

SamTrans Fast Facts

Administration

The San Mateo County Transit District is the administrative body for the principal public transit and transportation programs in San Mateo County, SamTrans bus service including Redi-Wheels and RediCoast paratransit service, Caltrain commuter rail and the San Mateo County Transportation Authority. Caltrain and the TA have contracted with the District to serve as their managing agency, under the direction of their independent board of directors.

The Board of Directors consists of nine members from various leadership positions in the community with the following composition: two members from the county Board of Supervisors; one transportation expert appointed by the Board of Supervisors; three city councilpersons, appointed by the City Selection Committee; and three public members, one of whom must reside on the coastside, appointed by the above six members.

SamTrans Strategic Plan

In December 2014, SamTrans approved its five-year Strategic Plan, a blueprint that will guide the policy decisions of the bus agency from 2015 to 2019. The plan focuses on five main goals: increasing bus ridership by 15 percent, growing passenger fare revenue by 20 percent, reducing annual debt service by \$1.5 million, improving organizational performance and managing workforce change.

SamTrans has already successfully pursued several of those goals. Due in large part to the changes implemented as a result of the SamTrans Service Plan—the most extensive reworking of bus operations along the Peninsula in a generation—bus ridership is stabilizing, reversing years of stagnant growth.

The bus agency also approved changes to its fare policy, aimed at restoring the agency's fiscal health and achieving the goal of 20 percent fare revenue growth. Additionally, the San Mateo County Transit District, which manages SamTrans, announced a reorganization of the executive team to support General Manager/CEO Jim Hartnett, who joined the agency in early 2015. The move is intended to improve the operating efficiency of the District's three agencies and the administrative functions that support each service.

In June 2016, the agency's Board of Directors passed a balanced operating budget of \$145.0 million. The budget was consistent with, and helps advance, the SamTrans Strategic Plan vision and goals related to the Plan's six focus areas: Financial Integrity, Multimodal Services, Transportation and Land Use, Customers, Business Practices, and Employees.

Fixed-route Bus Service

Average weekday ridership	42,050	Adult local fare	\$2.25	Number of vehicles	310
Annual ridership	13.2M	Youth local fare	\$1.10	Number of bus routes	79
Farebox Recovery Rate	16.5%	Eligible Discount	\$1.10	Number of bus stops	2,409
		<small>senior, disabled, Medicare cardholder</small>			

Paratransit Service

Paratransit is for persons with disabilities who cannot independently use regular SamTrans bus service some of the time or all of the time. The San Mateo County Transit District provides paratransit using Redi-Wheels on the bayside of the county and RediCoast on the coastside.

The Americans with Disabilities Act of 1990, better known as ADA, is federal legislation that guarantees persons with disabilities full and equal access to the same services and accommodations that are available to people without disabilities. The law requires public transit operators to provide paratransit service to persons with disabilities that is comparable to fixed-route service.

Average weekday ridership	1,200	Registered users	8,100	Paratransit fare	\$4.25
Annual ridership	335,000	Lifeline users	2,100	Lifeline fare	\$1.75
Lifeline trips	113,000	Disabled residents	141,000	Cost per passenger	\$44.62
		Number of vehicles	65	Farebox Recovery Rate	4.9%
		<small>(taxis used to supplement service)</small>			

Fiscal Year 2017 Budget

Operating Budget*		Capital Budget	
Expenses (millions)	Revenue (millions)	(millions)	
SamTrans	\$118.0	Local/state/federal**	\$118.4
Paratransit	18.2	Fares	19.5
Caltrain	6.6	Miscellaneous	4.8
Miscellaneous	2.2	Investment Income	1.1
		Advertising Income	1.1
Total	\$145.0	Total	\$145.0
		Vehicle replacement	\$ 7.7
		Information technology	2.6
		Safety & Security	1.5
		Development	1.2
		Vehicle support	1.5
		Facilities	1.6
		Other	0.3
		Total	\$16.3

Rider Profile*

<u>Destination</u>		<u>Employment</u>		<u>Transit dependent</u>	
Work	44%	Work full-time	31%	No access to a car	61%
School	28%	Work part-time	18%	Walk to bus stop	68%
Shopping	13%	Student	22%	Ride 5+ days a week	63%
Social	12%	Unemployed	8%	Riding more than 3 yrs	49%
<u>Annual Household Income</u>		<u>Residence</u>		<u>Ethnicity</u>	
Less than \$10,000	18%	San Mateo County	66%	Hispanic or Latino	33%
\$10,000 - \$24,999	19%	North County	30%	White	25%
\$25,000 - \$49,999	17%	Daly City/Colma	19%	Filipino	21%
\$50,000 - \$74,999	10%	San Mateo	10%	African American	9%
Average (mean) \$40,000/year					
<u>Gender</u>		<u>Age</u>		<u>Language spoken at home</u>	
Female	46%	13-17	17%	English	70%
Male	43%	18-24	20%	Spanish	27%
		25-34	15%	Tagalog	14%
		35-44	10%	*multiple responses allowed	
<u>Eligible Discount Riders+</u>		45-54	11%		
2.7 million per year	21.2%	55-64	10%		
+senior, disabled, Medicare card holder					

*Data does not total 100% because survey participants provided multiple responses to one question or declined to answer.