

The logo for samTrans, featuring the word "samTrans" in a sans-serif font with a red horizontal bar above a blue horizontal bar.

Mobility Management: Fixed-route Bus Service

Community Relations Committee
June 3, 2015
Agenda Item 7

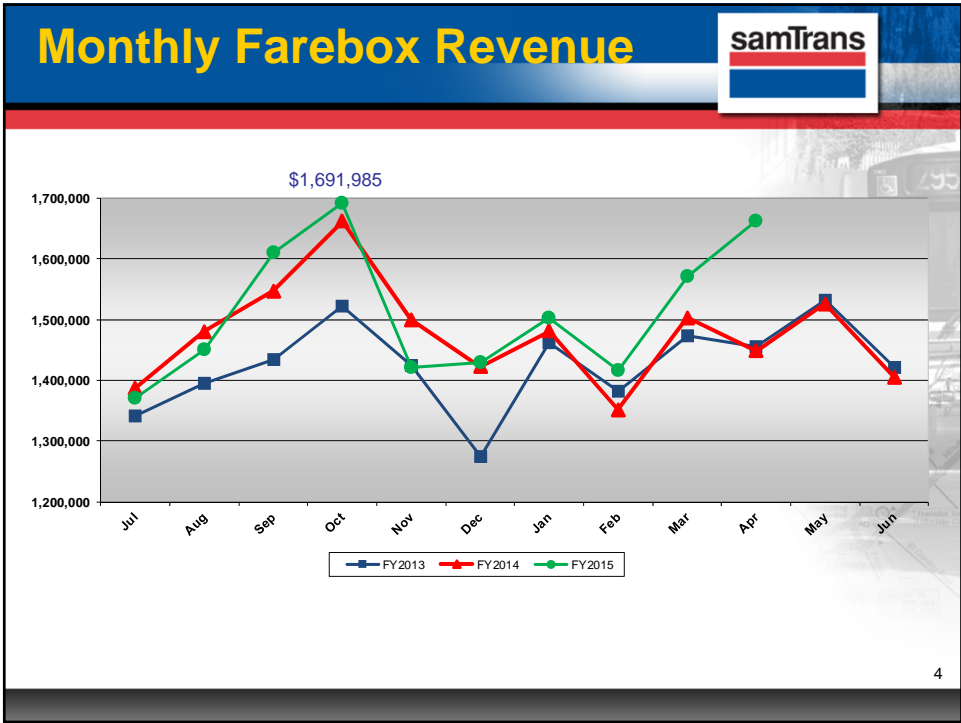
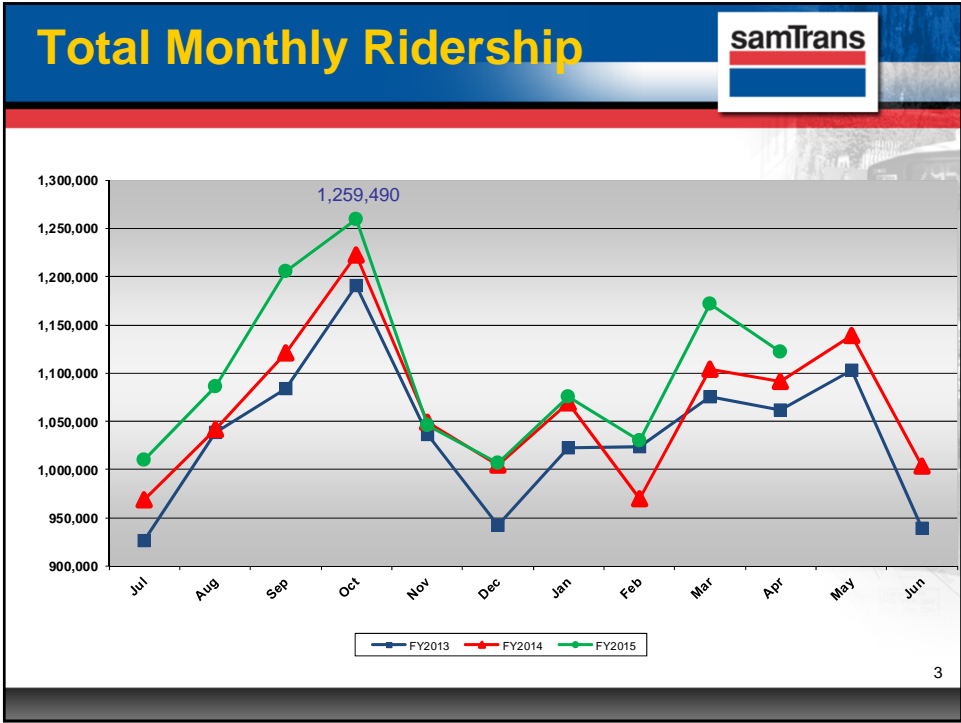
Fixed-route Bus Service

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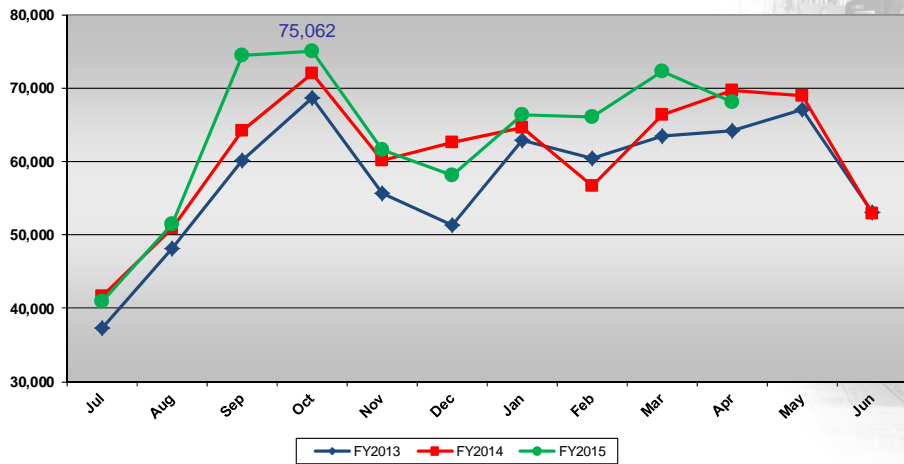
- Performance Statistics
- Service Quality
- Fixed-route Fleet Replacement
- Human Capital Investment
- Summary



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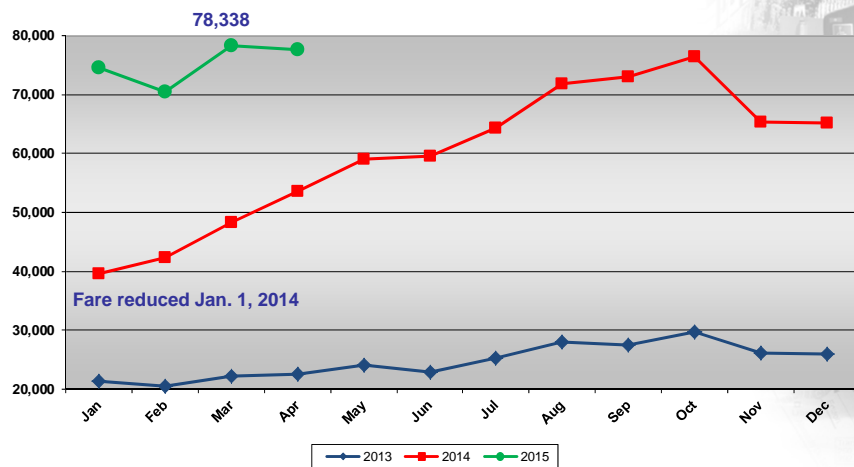


Token Usage



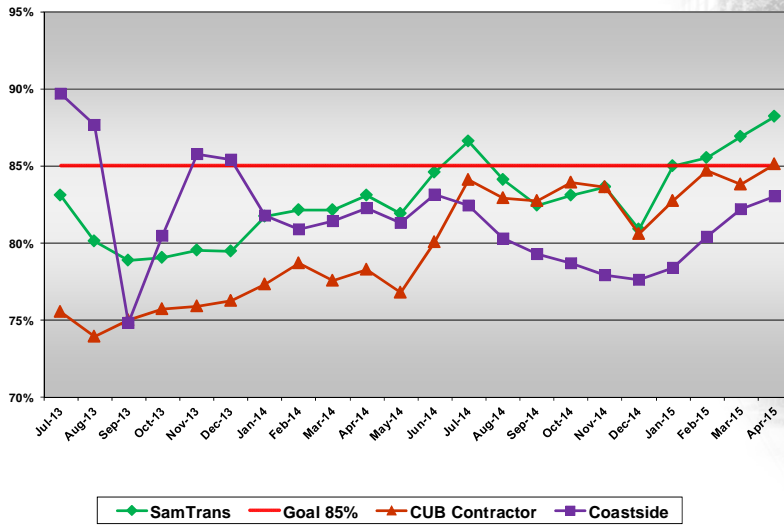
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Day Pass Usage



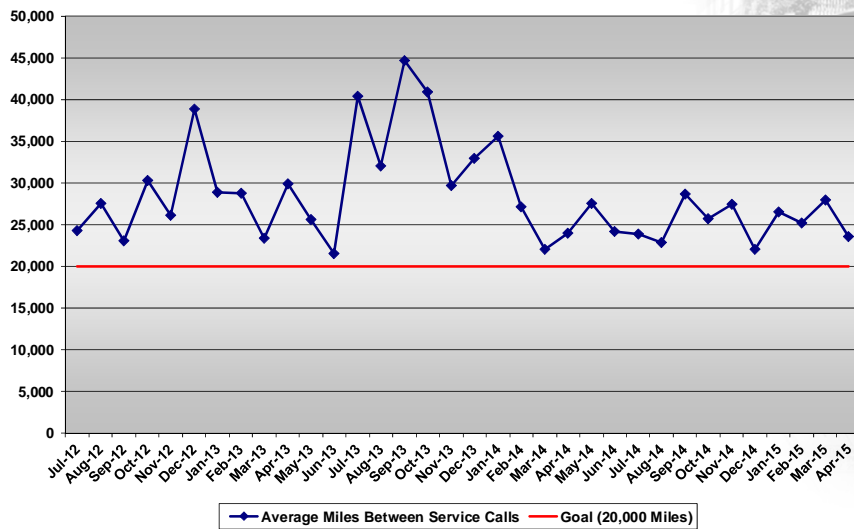
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On-time Performance



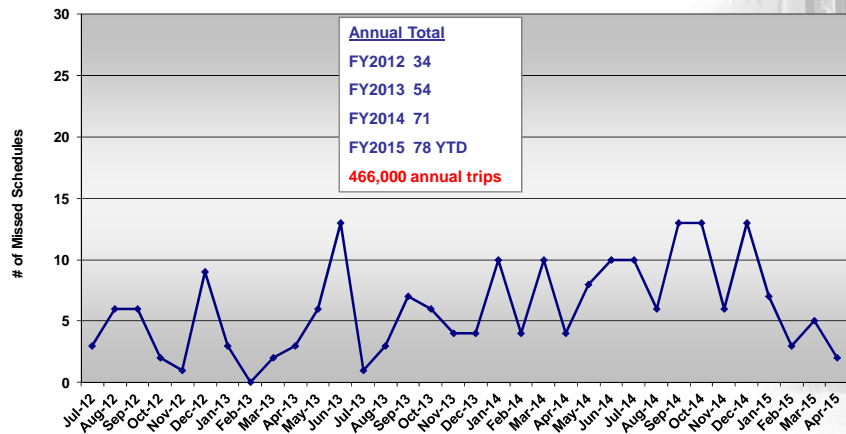
7

Fleet Reliability

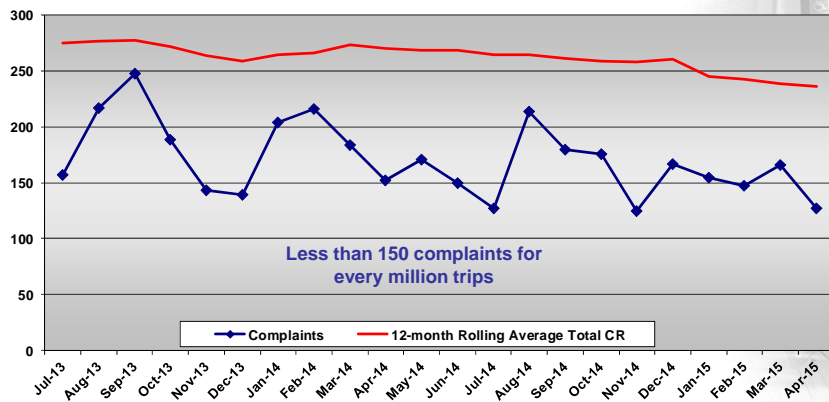


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Missed Schedules



Consumer Reports



Fleet Replacement

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<u>Year</u>	<u>No.</u>	<u>Length</u>	<u>Manufacturer</u>
2014	21	40 ft.	Gillig – low floor
2014	12	29 ft.	Gillig – low floor
2013	25	40 ft.	Gillig – low floor
2013	4	29 ft.	Gillig – low floor
2009	91	40 ft.	Gillig – low floor
2009	40	35 ft.	Gillig – low floor
2009	4	29 ft.	Gillig – low floor
2003	50	40 ft.	Gillig – low floor
2002	55	60 ft.	NABI

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Fleet Replacement

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- Next fleet replacements 2003 40-foot Gillig and 2002 60-foot NABI
- Ultra low emissions clean diesel technology
- Pending C.A.R.B. regulatory actions may influence early adoption of zero-emission buses

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Human Capital Investment

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Development of state certified mechanic apprenticeship program continues

- Discussion with local community college district underway
- Apprenticeship standards, training curriculum drafted
- Additional District in-house mechanical training staff posted for recruitment
- Details of program, implementation, all subject to final negotiations with ATU1574

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Summary

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- Ridership is increasing
- Farebox revenue is increasing
- Service quality is high
- Replacement of rolling stock capital assets is essential to maintaining the system in a state of good repair
- Human Capital Investment work must continue to prepare present and future work force

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