel	\$2,961,678
10	2008	2015	22'	11	3				\$1,605,541
10	2005	2012	22'	9	3				\$1,469,298
14	2009	2013 & 2017	17'	3	2	Minivan	Demand-response	Gasoline	\$1,521,079
10	2007	2011 & 2015	17'	3	2				\$1,024,116

Note 1: Four of the replacement vehicles will be 29' vehicles instead of 35'.

SUMMARY OF REVENUE VEHICLE FLEET INVENTORY

Table 4-3 shows a summary of the vehicle fleet characteristics. SamTrans does not maintain a reserve fleet for its demand-responsive vehicles. However, SamTrans does maintain a fixed-route reserve of three vehicles designated for disaster response.

Table 4-3: Summary of Vehicle Fleet Inventory

Total Fixed-route Vehicles in Active Fleet	Articulated Bus	55
	Standard Bus	269
Total Fixed-route Vehicles in Reserve Fleet		3
Spare Ratio of Fixed-route Vehicles		21.4%
Total Demand-response Vehicles in Active Fleet	Cut-away Van	39
	Minivan	24
Total Demand-response Vehicles in Reserve Fleet		0
Spare Ratio of Demand-response Vehicles		18.9%
Useful life of Revenue Vehicles (in years)	Bus	12
	Cut-away Van	7
	Minivan	4
Next Replacement of Vehicles	Bus	2009-2015
	Cut-away Van	2012-2015
	Minivan	2011-2013

Appendix A

Performance Evaluation

Table A-1: Performance Trends: Fixed-route Bus Operations

Performance Indicators	FY2007 ¹	FY2008 ¹	FY2009 ²	2 -Year Net Change
Operating Cost (in \$1,000) <i>Annual Change</i>	\$91,844 -	\$97,212 5.8%	\$109,029 12.2%	18.7% ³
Fare Revenue (in \$1,000) <i>Annual Change</i>	\$15,750 -	\$16,613 5.5% ⁴	\$16,706 0.6%	6.1%
Revenue Hours (in 1,000) <i>Annual Change</i>	661 -	653 (1.2%)	630 (3.5%)	(4.6%)
Revenue Miles (in 1,000) <i>Annual Change</i>	7,294 -	7,281 (0.2%)	6,847 (6.0%)	(6.1%)
Annual Passengers (in 1,000) <i>Annual Change</i>	14,983 -	15,215 1.5%	14,985 (1.5%)	(>0.1%)
Operatng Cost per Hour (Actual\$) <i>Annual Change</i>	\$139.04 -	\$148.98 7.2%	\$151.68 1.8%	9.1%
Passenger per Hour <i>Annual Change</i>	22.7 -	23.3 2.8%	23.8 2.1%	4.8%
Passenger per Mile <i>Annual Change</i>	2.05 -	2.09 1.7%	2.20 5.3%	7.3%
Farebox Recovery <i>Annual Change</i>	18.3% -	17.5% (4.4%)	17.5% 0%	(4.4%)

Source:

¹ Final Audit Report: Triennial Performance Audit of the San Mateo County Transit District (SamTrans). Fiscal Years 2005/06, 2006/07, 2007/08.

² National Transit Database Report, FY2009

Notes:

³ Increase of union contract and fuel costs largely contributed to the increase of operating cost.

⁴ Fares were increased in February 2009.

Table A-2: Performance Trends: Paratransit Operations

Performance Indicators	FY2007 ¹	FY2008 ¹	FY2009 ²	2-year Net Change
Operating Cost (in \$1,000) <i>Annual Change</i>	\$12,762 -	\$12,803 0.3%	\$13,468 5.2%	5.5%
Fare Revenue (in \$1,000) <i>Annual Change</i>	\$568 -	\$590 3.9%	\$619 4.9%	9.0% ⁴
Revenue Hours (in 1,000) <i>Annual Change</i>	205 -	206 0.4%	209 1.6%	2.0%
Revenue Miles (in 1,000) <i>Annual Change</i>	2,898 -	2,940 1.5%	2,920 (0.7%)	0.7%
Annual Passengers (in 1,000) <i>Annual Change</i>	317 -	324 2.1%	332 2.5%	4.6%
Operatng Cost per Hour (Actual\$) <i>Annual Change</i>	\$62.31 -	\$62.27 (0.1%)	\$64.44 3.5%	3.4%
Passenger per Hour <i>Annual Change</i>	1.5 -	1.6 1.7%	1.6 0%	1.7%
Passenger per Mile <i>Annual Change</i>	0.1 -	0.1 0%	0.1 0%	0%
Farebox Recovery <i>Annual Change</i>	4.4% -	4.7% 6.8%	4.6% (2.1%)	4.5%

Source:

¹ Final Audit Report: Triennial Performance Audit of the San Mateo County Transit District (SamTrans). Fiscal Years 2005/06, 2006/07, 2007/08.

² National Transit Database Report, FY2009

Notes:

³ Fares were increased in February 2009.

Table A-3: Performance Trends: BART Shuttle Operations

Performance Indicators ²	FY2007	FY2008	FY2009	2-year Net Change
Cost per Avg Weekday <i>Annual Change</i>	\$3,705 -	\$3,642 (1.7%)	\$3,688 1.3%	(0.5%)
Employer Contribution (in 1,000) <i>Annual Change</i>	\$969 -	\$995 2.7%	\$1,033 3.9%	6.7%
Annual Passengers (in 1,000) <i>Annual Change</i>	525 -	554 5.5%	506 (8.7%)	(3.7%)
Operating Cost per Passenger <i>Annual Change</i>	\$1.85 -	\$1.74 (5.9%)	\$1.90 9.2%	2.7%
Farebox Recovery Ratio <i>Annual Change</i>	54.1% -	57.5% 6.3%	52.6% (8.5%)	(2.8%)

Source:

¹ SamTrans Shuttle Program Yearly Ridership, FY 2007, 2008, and 2009.

Note:

² Performance indicators are based on best available data reported by the shuttle program respondents via manual counts.

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