SamTrans Service Plan
Public Hearing

Board of Directors
April 3, 2013

Presentation Outline

• Plan Purpose
• Public Outreach Process
• Service Plan Recommendations
• Next Steps
Plan Purpose

More of what works
• Improve service where our customers need it

Less of what doesn’t work
• Discontinue routes or segments that aren’t working

Try new things
• Try innovative ways of delivering transportation services

Plan Approach

SSP Framework
• Guiding Principles
  - Customers
  - Service
  - Service Markets
  - Financial Stability
  - Coordinated Planning
Developing the Draft Plan

- Balance various elements of the guiding principles
- Developed the plan through comprehensive data analysis, testing of alternatives and public outreach
- Focus the plan to improve efficiency, effectiveness and ridership for the system as a whole
- Understand the trade-offs needed to move SamTrans into the future
- Completed a Draft SSP for release in August 2012 and conducted extensive outreach to the customers and community

Engaging the Community

- Involved the community in locally focused conversations
- Utilized community organization partnerships to create additional awareness
- Engaged all levels of the community in the process:
  - SamTrans customers
  - Public
  - Operators
  - Stakeholders
  - City councils
Public Feedback

• Engaged public provided extensive input
• Outreach in fall 2012 yielded more than 1,200 comments:
  - 9 public meetings
  - E-mail and U.S. mail
  - Multiple operator outreach sessions
  - Online survey
  - 16 city council meetings
  - Dedicated project phone line
  - 3 tabling events

Response to Public Input

• We evaluated every comment
• For underperforming routes, major effort to meet customers needs
  - Careful analysis of options
  - Improve nearby routes (e.g., Route 275)
  - Use new information to improve service (e.g., Route 251)
• Our response to customers
  - Restored service where it’s appropriate
Recent Outreach – March 2013

- Prepared a Draft Final Plan for March 2013 to incorporate comments received fall 2012
- Conducted five public meetings in March 2013 to receive input on the Final Draft Plan
- Met with bus operators to solicit input
- Comment period ends April 15, 2013

Service Recommendations
Service Recommendations

- Improve El Camino Real service
- Modify San Francisco service
- Enhance the core market bus network
- Modify service
  - Consolidate duplicative routes
  - Increase/decrease frequency when appropriate
  - Adjust route alignment
- Discontinue low-performing routes
- Alternative Service Pilot

Improve El Camino Real Service

- Improve performance of north-south spine
- Consolidate Routes 390 and 391 into weekday ECR
- Increase service frequency to 15-minutes between Palo Alto and Daly City
- Routes impacted: 390, 391
Route ECR

Schedule: Increased to 15 minutes on weekdays

Modify San Francisco Service

• Adapt to changed market conditions; other travel options exist and compete effectively with SamTrans service
• Reallocate resources towards stronger performing services within San Mateo County
• Routes impacted: 391, KX and 292
Modify San Francisco Service

- Discontinue Route 391 into San Francisco
- Discontinue Route KX into San Francisco during non-peak and weekend hours
- No change on 292, except for minor route realignment
- Route 391 travel options: Muni 14, BART
- Route KX travel options: Route 292, BART

Enhance Core Market Bus Network

- Based on market demand, improve weekday service in the core market areas of Daly City, South San Francisco, Redwood City and East Palo Alto
- Increase frequency of service to every 15 minutes
- Routes impacted: 120, 130, 131, 281 and 296
Modify Service

Modify routes to improve service performance and better match service with markets:

• Consolidate duplicative or overlapping services
• Modify route alignments to create more direct route
• Shorten route to capture higher ridership areas
• Increase frequency to reflect higher ridership periods; reduce frequency to reflect lower ridership periods
Modify Service

Routes impacted:
- North County: 121, 122, 131, 132, 133, 140, 141
- Central County: 250, 251, 252, 260, 262
- South County: 270, 271, 274, 275, 280*, 281*
- Coastside: 14, 17, 110, 118
- Multi-city: 294, 295

* Changes to Routes 280 and 281 are contingent upon coordination with the City of East Palo Alto’s shuttle

Discontinue Services

- Discontinue routes due to:
  - Low ridership and low productivity
  - Duplication with other SamTrans routes
- Other transit options available
- Routes impacted: 123, 280*, 359

* Changes to Route 280 is contingent upon coordination with the City of East Palo Alto’s shuttle
Alternative Service Pilot

- Two pilot demand response projects:
  - San Carlos
  - Pacifica
- Mitigation for reduced fixed-route service
- Monitor pilot program performance
- Expand to other areas based on lessons learned

Resource Estimates

### Annual In-service Hours (revised March 2013)

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<tr>
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<th>Existing In-service Hours</th>
<th>Draft Plan (August 2012)</th>
<th>Net Hours restored</th>
<th>Revised Draft Plan (March 2013)</th>
<th>Percent Differential</th>
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<td>Weekday</td>
<td>335,505</td>
<td>311,208</td>
<td>1,333</td>
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<td>Sunday</td>
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<td>33,174</td>
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<td>34,822</td>
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<td>378,827</td>
<td>1,342</td>
<td>388,988</td>
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Ridership Estimates

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<td>Weekly Ridership</td>
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<td>Net Gain (Annual)</td>
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CEQA Review

- SamTrans Service Plan was evaluated under State environmental laws
- Initial Study finds no significant impacts on the environment
- Environmental document comment period March 13 through April 15
- Negative Declaration recommended for approval May 1
Next Steps

- April 15: Comment period closes
- April 15 to April 30: Revise draft final SSP and CEQA document as needed
- May 1: Board adoption of SSP, CEQA document, and Title VI analysis
- Fall 2013 to Spring 2014: Implementation of proposed service changes

Questions?