

Draft Express Bus Feasibility Study






Board of Directors Update

November 7, 2018

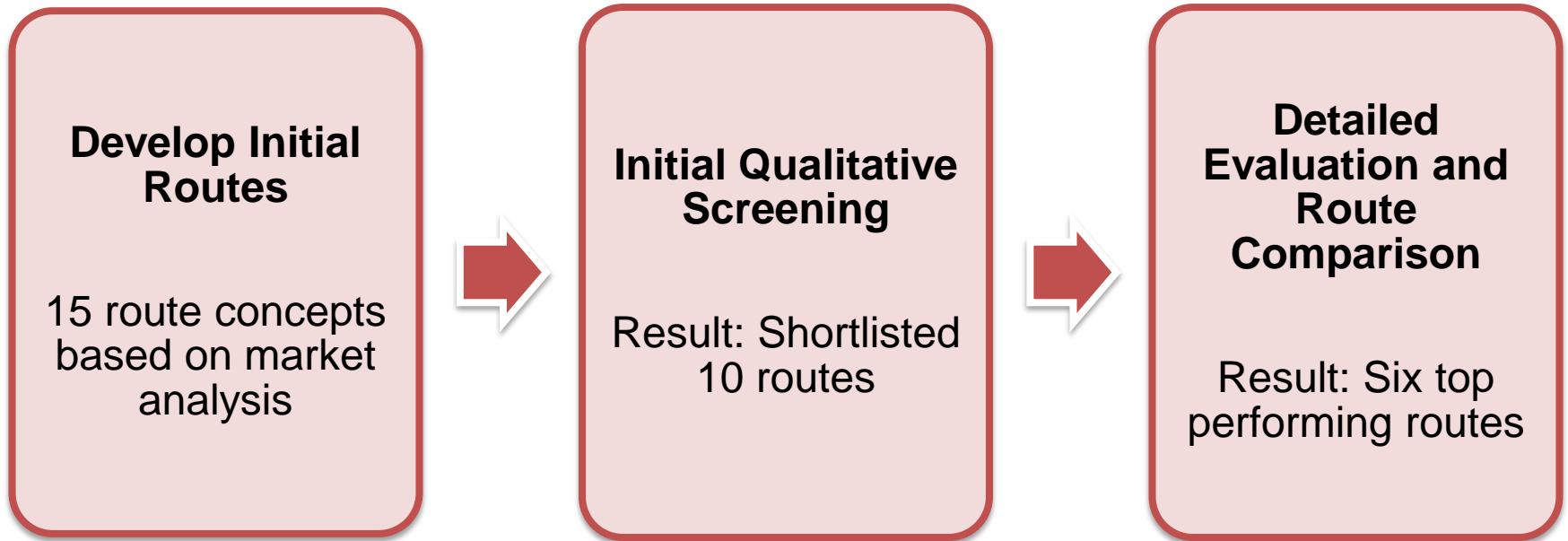
Project Purpose

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

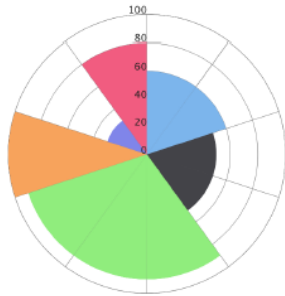
	Goal 1:	Provide Mobility Options for Regional Trips	20%
	Goal 2:	Increase Transit Market Share in Corridor	20%
	Goal 3:	Develop a Cost-Effective Service	30%
	Goal 4:	Improve Transportation Equity	10%
	Goal 5:	Enhance Access to Jobs and Population Centers	10%
	Goal 6:	Support Sustainable Land Use and Transportation Policies	10%

Route Development and Evaluation

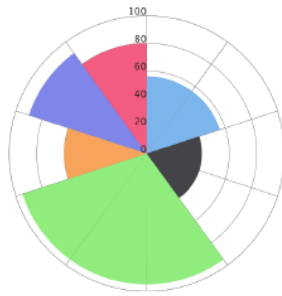


Detailed Evaluation Results

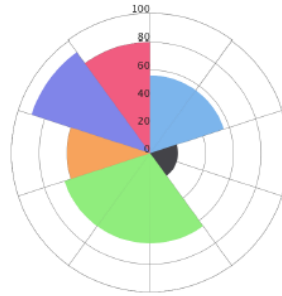
Route Concept 2
East Palo Alto to San Bruno BART limited



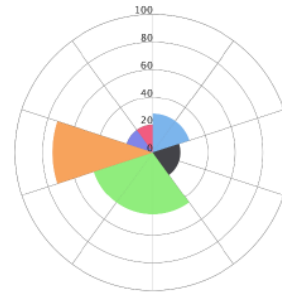
Route Concept 3
Foster City to San Francisco



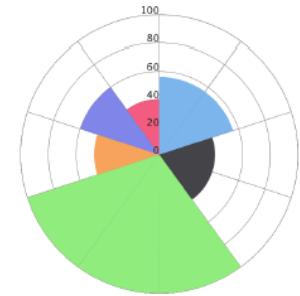
Route Concept 4
Redwood Shores to San Francisco



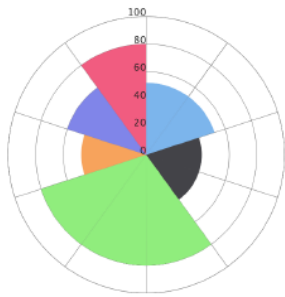
Route Concept 5
Foster City to Palo Alto



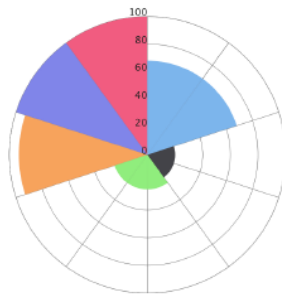
Route Concept 6
Western SF to Palo Alto via Daly City



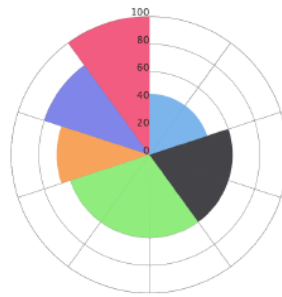
Route Concept 8
Western San Francisco to San Mateo



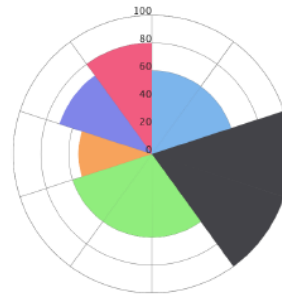
Route Concept 10
Sunnyvale to San Francisco



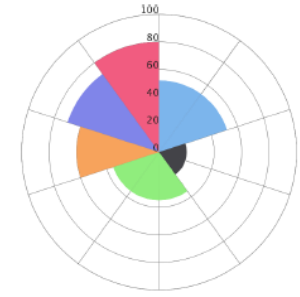
Route Concept 11
Burlingame to San Francisco



Route Concept 12
San Mateo (101/92 PNR) to San Francisco



Route Concept 13
San Carlos/Belmont to San Francisco



Mobility

Market Share

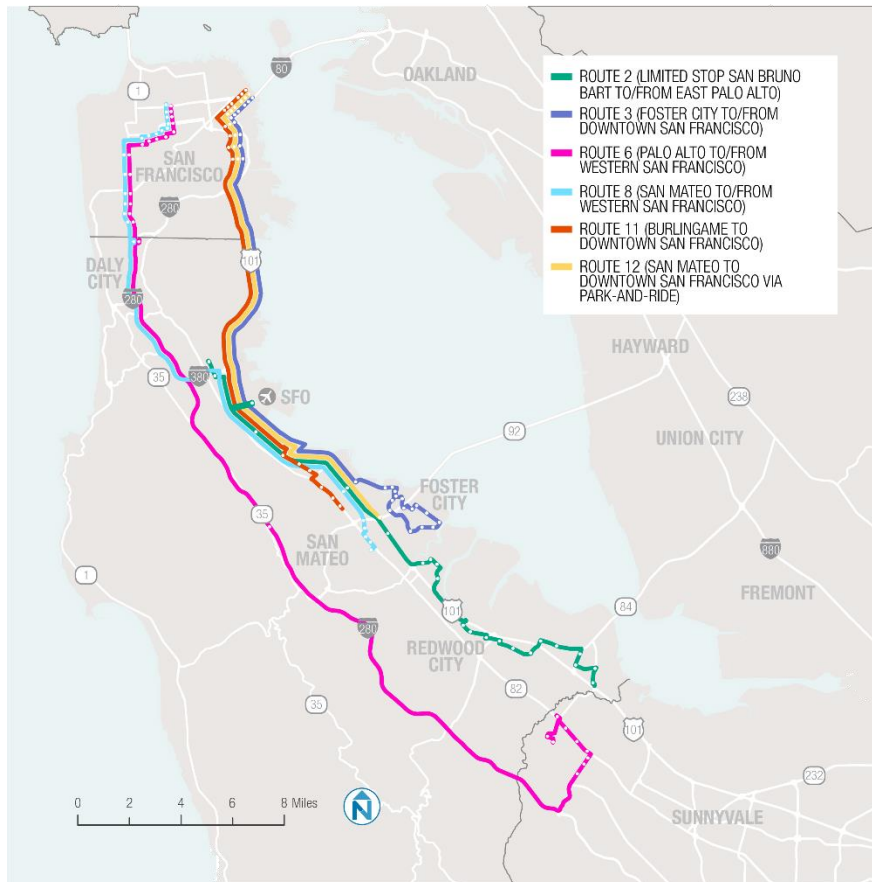
Cost-Effectiveness

Equity

Access

Sustainability

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