Project Purpose

Provide a direct, fast, frequent and reliable transportation choice for long-distance commute trips within and between San Mateo, San Francisco, and Santa Clara counties.
## Project Goals

<table>
<thead>
<tr>
<th>Goal</th>
<th>Description</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Goal 1:</td>
<td>Provide Mobility Options for Regional Trips</td>
<td>20%</td>
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<td>Goal 2:</td>
<td>Increase Transit Market Share in Corridor</td>
<td>20%</td>
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<td>Goal 3:</td>
<td>Develop a Cost-Effective Service</td>
<td>30%</td>
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<td>Goal 4:</td>
<td>Improve Transportation Equity</td>
<td>10%</td>
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<td>Goal 5:</td>
<td>Enhance Access to Jobs and Population Centers</td>
<td>10%</td>
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<td>Goal 6:</td>
<td>Support Sustainable Land Use and Transportation Policies</td>
<td>10%</td>
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Route Development and Evaluation

Develop Initial Routes
15 route concepts based on market analysis

Initial Qualitative Screening
Result: Shortlisted 10 routes

Detailed Evaluation and Route Comparison
Result: Six top performing routes
Detailed Evaluation Results

Scenario: 2020 with ML to I-380 - 15 min frequency
Proposed Express Bus Network

- Four bidirectional routes, two one-directional routes
- One limited stop route from East Palo Alto to San Bruno
- Three routes into downtown San Francisco from Foster City, San Mateo, Burlingame
- Two routes into Western SF from Palo Alto, San Mateo
Implementation Strategy

Phase 1: Pilot Project (Summer 2019)
- Two routes (Route 3 and Route 6)

Phase 2: With Managed Lanes Opening (2022)
- Two more routes (Route 2 and Route 12)

Phase 3: Further Growth (2023)
- Two more routes (Route 8 and Route 11)
Costs

Phase 1: Pilot Project (June 2019)
- Annual O&M: $5.5M
- Capital in 2019: $470K for existing bus retrofit, secure bike parking (seeking partners), marketing, bus stops as needed
- Capital in 2022: $17.3M in electric buses + chargers (17)

Phase 2: With Managed Lanes Opening (2022)
- Annual O&M: $5.9M
- Capital: $17.1M for 92/101 PNR, electric buses + chargers (13), secure bike parking, marketing, bus stops as needed

Phase 3: Further Growth (2023)
- Annual O&M: $4.8M
- Capital: $11.4M for electric buses + chargers (11), secure bike parking, marketing, bus stops as needed
Funding Sources

O&M:
• Reallocation of existing resources (amount available TBD)
• External partners
• RM3 (competitive process)
• Other state and regional sources

Capital:
• Transit and Intercity Rail Capital Program grant: electric buses, PNR improvements, secure bike parking, stop facilities
• Low Carbon Transit Operations Program
• Bond against future Managed Lanes toll revenue
Evaluation Metrics

• What is success?
  • System-wide ridership increases
  • Farebox recovery above 20% (required by some funding sources)
  • <$15 cost / passenger
  • Reliable service (85%+ OTP)
  • Mode shift from auto to transit, VMT/GHG reduction
  • Partners support and promote the service
  • Positive customer feedback
Next Steps: Study

- Draft Express Bus Feasibility Study on project website, soliciting feedback from Board, public, stakeholders until November 16
- Tentatively seek Board adoption in December
Next Steps: Bus Service

- Phase 1 Implementation Working Group has been formed; convenes monthly toward launch of Phase 1 route(s) in June 2019
- Define fare products as part of SamTrans Fare Study
- Work with partners along routes to support and promote service