samTrans

Interim Short Range Transit Plan

FY 2003/04 – 2012/13

September 8, 2004

ACKNOWLEDGEMENT PAGE

SamTrans – San Mateo County Transit District
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The SamTrans Short Range Transit Plan (SRTP) fulfills state, federal and regional requirements and is an important mid-term planning document justifying grant applications to the state and federal governments. As such, the SRTP includes detailed action and financial plans for service operation and capital acquisition.

The SamTrans SRTP is also an essential element of regional transportation planning. Section 8 of the Urban Mass Transit Act (UMTA) of 1964, as amended, makes continuing, comprehensive and cooperative planning of mass transportation systems a precondition for receiving Federal Transit Administration (FTA) funds. The Transportation Equity Act of 1998 (TEA-21) has continued these requirements. In accordance with these laws, the Metropolitan Transportation Commission (MTC) prepares a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP), which together lay out the capital prioritization process for allocating transit funding throughout the San Francisco Bay Area. SamTrans submits its SRTP biannually to MTC, which uses it, along with the SRTP submittals of other Bay Area transit operators, to update the RTP and the RTIP.

This SRTP covers a ten-year period between FY 2003/2004 and FY 2012/2013 and is consistent with MTC guidelines.

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Executive Summary

The SRTP provides a thorough account of SamTrans' history, accomplishments, performance trends and current services. However, at the heart of the plan are the programs that address the major issues and challenges facing the District over the next ten years.

Issues and Challenges

- **Economic decline and decreasing ridership** – The economy, and especially the Bay Area economy, has had a major adverse affect on both ridership and revenue. The next few years will be critical in terms of how SamTrans manages the problem through cost saving measures and careful use of reserves.
- **Aging population** – San Mateo County continues to age at a greater rate than the state as a percent of total population. Although the recent trend has been a leveling in demand for paratransit services, this demand will need to be monitored carefully for any signs of change.
- **Reauthorizing Measure A** – This is a local one-half cent sales tax for transportation improvements. The current Measure A ends in 2008. The proposed Measure A will be considered by the voters in November and contains key transit and highway improvements. It also includes critically needed operating funds to support transit.
- **Translink** - A universal fare system using smart card technology to allow easy transfers between Bay Area transit operators will be incorporated into Caltrain and SamTrans buses over the next two years. Although costly, the program is intended to attract new riders.
- **Caltrain Baby Bullet Service** – This was inaugurated during Summer 2004 and represents the most extensive changes in the history of Caltrain. Fine tuning the service to ensure proper access to and from the train will be critical over the next few years.
- **SamTrans Strategic Plan** – This will be completed after the SRTP is adopted. The Strategic Plan will identify new public transit markets, financial realities and funding opportunities. It will also outline strategic goals and objectives and develop strategic service initiatives to capture new riders while retaining existing ones. It will be important to update the SRTP by incorporating the policies and programs in the Strategic Plan.

Major Objectives

Given that this SRTP was produced before the completion of the Strategic Plan, six major objectives have been developed to respond to critical issues while simultaneously avoiding conflicts with recommendations likely to come from the Strategic Plan.

1. **Multi-Modal Performance Monitoring System** – While SamTrans has adopted performance objectives and regularly produces reports that measure performance, the objectives and the performance monitoring process have never been joined. The Multi-Modal Performance Monitoring System will consist of detailed mode-by-mode performance objectives and standards, as well as District wide goals and objectives.

2. **20-Year Strategic Plan** – The plan is nearing completion and the following items will require further refinement.

    - The District is exploring an El Camino Corridor Enhanced Bus Network as part of the El Camino Grand Boulevard Plan. The service would be designed to provide faster running times and higher quality amenities.

    - Local Circulator Services – Over the next two years, SamTrans will work with local communities to determine the most cost-effective approach for providing local transit service.

    - Reallocating Resources – Due to the major financial constraints expected over the next two to four years, a careful evaluation of service will be required to ensure resources are maximized.

3. **El Camino Grand Boulevard Initiative** – SamTrans will be working closely with the communities that lie along El Camino Real to create:

    - more housing and higher employment densities within a half mile of the roadway,

    - improved streetscapes to make transit service more attractive and convenient,

    - improved pedestrian safety and amenities to attract transit users, and

    - reduced traffic congestion.

4. **Transit-Oriented Development (TOD)** – SamTrans will continue its efforts in working with local communities to promote developments that complement transit. The District is currently engaged in planning activities with several peninsula cities and the County.

5. **Station Access Improvements** – SamTrans is nearing completion of a comprehensive review of access to all Caltrain and BART stations within the County. Recommendations will be incorporated in the SamTrans Strategic Plan.

6. **Clean Fuels** – The District is on course to meet or exceed anticipated State emission standards. In the future, SamTrans is considering use of diesel-electric hybrid engine technology, which is a promising alternative for bus propulsion. Zero emission buses are another alternative that the District is considering.

Operations Plan

The following is a very brief description of the SRTP recommended improvements listed by mode.

SamTrans Bus

- Implementation of new Regional Express Bus Service (REX) linking East Palo Alto to the Millbrae BART/Caltrain station via Redwood Shores and Burlingame Hotel Row is scheduled for summer 2004.
- Over the next ten years, bus service will be maintained at current levels. However, various recommendations contained in the Strategic Plan may alter the course by reallocating resources among services.
- Bus routing and service levels will be adjusted based on how the market responds to the BART SFO/Millbrae extension and the Caltrain schedule changes resulting from the new Baby Bullet service.
- Begin planning express bus service and improved bus stops along El Camino Real as part of the El Camino Grand Boulevard Initiative.
- Prepare for Muni's Third Street Light Rail service scheduled to begin in summer 2005.
- Work on the design of expanded OWL service (late night service) linking downtown San Francisco with SFO within both the I-280 and highway 101 corridors to supplement BART after hours.
- Continue to work closely with cities to ensure coordination as they pursue their shuttle programs.

- The Advance Communications System will soon produce an array of data that will help in making adjustments for improving the quality and performance of service.

Paratransit (Redi-Wheels & RediCoast)

- Continue using supplemental service provided by taxi companies.
- Fine-tune the design of new scheduling software to improve dispatching.
- Complete the transition to a new eligibility screening process.

Shuttles (Community & Employer)

- Identify additional employer shuttle opportunities linking new BART stations with employment centers.
- Review and recommend potential opportunities to advance residential shuttles.
- Prepare for the return of shuttle users as the economy improves and plan for the potential for new riders based on the full occupancy of available office space.
- Evaluate and recommend the most cost-effective means of contracting shuttle service.
- Develop recommendations for improving coordination between all shuttle services.
- Study the possibility of coordinating shuttle service with the Redi-Wheels paratransit program.

Caltrain

- After a massive two year track and station upgrade, the new Baby Bullet express service commenced in Summer 2004.
- The future beyond Baby Bullet will be addressed in the upcoming Caltrain Strategic Plan and Short Range Transit Plan – the findings and recommendations that are germane to SamTrans will be incorporated into the SamTrans SRTP Update in 2005.
- Incorporate recommendations from the soon to be completed Station Access Plan into the SRTP Update.
- Review opportunities for new employer shuttle service.

BART

- Most efforts will be focused on reducing costs and inducing ridership.
- Service levels may be modified during the next fiscal year to control costs.
- Continue with joint marketing efforts.
- Explore new employer shuttle opportunities linking BART stations to major employment sites.

Financial Plan

Many assumptions were used to establish the 10-year operating budget. The following are the major assumptions that have a significant affect on the financial plan:

- Bus service levels remain constant
- Minimum ridership increases for fixed route bus service
- Paratransit service and ridership remain constant over the plan period
- SamTrans' share of Caltrain's net operating costs assumes the current methodology for allocating costs
- Operating revenue sources remain constant
- Fare increases for bus and paratransit are scheduled for FY 2006 and FY 2011
- Measure A is assumed to be reauthorized

The financial plan shows an operating deficit beginning in 2012. One of the purposes of the SamTrans Strategic Plan will be to identify opportunities to increase the District's travel market share as a means of addressing this deficit.

Next Steps

This interim Short Range Transit Plan will be updated after the SamTrans 20-year Strategic Plan is adopted in 2005. The SRTP Update will incorporate not only the recommendations of the Strategic Plan, but also those findings and recommendations from the Caltrain Strategic Plan that are relevant to the SamTrans SRTP. In addition, the reauthorization of Measure A will have gone before the voters, and the District will have a better understanding of the market response to the BART extension and Caltrain Baby Bullet service. The SRTP Update will be completed in summer 2005.

Capital Improvement Plan

The 10-year plan includes a $205 million capital program dependent on both internal and external funding from Federal, State and Regional sources. The capital improvement plan includes:

- Replacement of 218 fixed route buses and vans
- Replacement of 63 paratransit vehicles
- Translink/fare collection equipment
- ADA non-vehicle access improvements
- Bus stops, station improvements and parking rehabilitation
- Facilities and equipment
- Capital projects to support the Strategic Plan

Section 1: Agency Overview

Introduction

SamTrans has been producing Short-Range Transit Plans (SRTPs) almost since the District's inception, some 30 years ago. This current SRTP was one of the more difficult plans to produce given the uncertainty of the economy and its adverse effect on ridership and revenue. In addition, the SRTP must be submitted to the Metropolitan Transportation Commission before the District can complete its long range Strategic Plan and prior to the outcome of Measure A reauthorization this November. The SRTP is being finalized on the eve of the new Caltrain Baby Bullet service. The only certainty seems to be that the next few years will continue to be uncertain in terms of market demand and funding. Therefore, this year's SRTP submittal will be considered as an interim plan and will be updated after the Strategic Plan is adopted, reauthorization of Measure A is known and market conditions become more predictable.

As the County and Region begin to emerge from the downturn of the economy, SamTrans will again experience the same growth problems it faced during the economic boom prior to 2001. These will concern the availability of rail station parking and access, bus and rail capacity, community and employer shuttle demand, increased demand for paratransit services, job and population growth, freeway congestion and other issues associated with an expanding economy.

As the District returns to record breaking ridership levels, planning for the longer range transit and transportation needs will be a major challenge. The grand strategic plans of yesteryear, such as the Century Plan, have been realized with the BART extension to San Francisco International Airport and Millbrae, and Caltrain upgrades and expansion. Determining the next wave of major capital investments is the purpose for creating the SamTrans Strategic Plan, which should be adopted in late 2004. Once the Strategic Plan is completed, the SRTP will be updated in 2005 to reflect the plans and policies incorporated in the long range Strategic Plan. However, unlike the past, long range planning is far more challenging due to the mature nature of the District, its complexities and the many agencies who actively participate in the process.

1. Background

SamTrans (San Mateo County Transit District) was created in 1974 by consolidating eleven different city bus systems spread throughout the county. Today, the District:

- Manages SamTrans fixed-route bus service
- Manages Americans with Disabilities Act (ADA) paratransit services
- Manages the Caltrain Peninsula Rail Service
- Operates a shuttle program
- Partners with the San Francisco Bay Area Rapid Transit District (BART) to operate the BART-San Francisco International Airport (SFO) extension
- Manages the San Mateo County Transportation Authority program

Some of the major milestones for the District over the last three decades include:

1976	Initiated fixed route service
1977	Initiated Redi-Wheels paratransit service and regional fixed route service to San Francisco
1988	Formation of the San Mateo County Transportation Authority (transportation sales tax authority)
1990	Agreement with BART to extend the system into San Mateo County (SFO/Millbrae)
1991	Peninsula Corridor Joint Powers Board purchases the Caltrain Right-of-Way from the Southern Pacific Railroad
1992	SamTrans begins administration of Caltrain service
1992	Initiated shuttle services
1993	Fixed route fleet becomes 100% ADA compliant
1995	Opened two new transit centers (Redwood City and Serramonte)
1996	BART service extended to Colma
1998	Adopted and began implementation of the Bus Improvement Plan
2000	Began the engine replacement project, repowering 137 buses with clean diesel engines by 2003
2001	Initiated the District's first all-night bus service
2002	Installed Advanced Communication Systems on nearly all District vehicles
2003	BART service extended to SFO/Millbrae
2003	Purchased 60 new low-floor buses
2004	*Completion of CTX Caltrain project, initiation of Caltrain Baby Bullet Express service and completion of Caltrain 20-Year Strategic Plan*

Relationships to other key agencies[1]

San Mateo County Transportation Authority - In 1988, San Mateo County voters approved a half-cent sales tax to fund a 20-year countywide transportation program expenditure plan. Ballot Measure A created the San Mateo County Transportation Authority (TA), a group of elected officials charged with allocating and overseeing the expenditure of sales tax revenue. The Plan identified 80 specific transportation improvement projects and specified annual allocations of sales tax revenues for local street and road improvements, transit-related improvements, transportation systems management and bicycle programs. It also included a $25 million paratransit trust fund to improve transportation for the mobility-impaired. The measure expires in 2008.[2]

To conserve public funds and limit additional bureaucracy, the Authority contracts with SamTrans to provide staffing and administrative assistance as needed to oversee day-to-day activities. Costs associated with these activities are capped at 1% of the total expenditure plan funding amount.

Caltrain – Caltrain is a 77-mile long regional and commuter rail system that provides service between Peninsula cities and San Francisco, plus a peak-period commute extension to Gilroy. In 1987, the City and County of San Francisco, SamTrans and the Santa Clara Valley Transportation Authority (VTA) formed the Peninsula Corridor Joint Powers Board (JPB) to transfer administrative responsibility for Caltrain from the State of California to the local level. In July 1991, a Joint Powers Agreement, signed by the three parties, outlined the JPB membership and powers, specified financial commitments for each member, and identified SamTrans as the managing agency. SamTrans assumed the administration of Caltrain, and the Joint Powers Board assumed full ownership of the right-of-way, in 1992. Amtrak is the current contract operator for the Caltrain service and is responsible for maintenance, repair and cleaning of equipment and property, as well as revenue collection.

BART – BART (San Francisco Bay Area Rapid Transit District) operates a 100+ mile regional heavy rail system. In 1995, the SamTrans Board approved contributing funds towards an extension of the BART system to the San Francisco International Airport and Millbrae. San Mateo County decided not to become a member of the BART district at that time. Instead, it negotiated a contract with BART (called the Comprehensive Agreement) that stipulates roles and responsibilities in funding and operating the rail extension. Under the terms of the agreement, SamTrans is solely

[1] Information describing SamTrans' coordination activities with adjacent transit systems can be found in Appendix A: Interoperator Transit Coordination.
[2] A ballot measure for the reauthorization of Measure A will go before the voters in November 2004.

responsible for net operating costs of the extension, but is not responsible for any of BART's system-wide capital costs. BART is responsible for operating and maintaining the extension. SamTrans and BART coordinate on service planning, performance measurement, and the calculation (projection) of operating costs and revenues.

2. Organization and Supporting Committees

SamTrans Divisions

The District is organized into five divisions (Figure 1-1). The General Manager/Chief Executive Officer (GM/CEO), who reports to the Board of Directors, oversees all five divisions.

Figure 1-1 SamTrans Divisions

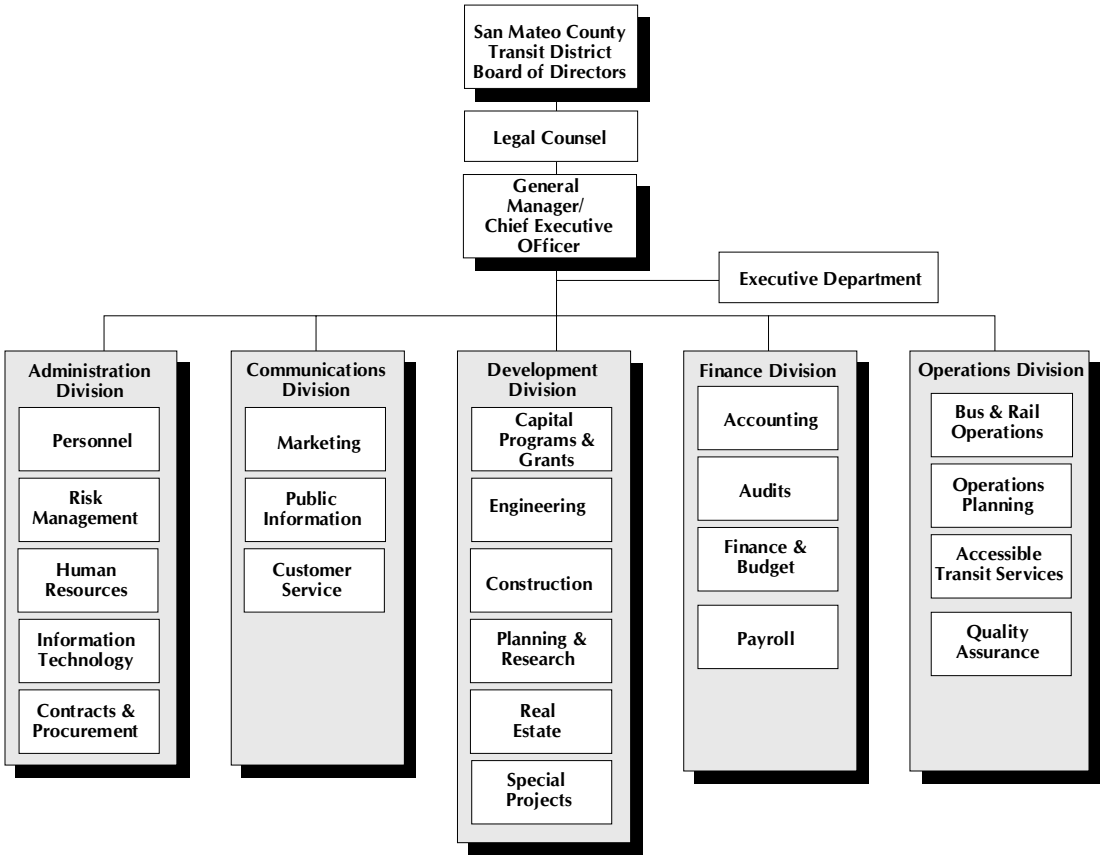
Division	Primary Responsibilities	# of positions *
Administration	Human resources, labor relations, safety, procurement and management of information services.	40
Communications	Public information, advertising, marketing and customer service.	52
Development	Engineering, construction, planning, grant development, legislation, real estate and joint development.	53
Finance	General accounting and payroll, capital projects, finance and budget.	40
Operations	Transit and maintenance functions including direct and indirect operation of all buses, paratransit, rail and shuttle services.	524
Total		709

* Effective May 14, 2004, 47 positions have been eliminated and 4 new positions have been created. This table reflects the reduction in workforce.

In addition to the five divisions listed above, the Executive Department provides support to the GM/CEO and the Board, and has 5 employees.

An organizational chart can be found in Figure 1-2.

Figure 1-2 SamTrans Organizational Structure



Contract Operations

SamTrans contracts with private parties for a number of its services:

- **MV Transportation, Inc.** – Mainline service from San Mateo County to downtown San Francisco on Routes 292, 397, KX, PX, RX, NX, and local Routes 46, 54, and 297;
- **MV Transportation, Inc.** – Redi-Wheels and RediCoast paratransit services;
- **Coastside Opportunity Center** – Coastside Routes 15 and 17.
- **Parking Company of America, Inc.** – Caltrain and BART Shuttles.

Board of Directors

As a special purpose district, a nine-member Board of Directors governs SamTrans. The County Board of Supervisors selects two Supervisors and a third member of the public to serve on the SamTrans Board. The mayors of the cities throughout the county appoint three elected city officials. The six

directors then select three members of the general public, with one representing the coastside.

The Board meets to determine overall policy for the District. Directors serve on standing and ad hoc committees of the Board to review District matters and make recommendations to the full Board. These committees usually meet once a month and include:

- Community Relations
- Finance,
- Legislative, and
- Planning and Development.

Citizens Advisory Committee

A 15-member Citizens Advisory Committee (CAC) advises the Board on aspects of District policy. The Board-appointed CAC members represent San Mateo County's bus riders, multi-modal transit riders, and the general community.

Paratransit Coordinating Council

SamTrans also receives advice from the 21-member San Mateo County Paratransit Coordinating Council (PCC), which represents paratransit consumers, representatives of human services agencies that serve people with disabilities and seniors, and paratransit providers. As part of its role as a paratransit advocacy organization, the PCC can advise the Board on the expenditure of Measure A funds.

3. Service Area Characteristics

With the exception of the regional express and arterial routes that connect the County with Downtown San Francisco, the vast majority of SamTrans' bus and paratransit services operate within the boundaries of San Mateo County.

There are twenty incorporated cities within the County. Figure 1-3 shows a map of San Mateo County. Figures 1-4 through 1-6 present current population (by city), population projections (County) and Year 2000 demographic and population data (County).

Figure 1-3 San Mateo County

Map produced by: SamTrans Strategic & Long Range Planning Department March 31, 2004

Figure 1-4 2003 Estimated Population

	1/1/2002	1/1/2003	change
SAN MATEO COUNTY	714,400	717,000	0.4%
ATHERTON	7,200	7,225	0.3%
BELMONT	25,150	25,400	1.0%
BRISBANE	3,640	3,650	0.3%
BURLINGAME	28,300	28,250	-0.2%
COLMA	1,200	1,200	0.0%
DALY CITY	104,000	104,300	0.3%
EAST PALO ALTO	31,000	30,850	-0.5%
FOSTER CITY	28,800	29,850	3.6%
HALF MOON BAY	12,150	12,300	1.2%
HILLSBOROUGH	10,950	10,950	0.0%
MENLO PARK	30,950	30,800	-0.5%
MILLBRAE	20,750	20,700	-0.2%
PACIFICA	38,600	38,600	0.0%
PORTOLA VALLEY	4,490	4,490	0.0%
REDWOOD CITY	76,100	76,000	-0.1%
SAN BRUNO	40,200	40,950	1.9%
SAN CARLOS	27,800	27,750	-0.2%
SAN MATEO	93,700	93,700	0.0%
SOUTH SAN FRANCISCO	60,800	60,900	0.2%
WOODSIDE	5,375	5,350	-0.5%
UNINCORPORATED	63,300	63,800	0.8%

Source: State of California Department of Finance Demographic Research Unit

Figure 1-5 San Mateo County Population Projections

July 2000	July 2005	Average Annual % Increase	July 2010	Average Annual % Increase	July 2015	Average Annual % Increase	July 2020	Average Annual % Increase
		2000 to 2005		2005 to 2010		2010 to 2015		2015 to 2020
717,900	765,800	1.3%	794,600	0.8%	809,100	0.4%	834,500	0.6%

Source: State of California Department of Finance Demographic Research Unit

Figure 1-6 Year 2000 Census Data

	San Mateo County	%	California	%
Total Population	706,300		33,753,000	
Age				
Persons under age 5 (not included in age total)	*45,203*	*6.4%*	*2,463,969*	*7.3%*
Persons under 18 years old	160,763	22.8%	9,214,569	27.3%
Persons older than 18 and younger than 65	457,785	64.8%	21,061,872	62.4%
Persons 65 years old and over	87,753	12.4%	3,476,559	10.3%
Total	706,300	100.0%	33,753,000	100.0%
Gender				
Female	355,222	50.3%	16,944,006	50.2%
Male	351,078	49.7%	16,808,994	49.8%
Total	706,300	100.0%	33,753,000	100.0%
Disability				
Persons with a disability, age 5+	107,440	15.2%	5,923,361	17.5%
Journey to Work				
Mean travel time to work, workers age 16+ (minutes)	27		27.7	
Ethnicity				
White persons (a)	417,702	59.5%	20,083,035	59.5%
Black or African American persons (a)	24,571	3.5%	2,261,451	6.7%
American Indian and Alaska Native persons (a)	2,808	0.4%	337,530	1.0%
Asian persons (a)	140,404	20.0%	3,679,077	10.9%
Native Hawaiian and Other Pacific Islander persons(a)	9,126	1.3%	101,259	0.3%
Persons reporting some other race (a)	71,606	10.2%	5,670,504	16.8%
Persons of Hispanic or Latino origin (b)	153,742	21.9%	10,935,972	32.4%
Persons reporting two or more races	35,101	5.0%	1,586,391	4.7%
White persons, not of Hispanic/Latino origin	349,606	49.8%	15,762,651	46.7%
Language and Education				
Language other than English spoken at home, pct age 5+	291,338	41.5%	13,332,435	39.5%
High school graduates, percent of persons age 25+	598,823	85.3%	25,922,304	76.8%
Bachelor's degree or higher, pct of persons age 25+	273,788	39.0%	8,978,298	26.6%
Housing and Households				
Housing units	260,576		12,214,549	
Homeownership rate	61.4%		56.9%	
Housing units in multi-unit structures, percent	32.3%		31.4%	
Median value of owner-occupied housing units	$469,200		$211,500	
Households	254,103		11,502,870	
Persons per household	2.74		2.87	
Median household income (1999 data)	$70,819		$47,493	
Persons below poverty, percent (1999 data)	5.8%		14.2%	
Land Facts				
Land area, 2000 (square miles)	449		155,959	
Persons per square mile, 2000	1,574.7		217.2	

Notes: (a) Includes persons reporting only one race.
(b) Hispanics may be of any race, so also are included in applicable race categories.

Source: US Census Bureau State & County QuickFacts

4. SamTrans' Services

SamTrans Bus Service[3]

The current fixed-route bus system consists of 57 routes, with 8 routes providing express service, 19 routes providing community circulator service, and 30 routes connecting to the BART system and/or Caltrain. Routes 390 and 391 provide high volume trunkline service on El Camino Real.

Seven routes provide freeway express service into San Francisco, and three additional local express routes operate between San Mateo County and downtown San Francisco where passengers can transfer to the San Francisco Municipal Railway (Muni), Alameda-Contra Costa Transit (AC Transit) or Golden Gate Transit buses at the Transbay Terminal.

In southwestern San Francisco, SamTrans serves Stonestown Shopping Center and San Francisco State University. In Palo Alto (Santa Clara County), SamTrans serves the Palo Alto Caltrain Station and the Stanford Shopping Center where passengers can make direct connections with Santa Clara Valley Transportation Authority routes.

The majority of SamTrans bus routes operate on weekdays between 6:00 a.m. and 7:30 p.m. Fewer than half of the routes provide weekend service. A limited number of routes currently provide evening service along major roadways and arterials including Old Bayshore Boulevard, California Drive, Airport Boulevard, and El Camino Real. Late evening "owl" service on Route 397 began January, 2002, providing service from the Palo Alto Caltrain Station to SFO and the Transbay Terminal via University Avenue,

[3] SamTrans is also a member of the Dumbarton Bridge Service Consortium, which contracts with Laidlaw Transportation Services to operate service across the Dumbarton Bridge between Palo Alto and the Union City BART Station.

Willow Road, Middlefield Road, El Camino Real, Millbrae Avenue, Old Bayshore Road, Potrero Avenue and Mission Street.

In addition to regularly scheduled bus service, SamTrans provides special service to and from 3Com Park for San Francisco 49ers football games. SamTrans buses also travel to the Bay Meadows Race Track, the San Francisco Examiner's Bay to Breakers foot race and seasonally to the Año Nuevo State Reserve near Santa Cruz.

SamTrans has five categories of routes[4]:

- **Community – "Orange" (19 routes):** A large majority of these routes serve local schools, shopping centers, residential areas and government centers. The circulating local routes run both on weekdays and partial service on weekends, with average headways of about 60 minutes.
- **Express (8 routes):** The majority of these routes run only during the a.m. and p.m. peak hours, Mondays through Fridays, with 10-30 minute headways. One route (KX) has all-day and evening service seven days a week. All of these routes connect to at least one of four BART stations – Civic Center or Embarcadero in San Francisco, and Colma or SFO Airport in San Mateo County.
- **BART Connections – "Blue" (11 routes):** These routes connect to one of the six BART stations within San Mateo County. Nearly all of these routes provide service seven days a week, on weekdays from 6 am until 11 pm, and on weekends from roughly 8 am to 8 pm.
- **Caltrain Connections – "Red" (15 routes):** These routes connect to many of the Caltrain stations. They generally operate between 6 am and 8 pm Monday through Friday, with several also providing night and weekend service.
- **BART and Caltrain Connections – "Blue and Red" (4 routes):** These lines connect BART and Caltrain stops, in addition to other destinations. These are the "workhorse" routes that provide extensive service seven days a week, from 6 am to 1:30 am, and include the very first San Mateo 24-hour bus, Route 397, that began service in January 2002.

Figure 1-7 presents the fixed route system map; Figure 1-8 provides service parameters for each route; Figure 1-9 lists the fixed route fleet; and Figure 1-10 lists the fares. A revenue equipment inventory is contained in Appendix H.

[4] For more information, see the 1998 SamTrans Bus Improvement Plan (TMD).

Figure 1-7 SamTrans Fixed Route Network

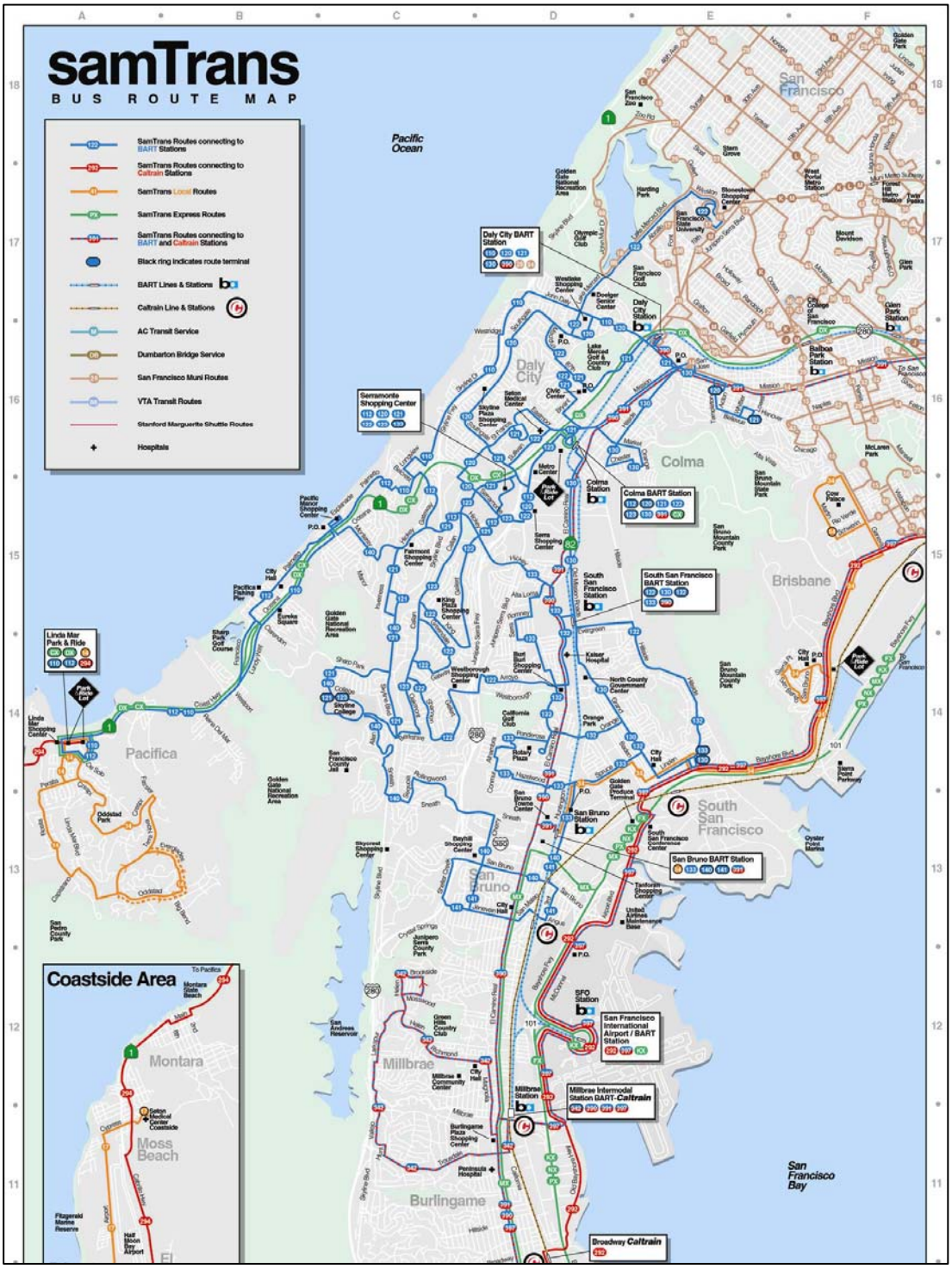


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Figure 1-7 SamTrans Fixed Route Network *(continued)*

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Figure 1-7 SamTrans Fixed Route Network *(continued)*

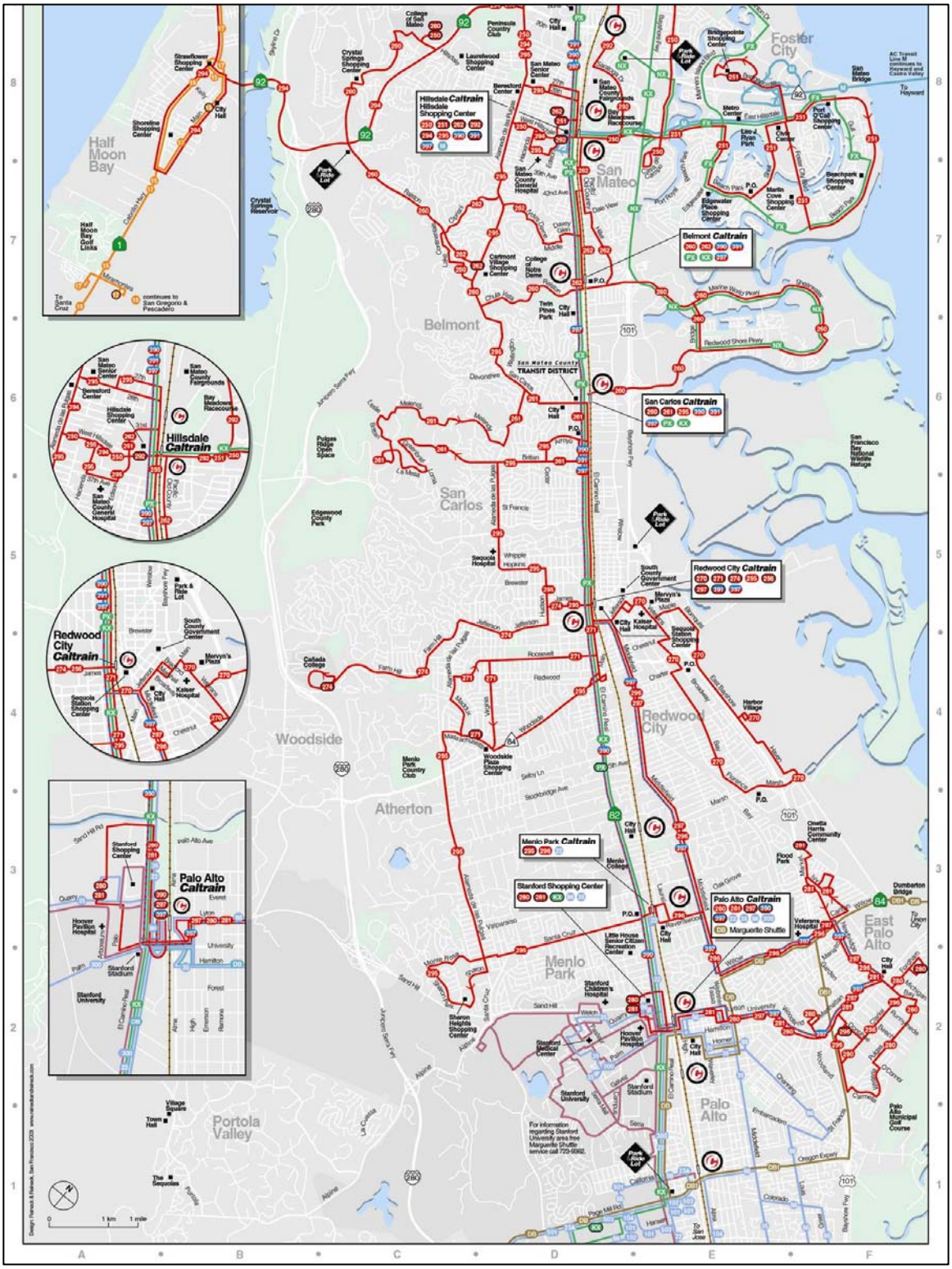


Figure 1-8 Fixed Route Service Parameters

		Hours of Service			Frequency		
ROUTE	**Destination/Description**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**
Express Routes							
CX	Linda Mar - Colma BART	6 am - 6:45 pm			15-30 minutes		
DX	Pacifica - San Francisco	5:50 to 8:30 am and 3:50 to 7 pm			10-25 minutes		
FX	Foster City - San Francisco	5:50 to 9:20 am and 4:00 to 7:45 pm			15-20 minutes		
KX	Palo Alto - SFO - San Francisco	5 am to 11:40 am	6:30 am to 12:10 am	6:10 am to 12:00 am	20-60 minutes	30-60 minutes	30-60 minutes
MX	San Mateo - San Francisco	6 to 8:30 am and 4 to 7 pm			20 minutes		
NX	Redwood Shores - San Francisco	6:20 to 8:20 am and 4:15 to 6:20 pm			30 minutes		
PX/RX	Redwood City - San Francisco	5:40 to 7:45 am and 3:30 to 6:30 pm			10-30 minutes		
"Orange" Community Routes							
14	Linda Mar Local	6 am to 8 pm	8 am to 4:30 pm		30 minutes	120 minutes	
15	Half Moon Bay – Pescadero	6 am to 8 am and 5:30 pm to 7:30 pm			60 minutes		
16	Pacific Heights - Linda Mar	school days/times only					
17	Coast Shuttle (Moss Beach - Half Moon Bay)	6:20 am to 6 pm	8:30 am to 6 pm		60-90 minutes	90 minutes	
24	Brisbane-Mission & Bismark	school days/times only					
34	Tanforan SC – Geneva	10 am to 3:30 pm			120 minutes		
35	Gellert & Victoria-Del Monte & Romney	school days/times only					
36	Callan/Wembley - Evergreen/Mission	school days/times only					
43	Murchison & Magnolia - Tanforan SC	school days/times only					
44	3rd & Frontage/Tanforan SC	school days/times only					
46	Quesada/Trousdale - Burlingame Caltrain	school days/times only					
53	The Highlands - San Mateo	school days/times only					
54	Hillsdale/Norfolk-Pitcairn/Baffn-Hillsdale	school days/times only					
55	Poplar & El Camino-Borel Square SC	school days/times only					
58	The Highlands - Borel SC	school days/times only					
72	Selby/Serrano & Malborough- Dumbarton	school days/times only					
73	G & Industrial- Clifford & Victoria	school days/times only					
83	Elder & Politzer-Marsh Manor	school days/times only					
85	La Honda & Fox Hill-Iroquois & Shawnee	school days/times only					

		Hours of Service			Frequency		
ROUTE	**Destination/Description**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**
"Blue" BART connections							
110	Linda Mar - Daly City BART	6 am to 11 pm	6 am to 6:30 pm	9:30 am to 6:15 pm	30-60 minutes	60 minutes	90 minutes
112	Linda Mar - Seramonte - Colma BART	6 am to 7:30 pm	8:30 am to 6:30 pm	8:30 am to 6:30 pm	30-60 minutes	60 minutes	60 minutes
120	Colma BART -Serramonte SC	5:30 am to 10:45 pm	6:50 am to 9:40 pm	7:30 am to 8 pm	5-30 minutes	15-45 minutes	20-30 minutes
121	Skyline College - Lowell/Hanover	5:45 am to 11:15 pm	8:20 am to 10:20 pm	8:20 am to 7:20 pm	30 minutes	60 minutes	60 minutes
122	Arroyo/El Camino-Colma BART – Stonestown	6:15 am to 10 pm	8 am to 7 pm	8:30 am to 7 pm	15-30 minutes	30 minutes	30 minutes
123	Skyline College - Colma BART	6 am to 7 pm			60 minutes		
130	Daly City BART - South San Francisco	5:30 am to 11:30 pm	8:20 am to 6:20 pm	9 am to 6 pm	20-60 minutes	30 minutes	60 minutes
132	South San Francisco BART – Airport/Linden	5:30 am to 8:00 pm	8:00 am to 6:00 pm		12-60 minutes	60 minutes	
133	Tanforan S.C. -Serramonte S.C. - SB BART	6:30 am to 7 pm	9:30 am to 6 pm		30 minutes	60 minutes	
140	Pacific Manor - San Bruno BART	6 am to 11 pm	8 am to 6:15 pm	8 am to 6:15 pm	30-60 minutes	60 minutes	60 minutes
141	Downtown San Bruno - San Bruno BART - San Bruno Senior Center	6:30 am to 7:30 pm			30 minutes		
Red Caltrain connection							
250	College of San Mateo - 2nd & Main	6 am to 11 pm	7 am to 6:45 pm	8:45 am to 6:20 pm	30 minutes	30 minutes	60 minutes
251	Hillsdale - Foster City	6:20 am to 7:30 pm	8 am to 7 pm		30 minutes	60 minutes	
260	Redwood Shores – Continentals/Cipriani	6 am to 6:45 pm	9 am to 7 pm		30 minutes	45 minutes	
261	San Carlos Train-Brittan/Crestview	6:40 am to 7:10 pm			15-60 minutes		
262	Alameda & Ralston - Hillsdale SC	6:40 am to 6:20 pm			60 minutes		
270	Redwood City Caltrain - Florence/17th Local	6:35 am to 6:50 pm	9:30 am to 6:15 pm		60 minutes	60 minutes	
271	Redwood City Caltrain – Roosevelt	6:30 am to 6:30 pm			30 minutes		
274	Redwood City - Canada College	6:15 am to 10:30 pm	7:30 am to 5:20 pm		30 minutes	60 minutes	
280	Stanford SC - Bay & University	5:30 am to 10:50 pm	8 am to 6:30 pm	8:30 am to 5:30 pm	30 minutes	30 minutes	60 minutes
281	Stanford SC-Onetta Harris Community Center	6 am to 10:30 pm	7:30 am to 6:20 pm	8:30 am to 5:40 pm	30 minutes	30 minutes	60 minutes
292	San Francisco - SF Airport - Hillsdale SC	4:45 am to 2:15 am	5 am to 2 am	5 am to 2 am	20-60 minutes	30-60 minutes	30-60 minutes
294	Pacifica - Half Moon Bay - Hillsdale Caltrain	5:40 am to 8:20 pm	6:30 am to 7 pm	8:45 am to 5:15 pm	60-120 minutes	120 minutes	180 minutes
295	San Mateo - Menlo Park Caltrain Feeder	6 am to 7:45 pm			30 -60 minutes		
296	Redwood City- East Palo Alto	5:45 am to 12 am	8:45 am to 7:15 pm	8:45 am to 7:15 pm	30-60 minutes	60 minutes	60 minutes
297	Redwood City Caltrain - Palo Alto Caltrain	10:40 pm to 5:20 am	6:45 pm to 9:20 am	6:45 pm to 9:20 am	60 minutes	60 minutes	60 minutes

		Hours of Service			Frequency		
ROUTE	**Destination/Description**	**Weekday**	**Saturday**	**Sunday**	**Weekday**	**Saturday**	**Sunday**
"Red" and "Blue" BART and Caltrain Connection							
342	Millbrae Caltrain Loop	6 am to 7 pm			30-60 minutes		
390	Palo Alto - Daly City BART	5:30 am to 1:30 am	5:30 am to 1:45 am	5:45 am to 1:45 am	30 minutes	30-60 minutes	30-60 minutes
391	Redwood City- San Mateo -Daly City – SF	4:20 am to 2:30 am	4:45 am to 2:30 am	4:45 am to 2:30 am	10-60 minutes	30-60 minutes	30-60 minutes
397	SF - Palo Alto Caltrain	12:45 am to 5:45 am	12:45 am to 6:20 am	12:45 am to 6:20 am	60 minutes	60 minutes	60 minutes

Figure 1-9 Fixed Route Fleet

FLEET SUMMARY						
Year/ Manufacturer	Vehicle Series	Length	Seating Capacity	Northbase	Southbase	MV Transit
'92 Flxible	150-155	40'	41	0	12	0
'93 Gillig	700-757	35'	34	39	19	0
'93 Gillig	758-763	35'	34	3	0	3
'93 Gillig	900-972	40'	41	36	0	37
'98 Gillig	600-672*	40'	41	20	52	0
'02 Nabi	100-154	60'	58	20	18	17
'03 Gillig	300-359	40'	36	32	28	0
'03 Regional	160-165	40'	45	0	11	0
TOTALS				151	130	57

* There is no bus NO. 666

** Northbase and Southbase refer to the two SamTrans owned and operated vehicle facilities. MV Transit refers to the contract operator's facility.

Figure 1-10 Fixed Route Fares *

	Single Fare *	Monthly Pass
Adult *(Age 18-64)*	$1.25	$40.00
Senior *(Age 65 and older)*	60¢	$18.00
Disabled *(Proof of disability required)*	60¢	$18.00
Youth *(Age 17 and younger)*	75¢	$22.00
Children *One child (age 4 and younger) rides free with each adult, senior or disabled adult fare-paying passenger. Additional children subject to youth fare.*		

** SamTrans has connecting fare arrangements with BART, Caltrain, Dumbarton Express (DBX), Golden Gate Transit, Muni and Santa Clara Valley Transportation Authority.*

*** SamTrans also provides discounted tokens. The adult and youth token fares are $10.50 and $6.75 for 10 rides, respectively. Tokens are available at SamTrans' headquarters in San Carlos, two Safeway stores in San Francisco, and one Safeway store in Palo Alto.*

ADA Paratransit[5]

SamTrans has two ADA-compliant, demand responsive paratransit services for persons with disabilities who cannot independently use regular SamTrans bus service some or all of the time. Redi-Wheels operates on the bayside, while RediCoast serves the coastside. Both operate during the same hours and serve the same areas as SamTrans fixed-route bus service for their respective locations. RediCoast uses small buses, and Redi-Wheels uses small buses, mini-vans and sedans, to transport customers. The Redi-Wheels and RediCoast fleet appears in Figures 1-11 and 1-12.

Customers must register and be certified as eligible before they can use ADA paratransit service. Patrons are issued a registration card and can call to make a reservation for pick-up. Reservations can be made between 8:30 a.m. and 5:00 p.m. daily, and can be made from one to seven days in advance. RediCoast schedules a limited number of same-day rides on a space-available basis.

The regular ADA paratransit fare within the County is $2.00. Those who qualify for Lifeline fare assistance (based on income) pay $1.00 per ride.

Figure 1-11 Redi-Wheels Fleet

Year	Make	Northbase	Southbase	MV Trans	Total	Length	Seating Capacity*
1997	El Dorado	10	0	0	10	24	6
1999	El Dorado	0	19	0	19	24	11
1999	Ricon	3	0	0	3	17	3
2000	Ricon	8	0	0	8	17	3
2001	El Dorado	10	0	0	10	24	11
2001	Ricon	3	0	0	3	17	3
2002	El Dorado	10	0	0	10	17	3
	TOTAL	**44**	**19**	**0**	**63**		

** Passengers only*

Figure 1-12 RediCoast Fleet

Year	Make	Northbase	Southbase	MV Trans	Total	Length	Seating Capacity*
2002	Ford	0	0	10	10	19	6
2003	Ford	0	0	19	19	24	16
	TOTAL	**0**	**0**	**29**	**29**		

** Passengers only*

[5] The Americans with Disabilities Act of 1990 (ADA), which guarantees persons with disabilities full and equal access to the same services and accommodations that are available to people without disabilities, requires all providers of fixed-route bus service to also provide paratransit service.

Employer Shuttles

SamTrans, in partnership with local employers, the San Mateo County Transportation Authority, and the Bay Area Air Quality Management District, sponsors 32 free shuttles linking BART and Caltrain Stations to employment centers in the County. In general, shuttles operate during morning and evening commute hours. Figure 1-13 presents the shuttle service parameters for San Mateo County.

Community Shuttles

In 2001, SamTrans initiated a free community shuttle in East Palo Alto. The goal of this shuttle is primarily to serve trips from homes to the train station in Palo Alto, rather than from the train station to job sites. The shuttle also connects residential areas with activity centers within East Palo Alto.

To increase the use of public transit by residents in local communities, the San Mateo City/County Association of Governments (C/CAG) funds a Local Transportation Services program as a component of its Congestion Relief Plan. Local jurisdictions are encouraged to participate in experimental efforts to provide transportation services for their residents that meet the unique characteristics and needs of that jurisdiction. A countywide pool of approximately $500,000 has been made available annually to match local jurisdiction efforts on a dollar for dollar basis. The FY 2003 funding cycle resulted in seven programs in six jurisdictions for a total of $461,605. The FY 2004 program renewed shuttle service grants for Menlo Park, San Carlos, and Foster City and initiated new shuttle grants for Millbrae and East Palo Alto. SamTrans operates and provided technical assistance for the initiation of some of these shuttles. The shuttles provide service to employment, retail, and recreation destinations, and offer free connections to BART and Caltrain.

Figure 1-13 Shuttle Service Parameters

		Number of Runs		Frequency	
Route Name/Destination	**Station Served**	**Morning**	**Afternoon**	**Morning**	**Afternoon**
Gateway Area Shuttle	So. San Francisco BART	10	12	20	20
Oyster Area Shuttle	So. San Francisco BART	10	10	15-45	15-45
Utah-Grand Area Shuttle	So. San Francisco BART	11	11	15-30	15-45
Crocker Park Area Shuttle	Balboa Park BART	9	8	15-30	25-50
Sierra Point Area Shuttle	Balboa Park BART	4	4	35	15-30
Seton Medical Center Area Shuttle	Daly City BART	10	10	15-25	25
Bayhill Area Shuttle	San Bruno BART	9	9	15	15
Foster City Shuttle	Millbrae BART	4	4	45	60
Genentech BART Shuttle	So. San Francisco BART	16	17	15	15
Marsh Road Employer Shuttle	Menlo Park Caltrain	4	5	30-50	30-40
Menlo Park Midday Shuttle	Menlo Park Caltrain	5 to 6 runs 9:30 am to 2:30 pm		45-60	
Willow Express Employer Shuttle	Menlo Park Caltrain	6	5	30-50	30-60
Willow Road Employer Shuttle	Menlo Park Caltrain	4	5	30-50	50-65
Electronic Arts Employer Shuttle	San Carlos Caltrain	8	8	15-35	15-45
Harbor Employer Shuttle	San Carlos Caltrain	6	7	25-35	20-35
Harbor Midday Shuttle	San Carlos Caltrain	11 runs 9:15 am to 2:15 pm		30	

(continued)

Figure 1-13 Shuttle Service Parameters *(Continued)*

		Number of Runs		Frequency	
Route Name/Destination	**Station Served**	**Morning**	**Afternoon**	**Morning**	**Afternoon**
Oracle Employer Shuttle	San Carlos Caltrain	5	7	20-55	20-40
Redwood Shores (Bridge) Employer Shuttle	San Carlos Caltrain	4	7	25-35	20-45
Redwood Shores (Clipper) Employer Shuttle	San Carlos Caltrain	4 or 5	6	40-80	25-35
Oracle Employer Shuttle	Belmont Caltrain	6	6	30	30
Sunshine Shuttle	Hillsdale Caltrain	3	3	35	35
Foster City Connections Shuttle Red Line	Hillsdale Caltrain	2-3	3	60	35-60
Mariners Island Employer Shuttle PCA	Hillsdale Caltrain	5	5	30-55	30-50
Mariners Island Employer Shuttle (Serendipity)	Hillsdale Caltrain	8	4	10-35	40
Lincoln Center Employer Shuttle	Hillsdale Caltrain	6	5	30	30-35
Free Commuter Shuttle	Hillsdale Caltrain	6	5	30	30
Free Commuter Shuttle (Norfolk Area Shuttle)	Hayward Park Caltrain	4	4	40	40-60
Free Commuter Shuttle	Broadway Caltrain	6	6	30	30
Oyster Point Employer Shuttle	So. San Francisco Caltrain	8	9	30	20-40
Utah-Grand Employer Shuttle	So. San Francisco Caltrain	8	10	30	25-30
Sierra Point Employer Shuttle	So. San Francisco Caltrain	4	4	30-55	30-40
Gateway Employer Shuttle	So. San Francisco Caltrain	6	5	20-40	30-40

Caltrain

Caltrain currently operates 76 weekday trains between San Francisco and San Jose, with 8 of those trips extending to Gilroy. Service is concentrated in morning and evening peaks, with peak frequencies varying between 14 and 23 minutes, depending on the direction of travel. Trains operate every 30 minutes in the midday and every 60 minutes in the evening.

Caltrain has completed its extensive track rehabilitation and capacity expansion project called "CTX." In June 2004, Caltrain added its new "Baby Bullet" express service between San Francisco and San Jose to its existing weekday schedule, resulting in a total operation of 86 weekday trains. Caltrain also restored weekend service at that time.

SamTrans is one of the three Caltrain Joint Powers Board member agencies and also provides administrative support to Caltrain. The other two member agencies are the San Francisco Municipal Railway (Muni) and the Santa Clara Valley Transportation Authority (VTA).

BART

There are six BART stations in San Mateo County: Daly City, Colma, South San Francisco, San Bruno, the San Francisco International Airport (SFO) and Millbrae. The Millbrae station includes a cross platform transfer for northbound connections between BART and Caltrain.

Peak service frequencies are currently every 15 minutes at the Millbrae station; every 7.5 minutes at Colma, South San Francisco, San Bruno and SFO stations; and every 3 minutes at Daly City. This service configuration took effect in February 2004. From June 2003, when the BART extension south of Colma to SFO and Millbrae began operation, until February 2004, peak service frequencies were twice every 15 minutes at the Colma, South San Francisco, San Bruno, and SFO stations; twice every 15 minutes at the Millbrae station (one train to San Francisco and the East Bay, one train to SFO); and every 3 minutes at Daly City.

The schedule change resulted in more even spacing of trains on the peninsula and better alignment of service with customer demand. Before the schedule change, Dublin/Pleasanton trains served SFO and Pittsburg/Bay Point trains served Millbrae. Customer surveys, however, found that the greatest demand for service to SFO came from customers along the Pittsburg/Bay Point line, followed by the Richmond line. The service was adjusted accordingly with the February 2004 schedule change, resulting in the operation of Pittsburg/Bay Point trains to SFO all day and to Millbrae off-peak, and Richmond trains to Millbrae and SFO at peak times. The dedicated BART shuttle train between Millbrae and SFO was eliminated, with the Richmond and Pittsburg/Bay Point trains instead providing Millbrae-SFO service on- and off-peak, respectively.

A mixture of 17 SamTrans bus routes and 19 shuttle routes serve the County's BART stations.

Section 2: Recent Accomplishments and Performance

SamTrans Accomplishments

2003

On June 22, 2003, the BART extension to San Francisco International Airport (SFO) and Millbrae opened and increased the travel choices for Peninsula transit riders. The extension consists of four new stations, including the San Francisco International Airport station, as well as the intermodal station in Millbrae that provides a cross-platform connection between Caltrain and BART. SamTrans helped to fund and plan the BART extension.

In 2003, SamTrans purchased and began replacing its aging fleet of 1990 Gilligs with 60 new low-floor buses. These buses should help to speed up dwell time at stops by making it easier for passengers to board and exit the buses. Reducing dwell time is a critical factor in improving on-time performance.

On April 4, 2003, Caltrain put its first Baby Bullet locomotive into service. The new locomotives accelerate faster and feature a new color scheme. Caltrain also purchased and put new Bombardier cars with a matching color scheme into service in 2002. The locomotives and cars were purchased for Caltrain's Baby Bullet express service, which carry passengers between San Jose and San Francisco in less than one hour.

On September 22, 2003, Caltrain transitioned to a full Proof-of-Payment system where passengers must self-validate their tickets prior to boarding their trains. Caltrain also changed the zone structure to provide more fare equity by changing the system to consist of six 13-mile zones. SamTrans is a member agency of the Caltrain Joint Powers Board and provides administrative support for Caltrain.

2002

In 2002, SamTrans installed Advanced Communication Systems (ACS) on nearly all transit district vehicles, including fixed-route buses; ADA paratransit shuttles, vans and sedans; and other district-owned vehicles. ACS consists of interrelated radio and computer components that include a district-wide radio system, computer aided dispatching, automatic vehicle locators using global positioning system, a "Next Stop" announcement

system, and automatic passenger counters. ACS is designed to increase reliability, efficiency, and safety for the rider. It will also be used to gather ridership statistics and other passenger information.

In Spring 2002, Caltrain began the Caltrain Express (CTX) construction project. The project included adding passing tracks on the northern and southern ends of the rail line, rebuilding two stations to accommodate the extra tracks, as well as replacing existing tracks, bridges and signals down the right-of-way. This project was done to accommodate Baby Bullet trains passing local trains. The Baby Bullet service began in late Spring 2004.

2001

SamTrans initiated its 397 "Owl" route, which provides overnight bus service between Downtown San Francisco and northern Santa Clara County, primarily along El Camino Real. The route makes many intermediate stops in San Mateo County, including San Francisco International Airport and five Caltrain stations, before traveling through East Palo Alto and terminating at the Palo Alto Caltrain Station.

Also in 2001, SamTrans initiated a free community shuttle in East Palo Alto. As described in Section 1, the goal of this shuttle was primarily to serve trips from homes to the train station in Palo Alto, rather than from the train station to job sites. The shuttle also connects residential areas with activity centers within East Palo Alto.

2000

SamTrans began its engine replacement project, repowering buses with new clean diesel engines. SamTrans completed this work in 2003. In total, this project repowered 137 SamTrans vehicles, extending vehicle life and improving air quality.

Another of SamTrans' accomplishments was the addition of Route 17, a new Coastside shuttle that provides service between Moss Beach and Half Moon Bay. Buses on the route carry passengers to Seton Medical Center Coastside in Moss beach, shopping centers in Half Moon Bay, and the Half Moon Bay Civic Center, among other destinations.

1999

SamTrans' accomplishments for this year were focused primarily on systemwide improvement:

- The District modified its entire bus route network to make it more efficient and added service to meet the greatest demand;

- SamTrans renamed all routes and added a color-coding system to its bus stop signs, timetables and all public information;
- SamTrans purchased 19 new Redi-Wheels buses.

Recent Audits and Reviews

FTA Triennial Review

The Federal Transit Administration (FTA) Triennial Review of SamTrans was conducted between December 2000 and April 2001. The Review concentrated primarily on procedures and practices employed by the District during the three years previous to the Review. However, coverage was extended to earlier periods as needed to assess the policies in place and the management of grants.

The Triennial Review focused on SamTrans' compliance with 22 requirements. Out of these, the District was found to be deficient only in the requirement for the timely submission of the National Transit Database reports. Based on the District's response to this finding, in June 2001, Region IX considered the finding closed and no further corrective actions were deemed necessary.

In the review, SamTrans was found to be compliant with Title VI of the Civil Rights Act of 1964. The basic requirement of Title VI is that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participating in, or denied the benefits of, or be subject to discrimination under any project, program or activity receiving federal financial assistance. As a recipient of Federal Transit Administration grant funds, SamTrans is subject to the requirements under Title VI and must insure that federally supported transit service and related benefits are distributed in an equitable manner.

MTC Triennial Performance Audit

The Metropolitan Transportation Commission (MTC) conducts performance audits every three years of each public transit operator in its 9-county region to ensure that the Transportation Development Act (TDA) funds received by the operator are being used efficiently and effectively. Listed below are the five recommendations included in the SamTrans Final Audit Report of June 2003 and how the District plans to follow up on each one based on the District's response to MTC in October 2003. The Audit Report covers fiscal year 2000 through 2002.

1. Continue efforts to establish a comprehensive and consistent Goals, Objectives and Performance Monitoring program.

As part of the current SRTP development efforts, SamTrans has embarked on developing direct linkages between goals, objectives, and measures, and will be using these as a management tool to better monitor transit performance at both the functional and departmental levels. The SRTP is scheduled for completion in Spring 2004. Concurrent with the completion of the SRTP, SamTrans staff will be developing a departmental and district-wide Performance Monitoring Program to establish the requisite linkages to the goals and objectives in the SRTP. The tools developed will provide the District a way to compare the overall transit "health" against established standards on a regular basis. In order to regularly monitor the transit health, agency "vitals" or performance measures, such as ridership and on-time performance numbers, will continue to be monitored and reported to the SamTrans Board on a quarterly basis.

2. Continue efforts to improve fixed-route schedule adherence.

SamTrans has implemented a number of measures to improve on-time performance. SamTrans has recently launched the new CAD/AVL (computer aided dispatch/automatic vehicle location) communications system that will allow transit operations to do comprehensive route and schedule monitoring on a daily basis. In addition, the District has moved Route 391 from contracted bus service to District operation in order to provide better oversight. The Contractor (MV) was instead assigned to community and commuter runs on 101 that are easier to run on time. As a result of these changes, combined total on-time performance has improved. In other words, SamTrans has reduced the variation between the two operating arms of the District and improved the overall customer experience.

3. Fast-track upgrading the system for tracking complaints.

SamTrans has been using a new computerized consumer report tracking system (Transit Safe) since November 2003. Data for fiscal year 2003 has also been entered electronically, in order to better tally and categorize the information for the upcoming auditing period.

Procedures have been developed so that all consumer reports are processed in the same manner. In order to maintain consistency in inputting complaint information, key terms such as "service delivery" and "maintenance complaints" have also been defined more clearly.

4. Track and report on the timeliness of preventive maintenance inspection completions.

As discussed in the Audit Report, SamTrans is tracking preventive maintenance (PM) inspections and performing them diligently, completely, and in a timely fashion. The completion of these inspections is monitored by four levels of management: the Base Maintenance Supervisor in charge of the PM program, Base Superintendent, Manager of Bus Maintenance and Chief Operating Officer. This monitoring is done via records inspections, spot checks, CHP audits, semi-annual base inspections, and Spear software records checks. Also, in order to further strengthen the monitoring process, SamTrans will institute a goal of tracking the percentages completed on-time that mirrors the FTA definition. Started in July 2003, SamTrans has also designed custom search reports on the Spear system to assist in monitoring and reporting.

5. Address the increasing rate of preventable accidents on Redi-Wheels.

SamTrans is currently conducting an accident reduction campaign for both District and contract-operated equipment. Accident types are under review and specific types of accidents (such as accidents occurring on deadhead moves) are targeted for reduction.

All field supervisors have been given accident investigation refresher training. This was done to improve the documentation, analysis, and identification of the cause of all accidents. Drivers' task forces are involved in reviewing routes, specific problem areas, and bus design issues.

The District recently launched the use of a state-of-the-art bus training simulator for driver training, including retraining after accidents. SamTrans will use this first in the fixed route system and will consider application of this program for the Redi-Wheels drivers. The District will monitor the drivers' progress towards reduced accidents to determine suitability of the program.

In addition, SamTrans has started a Drivers Rodeo competition for Redi-Wheels for the first time. This competition requires a clean accident record to compete for annual prizes and recognition. The District hopes to use this in a peer pressure way (as is done on SamTrans fixed route) to promote safe operation.

Bus Contracts staff will continue to monitor on a monthly basis all accidents by Redi-Wheels drivers, and identify causes and corrective actions throughout the next audit period.

Performance and Trends by Mode[1]

Figure 2-1shows five year performance trends for SamTrans' fixed route bus service. The data reflect all regularly operated, standard bus routes, and exclude shuttles and paratransit operations.

Figure 2-1 Fixed Route Operations: Five Year Performance Trends

	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	Five Year Net Change
Performance Measures							
Operating Cost	$53,459,170	$51,614,775	$60,707,943	$64,821,932	$72,013,127	$70,498,968	32%
Annual Change		*-3.5%*	*17.6%*	*6.8%*	*11.1%*	*-2.1%*	
Fare Revenue	$14,165,496	$15,611,653	$14,918,079	$15,624,953	$14,464,460	$14,864,725	5%
Annual Change		*10.2%*	*-4.4%*	*4.7%*	*-7.4%*	*2.8%*	
Vehicle Revenue Hours	589,533	600,068	617,480	619,948	659,409	670,398	14%
Annual Change		*1.8%*	*2.9%*	*0.4%*	*6.4%*	*1.7%*	
Vehicle Revenue Miles	7,660,507	7,684,564	7,895,038	7,706,816	7,935,093	7,574,165	-1%
Annual Change		*0.3%*	*2.7%*	*-2.4%*	*3.0%*	*-4.5%*	
Passengers	18,987,729	17,828,964	17,729,034	17,923,945	17,102,886	16,100,041	-15%
Annual Change		*-6.1%*	*-0.6%*	*1.1%*	*-4.6%*	*-5.9%*	
Performance Indicators							
Oper. Cost per Hr.	$90.68	$86.01	$98.32	$104.56	$109.21	$105.16	16%
Annual Change		*-5.1%*	*14.3%*	*6.4%*	*4.4%*	*-3.7%*	
Oper. Cost per Psgr.	$2.82	$2.89	$3.42	$3.62	$4.21	$4.38	56%
Annual Change		*2.8%*	*18.3%*	*5.6%*	*16.4%*	*4.0%*	
Oper. Subsidy per Psgr.	$2.07	$2.02	$2.58	$2.74	$3.36	$3.46	67%
Annual Change		*-2.4%*	*27.9%*	*6.3%*	*22.6%*	*2.7%*	
Psgrs. per Hour	32.21	29.71	28.71	28.91	25.94	24.02	-25%
Annual Change		*-7.8%*	*-3.4%*	*0.7%*	*-10.3%*	*-7.4%*	
Psgrs. per Mile	2.48	2.32	2.25	2.33	2.16	2.13	-14%
Annual Change		*-6.4%*	*-3.2%*	*3.6%*	*-7.3%*	*-1.4%*	
Avg. Fare per Psgr.	$0.75	$0.88	$0.84	$0.87	$0.85	$0.92	24%
Annual Change		*17.4%*	*-3.9%*	*3.6%*	*-3.0%*	*9.2%*	
Farebox Recovery	26.5%	30.2%	24.6%	24.1%	20.1%	21.1%	-20%
Annual Change		*14.1%*	*-18.8%*	*-1.9%*	*-16.7%*	*5.0%*	
San Francisco Bay Area CPI - Annual Average Percentage Change	*3.2%*	*4.2%*	*4.5%*	*5.4%*	*1.6%*		
Cumulative Change in CPI		*7.5%*	*12.3%*	*18.4%*	*20.3%*		

Source(s): National Transit Database Report.
Data provided by SamTrans, November 2003.

[1] Performance standards by mode will be developed following completion of the Strategic Plan

Figure 2-2 compares the District's fixed route ridership with productivity, as measured by the number of passengers carried per vehicle hour. Ridership has declined in recent years probably due largely to the downturn in the San Francisco Bay Area economy. Additionally, the shift in SamTrans riders to BART after the opening of the extension to SFO and Millbrae, as well as recent fare increases, have resulted in a loss of passengers. The bus service reconfiguration that was implemented in 1998 may have resulted in some loss of riders as well. Ridership further declined after the tragic events of September 11, 2001. The results for the last three years mirror the ridership losses of almost every other transit operator in the Bay Area.

Figure 2-2 Comparison between Fixed Route Ridership and Productivity

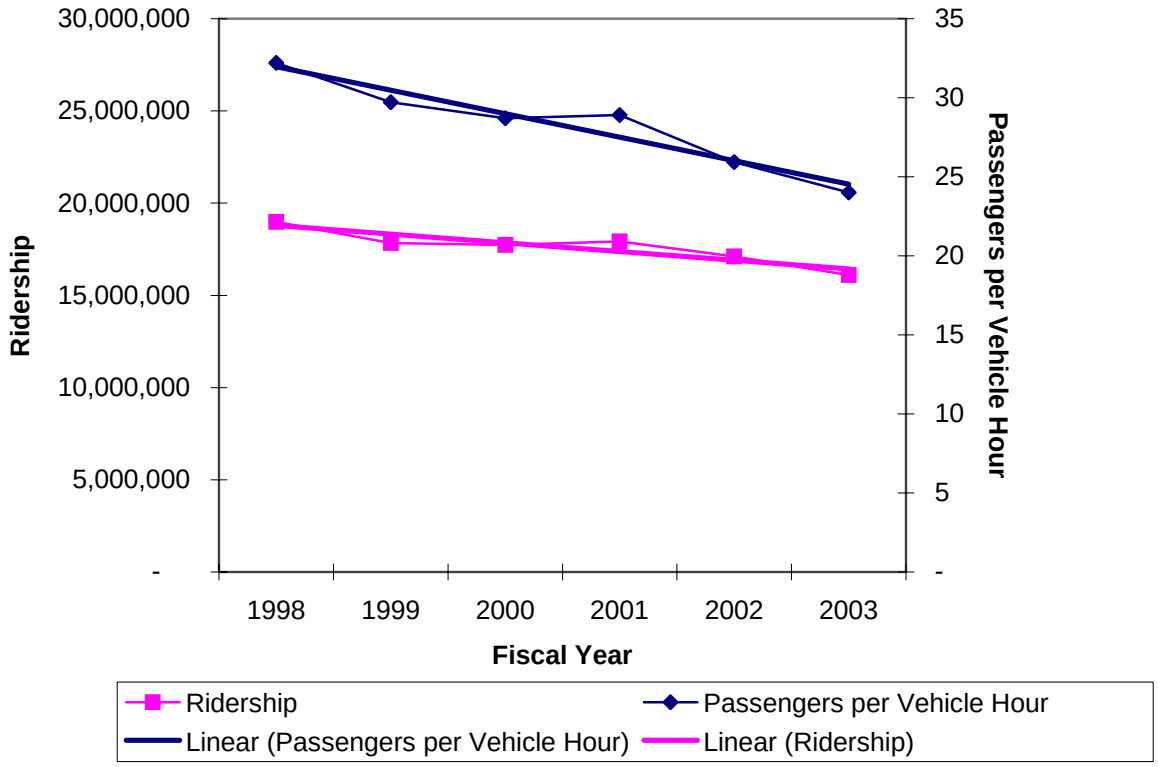


Figure 2-3 compares fixed route ridership to the total population of San Mateo County from 1998 to 2003. As the chart shows, the County's population has remained almost unchanged during the period, while ridership has decreased. Ridership dropped by about 18%, again probably due largely to the slow Bay Area economy.

Figure 2-3 Comparison between Fixed Route Ridership and Population in San Mateo County

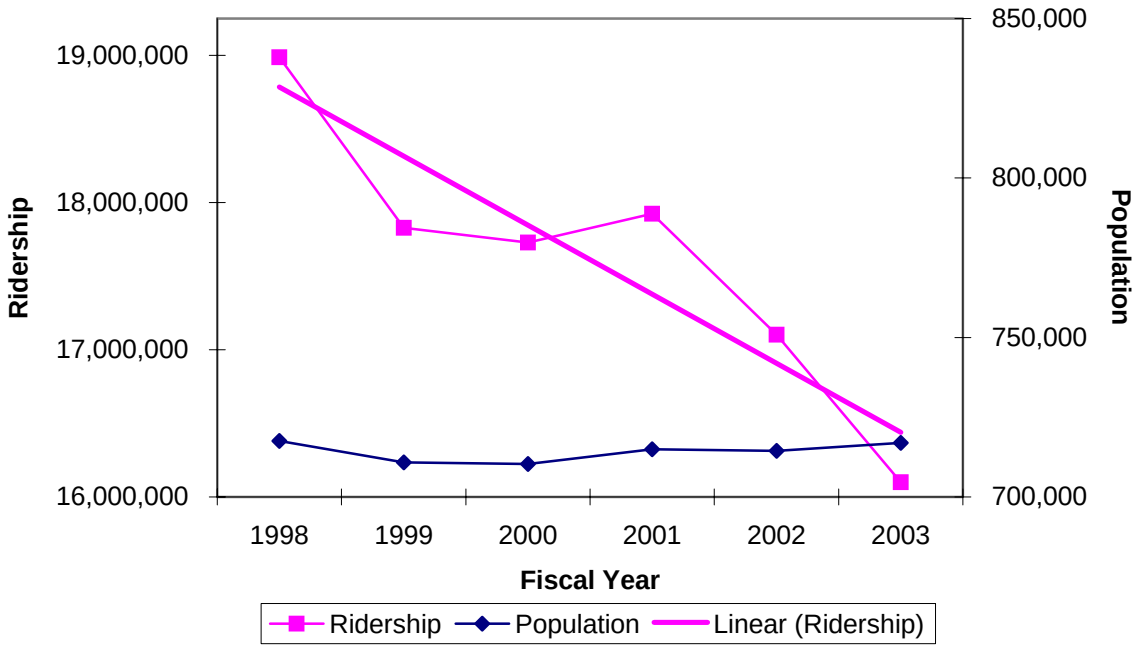


Figure 2-4 shows five year performance trends for SamTrans' ADA paratransit operations. As described in Section 1, Redi-Wheels and RediCoast are SamTrans' ADA compliant, demand-responsive paratransit services for persons with disabilities who cannot independently use regular SamTrans bus service some or all of the time. Redi-Wheels and RediCoast operate during the same hours and serve the same areas as SamTrans fixed-route bus service for their respective parts of the County.

Figure 2-4 Paratransit Operations: Five Year Performance Trends

	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	Five Year Net Change
Performance Measures							
Operating Cost	**$4,433,913**	**$4,467,940**	**$5,527,223**	**$7,011,866**	**$7,718,218**	**$8,945,031**	**102%**
Annual Change		*0.8%*	*23.7%*	*26.9%*	*10.1%*	*15.9%*	
Fare Revenue	**$222,774**	**$284,057**	**$278,132**	**$293,943**	**$339,879**	**$433,543**	**95%**
Annual Change		*27.5%*	*-2.1%*	*5.7%*	*15.6%*	*27.6%*	
Vehicle Revenue Hours	**111,928**	**124,644**	**126,942**	**155,055**	**172,757**	**213,249**	**91%**
Annual Change		*11.4%*	*1.8%*	*22.1%*	*11.4%*	*23.4%*	
Vehicle Revenue Miles	**1,443,247**	**1,573,609**	**1,582,532**	**1,878,845**	**2,438,601**	**2,662,003**	**84%**
Annual Change		*9.0%*	*0.6%*	*18.7%*	*29.8%*	*9.2%*	
Passengers	**85,199**	**188,580**	**196,220**	**211,812**	**283,960**	**310,756**	**68%**
Annual Change		*1.8%*	*4.1%*	*7.9%*	*34.1%*	*9.4%*	
Performance Indicators							
Oper. Cost per Hr.	**$39.61**	**$35.85**	**$43.54**	**$45.22**	**$44.68**	**$41.95**	**6%**
Annual Change		*-9.5%*	*21.5%*	*3.9%*	*-1.2%*	*-6.1%*	
Oper. Cost per Psgr.	**$23.94**	**$23.69**	**$28.17**	**$33.10**	**$27.18**	**$28.78**	**20%**
Annual Change		*-1.0%*	*18.9%*	*17.5%*	*-17.9%*	*5.9%*	
Oper. Subsidy per Psgr.	**$22.74**	**$22.19**	**$26.75**	**$31.72**	**$25.98**	**$27.39**	**20%**
Annual Change		*-2.4%*	*20.6%*	*18.6%*	*-18.1%*	*5.4%*	
Psgrs. per Hour	**1.65**	**1.51**	**1.55**	**1.37**	**1.64**	**1.46**	**-12%**
Annual Change		*-8.6%*	*2.2%*	*-11.6%*	*20.3%*	*-11.3%*	
Psgrs. per Mile	**0.13**	**0.12**	**0.12**	**0.11**	**0.12**	**0.12**	**-9%**
Annual Change		*-6.6%*	*3.5%*	*-9.1%*	*3.3%*	*0.3%*	
Avg. Fare per Psgr.	**$1.20**	**$1.51**	**$1.42**	**$1.39**	**$1.20**	**$1.40**	**16%**
Annual Change		*25.2%*	*-5.9%*	*-2.1%*	*-13.8%*	*16.6%*	
Farebox Recovery	**5.0%**	**6.4%**	**5.0%**	**4.2%**	**4.4%**	**4.8%**	**-4%**
Annual Change		*26.5%*	*-20.9%*	*-16.7%*	*5.0%*	*10.1%*	
San Francisco Bay Area CPI - Annual Average Percentage Change	*3.2%*	*4.2%*	*4.5%*	*5.4%*	*1.6%*		
Cumulative Change in CPI		*7.5%*	*12.3%*	*18.4%*	*20.3%*		

Source(s): National Transit Database Report.

Data provided by SamTrans, November 2003.

Figure 2-5 compares paratransit ridership to the County's total population from 1998 to 2003. While the County's population has remained virtually unchanged, paratransit ridership has increased. During the five year period, it increased by about 68%. This increase is probably due, at least in part, to the aging of the Bay Area population, and may be related to increased awareness of the availability of the service.

Figure 2-5 Comparison Between Paratransit Ridership and Population in San Mateo County

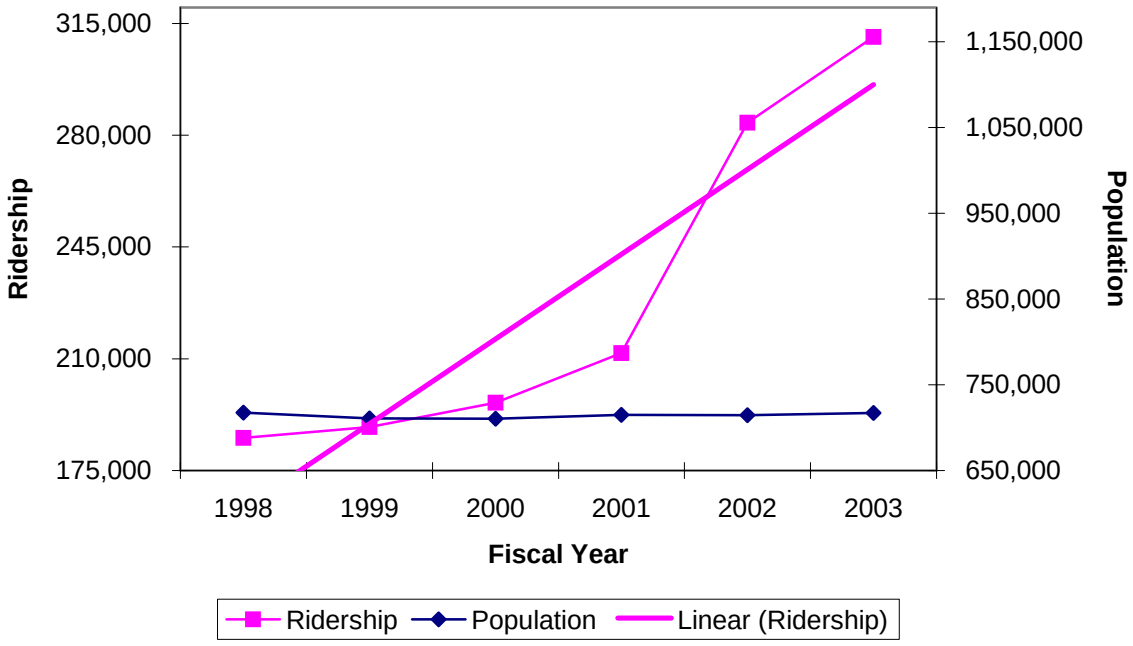


Figure 2-6 shows five year performance trends for SamTrans' shuttle service. The data represent the employer shuttles operated by the District in the County. All are partially funded by employers and the Bay Area Air Quality Management District. Most provide a connection between Caltrain and major employment centers, while some extend BART to such centers.

Figure 2-6 Shuttle Operations: Five Year Performance Trends

	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	Five Year Net Change
Performance Measures							
Operating Cost	$2,469,709	$2,953,980	$3,433,051	$3,807,567	$4,359,961	$5,087,334	**106%**
Annual Change		*19.6%*	*16.2%*	*10.9%*	*14.5%*	*16.7%*	
Employer Contribution	$617,427	$738,495	$858,263	$951,892	$1,089,990	$1,271,834	**106%**
Annual Change		*19.6%*	*16.2%*	*10.9%*	*14.5%*	*16.7%*	
Vehicle Revenue Hours *						3,265	
Annual Change							
Vehicle Revenue Miles *						1,329,348	
Annual Change							
Passengers	1,018,555	1,159,913	1,344,496	1,640,881	1,489,271	1,411,328	**39%**
Annual Change		*13.9%*	*15.9%*	*22.0%*	*-9.2%*	*-5.2%*	
Performance Indicators							
Oper. Cost per Hr. *						$61.10	
Annual Change							
Oper. Cost per Psgr.	$2.42	$2.55	$2.55	$2.32	$2.93	$3.60	**49%**
Annual Change		*5.0%*	*0.3%*	*-9.1%*	*26.2%*	*23.1%*	
Oper. Subsidy per Psgr.	$1.82	$1.91	$1.92	$1.74	$2.20	$2.70	**49%**
Annual Change		*5.0%*	*0.3%*	*-9.1%*	*26.2%*	*23.1%*	
Psgrs. per Hour *						16.95	
Annual Change							
Psgrs. per Mile *						1.06	
Annual Change							
Avg. Fare per Psgr.	$0.61	$0.64	$0.64	$0.58	$0.73	$0.90	**49%**
Annual Change		*5.0%*	*0.3%*	*-9.1%*	*26.2%*	*23.1%*	
Employer Contribution	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	**0%**
Annual Change		*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
San Francisco Bay Area CPI - Annual Average Percentage Change	*3.2%*	*4.2%*	*4.5%*	*5.4%*	*1.6%*		
Cumulative Change in CPI		*7.5%*	*12.3%*	*18.4%*	*20.3%*		

* SamTrans did not begin collecting and recording these data until FY 2003.
Source(s): SamTrans Shuttle Binder + (For FY2003 NTD Report Background Data)

Figure 2-7 compares shuttle ridership to the County's total population from 1998 to 2003. Again, the County's population has remained almost unchanged. Shuttle ridership, however, has increased. During the five year period, it increased by about 39%. This is due primarily to the fact that the amount of shuttle service provided has increased substantially, from 19 shuttles in 1998 to 32 shuttles in 2003, an increase of 68%. The fact that ridership has declined relative to service growth is probably due to job losses related to the downturn in the Bay Area economy.

Figure 2-7 Comparison Between Shuttle Ridership and Population in San Mateo County

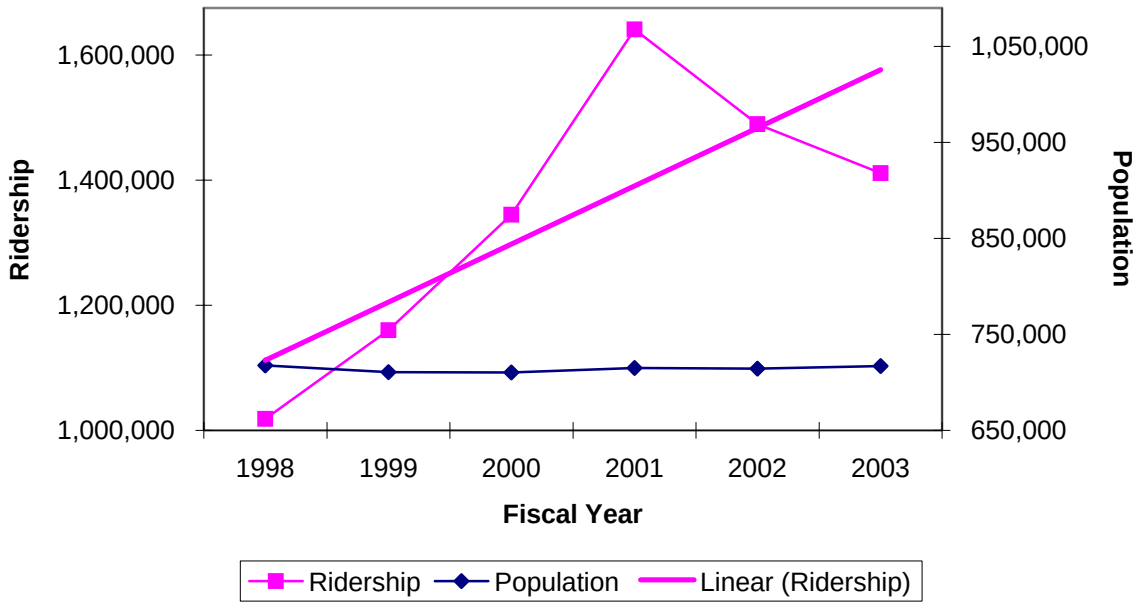


Figure 2-8 shows five year performance trends for Caltrain. As described in Section 1, SamTrans manages Caltrain operations on behalf of the Peninsula Corridor Joint Powers Board, and contributes to Caltrain funding.

Figure 2-8 Caltrain Service: Five Year Performance Trends

	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003 *	Five Year Net Change
Performance Measures							
Operating Cost	**$44,622,467**	**$46,519,365**	**$51,117,308**	**$61,105,591**	**$61,363,860**	**$57,795,841**	**30%**
Annual Change		*4.3%*	*9.9%*	*19.5%*	*0.4%*	*-5.8%*	
Fare Revenue	**$18,165,614**	**$19,105,460**	**$20,862,625**	**$22,788,298**	**$21,072,750**	**$19,429,573**	**7%**
Annual Change		*5.2%*	*9.2%*	*9.2%*	*-7.5%*	*-7.8%*	
Vehicle Revenue Hours	**127,307**	**130,038**	**133,064**	**156,859**	**188,812**	**162,610**	**28%**
Annual Change		*2.1%*	*2.3%*	*17.9%*	*20.4%*	*-13.9%*	
Vehicle Revenue Miles	**4,076,441**	**4,174,945**	**4,269,766**	**4,911,274**	**5,571,158**	**4,832,780**	**19%**
Annual Change		*2.4%*	*2.3%*	*15.0%*	*13.4%*	*-13.3%*	
Passengers	**8,632,319**	**8,621,841**	**8,735,022**	**9,925,201**	**8,137,583**	**6,710,468**	**-22%**
Annual Change		*-0.1%*	*1.3%*	*13.6%*	*-18.0%*	*-17.5%*	
Performance Indicators							
Oper. Cost per Hr.	**$350.51**	**$357.74**	**$384.16**	**$389.56**	**$325.00**	**$355.43**	**1%**
Annual Change		*2.1%*	*7.4%*	*1.4%*	*-16.6%*	*9.4%*	
Oper. Cost per Psgr.	**$5.17**	**$5.40**	**$5.85**	**$6.16**	**$7.54**	**$8.61**	**67%**
Annual Change		*4.4%*	*8.5%*	*5.2%*	*22.5%*	*14.2%*	
Oper. Subsidy per Psgr.	**$3.06**	**$3.18**	**$3.46**	**$3.86**	**$4.95**	**$5.72**	**87%**
Annual Change		*3.7%*	*8.9%*	*11.5%*	*28.3%*	*15.5%*	
Psgrs. per Hour	**67.81**	**66.30**	**65.65**	**63.27**	**43.10**	**41.27**	**-39%**
Annual Change		*-2.2%*	*-1.0%*	*-3.6%*	*-31.9%*	*-4.2%*	
Psgrs. per Mile	**2.12**	**2.07**	**2.05**	**2.02**	**1.46**	**1.39**	**-34%**
Annual Change		*-2.5%*	*-0.9%*	*-1.2%*	*-27.7%*	*-4.9%*	
Avg. Fare per Psgr.	**$2.10**	**$2.22**	**$2.39**	**$2.30**	**$2.59**	**$2.90**	**38%**
Annual Change		*5.3%*	*7.8%*	*-3.9%*	*12.8%*	*11.8%*	
Farebox Recovery	**40.7%**	**41.1%**	**40.8%**	**37.3%**	**34.3%**	**33.6%**	**-17%**
Annual Change		*0.9%*	*-0.6%*	*-8.6%*	*-7.9%*	*-2.1%*	
San Francisco Bay Area CPI - Annual Average Percentage Change	*3.2%*	*4.2%*	*4.5%*	*5.4%*	*1.6%*		
Cumulative Change in CPI		*7.5%*	*12.3%*	*18.4%*	*20.3%*		

** FY 2003 Data does not include weekend RRX Bus Service operated during CTX (Baby Bullet) construction project.*

Source(s): National Transit Database Report.

Data provided by SamTrans, November 2003.

Figure 2-9 compares Caltrain ridership with productivity. Like the fixed route bus ridership, Caltrain ridership has declined over the period from 1998 to 2003, again likely due largely to the sluggish Bay Area economy. Ridership in 2002 and 2003 declined sharply compared to 2001 due at least in part to the suspension of weekend Caltrain service, beginning in July 2002, in order to accommodate construction work for the CTX (Baby Bullet) project. The ridership figure graphed below for 2003 does not include riders carried on the RRX bus service that replaced the weekend Caltrain service.

Figure 2-9 Comparison Between Caltrain Ridership and Productivity

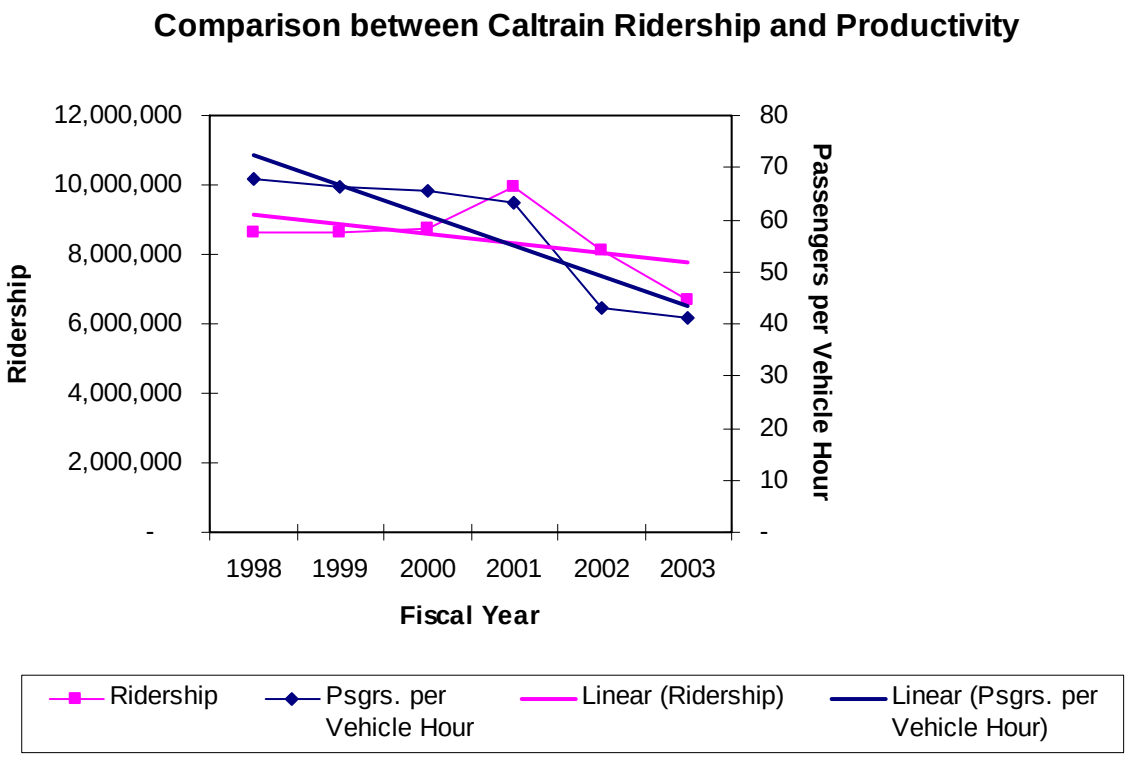
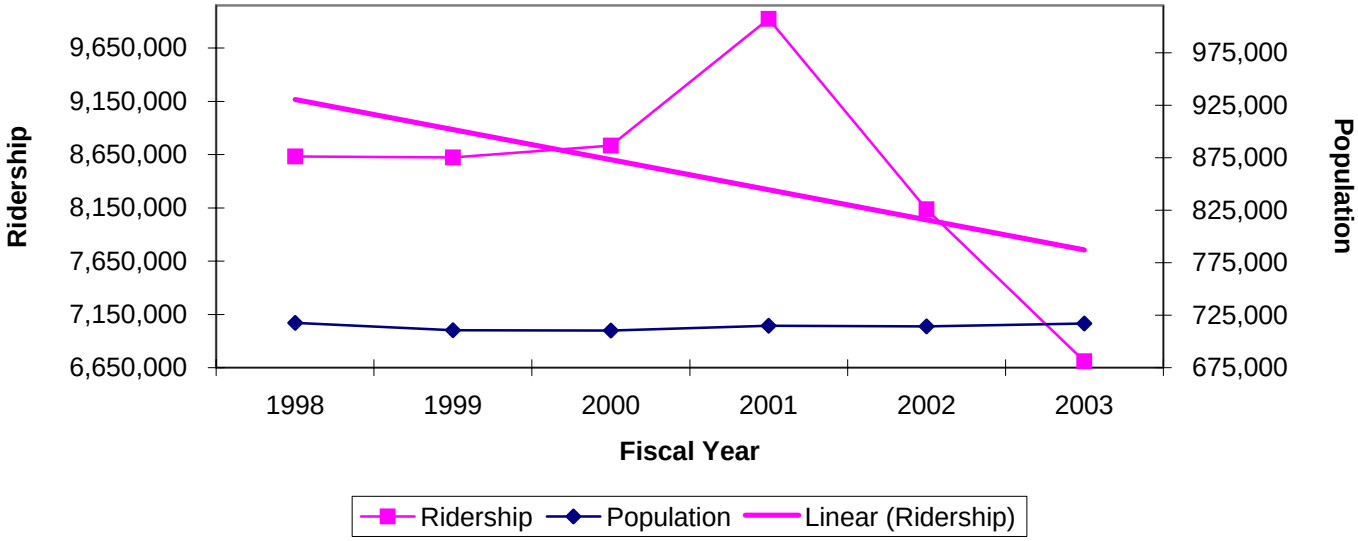


Figure 2-10 compares Caltrain ridership to San Mateo County' total population from 1998 to 2003. While the County's population has been very stable, Caltrain ridership has declined. Ridership dropped by about 29% systemwide, again likely due primarily to job losses in the Bay Area, but also as a result of the temporary suspension of weekend train service in order to accommodate the CTX construction project.

Figure 2-10 Comparison Between Caltrain Ridership and Population in San Mateo County



Section 3: Ten-Year Plan

Major Issues and Challenges

SamTrans has a number of important issues it will need to address during the next ten years.

Economic decline and decreasing ridership

California's economy has been in trouble since mid-2001. The impacts have been varied across the state but the San Francisco Bay Area has been hit particularly hard. The decline of the "dotcoms" resulted in many people and businesses moving out of the area. Those who stayed have had less money to spend on goods and services, which in turn has lead to a dramatic decrease in Sales Tax Revenue and the amount of Transportation Development Act (TDA) funds available to fund transit operations. Thus it's no surprise that some agencies like Santa Clara Valley Transportation Authority and Golden Gate Transit have recently proposed service cuts of 20-35% in order to balance their budgets.

So far SamTrans has been relatively fortunate in that it has been able to draw from reserves to maintain current operating levels. However, this practice cannot continue unchecked for much longer as reserves are dropping precipitously. The economy is apparently on the rebound, but the recovery is slower than expected and it will take some time before reserves can be replenished.

Aging population

Over the next ten years, San Mateo County's population is expected to increase by less than 40,000 (see Figure 1-5), not much growth for a county with nearly 800,000 residents. This marginal increase, about .5% annually, is unlikely by itself to significantly increase the demand for fixed route transit services.[1]

SamTrans is concerned about the continued growth in the portion of the population that is over age 65, mobility impaired or both. These groups directly impact the demand for paratransit and accessible services. Redi-Wheels ridership, which had been steadily increasing during the past few years, just recently leveled off at around 300,000 annual trips. Due to this leveling, the District is projecting constant demand for paratransit services

[1] Employment within the County is expected to increase by approximately 1% annually during the same period. While this will have more of an impact on the demand for transit than will the increase in population, it still is a relatively small amount of growth and can't be expected to lead to large increases in the demand for transit services.

over the next ten years. However, the demand for these services will need to be monitored carefully for any signs of growth. Given the inherent low productivity of paratransit services, even a small increase of just 2% annually can translate into a significant increase in resource requirements.

Reauthorizing Measure A

San Mateo County's Measure A, a local one-half cent sales tax dedicated to a variety of transportation improvements, was approved by voters in 1988. Over the last 16 years these funds have been used to upgrade and extend Caltrain, improve local streets and highways, and support paratransit services. Measure A sunsets in 2008, and efforts are already underway to reauthorize this important measure for another 25 years. The Transportation Authority has recently issued an expenditure plan for how revenues would be spent under a renewed measure. Reauthorization of Measure A is critical to the overall financial health of SamTrans during the next 25 years following 2008.

Translink®

In early 2002, as part of a demonstration project sponsored by the Metropolitan Transportation Commission (MTC), 5,000 volunteers began using Translink® fare cards at select stations and on select routes operated by AC Transit, BART, Caltrain, Golden Gate Bus and Ferry Transit, Muni, and Santa Clara VTA. The demonstration and testing phase has now been completed and the general public will be able to start using Translink® on these systems by the end of 2005. Expansion to other Bay Area systems will occur in the following years. Translink® is scheduled for full revenue service on Caltrain by September 2005 and on SamTrans buses by June 2006.

Smart card technology like Translink® represents a major leap forward for Bay Area transit operators in terms of both interoperator coordination and a willingness to use high technology to attract new riders. Although implementation of the program throughout the entire region will be both costly and difficult, SamTrans, like other transit operators, believes Translink® will attract new riders to the system by making transit services more convenient and attractive, and is committed to the success of the project.

Caltrain Baby Bullet Service

The Caltrain "Baby Bullet" service began operation on June 7, 2004, after several years in which SamTrans guided the Caltrain rail system through a series of major capital improvement projects. The Baby Bullet is an express service between downtown San Francisco and downtown San Jose. Between these points, trains stop only at Millbrae, Hillsdale, Palo Alto and Mountain View. End-to-end running times are less than one hour, making the service very competitive with travel by auto. The Baby Bullet service provides an attractive alternative for people traveling long distances along the peninsula.

SamTrans Strategic Plan

One of the most important challenges facing the District is the completion and subsequent implementation of its 20-Year Strategic Plan. The plan is intended to:

- Identify viable public transit markets,
- Assess financial realities and funding opportunities,
- Outline strategic goals and objectives to guide the District in determining where to allocate its resources, and
- Develop strategic service initiatives to capture new riders and retain existing ones.

Although the Strategic Plan will not be completed until Spring 2005, the Vision and Guiding Principles for the Plan have been adopted by the SamTrans Board. They are shown below.[2]

[2] Given that this SRTP will actually be finished before the Strategic Plan, SamTrans intends to produce an SRTP update in 2005 that can more fully respond to the recommendations in the Strategic Plan.

Vision

"San Mateo County Transit District is a leader in providing mobility alternatives that are relevant and desirable."

Guiding Principles

A set of Guiding Principles and policies has been established to help the District achieve its 20-year vision. Each of these principles is focused around a common theme…*the needs of the customers must come first!*

To that end, SamTrans will:

1. Compete in markets where we can be competitive, giving priority to the most cost-effective services.
2. Sustain basic mobility services for transit-dependent and low-income persons.
3. Continue the District's reputation of service quality and provide relevant transit choices to customers.
4. Utilize the most effective mix of services and amenities to maximize ridership and perform ongoing, proactive monitoring of productivity.
5. Maintain financial strength and integrity in order to continue to operate the District's family of services.
6. Lead the way in making transit investments where there is transit supportive land use and reach out to cities, employers, and other local and regional partners regarding community development.
7. Focus on meeting the transit needs of partners, including the business community, who establish transit-supportive programs and policies.
8. Improve transit connections by coordinating with other transit operators and with local transportation services.
9. Continue to be an employer of choice that attracts and retains competent, able employees.
10. Work with businesses to create awareness of transportation choices.

System-Wide Objectives[3]

This SRTP is being prepared **before** the completion of the Strategic Plan. Given this chain of events, a series of short-term, mid-term and long-term objectives were developed to respond to critical issues while simultaneously avoiding conflicts with recommendations likely to come from the Strategic Plan. These objectives were created using information gleaned from a document review, stakeholder interviews and feedback received from staff during a series of workshops.

The following objectives are not listed in priority order.

1. Multi-modal performance monitoring system

This is one of the recommendations listed in the District's most recent TDA Triennial Performance Audit.[4] At the time the auditor stated:

> *"…SamTrans is still involved in its current Strategic Plan and SRTP development process. In conjunction with this effort, SamTrans should be taking steps to streamline the District-wide goals, objectives and performance monitoring mechanism. Rather than revamping the overall agency mission statement and goals every year, though, SamTrans should focus on establishing a comprehensive performance monitoring system. This should be an on-going mechanism to support policy and decision-making across the organization, from the top down…"*[5]

Detailed mode-by-mode performance objectives and standards, as well as District wide goals and objectives, will be developed.

Timeframe – Develop objectives and standards and begin implementation in FY 2004/05.

[3] Objectives that are specific to a particular mode appear in the "Modal Operating Plans and Objectives" section.
[4] Mundle & Associates, April 2003
[5] Triennial Performance Audit, Mundle & Associates, April 2003, p. vi.

2. 20-Year Strategic Plan

As noted earlier, most of the Strategic Plan is already finished. The remaining items include development of strategic service initiatives and preparation of a funding plan. A draft plan will be issued in late 2004. Adoption by the Board is expected in Spring, 2005. Described below are concepts that will need further development and refinement. They may be significantly modified before they are ready for Board adoption. Also, SamTrans acknowledges that some objectives could lead to funding and service trade-offs that would need to be addressed before their implementation.

El Camino Corridor Enhanced Bus Network

One of the major components of the Strategic Plan will be the development of an Enhanced Bus Service along the El Camino Corridor. Though not expected to be a full Bus Rapid Transit System with a dedicated Right of Way, the proposed service will offer faster running times and higher quality amenities than the local bus service that currently operates along El Camino Real (Routes 390/391).

The proposed service will likely operate between Daly City and Stanford Shopping Center with branches to Foster City and East Palo Alto. Peak headways on weekdays will average from 7 to 10 minutes.

Development of the proposed service would occur in conjunction with improvements identified as part of the El Camino Grand Boulevard plan.

Local Circulator Services

This objective dovetails quite nicely with the objective for reallocating resources. Once SamTrans has a detailed understanding of the degree to which school trips impact the system, it will be in a better position to determine its role in meeting local transportation needs.[6] These short trips are often difficult to serve with "big bus" mainline, arterial based transit services and might be more appropriately addressed by the local jurisdictions using community based routes and small, neighborhood friendly buses.[7]

Several peninsula communities (e.g. Burlingame, San Carlos and Menlo Park) already operate their own community shuttle services. Others, like Belmont, are currently evaluating the feasibility of starting shuttle services.

[6] In this case, "local" means those trips that occur within one jurisdiction or between neighboring jurisdictions.

[7] This is one of several issues being explored in the Strategic Plan.

CCAG (City and County Association of Governments) has made funds available to Peninsula communities that wish to start community based transit services. The funds can cover both operating and capital costs.

Over the next one to two years, SamTrans and the local communities should work closely together to determine the various roles and responsibilities that each of the players has in meeting local transportation needs. It is quite possible that all of the players might agree that SamTrans is best suited to addressing medium and long distance trips and that the local communities and schools should be taking the lead in addressing local trips. This type of arrangement is already being implemented in Los Angeles County between the Metropolitan Transportation Authority (MTA), the municipal transit systems and the school districts.[8]

Reallocating Resources

Funding for transit operations will likely be very constrained for at least the next 2-4 years. If SamTrans wants to implement recommendations from the Strategic Plan, it will likely have to find existing, underutilized resources that can be reallocated to support new services.

How can SamTrans identify existing, "under-utilized resources"? Much of the initial work to redirect unproductive services occurred in 1998 as part of the Bus Improvement Plan (BIP). The real question is where to go next.

There are three issues that need to be addressed before the District can identify additional "unproductive resources" that might be used for new services:

1. SamTrans needs to adopt a comprehensive set of modal performance standards. These standards must cover not only each mode but also each type of service within the mode. For example, trying to evaluate all motorbus operations using a single standard (e.g. passengers/revenue hour) is not very useful if an operator runs a mix of services including local, trunk and freeway routes. Each type of service needs to have its own set of guidelines, expectations and standards.
2. The District currently collects route-level ridership data. In the future, SamTrans may augment this information by collecting and analyzing data on transfers and trip origins and destinations, thereby gaining a better understanding of the overall door-to-door travel needs of customers.
3. A thorough analysis is needed that will allow SamTrans to fully understand the impact that students traveling to and from school

[8] For more information, check with MTA about the "Tiered Services" program.

have on the entire network. This is especially important because many community routes would probably be candidates for elimination were it not for the one or two trips per day that are loaded with children heading to/from school. The steep drop-off in ridership outside the peak periods for school-based travel makes this type of service a very expensive use of limited resources. There is, however, an historical basis for the operation of this service by the District. After the passage of California Proposition 13 in 1978, many schools in the State were no longer able to operate bus service due to a significant reduction in property tax revenues. To deal with this situation in San Mateo County, SamTrans agreed to operate additional bus routes serving County schools. As described under Local Circulator Services above, SamTrans, the local communities and the various school districts will need to work closely together to determine how to continue to meet the travel needs of students, while identifying which types of service are most effectively operated at the community level, and which can be directly operated by SamTrans most efficiently.

Once these three issues have been addressed, SamTrans staff can use the findings plus the Guiding Principles from the Strategic Planning Process to assess all services to determine which resources, if any, can be redirected to other uses.

Timeframe – Complete plan in FY 2004/05 and begin implementation in FY 2005/06.

3. El Camino Grand Boulevard Initiative

Within the next few years, SamTrans and its local partners will undertake an assessment of El Camino Real from Daly City to Stanford Shopping Center with the goal of creating a corridor initiative and related service plan. The initiative will focus on identifying opportunities to:

- Increase housing and employment densities within ½ mile of the roadway.
- Improve the infrastructure and streetscape to make transit service as attractive and convenient as possible.

- Improve amenities to make the streetscape safer and more attractive to pedestrians.
- Reduce traffic congestion.

Timeframe – Begin corridor initiative in 2004/05

4. Transit-Oriented Development

SamTrans is committed to working with local communities to plan and support transit-oriented development. District staff are currently engaged in planning activities with several peninsula cities and the County. One result of SamTrans' efforts is that the first transit-oriented development project on District property is nearing completion. The Colma Station Apartments project is being built within easy walking distance of the Colma BART Station and is adjacent to Nevin Walkway, a tree-lined pedestrian link constructed by the County, between El Camino Real and the station. When completed, the Colma Station Apartments project will include a 153-unit apartment building with 3,500 square feet of neighborhood retail space. Twenty percent of the residential units will be affordable housing. This joint development project is the result of advance planning and the cooperation of SamTrans, the developer, San Mateo County and the community.

5. Station Access Improvements

SamTrans is currently wrapping up a comprehensive assessment of "station access" at each of the Caltrain and BART stations within the County. The study is exploring access issues for all modes including pedestrian, auto, bicycle, shuttle bus and heavy-duty transit vehicle.

Timeframe - Recommendations from this study will be incorporated into the Strategic Plan later this year. It is anticipated that implementation of specific recommendations for access improvements at each station will begin in FY 2006/07.

6. Clean Fuels

Several years ago the District elected to remain on the California Air Resources Board's "Diesel" path for achieving CARB emission reductions. All 1990 model, and earlier, buses have been replaced with new low emission diesel powered buses during the last few years. All mid-1990s buses still in service have been modified or re-powered to meet CARB's emission reduction requirements.

Prior to January 1, 2006, each 1993 and 1998 Gillig bus will be modified with a Nitrous oxides (NOx) catalyst and particulate matter (PM) trap,

which will result in the buses meeting or exceeding CARB's emissions regulations. The initial phase of this project involves 209 buses. The balance of fifty five 2002 NABI buses will be modified prior to January 1, 2007.

The District does not anticipate purchasing any additional heavy-duty transit vehicles until 2009.[9] Depending on funds and technology, the District would purchase a combination of diesel and diesel-electric hybrids, if available, for this bus purchase. The diesel-electric hybrid engine is emerging as an alternative to the diesel internal combustion engine, and CARB is evaluating the acceptance of diesel-electric hybrid technology for transit agencies in Northern California. In terms of cost-effectiveness, performance and availability, diesel-electric hybrids seem to be the most promising of the alternative technologies for bus propulsion. Zero emission buses will also be considered.

Timeframe – Prepare plan during FY 2006/07 and begin implementation in FY 2008/09.

[9] Light-duty paratransit vehicles and minibuses are currently not subject to CARB's emission reduction requirements.

Operations Plan

Motorbus (fixed route)

The primary purpose of this Motorbus plan is to identify a level of service that: a) is financially feasible during the planning horizon of this SRTP and b) can serve as the baseline for comparing service improvements as part of the Strategic Plan to be adopted in Spring, 2005.[10]

A baseline service level of 660,000 annual revenue hours (includes direct and contract operations) has been established for FY 2004/05 and is assumed for the 10-year horizon of the SRTP.[11] The District expects operating costs to increase by about 2.5% per year.

The District is projecting an increase in fixed route fares in 2006 and 2011. The fare increases would be 25 cents each.

Ridership is expected generally to increase by 2% per year, but is adjusted according to an elasticity of 3.3% in the years when fare increases occur. Revenue fluctuates accordingly.

Again, the data in Figure 3-1 do not assume implementation of the Strategic Plan. These data will be revised, and aligned with the Strategic Plan, for the SRTP update to be released after adoption of the Plan.

This summer, SamTrans implemented a new Regional Express Bus Service (REX) connecting East Palo Alto with the Millbrae BART/Caltrain Intermodal terminal via Redwood Shores and Hotel Row in Burlingame. Service is being provided every 20/30 minutes during weekday commute periods. SamTrans operates the service using eleven new 40' transit buses configured for "suburban" commute operations and equipped with reclining high back seats, luggage racks and overhead reading lights.

With the exception of the new REX service, there are no other significant service changes currently planned for the next 3 to 5 years, although resources may be reallocated by the end of FY 2005/06. Minor adjustments to routes, schedules and service parameters will be made each year on an as-needed basis to respond to any budget shortfalls and changes in demand for or usage of service.

In making adjustments to routes, SamTrans employs an internal technical team call the Service Planning Committee consisting of staff from several

[10] An SRTP update will be completed in 2005 which can better respond to the service initiatives and strategies outlined in the Strategic Plan.
[11] This includes 14,000 annual hours that are funded and will be available for the Regional Express demonstration project.

departments throughout the agency. The Committee is responsible for reviewing all proposed service modifications and provides recommendations for service changes. Each year, at the onset of the budget process, staff develops service assumptions for all five modes for the upcoming budget year. Service recommendations are based on several factors such as: market conditions, financial health, consumer input, etc. Depending on the breadth of changes, public meetings and hearings may be held.

Staff uses a host of tools for measuring service performance. In the case of bus service, each year an extensive route analysis is used to measure the performance of all routes. Four performance indicators are used including:

- Subsidy per passenger
- Farebox recovery
- Passengers per mile
- Passengers per hour

The route analysis from November 2002 is included in Appendix G.

The following activities are scheduled for the near term and are not listed in any particular order.

- Bus routing and service levels may be adjusted based on how the market responds to the BART SFO/Millbrae extension and the new Caltrain Baby Bullet schedule. Both rail systems have undergone major changes. How the market reacts to these changes will affect access to and from stations. Most likely, both bus and shuttles will require adjustments to ensure the service is responding appropriately to the customers' needs.
- The District will explore, as part of the El Camino Grand Boulevard Initiative described in the section on System-Wide Objectives, an improved bus service proposal for the El Camino Real, SamTrans' most utilized transit corridor. The service plan is needed to determine the size and type of bus stops and transit centers and need for, and location of, signal prioritization.
- Based on the need for improved bus stops along El Camino Real, the District will explore ways to involve the private/public sector with the hope of leveraging outside funding.
- Muni's Third Street Light Rail project is scheduled to open in Summer 2005. The District will need to develop an access plan for fixed route buses and shuttles, possibly using existing resources.

- The recent passage of Regional Measure 2 has resulted in the availability of funds for expanding OWL service (late night service). SamTrans will develop a plan to provide bus service that operates after BART service ends. Service would operate from downtown San Francisco to SFO, with local service in the BART corridor and express service in the 101 corridor.
- SamTrans will continue to work closely with the cities to ensure coordination as they pursue their shuttle programs. There may be an opportunity to increase service efficacy by utilizing local shuttle services, allowing the District to reallocate service to other areas demonstrating greater demand. Also, SamTrans will be evaluating its express service to determine how the service competes with or complements rail service. As described in the section on System-Wide Objectives, local circulator services will be addressed in the SamTrans Strategic Plan to be released in late 2004.
- An Advance Communications System is currently being implemented. Once fully operable, extensive data will become available giving greater insight into route performance, such as route segment utilization, load factor, on-time performance, etc. This information will allow SamTrans to make more changes ensuring optimal service productivity.
- The District will continue to review and consider advance technology that improves the productivity and quality of service.

Paratransit Service

Since January 2001, Redi-Wheels has experienced two years of steep ridership increases. This growth was accommodated by adding vehicle hours, by revised scheduling procedures, and by implementing a pilot demonstration of supplemental taxicab service. Beginning in April 2003, ridership growth began to level off. As a result, for the first half of fiscal year 2003-04, Redi-Wheels ridership was down by 3% compared to a year before. Figure 3-1 assumes that paratransit ridership will remain constant through 2013.

Paratransit fare increases are assumed to occur in the same years as fixed route fare increases: 2006 and 2011. The fare increases would be 75 cents each.

Short-Term Plans (Years 1 – 2)

In the next two years, SamTrans plans to continue several initiatives to ensure its ability to serve all of the demand for ADA paratransit. These include:

- Using supplemental service provided under contract by one or more taxicab companies to serve trips that would otherwise result in low-productivity runs.
- Fine-tuning parameters on the new version of the Trapeze PASS scheduling software that was implemented in 2003.
- Completing implementation of the Advanced Communications System (ACS), including Automatic Vehicle Location and mobile data terminals in all Redi-Wheels vehicles, integrated into the scheduling software.
- Evaluating the efficacy of installing automated "call-ahead" software to work in conjunction with existing Trapeze software and ACS to alert customers to a ride pick-up ten minutes in advance of the scheduled time.
- Completing the transition to a new eligibility screening process, consistent with the San Francisco Bay Area Regional ADA Paratransit Eligibility process being finalized by MTC, with 100% in-person assessments conducted by a contractor.
- Providing travel training to individuals who can use SamTrans fixed-route services instead of paratransit.
- Raising fares with an aim of eventually having them equal to twice the fixed-route fare, as permitted by ADA. A $.75 fare increase is assumed for FY 2005-06 and again in FY 2010-11. The same increase (in dollars not percent) would apply to agency fares. Also in FY 2005-

06, a fare zone would be implemented for trips between San Mateo County and San Francisco that is comparable to the difference in fixed route fares assuming most riders to San Francisco use SamTrans express routes or BART. The existing Lifeline fare assistance program will be retained in order to cushion the impact of these increases on the most vulnerable members of the disabled community. Lifeline fares, which are for low-income riders, are half that of regular paratransit fares.

- Developing a transfer arrangement with the San Francisco Municipal Railway's new ADA Access service. Compared to making transfers to San Francisco's taxi scrip program, making transfers to ADA Access offers the potential for greatly improved customer service.
- Working with local jurisdictions and advocates to explore opportunities for partnerships that would help create local services of interest to people with disabilities and older people.

Medium-Term Plans (Years 3 – 10)

Beginning in year three of the plan, SamTrans plans to take additional steps that further ensure quality, appropriate, cost-efficient service for people with disabilities. These include:

- **Trip-by-trip eligibility -** Once the new eligibility process has been in place for at least two years, SamTrans will have sufficiently detailed information about individual capabilities of a majority of Redi-Wheels riders to begin implementing trip-by-trip determinations. To accomplish this, staff will need to implement path of travel assessments for specific trip requests and establish a database of information about accessibility between district transit routes and frequently requested Redi-Wheels destinations.
- **Feeder Service -** Implementing ACS should make it more feasible to implement a feeder program, in which some paratransit trips would be delivered by providing a paratransit connection between a passenger's ultimate origin or destination and accessible fixed-route bus and rail services. A feeder program may begin with trips into San Francisco, taking advantage of BART service between San Francisco and Millbrae. SamTrans will consult with its advisory committees to develop detailed policies defining which passengers and which trips are appropriate for feeder service. Once fully implemented, a feeder program may carry fewer than 5% of all Redi-Wheels trips, but would result in much larger productivity improvements and cost savings because of the reduction in the length of the Redi-Wheels trips involved.

- **Community Transit Services -** The District plans to continue working with local jurisdictions and advocates to plan community transit services of interest to people with disabilities, older people, and the general public. Such services may be provided through partnerships between the District and local jurisdictions.

Shuttles

Within the SamTrans service area, there are several shuttle programs, including Caltrain employer shuttles, SamTrans employer shuttles serving BART stations, local community shuttles and Redi-Wheels paratransit service. The following recommendations focus mainly on the Caltrain and SamTrans shuttle programs. Although the District interacts with local communities as they plan and implement shuttle service, SamTrans has limited control over these programs. Redi-Wheels service has not been considered "shuttle" service in the past. The future of Redi-Wheels is covered in the paratransit section of the SRTP. However, it is mentioned here for consideration for some kind of coordination with commuter and/or community based shuttle service.

Like for the other modes, the economy, and its influence on employment, has certainly had its adverse effect on commuter shuttles that are partially funded by employers. During the peak of the economic boom, there were 55 shuttle routes linking employment centers to Caltrain stations in San Mateo and Santa Clara counties and BART stations in San Mateo County. Today, there are 32 routes. However, for the first time in over a year, there are signs of growth. The District recently has been approached by a new company in Silicon Valley requesting shuttle service.

The following is a list of initiatives that will be pursued over the next few years.

- SamTrans, in cooperation with the Peninsula Congestion Relief Alliance, will identify additional employer shuttle opportunities linking new BART stations with employment centers in north and central San Mateo County.
- The District will review and recommend potential opportunities to advance residential shuttles. The first and only "residential" shuttle in East Palo Alto was a complete success. Residential shuttles link rail stations to residential neighborhoods, whereas employer shuttles link rail stations to employment centers.
- During the economic boom of the late 1990s, a tremendous amount of office space was completed that has yet to be occupied. The District will not only prepare for the return of shuttle users, but will plan for the added potential of new riders based on the full occupancy of office space.

- Currently, employers can choose who they want to operate their shuttle service, creating a wide variance in operating cost levels from shuttle to the next. Typically, those employers who opt to contract their service have a higher cost per hour than SamTrans' contract provider. The District will evaluate and recommend the most cost-effective means for contracting shuttle service.
- In recent years, cities have initiated their own community shuttle services aimed at commuters, students, and seniors. SamTrans will develop recommendations for improving coordination between all shuttle services. Also, the District will look at the possibility of coordinating service with the Redi-Wheels paratransit program that utilizes dozens of vans in its demand responsive system.

Caltrain

The City and County of San Francisco, SamTrans and VTA are the member agencies of the Peninsula Corridor Joint Powers Board (JPB). As such, they are together responsible for the administration of Caltrain and funding its operations. Figure 3-3 includes a projection of SamTrans' share of Caltrain operating costs over the ten-year horizon of the SRTP.

Caltrain is nearing the end of the massive three-year track and station upgrade project known as "CTX." Construction was complete in May 2004. The new Baby Bullet express service, accompanied by a revamping of Caltrain's local and express services, was initiated in June 2004.

Other significant planning activities are underway that will provide more definitive direction for Caltrain and will be incorporated into the SamTrans SRTP update to be completed in 2005. Current planning activities include:

- **Station Access Plan** - As described in the section on System-Wide Objectives, the plan is nearing completion and addresses multimodal access improvements for both San Mateo County Caltrain and BART stations. Recommendations on parking; bus, shuttle and pedestrian access; and amenities will be included in the final Station Access Plan and, where appropriate, incorporated into the SamTrans SRTP update.
- **The Caltrain Strategic Plan and Short Range Transit Plan are being developed concurrent with this SRTP.** Those findings and recommendation that are germane to SamTrans will be incorporated into the SamTrans SRTP update in 2005.
- **No new shuttles are planned for the inauguration of the Baby Bullet service.** However, SamTrans will be looking for opportunities and will actively pursue any new request for service.

BART

Last June (2003) BART opened its extension to Millbrae and the San Francisco International Airport (SFO). BART and SamTrans do not foresee any additional BART extensions down the Peninsula within the timeframe of this SRTP.

For a variety of reasons, the anticipated ridership on the SFO/Millbrae extension has failed to materialize. Due to on-going budget problems, both SamTrans and BART are exploring opportunities for reducing operating costs along the extension. It is possible that service reductions might be needed before the end of the calendar year to bring costs in line with available funds.

Both BART and SamTrans are coordinating marketing efforts to promote ridership. The District will explore new employer shuttle opportunities linking the County's BART stations to major employment sites in north and central San Mateo County.

Multimodal Services

Multimodal services include the BART shuttles operated by SamTrans and the Dumbarton Express Service (DBX), which is operated jointly by SamTrans, AC Transit and VTA. *No hours are included in this service plan for the DBX, but the costs for the service are included in the financial plan.*

A baseline service level of approximately 80,000 annual revenue hours has been established for FY 2004/05 and is assumed for the 10-year horizon of the SRTP.[12] Currently, there are no significant service changes anticipated for the next 3 to 5 years, although resources may be reallocated by the end of FY 2005/06. Minor adjustments to routes, schedules and service parameters will be made each year on an as-needed basis to respond to any budget shortfalls and service needs.

[12] Source: Contracts/Operations Planning Department (Operations Division) (Feb, 2004).

Financial Plan

The financial plan shown here has been developed prior to the completion of the District's 20-year Strategic Plan. The projections will be revised, and aligned with the Strategic Plan, for the SRTP update to be released after adoption of the Plan in Summer 2005.

The financial plan shows an operating deficit beginning in the outer years. One of the purposes of the SamTrans Strategic Plan will be to identify opportunities to increase the District's travel market share as a means of addressing this deficit. The current financial plan is based on several major assumptions listed below.

Service Parameters

- Service levels remain constant for the next ten years at 660,000 annual service hours for fixed-route motorbus operation.
- District operated fixed-route bus services account for 75% of total service hours. Contracted bus service accounts for 25%.
- ADA paratransit service hours remain constant over the plan period.
- Ridership projections for fixed-route motorbus operations are based on current productivity with minimal increases (2%) each year.
- ADA paratransit ridership is assumed to remain constant through 2013.

Operating Costs

- SamTrans' share of Caltrain's net operating costs assumes the current methodology for allocating costs.
- SamTrans' BART payments are not included in the operating cost projections for FY 2005-06 and later. These payments will be negotiated between BART and SamTrans.

Revenue projections

- Operating revenue sources in FY 2004 are assumed to remain the same over the next ten years.
- Passenger fare increases are assumed for fixed-route motorbus and ADA paratransit operations in FY 2006 and 2011. Fixed-route fare increases would be 25 cents in each year, while paratransit fare increases would be 75 cents in each year.
- The amount by which County sales tax revenue increases from year to year is based on projected retail sales for San Mateo County.
- Measure A is assumed to be reauthorized with a 25-year duration starting in 2008.

Next Steps

Several of the assumptions outlined above need to be reviewed and refined once the Strategic Plan is adopted in 2005. It is assumed that several of the cost and revenue projections will need to be adjusted based on revised assumptions and additional information. Of particular importance are service levels and ridership and revenue projections for motorbus operation, further clarification of the multimodal service levels, and SamTrans' costs for Caltrain service and BART payments.

Figure 3-1

SAN MATEO COUNTY TRANSIT DISTRICT

FINANCIAL PLAN

(In Thousands)

	FYE Projections 2004	Adopted Budget 2005	2006	2007	2008	2009	2010	2011	2012	2013
SOURCES OF FUNDS										
- Sales Tax Revenues	56,046	57,167	58,882	62,003	65,165	68,944	72,047	75,793	78,901	82,688
- Interest - Reimbursed Funds (Net Int Over Exp)	0	210	111	83	0	0	0	0	0	0
- Investment Interest (Non-Bond Funds)	3,220	1,686	2,028	1,207	1,290	1,290	1,400	1,400	1,400	825
- Other Revenue Sources	1,857	8,652	1,704	1,740	1,777	1,819	1,862	1,908	1,954	1,997
- Release of Bond Reserve Funds	0	0	0	0	7,767	0	0	0	0	0
- Bond Proceeds (Non-Reimbursement Bonds)	2,100	0	0	0	0	0	0	0	0	0
- Bond Float Contract Receipts	156	122	126	128	129	131	134	137	142	145
TOTAL SOURCES OF FUNDS	63,379	67,837	62,851	65,161	76,128	72,184	75,443	79,238	82,396	85,655
USES OF FUNDS										
MOTOR BUS REQUIREMENTS										
- Revenues	48,355	46,271	44,975	46,741	48,539	50,626	52,424	57,467	59,344	61,508
- O&M Expenses	(72,444)	(74,557)	(77,175)	(79,692)	(82,303)	(85,314)	(88,529)	(92,174)	(95,838)	(99,592)
- Capital Costs	(3,844)	(4,328)	(6,273)	(8,981)	(12,757)	(5,425)	(11,723)	(5,179)	(7,821)	(14,952)
- Capital Project Commitment Carryover	(12,530)	0	0	0	0	0	0	0	0	0
Net Motor Bus Requirements	(40,463)	(32,614)	(38,474)	(41,932)	(46,521)	(40,113)	(47,828)	(39,886)	(44,315)	(53,036)
PARATRANSIT REQUIREMENTS										
- Revenues	5,022	3,146	4,161	4,249	4,490	5,978	7,604	7,891	7,990	7,797
- O&M Expenses	(11,066)	(11,350)	(11,691)	(12,041)	(12,402)	(12,775)	(13,158)	(13,552)	(13,959)	(14,378)
Net Paratransit Requirements	(6,044)	(8,204)	(7,529)	(7,793)	(7,912)	(6,796)	(5,554)	(5,661)	(5,969)	(6,581)

Figure 3-1 Financial Plan (Continued)

CALTRAIN										
- O&M Expenses	(15,087)	(15,053)	(16,378)	(19,372)	(18,290)	(16,902)	(13,901)	(15,346)	(15,089)	(16,615)
Net Caltrain Requirements	(15,087)	(15,053)	(16,378)	(19,372)	(18,290)	(16,902)	(13,901)	(15,346)	(15,089)	(16,615)
BART AGREEMENT										
- Reimbursements	0	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
- Support Costs (SFO Ext.)	(18,000)	(8,000)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
- Capital Costs	(2,100)	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Net BART Requirements	(20,100)	(8,000)	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
OTHER PROGRAMS										
- Dumbarton Inter-County Corridor	(105)	(106)	(108)	(110)	(113)	(116)	(121)	(125)	(129)	(132)
- SamTrans Shuttle Service	(1,528)	(1,155)	(1,178)	(1,202)	(1,232)	(1,379)	(2,882)	(3,032)	(3,156)	(3,308)
- Measure A Funding-Shuttles	452	471	475	478	482	1,379	2,882	3,032	3,156	3,308
- Maintenance Multimodal Facilities	(265)	(270)	(275)	(281)	(288)	(297)	(307)	(318)	(329)	(335)
- Multi-Modal Promotion	(190)	(185)	(189)	(192)	(197)	(203)	(210)	(218)	(225)	(230)
Net Other Program Requirements	(1,636)	(1,245)	(1,276)	(1,307)	(1,348)	(616)	(638)	(660)	(683)	(697)
Total Subsidy Requirement	(83,330)	(58,116)	(63,657)	(70,403)	(74,072)	(64,428)	(67,921)	(61,554)	(66,056)	(76,929)
- Less: Existing Net Debt Service	(34,526)	(35,457)	(35,459)	(35,456)	(35,459)	(35,456)	(35,407)	(35,410)	(35,413)	(35,414)
- Less: Projected Debt Service	(249)	(249)	(249)	(249)	(249)	(249)	(249)	(249)	(249)	(249)
- Plus: DS Payments from Reimbursement Bonds	23,882	21,321	21,319	21,321	21,321	21,318	17,537	9,883	9,841	0
TOTAL USES OF FUNDS	(94,223)	(72,501)	(78,047)	(84,788)	(88,459)	(78,815)	(86,040)	(87,330)	(91,878)	(112,592)
NET ANNUAL SURPLUS/DEFICIT *	(30,844)	(4,664)	(15,196)	(19,627)	(12,331)	(6,631)	(10,597)	(8,092)	(9,482)	(26,937)

*NOTE: Net Surplus/(Deficit) includes carryover capital project commitments using reserves.

AVAILABLE RESOURCES										
Beginning Balance	58,191	27,347	15,682	486	0	0	0	0	0	(6,588)
- Net Annual Surplus/Deficit	(30,844)	(11,664)	(15,196)	(19,627)	(12,331)	(6,631)	(10,597)	(8,092)	(9,482)	(26,937)
- Transfer from Reimbursement Bond Balances	0	0	0	19,141	12,331	6,631	10,597	8,092	2,894	0
Ending Available Cash Balance/ Working Capital	27,347	15,682	486	0	0	0	0	0	(6,588)	(33,524)

Capital Improvement Plan

The Capital Improvement Plan (Figure 3-3) covers FY 2003/04 through FY 2012/13. The listed projects support the recommended baseline service plan described earlier in this section. It consists of a service level that is sustainable over a ten year planning period, assuming no new revenue sources. The Ten-Year Capital Improvement Requirements will be revised for the SRTP update in 2005 in order to reflect the objectives and initiatives adopted in the Strategic Plan. Projects are presented in three major categories:

1. Revenue and Support Vehicles
2. Passenger Amenities
3. Facilities and Equipment

The following section provides more information on the individual capital projects. For each project, the estimated cost is presented along with the proposed funding plan. The subsequent section discusses potential capital projects that may be required to support new strategic initiatives developed as part of SamTrans' Strategic Plan. Even though the service initiatives are in the early conceptual phase, it is valuable to identify capital improvements that would be necessary prior to implementation.

Figure 3-2 Ten-Year Capital Improvement Requirements

Non-Escalated Summary Sheet (Costs in 2004$)

QTY	Description	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	TEN YEAR TOTAL
REVENUE AND SUPPORT VEHICLES												
Revenue Vehicle Replacement / Rehabilitation												
355	Fixed Route Bus Sub-Total	-	-	-	-	25,575,960	-	54,223,620	-	-	-	79,799,580
3	Fixed Route Vans Sub-Total	-	-	-	-	-	-	420,678	-	-	-	420,678
63	Paratransit Vehicles Sub-Total	2,114,972	-	3,173,374	-	2,114,972	-	509,080	1,402,260	712,712	2,664,294	12,691,664
	Revenue Vehicles Sub-Total	*2,114,972*	-	*3,173,374*	-	*27,690,932*	-	*55,153,378*	*1,402,260*	*712,712*	*2,664,294*	92,911,922
Service Vehicles												-
81	Service Autos/Trucks Subtotal	240,000	480,000	260,000	660,000	-	190,000	300,000	480,000	260,000	420,000	3,290,000
24	Maintenance Veh Subtotal	70,000	96,000	220,000	90,000	30,000	-	60,000	90,000	46,000	30,000	732,000
	Service Vehicles Sub-Total	*310,000*	*576,000*	*480,000*	*750,000*	*30,000*	*190,000*	*360,000*	*570,000*	*306,000*	*450,000*	4,022,000
TOTAL		**2,424,972**	**576,000**	**3,653,374**	**750,000**	**27,720,932**	**190,000**	**55,513,378**	**1,972,260**	**1,018,712**	**3,114,294**	**96,933,922**
PASSENGER AMENITIES												
TransLink/Fare Collection												
	Fare Collection Equipment Sub-Total	200,000	8,840,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	10,640,000
	TransLink Sub-Total	1,276,000	-	-	-	-	-	-	-	1,276,000	-	2,552,000
	TransLink/Fare Collection Subtotal	1,476,000	8,840,000	200,000	200,000	200,000	200,000	200,000	200,000	1,476,000	200,000	13,192,000
ADA/Non Vehicle Access Improvement												
	ADA Access Sub-Total	50,000	-	50,000	-	50,000	-	50,000	-	50,000	-	250,000
Bus Stops/Station/Parking Rehabilitation												
	Stops/Station Prking Sub-Total	260,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	350,000
TOTAL		**1,786,000**	**8,850,000**	**260,000**	**210,000**	**260,000**	**210,000**	**260,000**	**210,000**	**1,536,000**	**210,000**	**13,792,000**
FACILITIES AND EQUIPMENT												
Safety												
	Safety Sub-Total	75,000	22,000	-	8,000	-	8,000	-	8,000	-	333,000	454,000
Fixed/Heavy Equipment, Maintenance/Operating Facilities												
	Heavy Equipment Subtotal	700,000	405,000	30,000	0	750,000	50,000	0	0	0	0	1,935,000
	Facility Rehab Subtotal	15,000	265,000	565,000	515,000	515,000	15,000	330,000	765,000	15,000	15,000	3,015,000
	Other Facility Rehab Subtotal	935,000	335,000	325,000	342,000	500,000	342,000	845,000	325,000	362,000	325,000	4,636,000
	Equip, Maint/Ops Fac Sub-Total	*1,650,000*	*1,005,000*	*920,000*	*057,000*	*1,765,000*	*407,000*	*1,175,000*	*1,090,000*	*377,000*	*340,000*	9,586,000
Tools and Equipment												
	Tools and Equipment Sub-Total	75,000	82,841	197,140	90,300	123,960	82,650	195,360	113,760	85,200	100,500	1,146,711
Office Equipment & Information Technology												
	IT Equipment Sub-Total	1,171,000	629,632	652,132	622,132	659,632	1,372,132	652,132	629,632	652,132	622,132	7,662,688
	Financial Systems	-	500,000	800,000	1,500,000	2,200,000			1,800,000	2,500,000		9,300,000
	Other Equipment Sub-Total	100	100	100	100	100	100	100	100	100	100	1,000
	Office Equipment Sub-Total	*1,171,100*	*1,129,732*	*1,452,232*	*2,122,232*	*2,859,732*	*1,372,232*	*2,852,232*	*2,429,732*	*3,152,232*	*622,232*	16,963,688
Preventative Maintenance - Non-Major, including tires/tubes/engines/transmissions												
	Leased Tire Sub-Total	502,000	502,000	502,000	502,000	502,000	502,000	502,000	502,000	502,000	502,000	5,020,000
	Cap Maint Sub-Total	3,600,000	-	3,600,000	-	12,100,000	-	1,700,000	10,000,000	-	3,700,000	34,700,000
	Prev. Maint. Sub -Total	*4,102,000*	*502,000*	*4,102,000*	*502,000*	*12,602,000*	*502,000*	*2,202,000*	*10,502,000*	*502,000*	*4,202,000*	39,720,000
Operational Improvements/Enhancements												
	Ops/Impv Equip Sub-Total	-	36,000	-	36,000	98,000	36,000	-	36,000	760,000	9,234,000	10,236,000
Expansion - Real Estate/Development												
	Property Purchases	1,000,000	-	-	3,500,000	-	-	-	-	-	-	4,500,000
	TOD Sub-Total	-	50,000	50,000	150,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,250,000
	Program Dvpt /Studies Sub-Total	551,000	500,000	956,641	500,000	500,000	500,000	500,000	500,000	500,000	500,000	5,507,641
	Expansion RE Dvpt Sub-Total	*1,551,000*	*550,000*	*1,006,641*	*4,150,000*	*1,500,000*	*1,500,000*	*1,500,000*	*1,500,000*	*1,500,000*	*1,500,000*	16,257,641
TOTAL		**8,624,100**	**3,327,573**	**7,678,013**	**7,765,532**	**18,948,692**	**3,907,882**	**7,924,592**	**15,679,492**	**6,376,432**	**16,331,732**	**94,364,040**
												-
TOTAL CIP REQUIREMENTS		**12,835,072**	**12,753,573**	**11,591,387**	**8,725,532**	**46,929,624**	**4,307,882**	**63,697,970**	**17,861,752**	**8,931,144**	**19,656,026**	**205,089,962**
REVENUES												
FEDERAL												
	FTA 5307	2,872,778	7,072,000	2,698,699	160,000	22,312,746	160,000	44,282,702	1,281,808	1,750,970	2,291,435	84,883,138
	Flexible STP/CMAQ federal funds/STIP	110,625	19,470	44,250	7,080	44,250	7,080	44,250	7,080	44,250	294,705	623,040
	FTA 5309											
REGIONAL												
	Bridge Toll Revenues	359,097	884,000	337,337	20,000	2,789,093	20,000	5,535,338	160,226	218,871	286,429	10,610,392
LOCAL												
	District Sales Tax	9,492,572	4,778,103	8,511,100	8,538,452	21,783,535	4,120,802	13,835,680	16,412,638	6,917,053	16,783,456	108,973,392
TOTAL		**12,835,072.0**	**12,753,573.0**	**11,591,387.0**	**8,725,532.0**	**46,929,624.0**	**4,307,882.0**	**63,697,970.0**	**17,861,752.0**	**8,931,144.0**	**19,656,026.0**	**205,089,962.0**

Revenue and Support Vehicles

Revenue Vehicles

Vehicle replacement and rehabilitation includes fixed-route buses, express buses and paratransit vehicles. There are three categories of revenue vehicles:

- Fixed-route buses (35', 40' and 60')
- Vans for coastside service
- Paratransit cutaways and minivans

The revenue vehicle replacement schedule is based on the Federal Transit Administration's (FTA) approved useful life cycle, which is 12 years for standard and articulated coaches. For paratransit vehicles and coastside vans, the lifecycle is four or seven years depending on the vehicle type. Figure 3-4 displays a detailed list of the number and type of vehicles to be replaced in the next ten years. As shown, 215 fixed-route vehicles will be replaced between FY 2008 and FY 2010. (140 fixed-route vehicles will need replacement beyond the 10-year horizon of this plan.) Three smaller coastside vehicles need replacing in FY2010. Sixty-three paratransit vehicles are scheduled for replacement in the next ten years. According to MTC's regional scoring process for capital improvements, replacement vehicles receive a project ranking of 16. This means that 80% of the cost will be covered by FTA 5307 funds with local and regional funds used for the required 20% match. SamTrans estimates a need of nearly $93 million to replace its bus and paratransit fleet in the next 10 years.

Figure 3-3 SamTrans Fleet Inventory & Scheduled Replacement (1)

No.	Vehicle Year	Vehicle Description	Life Cycle	Replacement Year
6	1992	Flxble 40' - Dumbarton Exp (2)	12	2008
64	1993	GILLIG 35' (2)	12	2008
73	1993	GILLIG 40' (2)	12	2010
72	1998	GILLIG 40'	12	2010
55	2002	NABI Articulated Buses	12	2014
6	2002	GILLIG 40' - Dumbarton Exp	12	2014
11	2003	GILLIG 40' - Regional Exp	12	2015
60	2003	GILLIG 40' - Low-floor	12	2015
347		***Fixed Route Buses Sub-Total***		
3	2003	EL DORADO - Coastside	7	2010
3		***Fixed Route Vans Sub-Total***		
10	1997	EL DORADO - Cutaways (6 passengers)	7	2004
19	1999	EL DORADO - Cutaways	7	2006
3	1999	RICON - Activan Minivan	4	2005
8	2000	RICON - Activan Minivan	4	2005
10	2001	EL DORADO	7	2008
3	2001	RICON - Activan Minivan	4	2005
10	2002	RICON - Activan Minivan	4	2006
63		***Paratransit Vehicle Sub-Total***		
413		**TOTAL VEHICLES TO BE REPLACED**		

Notes:
(1) SamTrans updated this replacement schedule on March 8, 2004.
(2) These vehicles have been retrofitted with rebuilt engines to extend their useful life

Support Vehicles

Support vehicles include non-revenue service and supervisory vehicles such as specialized maintenance vehicles, trucks, vans, trailers, floor scrubbers, light towers, and other service vehicles. The MTC project regional scoring criteria gives service vehicles a score of 11. This low score means there will be minimal or no opportunity to secure federal funds to pay for service vehicles. As a result, SamTrans will pay for service vehicles entirely with district sales tax revenues. The total cost of service vehicles in the next ten years is just over $4 million.

Passenger Amenities

This section describes passenger amenities including fare collection system components and transit stop amenities. These amenities provide for customer needs and enhance the transportation experience by easing use of and access to the transit system.

Translink®/Fare Collection

This includes rehabilitation and replacement of the fare collection system and system components, such as bill transporters, cash boxes and vault receivers. The fare collection capital program also includes a new system that would be implemented as part of the regional Translink® program. Because of the high priority MTC places on regional fare coordination and replacement of basic fare equipment, these projects receive a high ranking of 16 in the regional process, meaning 80% will be funded from FTA 5307, with regional and local funds as match. Also, fare collection equipment that integrates with Translink® may be a good competitor for Federal Discretionary earmark funds due to its high-profile nature. $10.6 million is programmed for Translink®/fare collection needs in the next ten years.

ADA Non-Vehicle Access Improvement

ADA (non-vehicle) access improvements consist of changing existing and new bus stops to comply with ADA standards. MTC gives this category a ranking of 14 making it eligible for Flexible STP/CMAQ funds (88.5%) with a local match provided by district sales tax revenues (11.5%). SamTrans anticipates needing $250,000 in the next 10 years for ADA and vehicle access improvements.

Bus Stops/Station/Parking Rehabilitation

The Bus stops/station/parking rehabilitation program consists of rehabilitation, replacement, and installation of existing and new bus stops and park-and-ride lot improvements to ensure safety and ADA compliance. This program also includes installation of shelters, benches and poles. The estimated useful life cycle of bus shelters is based on their individual deterioration and wear and tear. This program also includes maintenance and improvements to the District's three park-and-ride lots. The life cycle of the park-n-ride lot improvements is based on the average 10-year useful life cycle of asphalt. The total estimated cost of this program is $350,000 in the next ten years to be paid with District sales tax funds.

Facilities and Equipment

This section reviews safety, maintenance, operating equipment and facilities.

Safety

Basic safety and security program costs include complete camera and security card system upgrades, fire alarm enhancements, money room improvements/expansion and other safety and security projects. The MTC regional scoring process gives safety improvements a score of 15, which means that 88.5% is typically covered through Federal Funds such as STP or CMAQ, with the remaining 11.5% matching funds from local District sale tax funds. SamTrans estimates the cost of these improvements to be $454,000 in the next 10 years.

Fixed/Heavy Equipment, Maintenance/Operating Facilities

This category includes systematic rehabilitation and replacement of fixed/heavy equipment, system and mechanical upgrades, and regular maintenance to buildings and facilities. Fixed equipment replacement includes bus washers, bus lifts and fuel dispensers. The latter cost may need adjustment in the future, as SamTrans assesses the potential need for facility upgrades to accommodate alternative fuel vehicles. Facilities rehabilitation includes pavement replacement, re-roofing, and sheds. Since these types of projects may not score high enough in the MTC regional scoring process to secure federal funds, these improvements will be funded with local District sale tax revenues in the event that federal or state funds are not made available. SamTrans has programmed nearly $10 million in the next 10 years.

Tools and Equipment

Tools and equipment includes systematic replacement of non-fixed maintenance equipment for revenue and non-revenue vehicles. These include items such as steam cleaners, drill presses, welding machines, and bus lifts. As a low scoring project under MTC's regional process, tools and equipment will be funded exclusively with local District sales tax revenue. In the next ten years, $1.1 million has been programmed for this purpose.

Office Equipment & Information Technology

Office equipment and information technology support the operations, maintenance, development, administration, and communications functions. This includes items such as computers, servers, printers, copiers, other miscellaneous hardware and necessary software upgrades/enhancements. SamTrans has programmed $16.9 million over the next ten years in District sale tax revenues for office equipment and information technology.

Preventative Maintenance Projects

Preventative maintenance includes basic maintenance of vehicles including tire service, engines, transmissions, other parts, labor, driver and passenger seat replacement. Nearly $40 million has been programmed in local district sale tax revenues to cover this expense.

Operational Improvements/Enhancements

Operational equipment consists of ACS system replacement and upgrade, predictive arrival equipment, Dictaphone, and a microwave system. As with many other low scoring projects in the MTC regional ranking, SamTrans will rely on its local District sale tax revenues to cover the $10,236,000 needed in the next ten years. Since these are high profile projects, it may be possible to receive federal earmark funds.

Expansion - Real Estate/Development

Real estate development includes transit-oriented development and various other property purchases. Real estate development and expansion costs have been estimated at $67 million in the next ten years. SamTrans would use its local District sale tax revenues for real estate development projects.

Capital Projects to Support Strategic Plan

The service plan ("Modal Operating Plans and Objectives" section) discusses a series of objectives to support the Strategic Initiatives. While the programs are still in the early planning phases, it is valuable to identify some of the capital improvements that would be necessary to support them. For example, streetscape and roadway improvements and other related enhancements would be needed to support the El Camino Grand Boulevard Project. In the mid term, (FY 2008–10), other capital improvements, such as pedestrian and bike improvements, may be needed to enhance bus and rail access. For the proposed Enhanced Bus service along El Camino Real, new standard low-floor coaches, signal prioritization and a bus stop identity and improvement program would be necessary pre-requisites to support the service. These projects are not included in Figure 3-3 because they need further identification, which will be part of the planning process. In subsequent updates of the Capital Improvement Plan, in order to better support the various planning scenarios, the capital components of the scenarios will be further defined and cost estimates and a funding plan will be prepared.

Capital Summary

Figure 3-3 showed the capital costs each year for the next ten years and the ten-year total of $205 million. The bottom section of Figure 3-3 displayed the proposed funding sources and amounts to pay for the capital improvements. Federal funds are maximized to cover high scoring projects in the MTC regional process and District sales tax revenues and Bridge Tolls are programmed as the local match. The following section discusses the capital strategy in further detail.

Capital Funding Strategy

SamTrans' capital funding strategy is to leverage outside dollars to the maximum extent possible. This means that federal and state funds are used where feasible, to help pay for large capital investments. SamTrans relies on a variety of funding sources including federal funds (FTA Section 5307, STP/CMAQ, and FTA Section 5309 Discretionary Funds), state and regional funds, and local sources. A brief description of each funding source follows.

Federal

Federal Transit Administration (FTA) Section 5307

FTA Section 5307 Urbanized Area Formula funds assist in financing bus and bus-related capital projects. These include acquisition of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, intermodal terminals, park-and-ride lots, acquisition of replacement vehicles, bus re-builds, miscellaneous equipment such as mobile radio units and passenger amenities such as shelters and bus stop signs. Section 5307 funds require a 20% local match. SamTrans assumes that the local match requirement will be met with a combination of 10% Bridge Toll Revenues and 10% District Sales Tax Revenue.

Since there is fierce competition in the Bay Area for FTA Section 5307 funds, the only projects that typically are eligible for these funds are projects ranked under the MTC regional scoring process with a score of 16 or higher. Projects that receive this high ranking are limited to revenue vehicle replacement/rehabilitation for fixed-route and paratransit vehicles, and fare collection equipment, including Translink®, the region's fare coordination project.

Surface Transportation Program (STP)

STP provides flexible funding for streets/roads, transit capital projects and bus terminals and facilities. STP funds will go towards projects which MTC ranks between 14 and 15. These include safety, ADA/accessibility, and fixed/heavy equipment. This funding source provides 88.5% of project costs, requiring an 11.5% local match. SamTrans will meet that match with funds from the local sales tax revenue.

Congestion Mitigation and Air Quality (CMAQ)

The CMAQ program was established under the Intermodal Surface Transportation Efficiency Act (ISTEA) and continued under the Transportation Equity Act for the 21st Century (TEA-21). The program is intended to fund transportation projects and programs to help meet the

requirements of the Clean Air Act. CMAQ-eligible projects include signal preemption, ACS and clean fuel vehicles.

FTA 5309

Administered by the Federal Transit Administration, Section 5309 New Starts, Fixed Guideway and Discretionary Bus Program funds provide assistance for the establishment of new transit systems, improvement and maintenance of existing transit and other fixed-guideway systems, bus procurement, and other bus-related capital projects. The New Starts and bus-funding portion of Section 5309 are discretionary allocation programs, while Fixed Guideway is a formula-based program. Urbanized areas with populations greater than 50,000 are eligible to submit applications for Section 5309 funds. Requests must be consistent with the local Transportation Improvement Program and the State Transportation Improvement Program. Section 5309 funds must be matched by state and local funds.

SamTrans anticipates that high-profile projects, determined on a case-by-case basis, such as fare collection equipment integrated with Translink®, will be good competitors for FTA 5309 funds.

State

State Transportation Improvement Program (STIP)

STIP funds are programmed for a period of five years and have a two-year cycle, which means that they are updated every two years. 25% of the funds are for the Interregional Transportation Improvement Program (ITIP) and 75% are for the Regional Transportation Improvement Program (RTIP). ITIP funds are programmed by the California Transportation Commission (CTC) based on recommendations made by Caltrans. RTIP funds are programmed by the Regional Transportation Planning Agencies (RTPAs) in the State. As the RTPA for the 9-county San Francisco Bay Area, MTC programs RTIP funds based on recommendations from county congestion management agencies and requests from transit operators.

Once the RTPAs have adopted their RTIPs, the CTC either adopts or rejects each region's entire program of projects, but cannot modify the programming of any individual projects. If a region's RTIP is rejected by the CTC, the concerned RTPA must amend its RTIP before bringing it back to the CTC for adoption into the STIP. In reality, very few RTIPs are rejected by CTC during any given STIP cycle.

STIP funds must be used for capital improvements, and are comprised of both State Highway Account (SHA) funds and federal dollars. Article IX of

the California Constitution precludes the use of SHA funds for acquisition of rolling stock, but federal funds in the STIP may be used for that purpose.

Regional

Bridge Toll Revenues

The Bay Area Toll Authority (BATA) transfers the toll revenues of the seven state-owned bridges over the San Francisco Bay to MTC for allocation. These revenues fall into three categories: 1) AB 664 Net Toll Revenue Reserves, 2) Five Percent Reserves, and 3) Regional Measure 1 (RM 1) Rail Extension Reserves. The AB 664 funds are available for capital projects that further the development of public transit in the vicinity of the three southern toll bridges (Dumbarton, San Mateo-Hayward and Bay Bridges). Most AB 664 funding is programmed as a match for federal transit funds to cover the cost of replacing buses and improving capital facilities. The Five Percent Reserves go to congestion-relieving transit on the bridges and ferry service. RM1 Rail Extension Reserves go to BART and MUNI extensions for congestion relief on the Bay Bridge.

MTC predicts bridge toll revenues based on their bridge toll model that includes actual bridge volume and the toll revenue update as of FY 2001-2002. The model assumes that the traffic volume on the Bay Bridge will not increase, and the volume on all six other state-owned toll bridges will increase 0.5% annually.

SamTrans anticipates using AB 664 toll revenues to match federal funds on projects that MTC gave a score of 16. Projects that received this ranking are vehicle replacement and rehabilitation and Translink®/fare collection.

Local

District Sales Tax Revenue

Since 1982, county merchants have been collecting a half-cent sales tax for transit purposes. Proceeds are used to help underwrite the operating budget, as well as a significant portion of the capital budget, for important capital improvement projects. SamTrans will use the sales tax to match state and federal funds for projects that MTC ranked with a 14 or higher (including vehicle replacement and rehabilitation, fare collection, safety, ADA/vehicle accessibility improvements, maintenance and operating facilities, intermodal stations, and bus stops/stations/parking rehabilitation) and to fund projects (service vehicles and tools) that are unlikely to receive any federal and/or state funding.

Measure A

In 1988, voters in San Mateo County approved Measure A, a local one-half cent sales tax dedicated to a variety of transportation improvements. The San Mateo County Transportation Authority was created to administer the Measure A funds. These funds were earmarked for upgrades and extension of Caltrain, improvements to local streets and highways, and establishment of a paratransit trust fund to improve transportation for the county's elderly and disabled citizens. Measure A sunsets in 2008, and there are efforts underway to extend this important measure for another 25 years. The Transportation Authority has recently issued an expenditure plan for how revenues would be spent under a renewed measure. Although $360 million in Measure A funding is proposed for transit service improvements, there are no funds specifically programmed for bus capital improvements. The majority of transit funding is to enhance local and shuttle bus, paratransit and Caltrain operations with some funding programmed for Dumbarton rail and ferry service.

APPENDIX A

INTER-OPERATOR TRANSIT COORDINATION

Appendix A: Inter-Operator Transit Coordination

Revenue Sharing Agreements

Inter-operator Transit Coordination Plans specify how fare revenue is to be shared between carriers for passenger trips involving multiple carriers. SamTrans has a number of these revenue sharing agreements with connecting public transit operators, complying with Section 66516 of the California Government Code. These agreements provide for the following fare mechanisms:

Alameda/Contra Costa County Transit District (AC Transit)

- SamTrans monthly passes accepted as an AC Transit local fare credit at shared bus stops.
- Regular and transbay AC Transit monthly passes accepted as a SamTrans local fare credit at shared bus stops.

Bay Area Rapid Transit District (BART)

- BART Plus tickets accepted for the period indicated as a local fare credit on any SamTrans bus at any time. BART ticket not accepted during grace period beyond the expiration date of the ticket.

Caltrain

- Caltrain monthly tickets valid for two or more zones may be used as a local fare credit on any regularly scheduled SamTrans bus at any time.

Dumbarton Express

- SamTrans monthly passes accepted as a Dumbarton Express local fare credit or partial transbay fare credit (with transbay upgrade) at shared bus stops.
- Dumbarton Express monthly passes accepted as a SamTrans local fare credit at shared bus stops.

Golden Gate Transit

- SamTrans sticker affixed to a Golden Gate Transit 20-Ride ticket book accepted as a local fare credit on any SamTrans bus at any time.

Santa Clara Valley Transportation Authority (SCVTA)

- SamTrans monthly passes accepted as an SCVTA local fare credit at shared bus stops.
- SCVTA monthly and day passes accepted as a SamTrans local fare credit at shared bus stops.

San Francisco Municipal Railway (Muni)

- A SamTrans monthly pass with Muni sticker allows unlimited rides on Muni in the month indicated.
- Muni Fast Pass or transfer accepted as a local fare credit onto Route 34 only at shared bus stops in San Francisco.

Coordinated Service

SamTrans coordinates its schedules with other transit service providers to the best of its abilities. For instance, many fixed-route buses are scheduled for timed transfers between Caltrain and SamTrans. SamTrans also administers coordinated shuttle service with BART and Caltrain.

SamTrans shares many bus stops with other agencies. For instance, SamTrans stops at the Palo Alto Caltrain / Bus Station which facilitates transfers between SamTrans fixed-route buses and various shuttles, VTA fixed-route buses, and Caltrain.

Coordinated Planning and Facilities

SamTrans frequently participates in planning exercises with other transit service providers. SamTrans invites other agencies to sit on its Technical Advisory Committees and is in turn asked to sit on other transit agencies' Technical Advisory Committees for specific projects (that might affect each other's service).

SamTrans partnered with BART to bring BART to San Mateo County. Four new BART stations opened in summer 2003: South San Francisco, San Bruno, Millbrae, and a station stop at the San Francisco International Airport. SamTrans currently shares parking structures with BART at the Colma and Daly City stations. SamTrans has also partnered with BART to plan, design, and construct a bikeway following the BART right of way.

Coordinated Information

While SamTrans' main focus is serving passengers within its area, it also realizes the need to provide information on connecting transit services. SamTrans participates in transitinfo.org, a regional transit information Web site. On SamTrans' own Web site, it provides links to connecting transit services and the San Francisco Airport.

SamTrans' customer service representatives, who staff a toll-free, multilingual customer service phone number, provide basic information on connecting services.

SamTrans' Communications staff participates on the Metropolitan Transportation Commission (MTC) Regional Marketing Committee. The Committee meets every two months and includes representatives from all area transit agencies. The meetings provide key forums for exchanging information and planning improvements for passengers connecting between transit systems.

In addition, SamTrans' Communications staff meets quarterly with Santa Clara Valley Transportation Authority staff to discuss upcoming events and changes and to coordinate marketing.

APPENDIX B

PERFORMANCE MONITORING PROGRAM

Appendix B: Performance Monitoring Program

Introduction

SamTrans has submitted a Productivity Improvement Program (PIP) project listing to the Metropolitan Transportation Commission (MTC) for fiscal year 2004-05. The project title is Goals, Objectives and Performance Monitoring Program, and the project is based on recommendations in the June 2003 Triennial Performance Audit of SamTrans conducted by MTC in accordance with the Transportation Development Act. The audit specifically recommended that SamTrans focus on establishing a comprehensive performance monitoring system as an ongoing mechanism to support policy and decision-making across the organization, from the top down.

The goal of the proposed Performance Monitoring Program is to link the broad range planning in the SamTrans Strategic Plan for the 21st Century and the goals and objectives in SamTrans' Short Range Transit Plans to regular performance monitoring and reporting to SamTrans executive management and the SamTrans Board of Directors.

Project Description

The SamTrans Strategic Plan for the 21st Century has been under development for the past 18 months and is scheduled for adoption in Summer 2004. An update of this SRTP will occur in the Fall of 2004 to align it with the adopted Strategic Plan. The proposed Performance Monitoring Program will include the development and implementation of a quarterly reporting and monitoring system for SamTrans to chart performance, or "agency vitals", against adopted goals, objectives, and performance standards.

The departmental and District-wide Performance Monitoring Program will be developed in Fall 2004, with program implementation scheduled to begin in early 2005. The results of the Performance Monitoring Program will be reviewed by executive management and the SamTrans Board of Directors on a quarterly basis, and adjustments will be made as needed in response.

APPENDIX C

ADA ACCESSIBILITY

Appendix C: ADA Accessibility

General Information on Accessibility

The Americans with Disabilities Act of 1990 (ADA) requires SamTrans services to be accessible to people with disabilities. However, SamTrans also provides accessible services because the District has a commitment to serving all members of the community. The District took steps to become accessible before being required to do so by the ADA.

Fixed Route Accessibility

All SamTrans buses are equipped with lift and securement systems for people using wheelchairs. Lifts also are deployed upon request for customers with disabilities who cannot climb the steps to board buses. In addition, each bus has a kneeling feature that lowers the front end so the first step is easier to reach.

The ADA requires that all buses purchased after August 25, 1990, be equipped with lifts that can accommodate mobility devices that are 30 inches by 48 inches and whose weight, with the occupant, does not exceed 600 pounds. The 279 SamTrans buses purchased after this date meet this standard. Thirty-seven buses purchased prior to this date also have wheelchair lifts, although some of the lifts do not meet the 30″ by 48″ standard for new equipment.

In accordance with the ADA, each SamTrans bus can carry two wheelchair users. SamTrans recommends that passengers in three-wheeled scooters transfer to a seat, if possible, for safety reasons.

SamTrans bus operators are required to cycle each lift in the bus yard to make sure it is working properly before the bus is put into service. However, if the lift on a SamTrans bus fails to operate, or if the lift cannot accommodate a mobility device that meets ADA standards, the bus operator will determine from the dispatcher the scheduled arrival time of the next bus that can accommodate the customer.

If the bus will arrive within 30 minutes and the weather is good and/or there is a bus shelter, the operator will ask the customer to wait for the next bus. If the bus will not arrive within 30 minutes or the weather is inclement and there is no bus shelter, the dispatcher will send a paratransit vehicle to transport the customer.

Most SamTrans buses are equipped with a wheelchair clamp on the underside of the folding seat to secure the chair. The clamps are designed

for chairs with large rear wheels. The clamp will not work with many newer wheelchairs that have small rear wheels. However, all buses also are equipped with straps to secure a wheelchair and a lap belt (or lap and shoulder belt).

In accordance with ADA regulations, bus operators make amplified announcements of major transfer points, major intersections and other major destinations. These bus stops are marked with a bright green decal on the bus stop sign to indicate a required callout. Operators also announce any stop on request. On most buses, the bell cord to request a passenger stop is lower in the wheelchair area than in other areas inside the bus.

At bus stops shared by multiple routes, the operator announces via an external speaker the route number and destination of the bus. Operators stop at any bus stop on their route where a customer is waiting. SamTrans is also considering adding route numbers in Braille and raised numbers on bus stop poles where there are multiple bus bays in transit centers.

SamTrans buses also have the bus number in raised numbers and Braille on the modesty panels behind the driver and across the aisle from the driver. This feature aids customers with visual impairments in identifying the bus for the purpose of submitting compliments or complaints to the District.

All new bus stops must be ADA accessible. Many of SamTrans' existing bus stops already meet ADA regulations. Lifts can be deployed at many of the stops that do not meet ADA standards. If a lift can be deployed at a stop, the operator will permit passengers requiring the lift to get on and off at the stop. SamTrans has begun a program to make key bus stops that serve customers with disabilities ADA accessible.

All bus operator trainees receive training in serving customers with disabilities, including how to deploy the lift and secure mobility devices, and bus stop callout procedures. Trainees also attend an 8-hour empathy-training course conducted by a panel of people with disabilities. Periodic retraining of bus operators includes a review of procedures to serve customers with disabilities.

Travel Training

SamTrans offers travel training, free of charge, to teach people with disabilities to ride SamTrans buses, when possible. For people with mobility disabilities (such as those using a wheelchair or walker), SamTrans has instructors who can provide one-on-one travel training. For people who are blind or visually impaired, SamTrans contracts with the Peninsula Center for the Blind and Visually Impaired to provide travel training.

SamTrans also has an agreement with Poplar Recare and RCH Inc. to provide training for persons with developmental disabilities. People with developmental disabilities are assessed by a travel-training instructor for skill level, and an individual program is prepared. This plan includes riding a route. Instruction is presented in stages at a pace determined by the participant. Participants learn where to wait for the bus or train, how to recognize the appropriate bus or train, the amount of money needed to pay for a ride, where to sit, how to get off at the appropriate stop, how to make connections, and how to get help if lost or having trouble during the trip.

Paratransit Accessibility

The Redi-Wheels and RediCoast paratransit services are managed by the San Mateo County Transit District as the complementary paratransit service required by the ADA and are in compliance with ADA requirements. Some criteria (service area, hours of operation) exceed ADA requirements.

Redi-Wheels and RediCoast buses and mini-vans comply with ADA requirements. Buses and mini-vans are accessible to people using wheelchairs, scooters, walkers, canes and other mobility devices. Sedans are accessible to ambulatory individuals.

Redi-Wheels ridership has increased dramatically since December 2000, when Redi-Wheels achieved zero trip denials. Consequently, service hours have increased to meet the new demand.

The District has also instituted several policies to improve service efficiency, including a no-show reduction campaign. In addition, the District is evaluating its ADA-eligibility certification process. The District is continuing to look at policies to improve the productivity of service, as a way to meet demand within a fiscally constrained budget.

Additional vehicles have been added to the Redi-Wheels fleet since the last SRTP, but not since the dramatically increased ridership. However, all Redi-Wheels buses remain in compliance, and the District has gone beyond the requirements of ADA in procuring vehicles. Older, rougher-riding vehicles have been replaced with new vehicles with an improved suspension system. Bright yellow padding is used on grab bars in the buses to assist low-vision customers. Lights and bright yellow markings identify a step, and an improved wheelchair securement system is in use.

RediCoast vehicles are provided by the contract operator of the service, and are in compliance with the requirements of ADA. RediCoast achieved zero trip denials in November 2003.

Redi-Wheels and RediCoast operators receive 90 hours of training before going out on the road. The training includes sensitivity / empathy training (including an experiential component), customer relations skills, driving safety skills, and identification of frequent pick up locations. The training includes classroom and "behind the wheel" time.

The District continues to coordinate planning and policy issues with the Paratransit Coordinating Council and other advisory bodies.

The table below shows paratransit rides taken, the number of people in the County determined to be eligible to use paratransit, and the number of individuals in the County who actually used paratransit for a sample month from each of four years.

Month	Monthly Rides	Avg. Weekday Rides	# Eligible	Individuals Riding
Sept. 2000	17,018	731	6,545	1,637
Sept. 2001	18,235	829	6,543	1,635
Sept. 2002	22,389	987	7,318	1,888
Sept. 2003	22,439	857	7,689	1,995

Accessibility of Shuttles

SamTrans will have all of its shuttles, with the exception of spares, accessible according to ADA standards by Summer 2004. The spares will be ADA accessible within two to three years of the date of this SRTP. Since the ADA was passed, each shuttle bus was replaced with an accessible bus as units came up for replacement. In addition, all new service requires ADA equipment before it can be funded, and the Joint Powers Board (JPB or Caltrain) contract requires that 100% of JPB operated shuttles are ADA equipped.

All contract operators now provide ADA training for wheelchair lifts. The training varies according to each provider's rules, but all follow federal guidelines.

In several cases, SamTrans has ADA equipped shuttles serving Caltrain stations that are not themselves ADA accessible. This will be rectified as the stations are slowly upgraded. Shuttle employees inform customers with disabilities who want to travel to non-accessible Caltrain stations that wheelchair lifts cannot be deployed at these stations for boarding trains.

Accessibility of Information

In accordance with ADA regulations, SamTrans makes information available in accessible formats to enable customers to obtain information and schedule service. Customers with visual impairments can also obtain schedule information through the District's 800 number. Customers with hearing impairments can obtain information via SamTrans' TDD telephone line. The District also provides schedules and other information in large print, Braille, diskette, or audio tape, upon request.

Customer service representatives have had training on serving customers with disabilities specific to Redi-Wheels service. Accessible Transit Services staff, in conjunction with the Human Resources Division, will continue to provide training in this area and is also developing plans for overall ADA training for the customer service staff.

Public Involvement in Accessibility

The ADA Technical Advisory Committee (ATAC) advises SamTrans on policies and procedures relating to the development, implementation and operation of the District's accessible transit services, and on compliance with the requirements of ADA.

The ATAC is staffed by SamTrans and includes representatives from each of the following categories: senior citizens, people with physical disabilities, people with sensory impairments, wheelchair users, people with developmental disabilities, the SamTrans Citizens Advisory Committee, the Paratransit Coordinating Council, and the Coastside Opportunity Center. The committee meets every two months.

APPENDIX D

EMERGENCY OPERATIONS PLAN

Appendix D: Emergency Operations Plan

Background and Overview

The San Francisco Bay Area is vulnerable to a variety of potentially devastating disasters that could interrupt the normal flow of public transit services. Therefore, in late 1997, the Metropolitan Transportation Commission (MTC) hired a consultant to provide technical guidance for transportation agencies to develop emergency operations plans and to conduct a series of exercises to validate those plans.

The SamTrans Board of Directors officially approved the plan and it follows the current Standardized Emergency Management System (SEMS) adopted by the State of California through the enactment of Senate Bill 1841, Government Code 8607(a). The District has continued to periodically revise, add to, or update its Emergency Operations Plan as the need dictates. Following the activation of the Emergency Operations Center (EOC) on September 11th, 2001, the most recent update of the Emergency Operations Plan took place in December 2001.

Goals, Objectives and Standards

The primary and essential goals of the District's emergency management efforts are to develop programs, procedures, and systems that will reduce the negative effects of any emergency. The District's emergency management priorities include the following:

- Provide for employee and patron safety and welfare within the scope of the District's activities.
- Minimize damage to the District's facilities.
- Provide essential emergency transportation to support local governments and operational area government's emergency response activities.
- Restore transportation service to the District's usual service area.
- Provide mutual aid resources as able and necessary to other major Bay Area transportation providers.
- Provide essential emergency information to employees, their families, and the community the District serves.

- Enhance the operational readiness of the District staff and identity any future training and / or equipment requirements.
- Emphasize how the integration and coordination with other governmental responders will occur during a regional disaster.

The SamTrans Emergency Operations Plan allows the District to respond to outside agencies in the event of an emergency. It is consistent with MTC's Trans Response Plan (TRP) and deals with coordination of transportation response and recovery efforts among the different Bay Area agencies that are governed by a mutual aid agreement. The District revises its Emergency Operations Plan based on the outcome of the tabletop exercises that are conducted among the various agencies, and on lessons learned from other agencies during actual events.

Functional exercises are coordinated and conducted by MTC for the major Bay Area transit agencies. The information gathered at the end of each exercise allows the District to test the efficiency of its plan by:

- Gathering information about what went well during the exercise and what did not go as planned.
- Providing training so that the plan's effectiveness can be tested; thus, allowing for revisions to the plan, if found to be necessary.
- Applying "best practices" and suggestions from agencies that have lived through crises, such as the City of New York and its transit agencies.

The District's Emergency Operations Plan Management

The District's Chief of Protective Services manages the District's Emergency Operations Plan. The District's Emergency Operations Plan has maintained its consistency with the recommendations made in the 1999 Short Range Transit Plan and has developed to meet new challenges. Following the events of September 11, 2001, staff has been involved in security briefings and training in Washington D.C., and works directly with the Federal Transit Administration and US Department of Transportation to remain current on the state of alert facing the country and our transit systems. The District is continually working with other local agencies on its state of readiness, and will update the Emergency Operations Plan as frequently as the need presents itself.

APPENDIX E

PRIVATE SECTOR PARTICIPATION

Appendix E: Private Sector Participation

The Federal Transit Administration requires consideration of the private sector in provision and planning of transportation services. SamTrans recognizes and supports the promotion of private sector participation in provision of transit services. A full description of SamTrans Private Enterprise Policy appears below.

- **In FY 2001-02 and FY 2002-03,** the District contracted with private enterprises for continued operation of the following services:
- **MV Transportation, Inc**. – Mainline service from San Mateo County to downtown San Francisco on Routes 292, 297, 390, 391, 397, KX, PX, RX, NX, TX, and local Routes 46 and 54;
- **MV Transportation, Inc.** – Operation of the Redi-Wheels paratransit service;
- **Coastside Opportunity Center** – Operation of Routes 15 and 17 on the coastside;
- **Parking Company of America, Inc** – Operation of Caltrain Shuttles (23 routes) and BART Shuttles.

Policy

SamTrans standards for privatization of service are as follows:

1. **Three levels of private sector involvement**
   - Revenue Service Operation
   - Other Services - maintenance of vehicles
   - Tangible Goods Provision - office supplies, buses.
2. **SamTrans will implement private sector involvement** whenever it is most cost effective, provided such involvement will realize quality goods or services.
3. **Periodically, the District will evaluate its private sector contracts** to determine if they are still cost effective.
4. **Periodically, the District will evaluate its own service** to determine if contracting it would be less costly.

5. SamTrans maintains a list of private firms operating transportation services within its service area, and informs those firms of new capital and operating programs to which they may wish to respond.

Cost Estimation

The cost of service by private providers is stated on a cost per mile, cost per hour and total cost basis. Regardless of the type of service involved, SamTrans uses the same general technique for evaluating its costs. This technique is as follows:

1. **A detailed evaluation of SamTrans financial statements** allows a breakdown of expense into three categories:
   - **Variable Hourly Costs** (drivers' wages)
   - **Variable Mileage Costs** (fuel, tires, maintenance, insurance, etc.)
   - **Fixed Costs** (overhead)

2. **Tabulation of system-wide and individual route miles and hours allows the District to determine average variable hourly and mileage costs.** Each route's costs are an extension of these values based on route hours and miles. Combining the two variable cost categories provides Total Variable Cost. This is then adjusted for specific elements in the contract with the private provider. For instance, the private provider may not pay for liability and collision insurance, and instead rely on SamTrans' own system-wide insurance policy. Therefore, insurance costs are deducted from SamTrans cost per mile for direct comparison.

3. **Finally, the Run Book must be carefully examined to determine if, should operation be turned over to a private provider, the entire cost of a route would be lower.** For instance, the current driver for a route that is to be contracted may also operate other SamTrans service not covered under the proposed agreement with the private provider. Therefore, SamTrans would not eliminate any hourly costs in the evaluation since it needs to keep that driver. The true savings would be only the variable costs per mile such as fuel, tires, insurance and maintenance.

After all of the cost factors have been evaluated, a true comparison between the public/private alternatives can be made and the most cost-effective option selected.

Other Considerations

Other considerations, such as the types of vehicles used, reliability of service, comfort, convenience and cleanliness of the vehicles are important factors in the evaluation of private sector proposals. These are significant in order to maintain quality transportation service, but may be neglected by a private provider in order to submit the low bid. The District requires assurance that such subjective quality factors will be provided at a level equal to service which SamTrans operates, and uses a monthly schedule of bonuses and assessed liquidated damages to achieve that quality.

The District deals with private companies in other ways also. Many private firms provide goods and services of various kinds to the District (e.g., vehicle maintenance services, 3rd party quality assurance fleet inspections, maintenance facilities construction, office supplies, etc.). These relationships will continue.

APPENDIX F

DISADVANTAGED BUSINESS ENTERPRISE POLICY

Appendix F: Disadvantaged Business Enterprise Policy

Disadvantaged Business Enterprise

The United States Department of Transportation (DOT) issued revised regulations pertaining to the participation of Disadvantaged Business Enterprises (DBEs) in DOT programs effective March 4, 1999. This program is intended to remedy past and current discrimination against Disadvantaged Business Enterprises, ensure a "level playing field," and foster equal opportunity in DOT-assisted contracts. As a result of the revised regulations, DOT grantees are required to adopt a narrowly tailored DBE program consistent with the regulations and to formulate a DBE overall annual goal in accordance with prescribed methodology. SamTrans has a DOT-approved DBE program and formulates overall goals on an annual basis in accordance with the Regulations.

The major objectives of the DOT regulations are to: (1) ensure nondiscrimination in the award and administration of DOT-assisted contracts; (2) create a level playing field on which DBEs can compete fairly for DOT-assisted contracts; (3) ensure that the DBE Program is narrowly tailored in accordance with applicable law; (4) ensure that only firms that fully meet the eligibility standards are permitted to participate as DBEs; (5) help remove barriers to the participation of DBEs in DOT-assisted contracts; (6) assist in the development of firms so that they can compete successfully in the marketplace outside the DBE Program; and (7) provide appropriate flexibility to recipients of federal financial assistance in establishing and providing opportunities for DBEs.

The key components of the revised DBE regulations include:

- The establishment of DBE goals based, in part, on the actual availability of DBEs in the relevant markets. Unlike the previous regulation, which requires US Secretary of Transportation approval for any annual goal under 10%, no minimum overall agency DBE goal is required.
- The use of race-neutral means of meeting overall agency DBE goals to the maximum extent possible. Race-conscious measures, such as contract-specific goals, may be employed only if necessary and if DBEs are available to meet them.

- Limitation on the personal net worth of business owners of DBE firms to $750,000 or less, excluding the value of an owner's interest in the business itself and the equity in an owner's primary residence.
- Increased reporting and monitoring during contract performance, to ensure actual expenditure of contract funds on work performed by DBEs listed in the proposal and contract.
- The development of a centralized DBE certification program on a statewide basis.

The District developed a revised DBE program to conform to the new regulations in February 2000 and participates in the California Unified Certification Program (CUCP), approved by the U.S. Secretary of Transportation on March 13, 2002. The CUCP is the California statewide certification program that essentially provides one-stop shop services for DBEs and was established by substantially all recipients of funds from DOT in California to comply with the regulations. The CUCP is the first in the nation to receive program approval from DOT, and agencies in the State, such as the District, are currently implementing the program.

Each fiscal year, the District performs an analysis of the relative availability of DBEs to compete on DOT-assisted contracts, and establishes an annual overall goal for DBE participation in DOT-assisted contracts for the forthcoming fiscal year. For Fiscal Year 2003-04, the District has approved an annual DBE goal of 2% based upon an assessment of the FTA-assisted expenditures for District contracts projected for FY 2003-04, a review of U.S. Census and other data sources concerning the availability of DBEs in the industries and geographical markets relevant to the District's contracting activity, and consideration of the District's historical utilization of DBEs, among other factors. An in-depth analysis of the relative availability of DBEs is performed each fiscal year to ensure that the District's DBE program is narrowly tailored and meets statutory requirements.

Moreover, it is significant to recognize the District's nonfederally-assisted contracting efforts with all businesses, including small businesses and DBEs. For calendar year 2003, such race-neutral contracting efforts resulted in a participation rate of approximately 24% for disadvantaged businesses outside of the federal DBE program.

A complete copy of the District's DBE policy and program can be reviewed upon request from the District's DBE Liaison Officer. An abbreviated copy appears below.

Policy

The San Mateo County Transit District ("District") is committed to and has adopted a Disadvantaged Business Enterprise (“DBE”) Program for the participation of DBEs in District contracting opportunities in accordance with Federal Regulation 49 CFR Part 26, effective March 4, 1999, as may be amended ("Regulations"). It is the policy of the District to ensure nondiscrimination on the basis of race, color, sex or national origin in the award and administration of the U.S. Department of Transportation ("DOT") assisted contracts. It is the intention of the District to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to the District's construction, procurement and professional services activities.

The General Manager / Chief Executive Officer of the District is responsible for adherence to this policy. The DBE Liaison Officer, in consultation with the General Counsel, is responsible for the development, implementation and monitoring of the DBE Program in furtherance of the District's nondiscrimination policy. It is the expectation of the Board of Directors and the General Manager that all District personnel shall adhere to the provisions and the spirit of this program.

This policy will be circulated to all District personnel and to members of the community that perform or are interested in performing work on District contracts. The complete DBE Program and annual overall goal analysis are available for review at the San Mateo County Transit District's DBE Office, 1250 San Carlos Avenue, 2nd Floor, San Carlos, CA 94070-1306. If you have any questions or would like further information regarding this program, please call the DBE Office at (650) 508-7939.

I. Applicability

Pursuant to 49 CFR §§26.21 and 26.3, the District, a recipient of federal financial assistance from the Federal Transit Administration ("FTA") of the U.S. DOT, is required to implement a DBE Program in accordance with 49 CFR Part 26, which are incorporated herein by this reference. The Program outlined herein applies to all District contracts that are funded, in whole or in part by U.S. DOT federal financial assistance. To the extent that the Program's policy, objectives and efforts involve race-neutral methods, the Program will apply to all District contracts regardless of funding source.

In the event of any conflicts or inconsistencies between the Regulations and this DBE Program with respect to DOT-assisted contracts, the Regulations shall control.

II. Objectives of the DBE Policy

The objectives of this program are the following:

1. To remove barriers to DBE participation in the bidding, award and administration of District contracts;

2. To assist DBEs to develop and compete successfully outside of the Program;

3. To ensure that the Program is narrowly tailored in accordance with 49 CFR Part 26;

4. To ensure that only DBEs meeting the eligibility requirements are allowed to participate as DBEs;

5. To identify business enterprises that are eligible as DBEs to provide the District with required materials, equipment, supplies and services; and to develop a good rapport with the owners, managers and sales representatives of those enterprises;

6. To develop communications programs and procedures which will acquaint prospective DBEs with the District's contract procedures, activities and requirements and allow DBEs to provide the District with feedback on existing barriers to participation and effective procedures to eliminate those barriers; and

7. To administer the Program in close coordination with the various departments within the District so as to facilitate the successful implementation of this Program.

III. Prohibited Discrimination

The District shall not exclude persons from participation in, deny benefits to, or otherwise discriminate against any persons in connection with the award and performance of any contract governed by 49 CFR Part 26 on the basis of race, color, sex or national origin.

The District shall not directly or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of this program with respect to individuals of a particular race, color, sex or national origin.

IV. Definitions

Any terms used in this Program that are defined in 49 CFR §26.5 or elsewhere in the Regulations shall have the meaning set forth in the Regulations. Some of the most common terms are defined below:

A. Disadvantaged Business Enterprise (DBE)

A DBE is a for-profit, small business concern 1) that is at least fifty-one percent (51%) owned by one or more individuals who are both socially and economically disadvantaged, or, in the case of a corporation, in which fifty-one percent (51%) of the stock is owned by one or more socially and economically disadvantaged individuals; and 2) whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it.

B. Small Business Concern

A small business concern is an existing small business, as defined by Section 3 of the Small Business Act and the U.S. Small Business Administration regulations implementing it (13 CFR Part 121), whose average annual gross receipts for the previous three (3) years does not exceed $17.42 million (or as adjusted for inflation by the Secretary of U.S. DOT) pursuant to 49 CFR §26.65(b).

C. Socially and Economically Disadvantaged Individuals

There is a rebuttable presumption that an individual is both socially and economically disadvantaged if s/he is a citizen or lawfully admitted permanent resident of the United States and is:

1. Black American (including persons having origins in any of the Black racial groups of Africa);

2. Hispanic American (including persons of Central or South American, Cuban, Dominican, Mexican, Puerto Rican, or other Spanish or Portuguese culture or origin, regardless of race);

3. Native American (including persons who are Aleuts, American Indians, Eskimos, or Native Hawaiians);

4. Asian-Pacific American (including persons whose origins are from Brunei, Burma (Myanmar), Cambodia (Kampuchea), China, the Commonwealth of the Northern Marianas Islands, the Federated States of Micronesia, Fiji, Guam, Hong Kong, Indonesia, Japan, Juvalu, Kirbati, Korea, Laos, Macao, Malaysia, Nauru, the Philippines, Samoa, Taiwan, Thailand, Tonga, the U.S. Trust Territories of the Pacific Islands (Republic of Pilau), or Vietnam;

5. Subcontinent Asian American (including persons whose origins are from Bangladesh, Bhutan, India, the Maldives Islands, Nepal, Pakistan, or Sri Lanka);

6. A Woman; or

7. A member of any additional group that is designated as socially and economically disadvantaged by the U.S. Small Business Administration.

8. Additionally, any individual can demonstrate, by a preponderance of evidence, that s/he is socially and economically disadvantaged on a case-by-case basis. The District will follow the guidelines in 49 CFR Part 26, Appendix E.

9. An individual cannot be presumed or determined on a case-by-case basis to be economically disadvantaged if s/he has a personal net worth exceeding $750,000 (excluding the individual's ownership interests in the small business concern and his or her primary residence.)

D. Race-Neutral

A procedure or program that is used to assist all small businesses. For the purposes of this Program, race-neutral includes ethnic and gender neutrality.

E. Race-Conscious

A measure or program that is specifically focused on assisting only DBEs, including women-owned DBEs.

F. Personal Net Worth

The net value of the assets of an individual remaining after total liabilities are deducted. An individual's personal net worth does not include the individual's ownership interest in an applicant or participating DBE firm, or the individual's equity in his or her primary place of residence. An individual's personal net worth includes only his or her own share of assets held jointly or as community property with the individual's spouse.

V. Responsibility for DBE Program Implementation

DBE Liaison Officer - Pursuant to 49 CFR §26.23, the District's DBE Liaison Officer administers the Program. The DBE Liaison Officer has direct,

independent access to the General Manager of the District regarding DBE matters. The DBE Liaison Officer is the primary person responsible for implementing and monitoring all aspects of this Program, and works closely with operating divisions, other departments and consultants of the District, including legal, procurement, engineering, insurance and others who are responsible for making decisions relative to the District's construction, procurement and professional service contracts.

APPENDIX G

ROUTE ANALYSIS

Appendix G: Route Analysis

		AVERAGE WEEKDAY RIDERSHIP						AVERAGE WEEKDAY MILES												AVERAGE WEEKDAY HOURS						
RANK	ROUTE	FULL CASH	FULL PASS	YOUTH CASH	YOUTH PASS	E/D	TOTAL AWR	# OF TRIPS WKDAYS	AVG. PASS. PER TRIP	OTHER DH	REV & INTRA-RT. DH	REV MILES	EST. ANNUAL MILES	VARIABLE COST PER MILE	EST ANNUAL VARIABLE COST	ALLOCATED ANNUAL FXD. COST	EST. REV. PER MILE	EST. ANNUAL REV	EST. ANNUAL MARGINAL NET COST	MARG. % FROM FARE-BOX	MARG. NET COST PER PASS.	OTHER DH	REV & INTRA-RT DH & INTERV.	REV HOURS	PASS. PER REV HOUR	PASS. PER REV MILE	EFFIC SCORE
PACIFICA & HALF MOON BAY																										
24	CX	72	82	20	64	31	270	22	12.3	0	225	225	57,150	$2.38	$136,001	$517,104	$0.78	$44,496	$11	32.7%	$0.00	0:0	7:20	7:20	36.8	1.2	201
13	DX	138	166	2	1	1	307	16	19.2	0	267.5	267.5	67,922	$2.83	$192,270	$861,841	$2.84	$192,652	($382)	100.2%	($0.00)	0:0	11:59	11:59	25.6	1.1	118
16	110	305	230	177	272	174	1,158	52	22.3	0	453.8	453.8	132,137	$3.19	$421,438	$517,104	$1.81	$238,842	$182,596	56.7%	$0.55	0:0	24:44	24:44	46.8	2.6	148
22	112	169	135	108	196	118	726	34	21.4	0	289.8	289.8	94,003	$3.51	$329,840	$517,104	$1.61	$151,082	$178,758	45.8%	$0.82	0:0	18:18	18:18	39.7	2.5	185
26	14	28	39	109	241	58	476	41	11.6	0	322.7	322.7	80,622	$3.09	$249,399	$344,736	$0.82	$66,024	$183,375	26.5%	$0.16	0:0	16:45	16:45	28.4	1.5	223
36	17	79	17	70	20	15	199	18	11.1	0	199.8	199.8	58,549	$2.32	$135,998	$13,250	$0.82	$48,058	$87,940	35.3%	$1.61	0:0	10:21	10:21	19.2	1.0	289
54	15	2	5	0	0	0	7	8	0.9	0	161.2	161	40,945	$2.32	$95,107	$6,625	$0.05	$1,969	$93,138	2.1%	$40.37	0:0	3:58	3:58	1.8	0.0	1,913
	Deadhead									0			0	$0.00	$0							0:0					
DALY CITY																										
5	120	1,538	1,567	778	846	980	5,709	133	42.9	0	1132.6	1132.6	355,428	$3.83	$1,362,290	$2,413,154	$3.45	$1,224,751	$137,539	89.9%	$0.08	0:0	81:27	81:27	70.1	5.0	(0)
18	121	713	633	305	394	544	2,589	74	35.0	0	918.8	918.8	260,026	$3.74	$973,363	$1,378,945	$2.08	$540,133	$433,230	55.5%	$0.59	0:0	63:51	63:51	40.5	2.8	154
15	16	2	2	72	130	1	207	10	20.7	0	71.5	71.5	12,656	$3.31	$41,910	$344,736	$1.69	$21,437	$20,473	51.2%	$0.49	0:0	4:8	4:8	50.1	2.9	142
19	122	743	625	329	316	632	2,645	71	37.3	0	902.1	902.1	278,968	$4.12	$1,149,528	$1,551,313	$2.20	$612,896	$536,632	53.3%	$0.65	0:0	71:54	71:54	36.8	2.9	163
20	123	149	189	38	39	89	503	30	16.8	0	177.7	177.7	45,136	$3.99	$180,076	$517,104	$2.10	$94,949	$85,127	52.7%	$0.65	0:0	13:32	13:32	37.2	2.8	165
14	130	666	595	335	284	375	2,255	80	28.2	0	690.9	690.9	198,890	$4.03	$801,292	$1,378,945	$2.35	$468,243	$333,049	58.4%	$0.53	0:0	53:21	53:21	42.3	3.3	137
	Deadhead									0			0	$0.00	$0							0:0					
BRISBANE																										
50	34	15	6	1	1	15	39	6	6.5	0	62.3	62.3	15,824	$3.08	$48,791	$0	$0.50	$7,917	$40,874	16.2%	$4.16	0:0	3:13	3:13	12.1	0.6	435
3	24 SCH	0	2	67	45	0	115	6	19.2	0	20.7	20.7	3,664	$3.56	$13,027	$344,736	$4.11	$15,054	($2,027)	115.6%	($0.08)	0:0	1:20	1:20	86.3	5.6	(77)
	Deadhead									0			0	$0.00	$0							0:0					
SOUTH SAN FRANCISCO																										
39	193	198	150	29	28	93	499	28	17.8	0	329.4	329.4	108,636	$3.95	$428,707	$344,736	$1.21	$131,851	$296,856	30.8%	$1.80	0:0	24:42	24:42	20.2	1.5	292
8	36 SCH	0	1	48	46	0	96	7	13.7	0	28.6	28.6	5,062	$3.67	$18,595	$344,736	$2.73	$13,836	$4,759	74.4%	$0.20	0:0	1:56	1:56	49.7	3.4	88
34	131	198	129	86	65	108	587	40	14.7	0	379.1	379.1	104,421	$3.67	$383,473	$861,841	$1.28	$133,252	$250,221	34.7%	$1.48	0:0	25:37	25:37	22.9	1.5	269
6	35 SCH	3	2	38	35	2	80	6	13.3	0	21.2	21.2	3,752	$3.99	$14,985	$344,736	$3.10	$11,641	$3,344	77.7%	$0.17	0:0	1:37	1:37	49.5	3.8	74
25	32	62	40	94	50	46	292	37	7.9	0	118.2	118.2	32,977	$3.80	$125,362	$172,368	$1.59	$52,299	$73,063	41.7%	$1.00	0:0	8:24	8:29	34.4	2.5	206
45	133	68	78	68	79	96	389	43	9.0	0	366.8	366.8	99,567	$3.66	$364,790	$861,841	$0.73	$72,708	$292,082	19.9%	$2.69	0:0	24:42	24:42	15.7	1.1	358
	Deadhead									0			0	$0.00	$0							0:0					
SAN BRUNO																										
21	43 SCH	1	0	14	8	1	24	2	11.8	0	9.7	9.7	1,717	$3.65	$6,269	$0	$1.91	$3,283	$2,986	52.4%	$0.56	0:0	0:39	0:39	36.2	2.4	172
35	40	100	136	154	286	67	743	56	13.3	0	471.4	471.4	134,444	$3.43	$461,194	$861,841	$0.91	$122,431	$338,763	26.5%	$1.74	0:0	28:46	28:46	25.8	1.6	287
48	44 SCH	0	0	1	1	0	2	1	1.9	0	2.4	2.4	425	$3.48	$1,480	$0	$0.58	$247	$1,233	16.7%	$3.45	0:0	0:9	0:9	12.3	0.8	403
47	41	33	42	62	75	36	247	31	8.0	0	216	216	53,416	$3.75	$200,317	$517,104	$0.64	$33,920	$166,397	16.9%	$3.11	0:0	15:3	15:3	16.4	1.1	377
	Deadhead									0			0	$0.00	$0							0:0					
MILLBRAE																										

		AVERAGE WEEKDAY RIDERSHIP						AVERAGE WEEKDAY MILES										AVERAGE WEEKDAY HOURS								
RANK	ROUTE	FULL CASH	FULL PASS	YOUTH CASH	YOUTH PASS	E/D	TOTAL AWR	# OF TRIPS WKDAYS	AVG. PASS. PER TRIP	OTHER DH	REV & INTRA-RT. DH	REV MILES	EST. ANNUAL MILES	VARIABLE COST PER MILE	EST ANNUAL VARIABLE COST	ALLOCATED ANNUAL FXD. COST	EST. REV. PER MILE	EST. ANNUAL REV	EST. ANNUAL MARGINAL NET COST	MARG. % FROM FARE-BOX	MARG. NET COST PER PASS.	OTHER DH	REV & INTRA-RT DH & INTERV.	REV HOURS	PASS. PER REV HOUR	PASS. PER REV MILE	EFFIC SCORE
53	242	12	29	22	15	37	115	35	3.3	0	265.9	265.9	67,539	$3.32	$224,553	$344,736	$0.28	$18,886	$205,667	8.4%	$6.90	0:0	15:28	15:28	7.5	0.4	565
	Deadhead									0			0	$0.00	$0							0:0					
BURLINGAME																											
2	46 SCH	14	14	74	70	1	172	5	34.4	0	15.3	15.3	2,708	$4.06	$11,006	$45,156	$7.03	$19,033	($8,027)	172.9%	($0.26)	0:0	1:15	1:15	137.8	11.3	(349)
	Deadhead									0			0	$0.00	$0							0:0					
SAN MATEO																											
41	295	196	139	310	173	136	955	35	27.3	0	773.6	773.6	194,192	$3.57	$692,360	$1,206,577	$0.85	$165,132	$527,228	23.9%	$2.31	0:0	50:2	50:2	19.1	1.2	329
14	58 SCH	0	0	61	34	0	95	6	15.9	0	39.9	39.9	7,062	$2.69	$18,984	$517,104	$1.46	$10,336	$8,648	54.4%	$0.51	0:0	1:38	1:38	58.3	2.4	137
11	53 SCH	1	1	93	59	2	156	11	14.2	0	44.5	44.5	7,877	$4.03	$31,714	$344,736	$2.72	$21,398	$10,316	67.5%	$0.30	0:0	3:26	3:26	45.6	3.5	105
17	250	572	343	422	261	203	1,801	70	25.7	0	645.3	645.3	190,739	$3.71	$707,150	$1,378,945	$2.17	$413,469	$293,681	58.5%	$0.56	0:0	44:13	44:13	40.7	2.8	149
1	55 SCH	1	0	47	19	0	67	2	33.7	0	7.4	7.4	1,310	$3.67	$4,810	$172,368	$7.98	$10,450	($5,640)	217.3%	($0.36)	0:0	0:30	0:30	134.6	9.1	(373)
43	294	137	77	97	51	41	403	19	21.2	0	541.9	541.9	153,018	$2.45	$374,732	$344,736	$0.61	$93,450	$281,282	24.9%	$2.51	0:0	19:47	19:47	20.4	0.7	343
	Deadhead									0			0	$0.00	$0							0:0					
FOSTER CITY																											
28	FX	168	208	0	1	1	378	17	22.3	0	507.2	507.2	128,829	$2.75	$354,783	$1,034,209	$1.91	$246,451	$108,332	69.5%	$1.10	0:0	21:40	21:40	17.5	0.7	226
29	251	123	121	53	52	83	433	27	16.0	0	256.2	256.2	74,307	$3.03	$225,416	$344,736	$1.23	$91,762	$133,654	40.7%	$1.07	0:0	12:53	12:53	33.6	1.7	227
10	54 SCH	26	20	107	86	4	242	11	22.0	0	74.5	74.5	13,187	$4.06	$53,592	$67,735	$2.79	$36,737	$16,855	68.5%	$0.30	0:0	4:29	4:29	54.0	3.2	97
	Deadhead									0			0	$0.00	$0							0:0					
BELMONT																											
38	262	16	24	103	140	26	309	28	11.0	0	150	150	36,599	$4.32	$157,973	$517,104	$1.00	$36,557	$121,416	23.1%	$1.90	0:0	12:45	12:45	24.2	2.1	291
40	260	97	109	239	352	78	875	58	15.1	0	602.4	602.4	160,417	$3.31	$530,994	$1,034,209	$0.77	$123,574	$407,420	23.3%	$2.04	0:0	34:48	34:48	25.1	1.5	307
	Deadhead									0			0	$0.00	$0							0:0					
SAN CARLOS																											
51	261	22	29	30	24	21	126	20	6.3	0	169	169	40,015	$3.49	$139,633	$172,368	$0.49	$19,452	$120,181	13.9%	$4.19	0:0	10:35	10:35	11.9	0.7	438
	Deadhead									0			0	$0.00	$0							0:0					
REDWOOD CITY																											
4	72 SCH	1	0	64	43	0	108	8	13.5	0	19.4	19.4	3,434	$4.38	$15,046	$517,104	$5.76	$19,764	($4,718)	131.4%	($0.15)	0:0	1:41	1:41	64.1	5.6	(72)
31	270	60	42	69	37	47	254	13	19.6	0	123.3	123.3	35,390	$3.78	$133,694	$172,368	$1.42	$50,360	$83,334	37.7%	$1.23	0:0	8:41	8:41	29.3	2.1	236
23	73 SCH	0	0	12	10	0	22	4	5.6	0	10.8	10.8	1,912	$3.46	$6,607	$344,736	$1.67	$3,183	$3,424	48.2%	$0.64	0:0	0:40	0:40	33.7	2.1	191
27	271	56	45	129	107	31	368	54	6.8	0	187.4	187.4	44,327	$3.42	$151,454	$344,736	$1.34	$59,280	$92,174	39.1%	$1.06	0:0	11:22	11:22	32.3	2.0	225
32	274	131	122	36	32	63	384	58	6.6	0	243.6	243.6	64,302	$3.37	$217,016	$344,736	$1.38	$88,494	$128,522	40.8%	$1.15	0:0	14:30	14:30	26.5	1.6	242
	Deadhead									0			0	$0.00	$0							0:0					

		AVERAGE WEEKDAY RIDERSHIP						AVERAGE WEEKDAY MILES											AVERAGE WEEKDAY HOURS							
RANK	ROUTE	FULL CASH	FULL PASS	YOUTH CASH	YOUTH PASS	E/D	TOTAL AWR	# OF TRIPS WKDAYS	AVG. PASS. PER TRIP	OTHER DH	REV & INTRA-RT. DH	REV MILES	EST. ANNUAL MILES	VARIABLE COST PER MILE	EST ANNUAL VARIABLE COST	ALLOCATED ANNUAL FXD. COST	EST. REV. PER MILE	EST. ANNUAL REV	EST. ANNUAL MARGINAL NET COST	MARG. % FROM FARE-BOX	MARG. NET COST PER PASS.	OTHER DH	REV & INTRA-RT DH & INTERV.	REV HOURS	PASS. PER REV HOUR	PASS. PER REV MILE	EFFIC SCORE
MENLO PARK																											
14	83 SCH	1	0	88	49	0	139	10	13.9	0	55	55	9,735	$3.77	$36,733	$517,104	$2.56	$24,918	$11,815	67.8%	$0.30	0:0	3:52	3:52	36.0	2.5	137
9	296	872	346	526	318	288	2,350	72	32.6	0	701.4	701.4	193,739	$3.69	$715,781	$1,551,313	$2.74	$531,034	$184,747	74.2%	$0.29	0:0	47:49	47:49	49.1	3.4	93
46	297	35	33	1	0	6	76	8	9.5	0	83.2	83.2	45,973.2	$3.70	169,970.6	-	$0.80	36,838.0	$133,133	21.7%	$3.14	0:0	4.0:52.0	4.0:52.0	15.6	0.9	376
	Deadhead									0			0	$0.00	$0							0:0					
PALO ALTO																											
37	280	276	139	87	67	97	666	62	10.7	0	457.2	457.2	138,413	$3.73	$516,013	$344,736	$1.19	$164,685	$351,328	31.9%	$1.78	0:0	31:35	31:35	21.1	1.5	289
22	281	472	177	95	56	155	956	59	16.2	0	405.8	405.8	125,279	$3.80	$475,993	$344,736	$2.02	$252,940	$223,053	53.1%	$0.78	0:0	28:49	28:49	33.2	2.4	185
44	85 SCH	1	0	60	26	1	87	6	6.0	0	95.8	95.8	16,957	$2.95	$50,017	$344,736	$0.62	$10,462	$39,555	20.9%	$2.42	0:0	4:36	4:36	19.0	0.9	345
	Deadhead									0			0	$0.00	$0							0:0					
OTHER																											
33	BX	891	568	64	14	179	1,716	60	28.6	0	1128	1128	368,875	$4.06	$1,499,153	$67,735	$1.35	$497,116	$1,002,037	33.2%	$1.77	0:0	35:16	35:16	48.7	1.5	248
	Deadhead									0			0	$0.00	$0							0:0					
LOCAL REV SVC								33,418	1,610	20.8		15,443	4,372,467	$3.58	$15,650,679	$27,434,664	$1.68	$7,349,732	$8,300,947	47.0%	$0.80		931:58	931:3	35.9	2.2	194
DEADHEAD											0		0	$0.00	$0							0:0					
REV & DEADHEAD													4,372,467	$3.58	$15,650,679		$1.68	$7,349,732	$8,300,947	47.0%	$0.80						
REV. & DH & FIXED													4,372,467	$9.85	$43,085,344		$1.68	$7,349,732	$35,735,612	17.1%	$3.42						
MAINLINE SVC																											
11	390	2,652	1,672	548	393		1,209	6,474	81	79.9	0	1,857	1,857	645,054	$3.93	2,537,478	2,068,418	$2.70	$1,741,643	$795,835	68.6%	$0.38	0:0	136:48	136:48	47.3	3.5	105
30	KX	1,259	739	130	59		306	2,493	64	39.0	0	2,233	2,233	782,329	$4.06	3,179,480	180,626	$2.43	$1,901,230	$1,278,250	59.8%	$1.41	0:0	100:41	100:41	24.8	1.1	235
42	PX	75	137	2	1		5	219	10	21.9	0	305	305	77,572	$4.06	315,261	90,313	$1.85	$143,428	$171,833	45.5%	$2.85	0:0	12:9	12:9	18.0	0.7	330
26	292	2,099	1,136	168	113		512	4,028	85	47.4	0	2,083	2,083	724,015	$4.06	2,942,487	316,095	$1.89	$1,368,593	$1,573,894	46.5%	$1.14	0:0	140:29	140:26	28.7	1.9	223
7	391	2,554	1,829	614	480		1,352	6,829	92	74.2	0	2,107	2,107	689,604	$3.90	2,692,610	3,342,729	$3.20	$2,207,428	$485,182	82.0%	$0.22	0:0	152:42	152:42	44.7	3.2	87
52	397	74	54	2	1		20	152	7	21.7	0	268	268	99,081	$4.06	402,676	0	$0.54	$53,470	$349,206	13.3%	$6.28	0:0	13:58	13:58	10.9	0.6	526
12	MX	62	108	1	1		0	171	8	21.4	0	113	113	28,651	$4.06	116,442	67,735	$3.65	$104,677	$11,765	89.9%	$0.26	0:0	4:8	4:8	41.4	1.5	114
49	NX	48	53	0	0		0	101	4	25.3	0	171	171	43,383	$4.06	176,315	45,156	$1.48	$64,371	$111,944	36.5%	$4.39	0:0	8:58	8:58	11.3	0.6	416
	Deadhead									9,605			2,430,238	$3.49	$8,485,429							378:10	184:16				
MAINLINE REV SVC								20,467	351	58.3		9,137	9,137	3,089,688	$4.00	$12,362,749	$6,111,072	$2.45	$7,584,840	$4,777,909	61.4%	$0.71		569:53	569:50	35.9	2.2	168
DEADHEAD											9,605			2,430,238	$3.49	$8,485,429							378:10	184:16				
REV & DEADHEAD														5,519,926	$3.78	$20,848,178		$1.37	$7,584,840	$13,263,338	36.4%	$1.96						
REV. & DH & FIXED														5,519,926	$4.88	$26,959,249		$1.37	$7,584,840	$19,374,409	28.1%	$2.87						
SYSTEM REV SVC								53,885	1,961	27.5		24,580	24,580	7,462,156	$3.75	$28,013,428	$33,545,736	$2.00	$14,934,572	$13,078,856	53.3%	$0.76		1,501:51	1,500:53	35.9	2.2	183
DEADHEAD											9,605			2,430,238	$3.49	$8,485,429							378:10	184:16				
REV & DEADHEAD														9,892,393	$3.69	$36,498,857		$1.51	$14,934,572	$21,564,285	40.9%	$1.25						
REV. & DH & FIXED														9,892,393	$7.08	$70,044,593		$1.51	$14,934,572	$55,110,021	21.3%	$3.20						

APPENDIX H

REVENUE EQUIPMENT INVENTORY

Appendix H: Revenue Equipment Inventory

SAN MATEO COUNTY TRANSIT DISTRICT REVENUE EQUIPMENT ALLOCATION

QTY	BUS #		YEAR	MAKE	LENGTH	MODEL	VEHICLE TYPE	FUND	SEATS	DATE IN SERVICE
NORTH BASE										
20	118-137		2002	NABI	60'	436.1	TRANSIT	F	58	Sep '02-Jan '03
32	300-331		2003	GILLIG	40'	G20D102N4	TRANSIT	F	36	Dec '03 - May '04
20	600-619		1998	GILLIG	40'	C21D102N4	TRANSIT	F	41	Sep '98-Jan '99
39	700-738		1993	GILLIG	35'	35/102T	TRANSIT	F	34	Aug '93-Jan '94
3	758-760		1993	GILLIG	35'	35/102T	TRANSIT	F	34	Aug '93-Jan '94
36	900-935		1993	GILLIG	40'	40/102T	TRANSIT	F	41	Aug '93-Jan '94
150	Revenue Total									
1	EQ1		1977	AMG	35'	METROPOLITAN		F		
151	Base Total									
REDI-WHEELS - NORTH BASE										
10	250-259		1997	EL DORADO	24'	AEROTECH	CUT-AWAY	F	6	Jan/Feb '98
10	260-269		2001	EL DORADO	24'	AEROTECH	CUT-AWAY	F	11	Oct/Nov 01
10	270-279		2002	EL DORADO	17'	ACTIVAN	MINIVAN	L	3	Jan-02
3	280-282		1999	RICON	17'	ACTIVAN	MINIVAN	F	3	Oct-99
3	283-285		2001	RICON	17'	ACTIVAN	MINIVAN	(1) F (2) L	3	May-01
8	290-297		2000	RICON	17'	ACTIVAN	MINIVAN	L	3	May-00
44										
REDI-WHEELS - SOUTH BASE										
19	220-238		1999	EL DORADO	24'	AEROTECH	CUT-AWAY	F	11	Aug-99
19										
SOUTH BASE										
18	100-117		2002	NABI	60'	436.1	TRANSIT	F	58	Sep '02-Jan '03
28	332-359		2003	GILLIG	40'	G20D102N4	TRANSIT	F	36	Dec '03 - May '04
52	620-672	**	1998	GILLIG	40'	C21D102N4	TRANSIT	F	41	Sep '98-Jan '99
19	739-757		1993	GILLIG	35'	35/102T	TRANSIT	F	34	Aug '93-Jan '94

LEGEND:
- * Load Range "H" for all tires
- ** Camera Equipped - 22 Total (20 SamTrans, 2 MV Transportation buses)
- DB Dumbarton Express

SAN MATEO COUNTY TRANSIT DISTRICT REVENUE EQUIPMENT ALLOCATION

QTY	BUS #		YEAR	MAKE	LENGTH	MODEL	VEHICLE TYPE	FUND	SEATS	DATE IN SERVICE
11	800-810		2003	REGIONAL	40'	C20D102N4	TRANSIT	S	45	Jun '04 -
128	Revenue Total									
1	852	*	1984	GILLIG	40'	40TB/96/6V92	TRANSIT	F	45	May-84
1	EQ2		1977	AMG	35'	METROPOLITAN		F		
130	Base Total									
		*	(Marketing Outreach Bus)							
		**	No Bus 666							
MV TRANSPORTATION										
17	138-154		2002	NABI	60'	436.1	TRANSIT	F	58	Sep '02-Jan '03
37	936-972		1993	GILLIG	40'	40/102TB/6V92T	TRANSIT	F	41	Aug'93-Jan '94
3	761-763		1993	GILLIG	40'	40/102TB/6V92T	TRANSIT	F	41	Aug'93-Jan '94
57	Total									

						FUND	
278	**NB-SB REV FLEET**	**REDI-WHEELS**	**63**	**MV TRANS**		F	Federal / Local Match
1	Marketing Bus	Cut-Away Buses	39			L	Local 100%
2	EQ Buses	Minivans	24			S	State 100 %
281	**TOT NB & SB**	**R/W**	**63**	**MV**	**57**	**GR TOTAL REV FLEET**	**398**

COASTSIDE									
3	240-242	2003	EL DORADO		AEROTECH	CUT-AWAY	(1) F (2) S	18	Oct-03
DUMBARTON EXPRESS									
6	160-165	2002	GILLIG	40'	C27D102N4	TRANSIT	F	41	Sep-02
6	150-155	1992	FLXIBLE	40'	METRO	TRANSIT	F	42	3-Apr
RESERVE FLEET									
8	400-407	1990	GILLIG	40'	6V92-T40/102	TRANSIT	F	41	Aug 90 - Sep 90

LEGEND:
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DB Dumbarton Express

San Mateo County Active Revenue Equipment List										
EQUIP#		YEAR	VEHICLE DESCRIPTION	LICENSE NUMBER	ENG. MFR. & NUMBER	TRANS. MFG. & NO.	COACH SERIAL #	SEATING CAPACITY	TYPE OF FUEL	TIRE SIZE *
100	**	2002	NABI 436.10	1139868	CUMMINS ISL	ALLISON B500R	1N94361002A140105	58	DIESEL	B305/85R22.5
101	**	2002	NABI 436.10	1139937	CUMMINS ISL	ALLISON B500R	1N94361022A140106	58	DIESEL	B305/85R22.5
102	**	2002	NABI 436.10	1139936	CUMMINS ISL	ALLISON B500R	1N94361042A140107	58	DIESEL	B305/85R22.5
103	**	2002	NABI 436.10	1139935	CUMMINS ISL	ALLISON B500R	1N94361062A140108	58	DIESEL	B305/85R22.5
104	**	2002	NABI 436.10	1139934	CUMMINS ISL	ALLISON B500R	1N94361082A140109	58	DIESEL	B305/85R22.5
105	**	2002	NABI 436.10	1139933	CUMMINS ISL	ALLISON B500R	1N94361042A140110	58	DIESEL	B305/85R22.5
106	**	2002	NABI 436.10	1139932	CUMMINS ISL	ALLISON B500R	1N94361062A140111	58	DIESEL	B305/85R22.5
107	**	2002	NABI 436.10	1139931	CUMMINS ISL	ALLISON B500R	1N94361082A140112	58	DIESEL	B305/85R22.5
108	**	2002	NABI 436.10	1139930	CUMMINS ISL	ALLISON B500R	1N943610X2A140113	58	DIESEL	B305/85R22.5
109	**	2002	NABI 436.10	1139945	CUMMINS ISL	ALLISON B500R	1N94361012A140114	58	DIESEL	B305/85R22.5

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San Mateo County Active Revenue Equipment List

EQUIP#		YEAR	VEHICLE DESCRIPTION	LICENSE NUMBER	ENG. MFR. & NUMBER	TRANS. MFG. & NO.	COACH SERIAL #	SEATING CAPACITY	TYPE OF FUEL	TIRE SIZE *
110	**	2002	NABI 436.10	1139944	CUMMINS ISL	ALLISON B500R	1N94361032A140115	58	DIESEL	B305/85R22.5
111	**	2002	NABI 436.10	1139943	CUMMINS ISL	ALLISON B500R	1N94361052A140116	58	DIESEL	B305/85R22.5
112	**	2002	NABI 436.10	1139942	CUMMINS ISL	ALLISON B500R	1N94361072A140117	58	DIESEL	B305/85R22.5
113	**	2002	NABI 436.10	1139941	CUMMINS ISL	ALLISON B500R	1N94361092A140118	58	DIESEL	B305/85R22.5
114	**	2002	NABI 436.10	1139889	CUMMINS ISL	ALLISON B500R	1N94361002A140119	58	DIESEL	B305/85R22.5
115	**	2002	NABI 436.10	1139940	CUMMINS ISL	ALLISON B500R	1N94361072A140120	58	DIESEL	B305/85R22.5
116	**	2002	NABI 436.10	1139939	CUMMINS ISL	ALLISON B500R	1N94361092A140121	58	DIESEL	B305/85R22.5
117	**	2002	NABI 436.10	1139892	CUMMINS ISL	ALLISON B500R	1N94361002A140122	58	DIESEL	B305/85R22.5
118	**	2002	NABI 436.10	1139938	CUMMINS ISL	ALLISON B500R	1N94361022A140123	58	DIESEL	B305/85R22.5
119	**	2002	NABI 436.10	1139891	CUMMINS ISL	ALLISON B500R	1N94361042A140124	58	DIESEL	B305/85R22.5
120	**	2002	NABI	1139875	CUMMINS	ALLISON	1N94361062A140125	58	DIESEL	B305/85R22.5

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San Mateo County Active Revenue Equipment List

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			436.10		ISL	B500R				
121	**	2002	NABI 436.10	1142374	CUMMINS ISL	ALLISON B500R	1N94361082A140126	58	DIESEL	B305/85R22.5
122	**	2002	NABI 436.10	1142375	CUMMINS ISL	ALLISON B500R	1N943610X2A140127	58	DIESEL	B305/85R22.5
123	**	2002	NABI 436.10	1142376	CUMMINS ISL	ALLISON B500R	1N94361012A140128	58	DIESEL	B305/85R22.5
124	**	2002	NABI 436.10	1142373	CUMMINS ISL	ALLISON B500R	1N94361032A140129	58	DIESEL	B305/85R22.5
125	**	2002	NABI 436.10	1139885	CUMMINS ISL	ALLISON B500R	1N943610X2A140130	58	DIESEL	B305/85R22.5
126	**	2002	NABI 436.10	1139890	CUMMINS ISL	ALLISON B500R	1N94361012A140131	58	DIESEL	B305/85R22.5
127	**	2002	NABI 436.10	1139886	CUMMINS ISL	ALLISON B500R	1N94361032A140132	58	DIESEL	B305/85R22.5
128	**	2002	NABI 436.10	1142372	CUMMINS ISL	ALLISON B500R	1N94361052A140133	58	DIESEL	B305/85R22.5
129	**	2002	NABI 436.10	1139865	CUMMINS ISL	ALLISON B500R	1N94361072A140134	58	DIESEL	B305/85R22.5
130	**	2002	NABI 436.10	1139887	CUMMINS ISL	ALLISON B500R	1N94361092A140135	58	DIESEL	B305/85R22.5

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San Mateo County Active Revenue Equipment List

EQUIP#		YEAR	VEHICLE DESCRIPTION	LICENSE NUMBER	ENG. MFR. & NUMBER	TRANS. MFG. & NO.	COACH SERIAL #	SEATING CAPACITY	TYPE OF FUEL	TIRE SIZE *
131	**	2002	NABI 436.10	1139888	CUMMINS ISL	ALLISON B500R	1N94361002A140136	58	DIESEL	B305/85R22.5
132	**	2002	NABI 436.10	1142371	CUMMINS ISL	ALLISON B500R	1N94361022A140137	58	DIESEL	B305/85R22.5
133	**	2002	NABI 436.10	1142370	CUMMINS ISL	ALLISON B500R	1N94361042A140138	58	DIESEL	B305/85R22.5
134	**	2002	NABI 436.10	1139869	CUMMINS ISL	ALLISON B500R	1N94361062A140139	58	DIESEL	B305/85R22.5
135	**	2002	NABI 436.10	1139870	CUMMINS ISL	ALLISON B500R	1N94361022A140140	58	DIESEL	B305/85R22.5
136	**	2002	NABI 436.10	1139871	CUMMINS ISL	ALLISON B500R	1N94361042A140141	58	DIESEL	B305/85R22.5
137	**	2002	NABI 436.10	1139872	CUMMINS ISL	ALLISON B500R	1N94361062A140142	58	DIESEL	B305/85R22.5
138	**	2002	NABI 436.10	1142369	CUMMINS ISL	ALLISON B500R	1N94361082A140143	58	DIESEL	B305/85R22.5
139	**	2002	NABI 436.10	1142368	CUMMINS ISL	ALLISON B500R	1N943610X2A140144	58	DIESEL	B305/85R22.5
140	**	2002	NABI 436.10	1142366	CUMMINS ISL	ALLISON B500R	1N94361062A140478	58	DIESEL	B305/85R22.5

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EQUIP#		YEAR	VEHICLE DESCRIPTION	LICENSE NUMBER	ENG. MFR. & NUMBER	TRANS. MFG. & NO.	COACH SERIAL #	SEATING CAPACITY	TYPE OF FUEL	TIRE SIZE *
141	**	2002	NABI 436.10	1142365	CUMMINS ISL	ALLISON B500R	1N94361082A140479	58	DIESEL	B305/85R22.5
142	**	2002	NABI 436.10	1142364	CUMMINS ISL	ALLISON B500R	1N94361042A140480	58	DIESEL	B305/85R22.5
143	**	2002	NABI 436.10	1142363	CUMMINS ISL	ALLISON B500R	1N94361062A140481	58	DIESEL	B305/85R22.5
144	**	2002	NABI 436.10	1142362	CUMMINS ISL	ALLISON B500R	1N94361082A104482	58	DIESEL	B305/85R22.5
145	**	2002	NABI 436.10	1142361	CUMMINS ISL	ALLISON B500R	1N943610X2A140483	58	DIESEL	B305/85R22.5
146	**	2002	NABI 436.10	1142355	CUMMINS ISL	ALLISON B500R	1N94361012A140484	58	DIESEL	B305/85R22.5
147		2002	NABI 436.10	1142359	CUMMINS ISL	ALLISON 13500R	1N94361032A140485	58	DIESEL	B305/85R22.5
148		2002	NABI 436.10	1142360	CUMMINS ISL	ALLISON 13500R	1N94361052A140486	58	DIESEL	B305/85R22.5
149		2002	NABI 436.10	1142358	CUMMINS ISL	ALLISON 13500R	1N94361072A140487	58	DIESEL	B305/85R22.5
150		2002	NABI 436.10	1139873	CUMMINS ISL	ALLISON 13500R	1N94361092A140488	58	DIESEL	B305/85R22.5
151		2002	NABI 436.10	1142357	CUMMINS ISL	ALLISON 13500R	1N94361002A140489	58	DIESEL	B305/85R22.5

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152		2002	NABI 436.10	1139867	CUMMINS ISL	ALLISON 13500R	1N94361072A140490	58	DIESEL	B305/85R22.5
153		2002	NABI 436.10	1139866	CUMMINS ISL	ALLISON 13500R	1N94361092A140491	58	DIESEL	B305/85R22.5
154		2002	NABI 436.10	1142356	CUMMINS ISL	ALLISON 13500R	1N94361002A140492	58	DIESEL	B305/85R22.5
150	DB	1992	FLXIBLE	293755	CUMMINS ISL CELECT	VOITH D863ADR	1GF5ARTK9ND103876	42	DIESEL	12.5 X 22.5
151	DB	1992	FLXIBLE	293984	CUMMINS ISL CELECT	VOITH D863ADR	1GF5ARTK0ND103877	42	DIESEL	B305/85R22.5
152	DB	1992	FLXIBLE	294803	CUMMINS ISL CELECT	VOITH D863ADR	1GF5ARTK2NV103878	42	DIESEL	B305/85R22.5
153	DB	1992	FLXIBLE	294802	CUMMINS ISL CELECT	VOITH D863ADR	1GF5ARTK4ND103879	42	DIESEL	B305/85R22.5
154	DB	1992	FLXIBLE	294813	CUMMINS ISL CELECT	VOITH D863ADR	1GF5ARTK0ND103880	42	DIESEL	B305/85R22.5
155	DB	1992	FLXIBLE	293983	CUMMINS ISL CELECT	VOITH D863ADR	1GF5ARTK2ND103881	42	DIESEL	B305/85R22.5
160		2002	GILLIG C27D102N4	1158661	CUMMINS ISL	ALLISON B500R	15GDD271921111720	41	DIESEL	B305/85R22.5

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161		2002	GILLIG C27D102N4	1158656	CUMMINS ISL	ALLISON B500R	15GDD271021111721	41	DIESEL	B305/85R22.5
162		2002	GILLIG C27D102N4	1158660	CUMMINS ISL	ALLISON B500R	15GDD271221111722	41	DIESEL	B305/85R22.5
163		2002	GILLIG C27D102N4	1158659	CUMMINS ISL	ALLISON B500R	15GDD271421111723	41	DIESEL	B305/85R22.5
164		2002	GILLIG C27D102N4	1158657	CUMMINS ISL	ALLISON B500R	15GDD271621111724	41	DIESEL	B305/85R22.5
165		2002	GILLIG C27D102N4	1158658	CUMMINS ISL	ALLISON B500R	15GDD271821111725	41	DIESEL	B305/85R22.5
220		1999	EL DORADO AEROTECH	1031173	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F5XHA61911	11	DIESEL	LT225/75R 16E
221		1999	EL DORADO AEROTECH	1031174	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F3XHA62541	11	DIESEL	LT225/75R 16E
222		1999	EL DORADO AEROTECH	1031175	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F5XHA62542	11	DIESEL	LT225/75R 16E
223		1999	EL DORADO AEROTECH	1031187	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F7XHA62543	11	DIESEL	LT225/75R 16E
224		1999	EL DORADO AEROTECH	1031176	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F9XHA62544	11	DIESEL	LT225/75R 16E

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225		1999	EL DORADO AEROTECH	1031177	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40FCXHA62545	11	DIESEL	LT225/75R 16E
226		1999	EL DORADO AEROTECH	1031178	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F2XHA62546	11	DIESEL	LT225/75R 16E
227		1999	EL DORADO AEROTECH	1031179	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F4XHA62547	11	DIESEL	LT225/75R 16E
228		1999	EL DORADO AEROTECH	1031180	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F8XHA62549	11	DIESEL	LT225/75R 16E
229		1999	EL DORADO AEROTECH	1031181	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40FXXHA65517	11	DIESEL	LT225/75R 16E
230		1999	EL DORADO AEROTECH	1031182	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F1XHA65518	11	DIESEL	LT225/75R 16E
231		1999	EL DORADO AEROTECH	1031188	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F3XHA65519	11	DIESEL	LT225/75R 16E
232		1999	EL DORADO AEROTECH	1031186	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40FXXHA65520	11	DIESEL	LT225/75R 16E
233		1999	EL DORADO AEROTECH	1031189	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F1XHA65521	11	DIESEL	LT225/75R 16E
234		1999	EL DORADO AEROTECH	1031190	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F3XHA65522	11	DIESEL	LT225/75R 16E
235		1999	EL DORADO	1031191	7.3L TURBO	FORD	1FDWE40F5XHA65523	11	DIESEL	LT225/75R 16E

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			AEROTECH		NAVISTAR	4R100				
236		1999	EL DORADO AEROTECH	1031192	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F7XHA65524	11	DIESEL	LT225/75R 16E
237		1999	EL DORADO AEROTECH	1031193	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F9XHA65525	11	DIESEL	LT225/75R 16E
238		1999	EL DORADO AEROTECH	1031194	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE40F0XHA65526	11	DIESEL	LT225/75R 16E
240		2003	EL DORADO AEROTECH	1179230	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE45F33HA62669	18	DIESEL	LT225/75R 16E
241		2003	EL DORADO AEROTECH	1179231	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE45FXHA62670	18	DIESEL	LT225/75R 16E
242		2003	EL DORADO AEROTECH	1179232	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE45F03HA90428	18	DIESEL	LT225/75R 16E
250		1997	EL DORADO AEROTECH	E996568	7.3L TURBO NAVISTAR	FORD E40D	1FDLE40FXVHB47084	6	DIESEL	LT225/75R 16E
251		1997	EL DORADO AEROTECH	E996569	7.3L TURBO NAVISTAR	FORD E40D	1FDLE40F1VHB47085	6	DIESEL	LT225/75R 16E
252		1997	EL DORADO AEROTECH	E996570	7.3L TURBO NAVISTAR	FORD E40D	1FDLE40F8VHB91584	6	DIESEL	LT225/75R 16E
253		1997	EL DORADO AEROTECH	E996571	7.3L TURBO NAVISTAR	FORD E40D	1FDLE40FXVHB91585	6	DIESEL	LT225/75R 16E

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254		1997	EL DORADO AEROTECH	E996572	7.3L TURBO NAVISTAR	FORD E40D	1FDLE40F1VHB91586	6	DIESEL	LT225/75R 16E
255		1997	EL DORADO AEROTECH	E996573	7.3L TURBO NAVISTAR	FORD E40D	1FDLE40F3VHB91587	6	DIESEL	LT225/75R 16E
256		1997	EL DORADO AEROTECH	E996574	7.3L TURBO NAVISTAR	FORD E40D	1FDLE40F5VHB91588	6	DIESEL	LT225/75R 16E
257		1997	EL DORADO AEROTECH	E996575	7.3L TURBO NAVISTAR	FORD E40D	1FDLE40F7VJB91589	6	DIESEL	LT225/75R 16E
258		1997	EL DORADO AEROTECH	E989932	7.3L TURBO NAVISTAR	FORD E40D	1FDLE40F3VHB91590	6	DIESEL	LT225/75R 16E
259		1997	EL DORADO AEROTECH	E996576	7.3L TURBO NAVISTAR	FORD E40D	1FDLE40F5VHB91591	6	DIESEL	LT225/75R 16E
260		2001	EL DORADO AEROTECH	1104467	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE4591HB03223	11	DIESEL	LT225/75R 16E
261		2001	EL DORADO AEROTECH	1104465	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE45F01HB03224	11	DIESEL	LT225/75R 16E
262		2001	EL DORADO AEROTECH	1112212	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE45F21HB03225	11	DIESEL	LT225/75R 16E
263		2001	EL DORADO AEROTECH	1112213	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE45F41HB03226	11	DIESEL	LT225/75R 16E

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264		2001	EL DORADO AEROTECH	1112214	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE45F61HB47020	11	DIESEL	LT225/75R 16E
265		2001	EL DORADO AEROTECH	1112215	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE45F81HB47021	11	DIESEL	LT225/75R 16E
266		2001	EL DORADO AEROTECH	1112216	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE45FX1HB47022	11	DIESEL	LT225/75R 16E
267		2001	EL DORADO AEROTECH	1112217	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE45F11HB47023	11	DIESEL	LT225/75R 16E
268		2001	EL DORADO AEROTECH	1104464	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE45F32HB47024	11	DIESEL	LT225/75R 16E
269		2001	EL DORADO AEROTECH	1104466	7.3L TURBO NAVISTAR	FORD 4R100	1FDWE45F51HB47025	11	DIESEL	LT225/75R 16E
270		2002	EL DORADO ACTIVAN	1132199	GM 3400	GM M15	1GNDX03E62D154980	3	GAS	P215/70R15
271		2002	EL DORADO ACTIVAN	1109698	GM 3400	GM M15	1GNDX03E01D157387	3	GAS	P215/70R15
272		2002	EL DORADO ACTIVAN	1109699	GM 3400	GM M15	1GNDX03EX2D155355	3	GAS	P215/70R15
273		2002	EL DORADO ACTIVAN	1121750	GM 3400	GM M15	1GNDX03E22D155091	3	GAS	P215/70R15
274		2002	EL DORADO ACTIVAN	1121751	GM 3400	GM M15	1GNDX03E22D158508	3	GAS	P215/70R15

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275		2002	EL DORADO ACTIVAN	1121752	GM 3400	GM M15	1GNDX03E52D155506	3	GAS	P215/70R15
276		2002	EL DORADO ACTIVAN	1109697	GM 3400	GM M15	1GNDX03E42D157344	3	GAS	P215/70R15
277		2002	EL DORADO ACTIVAN	1121753	GM 3400	GM M15	1GNDX03E22D157228	3	GAS	P215/70R15
278		2002	EL DORADO ACTIVAN	1132197	GM 3400	GM M15	1GNDX03E82D156987	3	GAS	P215/70R15
279		2002	EL DORADO ACTIVAN	1132198	GM 3400	GM M15	1GNDX03E72D155698	3	GAS	P215/70R15
280		1999	RICON ACTIVAN	1047792	DODGE 3.3L / V6	DODGE 41TE AOD	2B4GP44R7XR468945	3	GAS	P215/65R15
281		1999	RICON ACTIVAN	1047793	DODGE 3.3L / V6	DODGE 41TE AOD	2B4GP44R5XR468958	3	GAS	P215/65R15
282		1999	RICON ACTIVAN	1047794	DODGE 3.3L / V6	DODGE 41TE AOD	2B4GP44R7XR468959	3	GAS	P215/65R15
283		2001	RICON ACTIVAN	1092872	GM 3400	GM W40ZK	1GNDX03EX1D159341	3	GAS	P215/65R15
284		2001	RICON ACTIVAN	1092871	GM 3400	GM W40ZK	1GNDX03E21D159642	3	GAS	P215/65R15

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285		2001	RICON ACTIVAN	1092870	GM 3400	GM W40ZK	1GNDX03E81D161184	3	GAS	P215/65R15
290		2000	RICON ACTIVAN	1059285	GM 3400	GM W40ZK	1GNDX03E6Y0276893	2	GAS	21570R15
291		2000	RICON ACTIVAN	1059288	GM 3400	GM W40ZK	1GNDX03E0YD27702	2	GAS	21570R15
292		2000	RICON ACTIVAN	1059289	GM 3400	GM W40ZK	1GNDX03E3YD277046	2	GAS	21570R15
293		2000	RICON ACTIVAN	1059290	GM 3400	GM W40ZK	1GNDX03E0YD277392	2	GAS	21570R15
294		2000	RICON ACTIVAN	1059846	GM 3400	GM W40ZK	1GNDX03EXYD279408	2	GAS	21570R15
295		2000	RICON ACTIVAN	1059287	GM 3400	GM W40ZK	1GNDX03E3YD279993	2	GAS	21570R15
296		2000	RICON ACTIVAN	1059286	GM 3400	GM W40ZK	1GNDX03E0YD280258	2	GAS	21570R15
297		2000	RICON ACTIVAN	1076511	GM 3400	GM W40ZK	1GNDX03E5YD303954	2	GAS	21570R15
300		2003	GILLIG G20D102N4	1152592	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201631074019	37	DIESEL	12.5 X 22.5
301		2003	GILLIG	1179305	DETROIT	ALLISON	15GGD201231074020	37	DIESEL	12.5 X 22.5

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			G20D102N4		SERIES 50 EGR	B400R				
302		2003	GILLIG G20D102N4	1179306	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201431074021	37	DIESEL	12.5 X 22.5
303		2003	GILLIG G20D102N4	1179307	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201631074022	37	DIESEL	12.5 X 22.5
304		2003	GILLIG G20D102N4	1179355	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201831074023	37	DIESEL	12.5 X 22.5
305		2003	GILLIG G20D102N4	1179308	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201X31074024	37	DIESEL	12.5 X 22.5
306		2003	GILLIG G20D102N4	1179309	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201121074025	37	DIESEL	12.5 X 22.5
307		2003	GILLIG G20D102N4	1179310	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201331074026	37	DIESEL	12.5 X 22.5
308		2003	GILLIG G20D102N4	1179311	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201531074027	37	DIESEL	12.5 X 22.5
309		2003	GILLIG G20D102N4	1179357	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201731074028	37	DIESEL	12.5 X 22.5
310		2003	GILLIG G20D102N4	1179312	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201931074029	37	DIESEL	12.5 X 22.5
311		2003	GILLIG G20D102N4	1179313	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201531074030	37	DIESEL	12.5 X 22.5

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312		2003	GILLIG G20D102N4	1179314	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201731074031	37	DIESEL	12.5 X 22.5
313		2003	GILLIG G20D102N4	1179315	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201931074032	37	DIESEL	12.5 X 22.5
314		2003	GILLIG G20D102N4	1179316	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201031071033	37	DIESEL	12.5 X 22.5
315		2003	GILLIG G20D102N4	1179317	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201231074034	37	DIESEL	12.5 X 22.5
316		2003	GILLIG G20D102N4	1179318	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201431074035	37	DIESEL	12.5 X 22.5
317		2003	GILLIG G20D102N4	1179319	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201631074036	37	DIESEL	12.5 X 22.5
318		2003	GILLIG G20D102N4	1179320	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201831074037	37	DIESEL	12.5 X 22.5
319		2003	GILLIG G20D102N4	1179321	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201X31074038	37	DIESEL	12.5 X 22.5
320		2003	GILLIG G20D102N4	1179322	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201131074039	37	DIESEL	12.5 X 22.5
321		2003	GILLIG G20D102N4	1179323	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201831074040	37	DIESEL	12.5 X 22.5

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322		2003	GILLIG G20D102N4	1179324	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201X31074041	37	DIESEL	12.5 X 22.5
323		2003	GILLIG G20D102N4	1179325	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201131074042	37	DIESEL	12.5 X 22.5
324		2003	GILLIG G20D102N4	1179326	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201331074043	37	DIESEL	12.5 X 22.5
325		2003	GILLIG G20D102N4	1179327	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201531074044	37	DIESEL	12.5 X 22.5
326		2003	GILLIG G20D102N4	1179328	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201731074045	37	DIESEL	12.5 X 22.5
327		2003	GILLIG G20D102N4	1152595	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201931074046	37	DIESEL	12.5 X 22.5
328		2003	GILLIG G20D102N4	1152596	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201031074047	37	DIESEL	12.5 X 22.5
329		2003	GILLIG G20D102N4	1152597	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201231074048	37	DIESEL	12.5 X 22.5
330		2003	GILLIG G20D102N4	1152598	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201431074049	37	DIESEL	12.5 X 22.5
331		2003	GILLIG G20D102N4	1152599	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201031074050	37	DIESEL	12.5 X 22.5
332		2003	GILLIG	1182000	DETROIT	ALLISON	15GGD201231074051	37	DIESEL	12.5 X 22.5

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			G20D102N4		SERIES 50 EGR	B400R				
333		2003	GILLIG G20D102N4	1182001	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201431074052	37	DIESEL	12.5 X 22.5
334		2003	GILLIG G20D102N4	1182011	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201630174053	37	DIESEL	12.5 X 22.5
335		2003	GILLIG G20D102N4	1182012	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201831074054	37	DIESEL	12.5 X 22.5
336		2003	GILLIG G20D102N4	1182013	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201X31074055	37	DIESEL	12.5 X 22.5
337		2003	GILLIG G20D102N4	1182014	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201131074056	37	DIESEL	12.5 X 22.5
338		2003	GILLIG G20D102N4	1182015	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201331074057	37	DIESEL	12.5 X 22.5
339		2003	GILLIG G20D102N4	1182016	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201531074058	37	DIESEL	12.5 X 22.5
340		2003	GILLIG G20D102N4	1182017	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201731074059	37	DIESEL	12.5 X 22.5
341		2003	GILLIG G20D102N4	1182018	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201331074060	37	DIESEL	12.5 X 22.5
342		2003	GILLIG G20D102N4	1182002	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201531074061	37	DIESEL	12.5 X 22.5

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343		2003	GILLIG G20D102N4	1182003	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201731074062	37	DIESEL	12.5 X 22.5
344		2003	GILLIG G20D102N4	1182004	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201931074063	37	DIESEL	12.5 X 22.5
345		2003	GILLIG G20D102N4	1182006	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201031074064	37	DIESEL	12.5 X 22.5
346		2003	GILLIG G20D102N4	1182007	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201231074065	37	DIESEL	12.5 X 22.5
347		2003	GILLIG G20D102N4	1182008	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201431074066	37	DIESEL	12.5 X 22.5
348		2003	GILLIG G20D102N4	1182009	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201631074067	37	DIESEL	12.5 X 22.5
349		2003	GILLIG G20D102N4	1182010	DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201831074068	37	DIESEL	12.5 X 22.5
350		2003	GILLIG G20D102N4		DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201X31074069	37	DIESEL	12.5 X 22.5
351		2003	GILLIG G20D102N4		DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201631074070	37	DIESEL	12.5 X 22.5
352		2003	GILLIG G20D102N4		DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201831074071	37	DIESEL	12.5 X 22.5

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353		2003	GILLIG G20D102N4		DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201X31074072	37	DIESEL	12.5 X 22.5
354		2003	GILLIG G20D102N4		DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201131074073	37	DIESEL	12.5 X 22.5
355		2003	GILLIG G20D102N4		DETROIT SERIES 50 EGR	ALLISON B400R	15GGD20133107404	37	DIESEL	12.5 X 22.5
356		2003	GILLIG G20D102N4		DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201531074075	37	DIESEL	12.5 X 22.5
357		2003	GILLIG G20D102N4		DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201731074076	37	DIESEL	12.5 X 22.5
358		2003	GILLIG G20D102N4		DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201931074077	37	DIESEL	12.5 X 22.5
359		2003	GILLIG G20D102N4		DETROIT SERIES 50 EGR	ALLISON B400R	15GGD201031074078	37	DIESEL	12.5 X 22.5
400		1990	GILLIG 6V92-T40/102	E093236	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0919L1083366	41	DIESEL	12.5 X 22.5
401		1990	GILLIG 6V92-T40/102	E093238	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0910L1083367	41	DIESEL	12.5 X 22.5
402		1990	GILLIG 6V92-T40/102	E093237	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0912L1083368	41	DIESEL	12.5 X 22.5
403		1990	GILLIG	E093239	DETROIT 6V92	ALLISON	15GCD0914L1083369	41	DIESEL	12.5 X 22.5

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			6V92-T40/102		DDEC (CATALYST)	HTB 748				
404		1990	GILLIG 6V92-T40/102	E093240	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0910L1083370	41	DIESEL	12.5 X 22.5
405		1990	GILLIG 6V92-T40/102	E093241	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0912L1083371	41	DIESEL	12.5 X 22.5
406		1990	GILLIG 6V92-T40/102	E093242	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0914L1083372	41	DIESEL	12.5 X 22.5
407		1990	GILLIG 6V92-T40/102	E093243	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0916L1083373	41	DIESEL	12.5 X 22.5
408		1990	GILLIG 6V92-T40/102	E093244	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0918L1083374	41	DIESEL	12.5 X 22.5
409		1990	GILLIG 6V92-T40/102	E093245	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD091XL1083375	41	DIESEL	12.5 X 22.5
410		1990	GILLIG 6V92-T40/102	E093246	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0911L1083376	41	DIESEL	12.5 X 22.5
411		1990	GILLIG 6V92-T40/102	E093247	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0913L1083377	41	DIESEL	12.5 X 22.5
412		1990	GILLIG 6V92-T40/102	E093248	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0915L1083378	41	DIESEL	12.5 X 22.5
413		1990	GILLIG 6V92-T40/102	E093249	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0917L1083379	41	DIESEL	12.5 X 22.5

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414		1990	GILLIG 6V92-T40/102	E289389	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0913L1083380	41	DIESEL	12.5 X 22.5
415		1990	GILLIG 6V92-T40/102	E093250	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0915L1083381	41	DIESEL	12.5 X 22.5
416		1990	GILLIG 6V92-T40/102	E093251	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0917L1083382	41	DIESEL	12.5 X 22.5
417		1990	GILLIG 6V92-T40/102	E093252	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0919L1083383	41	DIESEL	12.5 X 22.5
418		1990	GILLIG 6V92-T40/102	E093253	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0910L1083384	41	DIESEL	12.5 X 22.5
419		1990	GILLIG 6V92-T40/102	E093254	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0912L1083385	41	DIESEL	12.5 X 22.5
420		1990	GILLIG 6V92-T40/102	E289307	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0914L1083386	41	DIESEL	12.5 X 22.5
421		1990	GILLIG 6V92-T40/102	E289308	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0916L1083387	41	DIESEL	12.5 X 22.5
422		1990	GILLIG 6V92-T40/102	E289309	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0918L1083388	41	DIESEL	12.5 X 22.5
423		1990	GILLIG 6V92-T40/102	E289310	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD091XL1083389	41	DIESEL	12.5 X 22.5

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424		1990	GILLIG 6V92-T40/102	E289311	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0916L1083390	41	DIESEL	12.5 X 22.5
425		1990	GILLIG 6V92-T40/102	E289384	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0918L1083391	41	DIESEL	12.5 X 22.5
426		1990	GILLIG 6V92-T40/102	E289385	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD091XL1083392	41	DIESEL	12.5 X 22.5
427		1990	GILLIG 6V92-T40/102	E289386	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0911L1083393	41	DIESEL	12.5 X 22.5
428		1990	GILLIG 6V92-T40/102	E289387	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0913L1083394	41	DIESEL	12.5 X 22.5
429		1990	GILLIG 6V92-T40/102	E289388	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0915L1083395	41	DIESEL	12.5 X 22.5
430		1990	GILLIG 6V92-T40/102	E289394	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0917L1083396	41	DIESEL	12.5 X 22.5
431		1990	GILLIG 6V92-T40/102	E289391	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0919L1083397	41	DIESEL	12.5 X 22.5
432		1990	GILLIG 6V92-T40/102	E289392	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0910L1083398	41	DIESEL	12.5 X 22.5
433		1990	GILLIG 6V92-T40/102	E289393	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0912L1083399	41	DIESEL	12.5 X 22.5
434		1990	GILLIG	E289314	DETROIT 6V92	ALLISON	15GCD0915L1083400	41	DIESEL	12.5 X 22.5

LEGEND: * Load Range "H" for all tires
** Camera Equipped - 22 Total (20 SamTrans, 2 MV Transportation buses)
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San Mateo County Active Revenue Equipment List

EQUIP#		YEAR	VEHICLE DESCRIPTION	LICENSE NUMBER	ENG. MFR. & NUMBER	TRANS. MFG. & NO.	COACH SERIAL #	SEATING CAPACITY	TYPE OF FUEL	TIRE SIZE *
			6V92-T40/102		DDEC (CATALYST)	HTB 748				
435		1990	GILLIG 6V92-T40/102	E289395	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0917L1083401	41	DIESEL	12.5 X 22.5
436		1990	GILLIG 6V92-T40/102	E289390	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0919L1083402	41	DIESEL	12.5 X 22.5
437		1990	GILLIG 6V92-T40/102	E289313	DETROIT 6V92 DDEC (CATALYST)	ALLISON HTB 748	15GCD0910L1083403	41	DIESEL	12.5 X 22.5
503		1990	NEW FLYER D-60	E289365	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG03LU013614	62	DIESEL	12.5 X 22.5H
508		1990	NEW FLYER D-60	E107235	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG02LU013619	62	DIESEL	12.5 X 22.5H
509		1990	NEW FLYER D-60	E289352	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG09LU013620	62	DIESEL	12.5 X 22.5H
510		1990	NEW FLYER D-60	E289350	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG00LU013621	62	DIESEL	12.5 X 22.5H
512		1990	NEW FLYER D-60	E289358	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG04LU013623	62	DIESEL	12.5 X 22.5H
524		1990	NEW FLYER D-60	E289360	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG00LU013635	62	DIESEL	12.5 X 22.5H
525		1990	NEW FLYER D-60	E289375	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG02LU013636	62	DIESEL	12.5 X 22.5H

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530	**	1990	NEW FLYER D-60	E289370	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG06LU013641	62	DIESEL	12R22.5 16PR
531	**	1990	NEW FLYER D-60	E289371	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG08LU013642	62	DIESEL	12R22.5 16PR
533		1990	NEW FLYER D-60	E289373	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG01LU013644	62	DIESEL	12R22.5 16PR
534		1990	NEW FLYER D-60	E289377	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG03LU013645	62	DIESEL	12R22.5 16PR
535		1990	NEW FLYER D-60	E289378	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG05LU013646	62	DIESEL	12R22.5 16PR
537		1990	NEW FLYER D-60	E289379	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG09LU013648	62	DIESEL	12R22.5 16PR
538		1990	NEW FLYER D-60	E289380	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG00LU013649	62	DIESEL	12R22.5 16PR
539		1990	NEW FLYER D-60	E289381	DETROIT 6V92DDEC	ALLISON HTB-748	2FYD2NG07LU013650	62	DIESEL	12R22.5 16PR
600	**	1998	GILLIG C21D102	1011937	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2117W1088769	41	DIESEL	12R22.5H
601	**	1998	GILLIG C21D102	1016246	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2213W1088770	41	DIESEL	12R22.5H

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602	**	1998	GILLIG C21D102	1016247	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2115W1088771	41	DIESEL	12R22.5H
603	**	1998	GILLIG C21D102	1016245	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2117W1088772	41	DIESEL	12R22.5H
604	**	1998	GILLIG C21D102	1016248	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2119W1088773	41	DIESEL	12R22.5H
605	**	1998	GILLIG C21D102	1016249	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2110W1088774	41	DIESEL	12R22.5H
606		1998	GILLIG C21D102	1021000	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2112W1088775	41	DIESEL	12R22.5H
607		1998	GILLIG C21D102	1021001	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2114W1088776	41	DIESEL	12R22.5H
608		1998	GILLIG C21D102	1021002	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2116W1088777	41	DIESEL	12R22.5H
609		1998	GILLIG C21D102	1021003	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2118W1088778	41	DIESEL	12R22.5H
610		1998	GILLIG C21D102	1021004	CUMMINS M-11 PLUS	ALLISON B400R	15GCD211XW1088779	41	DIESEL	12R22.5H
611		1998	GILLIG C21D102	1021007	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2116W1088780	41	DIESEL	12R22.5H
612		1998	GILLIG	1021008	CUMMINS	ALLISON	15GCD2118W1088781	41	DIESEL	12R22.5H

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			C21D102		M-11 PLUS	B400R				
613		1998	GILLIG C21D102	1021009	CUMMINS M-11 PLUS	ALLISON B400R	15GCD211XW1088782	41	DIESEL	12R22.5H
614		1998	GILLIG C21D102	1021010	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2111W1088783	41	DIESEL	12R22.5H
615		1998	GILLIG C21D102	1021011	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2113W1088784	41	DIESEL	12R22.5H
616		1998	GILLIG C21D102	1021012	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2115W1088785	41	DIESEL	12R22.5H
617		1998	GILLIG C21D102	1021013	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2117W1088786	41	DIESEL	12R22.5H
618		1998	GILLIG C21D102	1021014	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2119W1088787	41	DIESEL	12R22.5H
619		1998	GILLIG C21D102	1021015	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2110W1088788	41	DIESEL	12R22.5H
620		1998	GILLIG C21D102	1019015	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2112W1088789	41	DIESEL	12R22.5H
621		1998	GILLIG C21D102	1019016	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2119W1088790	41	DIESEL	12R22.5H
622		1998	GILLIG C21D102	1021016	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2110W1088791	41	DIESEL	12R22.5H

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623		1998	GILLIG C21D102	1018764	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2112W1088792	41	DIESEL	12R22.5H
624		1998	GILLIG C21D102	1019014	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2114W1088793	41	DIESEL	12R22.5H
625		1998	GILLIG C21D102	1018765	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2116W1088794	41	DIESEL	12R22.5H
626		1998	GILLIG C21D102	1018766	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2118W1088795	41	DIESEL	12R22.5H
627		1998	GILLIG C21D102	1018767	CUMMINS M-11 PLUS	ALLISON B400R	15GCD211XW1088796	41	DIESEL	12R22.5H
628		1998	GILLIG C21D102	1018768	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2111W1088797	41	DIESEL	12R22.5H
629		1998	GILLIG C21D102	1018769	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2113W1088798	41	DIESEL	12R22.5H
630		1998	GILLIG C21D102	1018770	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2115W1088799	41	DIESEL	12R22.5H
631		1998	GILLIG C21D102	1018771	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2118W1088800	41	DIESEL	12R22.5H
632		1998	GILLIG C21D102	1018772	CUMMINS M-11 PLUS	ALLISON B400R	15GCD211XW1088801	41	DIESEL	12R22.5H

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633		1998	GILLIG C21D102	1018773	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2111W1088802	41	DIESEL	12R22.5H
634		1998	GILLIG C21D102	1018829	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2113W1088803	41	DIESEL	12R22.5H
635		1998	GILLIG C21D102	1018830	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2115W1088804	41	DIESEL	12R22.5H
636		1998	GILLIG C21D102	1018831	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2117W1088805	41	DIESEL	12R22.5H
637		1998	GILLIG C21D102	1018832	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2119W1088806	41	DIESEL	12R22.5H
638		1998	GILLIG C21D102	1018833	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2110W1088807	41	DIESEL	12R22.5H
639		1998	GILLIG C21D102	1018834	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2112W1088808	41	DIESEL	12R22.5H
640		1998	GILLIG C21D102	1018835	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2114W1088809	41	DIESEL	12R22.5H
641		1998	GILLIG C21D102	1018836	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2110W1088810	41	DIESEL	12R22.5H
642		1998	GILLIG C21D102	1018837	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2112W1088811	41	DIESEL	12R22.5H
643		1998	GILLIG	1018838	CUMMINS	ALLISON	15GCD2114W1088812	41	DIESEL	12R22.5H

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			C21D102		M-11 PLUS	B400R				
644		1998	GILLIG C21D102	1019065	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2116W1088813	41	DIESEL	12R22.5H
645		1998	GILLIG C21D102	1019066	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2118W1088814	41	DIESEL	12R22.5H
646		1998	GILLIG C21D102	1019071	CUMMINS M-11 PLUS	ALLISON B400R	15GCD211XW1088815	41	DIESEL	12R22.5H
647		1998	GILLIG C21D102	1019067	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2111W1088816	41	DIESEL	12R22.5H
648		1998	GILLIG C21D102	1019068	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2113W1088817	41	DIESEL	12R22.5H
649		1998	GILLIG C21D102	1019069	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2115W1088818	41	DIESEL	12R22.5H
650		1998	GILLIG C21D102	1019070	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2117W1088819	41	DIESEL	12R22.5H
651		1998	GILLIG C21D102	1019072	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2113W1088820	41	DIESEL	12R22.5H
652		1998	GILLIG C21D102	1019073	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2115W1088821	41	DIESEL	12R22.5H
653		1998	GILLIG C21D102	1019074	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2117W1088822	41	DIESEL	12R22.5H

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654		1998	GILLIG C21D102	1001425	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2119W1088823	41	DIESEL	12R22.5H
655		1998	GILLIG C21D102	1001434	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2110W1088824	41	DIESEL	12R22.5H
656		1998	GILLIG C21D102	1001426	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2112W1088825	41	DIESEL	12R22.5H
657		1998	GILLIG C21D102	1001439	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2114W1088826	41	DIESEL	12R22.5H
658		1998	GILLIG C21D102	1001427	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2116W1088827	41	DIESEL	12R22.5H
659		1998	GILLIG C21D102	1001428	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2118W1088828	41	DIESEL	12R22.5H
660		1998	GILLIG C21D102	1001429	CUMMINS M-11 PLUS	ALLISON B400R	15GCD211XW1088829	41	DIESEL	12R22.5H
661		1998	GILLIG C21D102	1001430	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2116W1088830	41	DIESEL	12R22.5H
662		1998	GILLIG C21D102	1001431	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2118W1088831	41	DIESEL	12R22.5H
663		1998	GILLIG C21D102	1001440	CUMMINS M-11 PLUS	ALLISON B400R	15GCD211XW1088832	41	DIESEL	12R22.5H

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664		1998	GILLIG C21D102	1001441	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2111W1088833	41	DIESEL	12R22.5H
665		1998	GILLIG C21D102	1001442	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2113W1088834	41	DIESEL	12R22.5H
	NO BUS 666									
667	**	1998	GILLIG C21D102	1001433	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2117W1088836	41	DIESEL	12R22.5H
668	**	1998	GILLIG C21D102	1001435	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2119W1088837	41	DIESEL	12R22.5H
669	**	1998	GILLIG C21D102	1001436	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2110W1088838	41	DIESEL	12R22.5H
670	**	1998	GILLIG C21D102	1001438	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2112W1088839	41	DIESEL	12R22.5H
671	**	1998	GILLIG C21D102	1001437	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2119W1088840	41	DIESEL	12R22.5H
672	**	1998	GILLIG C21D102	1001432	CUMMINS M-11 PLUS	ALLISON B400R	15GCD2115W1088835	41	DIESEL	12R22.5H
700	**	1993	GILLIG 35/102T	E295234	CUMMINS ISM CELECT	ALLISON B400R	15GCB0912P1084807	34	DIELSEL	12.5 X 22.5

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701		1993	GILLIG 35/102T	E295235	CUMMINS ISM CELECT	ALLISON B400R	15GCB0914P1084808	34	DIESEL	12.5 X 22.5
702		1993	GILLIG 35/102T	E295236	CUMMINS ISM CELECT	ALLISON B400R	15GCB0916P1084809	34	DIELSEL	12.5 X 22.5
703		1993	GILLIG 35/102T	E295237	CUMMINS ISM CELECT	ALLISON B400R	15GCB0912P1084810	34	DIESEL	12.5 X 22.5
704		1993	GILLIG 35/102T	E295238	CUMMINS ISM CELECT	ALLISON B400R	15GCB0914P1084811	34	DIELSEL	12.5 X 22.5
705		1993	GILLIG 35/102T	E295239	CUMMINS ISM CELECT	ALLISON B400R	15GCB0916P1084812	34	DIESEL	12.5 X 22.5
706		1993	GILLIG 35/102T	E295240	CUMMINS ISM CELECT	ALLISON B400R	15GCB0918P1084813	34	DIELSEL	12.5 X 22.5
707		1993	GILLIG 35/102T	E295241	CUMMINS ISM CELECT	ALLISON B400R	15GCB091XP1084814	34	DIESEL	12.5 X 22.5
708		1993	GILLIG 35/102T	E295242	CUMMINS ISM CELECT	ALLISON B400R	15GCB0911P1084815	34	DIELSEL	12.5 X 22.5
709		1993	GILLIG 35/102T	E294697	CUMMINS ISM CELECT	ALLISON B400R	15GCB091XP1084909	34	DIESEL	12.5 X 22.5
710		1993	GILLIG 35/102T	E294698	CUMMINS ISM CELECT	ALLISON B400R	15GCB0916P1084910	34	DIELSEL	12.5 X 22.5
711		1993	GILLIG	E294699	CUMMINS ISM	ALLISON	15GCB0918P1084911	34	DIESEL	12.5 X 22.5

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			35/102T		CELECT	B400R				
712		1993	GILLIG 35/102T	E374305	CUMMINS ISM CELECT	ALLISON B400R	15GCB091XP1084912	34	DIELSEL	12.5 X 22.5
713		1993	GILLIG 35/102T	E374306	CUMMINS ISM CELECT	ALLISON B400R	15GCB0911P1084913	34	DIESEL	12.5 X 22.5
714		1993	GILLIG 35/102T	E374307	CUMMINS ISM CELECT	ALLISON B400R	15GCB0913P1084914	34	DIELSEL	12.5 X 22.5
715		1993	GILLIG 35/102T	E374308	CUMMINS ISM CELECT	ALLISON B400R	15GCB0915P1084915	34	DIESEL	12.5 X 22.5
716		1993	GILLIG 35/102T	E374309	CUMMINS ISM CELECT	ALLISON B400R	15GCB0917P1084916	34	DIELSEL	12.5 X 22.5
717		1993	GILLIG 35/102T	E439159	CUMMINS ISM CELECT	ALLISON B400R	15GCB0919P1084917	34	DIESEL	12.5 X 22.5
718		1993	GILLIG 35/102T	E374311	CUMMINS ISM CELECT	ALLISON B400R	15GCB0910P1084918	34	DIESEL	12.5 X 22.5
719		1993	GILLIG 35/102T	E372268	CUMMINS ISM CELECT	ALLISON B400R	15GCD091XP1084919	34	DIESEL	12.5 X 22.5
720		1993	GILLIG 35/102T	E372269	CUMMINS ISM CELECT	ALLISON B400R	15GCB0916P1084920	34	DIESEL	12.5 X 22.5
721		1993	GILLIG 35/102T	E372270	CUMMINS ISM CELECT	ALLISON B400R	15GCB0918P1084921	34	DIESEL	12.5 X 22.5

LEGEND: * Load Range "H" for all tires
** Camera Equipped - 22 Total (20 SamTrans, 2 MV Transportation buses)
DB Dumbarton Express

San Mateo County Active Revenue Equipment List

EQUIP#		YEAR	VEHICLE DESCRIPTION	LICENSE NUMBER	ENG. MFR. & NUMBER	TRANS. MFG. & NO.	COACH SERIAL #	SEATING CAPACITY	TYPE OF FUEL	TIRE SIZE *
722		1993	GILLIG 35/102T	E372271	CUMMINS ISM CELECT	ALLISON B400R	15GCB091XP1084922	34	DIESEL	12.5 X 22.5
723		1993	GILLIG 35/102T	E372272	CUMMINS ISM CELECT	ALLISON B400R	15GCB0911P1084923	34	DIESEL	12.5 X 22.5
724		1993	GILLIG 35/102T	E372273	CUMMINS ISM CELECT	ALLISON B400R	15GCB0913P1084924	34	DIESEL	12.5 X 22.5
725		1993	GILLIG 35/102T	E372274	CUMMINS ISM CELECT	ALLISON B400R	15GCB0915P1084925	34	DIESEL	12.5 X 22.5
726		1993	GILLIG 35/102T	E372275	CUMMINS ISM CELECT	ALLISON B400R	15GCB0917P1084926	34	DIESEL	12.5 X 22.5
727		1993	GILLIG 35/102T	E372276	CUMMINS ISM CELECT	ALLISON B400R	15GCB0919P1084927	34	DIESEL	12.5 X 22.5
728		1993	GILLIG 35/102T	E372277	CUMMINS ISM CELECT	ALLISON B400R	15GCB0910P1084928	34	DIESEL	12.5 X 22.5
729		1993	GILLIG 35/102T	E372258	CUMMINS ISM CELECT	ALLISON B400R	15GCB0912P1084929	34	DIESEL	12.5 X 22.5
730		1993	GILLIG 35/102T	E372259	CUMMINS ISM CELECT	ALLISON B400R	15GCB0919P1084930	34	DIESEL	12.5 X 22.5
731		1993	GILLIG 35/102T	E372260	CUMMINS ISM CELECT	ALLISON B400R	15GCB0910P1084931	34	DIESEL	12.5 X 22.5

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732		1993	GILLIG 35/102T	E372261	CUMMINS ISM CELECT	ALLISON B400R	15GCB0912P1084932	34	DIESEL	12.5 X 22.5
733		1993	GILLIG 35/102T	E372262	CUMMINS ISM CELECT	ALLISON B400R	15GCB0914P1084933	34	DIESEL	12.5 X 22.5
734		1993	GILLIG 35/102T	E372263	CUMMINS ISM CELECT	ALLISON B400R	15GCB0919P1084934	34	DIESEL	12.5 X 22.5
735		1993	GILLIG 35/102T	E372264	CUMMINS ISM CELECT	ALLISON B400R	15GCB0910P1084935	34	DIESEL	12.5 X 22.5
736		1993	GILLIG 35/102T	E372265	CUMMINS ISM CELECT	ALLISON B400R	15GCB0912P1084936	34	DIESEL	12.5 X 22.5
737		1993	GILLIG 35/102T	E372266	CUMMINS ISM CELECT	ALLISON B400R	15GCB0914P1084937	34	DIESEL	12.5 X 22.5
738		1993	GILLIG 35/102T	E372267	CUMMINS ISM CELECT	ALLISON B400R	15GCB0916P1084938	34	DIESEL	12.5 X 22.5
739		1993	GILLIG 35/102T	E439160	CUMMINS ISM CELECT	ALLISON B400R	15GCB0918P1084939	34	DIESEL	12.5 X 22.5
740		1993	GILLIG 35/102T	E439161	CUMMINS ISM CELECT	ALLISON B400R	15GCB0914P1084940	34	DIESEL	12.5 X 22.5
741		1993	GILLIG 35/102T	E439162	CUMMINS ISM CELECT	ALLISON B400R	15GCB0916P1084941	34	DIESEL	12.5 X 22.5
742		1993	GILLIG	E439163	CUMMINS ISM	ALLISON	15GCB0918P1084942	34	DIESEL	12.5 X 22.5

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			35/102T		CELECT	B400R				
743		1993	GILLIG 35/102T	E439164	CUMMINS ISM CELECT	ALLISON B400R	15GCB091XP1084943	34	DIESEL	12.5 X 22.5
744		1993	GILLIG 35/102T	E439165	CUMMINS ISM CELECT	ALLISON B400R	15GCB0911P1084944	34	DIESEL	12.5 X 22.5
745	**	1993	GILLIG 35/102T	E439166	CUMMINS ISM CELECT	ALLISON B400R	15GCB0913P1084945	34	DIESEL	12.5 X 22.5
746		1993	GILLIG 35/102T	E439167	CUMMINS ISM CELECT	ALLISON B400R	15GCB0915P1084946	34	DIESEL	12.5 X 22.5
747		1993	GILLIG 35/102T	E296267	CUMMINS ISM CELECT	ALLISON B400R	15GCB0917P1084947	34	DIESEL	12.5 X 22.5
748		1993	GILLIG 35/102T	E296268	CUMMINS ISM CELECT	ALLISON B400R	15GCB0919P1084948	34	DIESEL	12.5 X 22.5
749		1993	GILLIG 35/102T	E296269	CUMMINS ISM CELECT	ALLISON B400R	15GCB0910P1084949	34	DIESEL	12.5 X 22.5
750		1993	GILLIG 35/102T	E296270	CUMMINS ISM CELECT	ALLISON B400R	15GCB0917P1084950	34	DIESEL	12.5 X 22.5
751		1993	GILLIG 35/102T	E296271	CUMMINS ISM CELECT	ALLISON B400R	15GCB0919P1084951	34	DIESEL	12.5 X 22.5
752		1993	GILLIG 35/102T	E296272	CUMMINS ISM CELECT	ALLISON B400R	15GCB0910P1084952	34	DIESEL	12.5 X 22.5

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753		1993	GILLIG 35/102T	E439185	CUMMINS ISM CELECT	ALLISON B400R	15GCB0912P1084953	34	DIESEL	12.5 X 22.5
754		1993	GILLIG 35/102T	E296273	CUMMINS ISM CELECT	ALLISON B400R	15GCB0914P1084954	34	DIESEL	12.5 X 22.5
755		1993	GILLIG 35/102T	E296274	CUMMINS ISM CELECT	ALLISON B400R	15GCB0916P1084955	34	DIESEL	12.5 X 22.5
756		1993	GILLIG 35/102T	E439186	CUMMINS ISM CELECT	ALLISON B400R	15GCB0918P1084956	34	DIESEL	12.5 X 22.5
757		1993	GILLIG 35/102T	E296275	CUMMINS ISM CELECT	ALLISON B400R	15GCB091XP1084957	34	DIESEL	12.5 X 22.5
758	**	1993	GILLIG 35/102T	E296276	CUMMINS ISM CELECT	ALLISON B400R	15GCB0913P1084959	28	DIESEL	12.5 X 22.5
759	**	1993	GILLIG 35/102T	E439187	CUMMINS ISM CELECT	ALLISON B400R	15GCB0911P1084958	28	DIESEL	12R22.5 16PR
760		1993	GILLIG 35/102T	E000640	CUMMINS ISM CELECT	ALLISON B400R	15GCB0913P1085108	28	DIESEL	12R22.5 16PR
761		1993	GILLIG 35/102T	E002827	CUMMINS ISM CELECT	ALLISON B400R	15GCB0915P1085109	28	DIESEL	12R22.5 16PR
762		1993	GILLIG 35/102T	E000641	CUMMINS ISM CELECT	ALLISON B400R	15GCB0911P1085110	28	DIESEL	12R22.5 16PR

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763		1993	GILLIG 35/102T	E000642	CUMMINS ISM CELECT	ALLISON B400R	15GCB0913P1085111	28	DIESEL	12R22.5 16PR
800		2003	GILLIG C200D102N4	1152581	DETROIT SERIES 50 EGR	ALLISON B400R	15GCD201631111911	37	DIESEL	12.5 X 22.5
801		2003	GILLIG C200D102N4	1182019	DETROIT SERIES 50 EGR	ALLISON B400R	15GCD201831111912	37	DIESEL	12.5 X 22.5
802		2003	GILLIG C200D102N4	1152582	DETROIT SERIES 50 EGR	ALLISON B400R	15GCD201X31111913	37	DIESEL	12.5 X 22.5
803		2003	GILLIG C200D102N4	1152583	DETROIT SERIES 50 EGR	ALLISON B400R	15GCD201131111914	37	DIESEL	12.5 X 22.5
804		2003	GILLIG C200D102N4	1152584	DETROIT SERIES 50 EGR	ALLISON B400R	15GCD201331111915	37	DIESEL	12.5 X 22.5
805		2003	GILLIG C200D102N4	1152585	DETROIT SERIES 50 EGR	ALLISON B400R	15GCD201531111916	37	DIESEL	12.5 X 22.5
806		2003	GILLIG C200D102N4	1152586	DETROIT SERIES 50 EGR	ALLISON B400R	15GCD201731111917	37	DIESEL	12.5 X 22.5
807		2003	GILLIG C200D102N4	1152587	DETROIT SERIES 50 EGR	ALLISON B400R	15GCD201931111918	37	DIESEL	12.5 X 22.5
808		2003	GILLIG C200D102N4		DETROIT SERIES 50 EGR	ALLISON B400R	15GCD20131111919	37	DIESEL	12.5 X 22.5
809		2003	GILLIG		DETROIT	ALLISON	15GCD201731111920	37	DIESEL	12.5 X 22.5

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			C200D102N4		SERIES 50 EGR	B400R				
810		2003	GILLIG C200D102N4	1179356	DETROIT SERIES 50 EGR	ALLISON B400R	15GCD201931111921	37	DIESEL	12.5 X 22.5
900	**	1993	GILLIG 40/102TB6V92T	E293813	CUMMINS ISM CELECT	ALLISON B400R	15GCD0919P1084748	41	DIESEL	12.5 X 22.5
901		1993	GILLIG 40/102TB6V92T	E293812	CUMMINS ISM CELECT	ALLISON B400R	15GCD0910P1084749	41	DIESEL	12.5 X 22.5
902		1993	GILLIG 40/102TB6V92T	E293811	CUMMINS ISM CELECT	ALLISON B400R	15GCD0917P1084750	41	DIESEL	12.5 X 22.5
903		1993	GILLIG 40/102TB6V92T	E293810	CUMMINS ISM CELECT	ALLISON B400R	15GCD0919P1084751	41	DIESEL	12.5 X 22.5
904		1993	GILLIG 40/102TB6V92T	E293794	CUMMINS ISM CELECT	ALLISON B400R	15GCD0910P1084752	41	DIESEL	12.5 X 22.5
905		1993	GILLIG 40/102TB6V92T	E293795	CUMMINS ISM CELECT	ALLISON B400R	15GCD0912P1084753	41	DIESEL	12.5 X 22.5
906		1993	GILLIG 40/102TB6V92T	E293796	CUMMINS ISM CELECT	ALLISON B400R	15GCD0914P1084754	41	DIESEL	12.5 X 22.5
907		1993	GILLIG 40/102TB6V92T	E293797	CUMMINS ISM CELECT	ALLISON B400R	15GCD0916P1084755	41	DIESEL	12.5 X 22.5
908		1993	GILLIG 40/102TB6V92T	E293798	CUMMINS ISM CELECT	ALLISON B400R	15GCD0918P1084756	41	DIESEL	12.5 X 22.5

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909		1993	GILLIG 40/102TB6V92T	E293799	CUMMINS ISM CELECT	ALLISON B400R	15GCD091XP1084757	41	DIESEL	12.5 X 22.5
910		1993	GILLIG 40/102TB6V92T	E294972	CUMMINS ISM CELECT	ALLISON B400R	15GCD0911P1084758	41	DIESEL	12.5 X 22.5
911		1993	GILLIG 40/102TB6V92T	E294973	CUMMINS ISM CELECT	ALLISON B400R	15GCD0913P1084759	41	DIESEL	12.5 X 22.5
912		1993	GILLIG 40/102TB6V92T	E294974	CUMMINS ISM CELECT	ALLISON B400R	15GCD091XP1084760	41	DIESEL	12.5 X 22.5
913		1993	GILLIG 40/102TB6V92T	E294975	CUMMINS ISM CELECT	ALLISON B400R	15GCD0911P1084761	41	DIESEL	12.5 X 22.5
914		1993	GILLIG 40/102TB6V92T	E294976	CUMMINS ISM CELECT	ALLISON B400R	15GCD0913P1084762	41	DIESEL	12.5 X 22.5
915		1993	GILLIG 40/102TB6V92T	E294977	CUMMINS ISM CELECT	ALLISON B400R	15GCD0915P1084763	41	DIESEL	12.5 X 22.5
916		1993	GILLIG 40/102TB6V92T	E294978	CUMMINS ISM CELECT	ALLISON B400R	15GCD0917P1084764	41	DIESEL	12.5 X 22.5
917		1993	GILLIG 40/102TB6V92T	E294979	CUMMINS ISM CELECT	ALLISON B400R	15GCD0919P1084765	41	DIESEL	12.5 X 22.5
918		1993	GILLIG 40/102TB6V92T	E294980	CUMMINS ISM CELECT	ALLISON B400R	15GCD0910P1084766	41	DIESEL	12.5 X 22.5

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919		1993	GILLIG 40/102TB6V92T	E294981	CUMMINS ISM CELECT	ALLISON B400R	15GCD0912P1084767	41	DIESEL	12.5 X 22.5
920		1993	GILLIG 40/102TB6V92T	E296309	CUMMINS ISM CELECT	ALLISON B400R	15GCD0914P1084768	41	DIESEL	12.5 X 22.5
921		1993	GILLIG 40/102TB6V92T	E296310	CUMMINS ISM CELECT	ALLISON B400R	15GCD0916P1084769	41	DIESEL	12.5 X 22.5
922		1993	GILLIG 40/102TB6V92T	E296311	CUMMINS ISM CELECT	ALLISON B400R	15GCD0912P1084770	41	DIESEL	12.5 X 22.5
923		1993	GILLIG 40/102TB6V92T	E296312	CUMMINS ISM CELECT	ALLISON B400R	15GCD0914P1084771	41	DIESEL	12.5 X 22.5
924		1993	GILLIG 40/102TB6V92T	E296313	CUMMINS ISM CELECT	ALLISON B400R	15GCD0916P1084772	41	DIESEL	12.5 X 22.5
925		1993	GILLIG 40/102TB6V92T	E296314	CUMMINS ISM CELECT	ALLISON B400R	15GCD0918P1084773	41	DIESEL	12.5 X 22.5
926		1993	GILLIG 40/102TB6V92T	E296315	CUMMINS ISM CELECT	ALLISON B400R	15GCD091XP1084774	41	DIESEL	12.5 X 22.5
927		1993	GILLIG 40/102TB6V92T	E296316	CUMMINS ISM CELECT	ALLISON B400R	15GCD0911P1084775	41	DIESEL	12.5 X 22.5
928		1993	1993 GILLIG 40/102TB6V92T	E296317	CUMMINS ISM CELECT	ALLISON B400R	15GCD0913P1084776	41	DIESEL	12.5 X 22.5
929		1993	1993 GILLIG	E296318	CUMMINS ISM	ALLISON	15GCD0915P1084777	41	DIESEL	12.5 X 22.5

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			40/102TB6V92T		CELECT	B400R				
930		1993	GILLIG 40/102TB6V92T	E296319	CUMMINS ISM CELECT	ALLISON B400R	15GCD0917P1084778	41	DIESEL	12.5 X 22.5
931		1993	GILLIG 40/102TB6V92T	E296320	CUMMINS ISM CELECT	ALLISON B400R	15GCD0919P1084779	41	DIESEL	12.5 X 22.5
932		1993	GILLIG 40/102TB6V92T	E296321	CUMMINS ISM CELECT	ALLISON B400R	15GCD0915P1084780	41	DIESEL	12.5 X 22.5
933		1993	GILLIG 40/102TB6V92T	E296322	CUMMINS ISM CELECT	ALLISON B400R	15GCD0917P1084781	41	DIESEL	12.5 X 22.5
934		1993	GILLIG 40/102TB6V92T	E296323	CUMMINS ISM CELECT	ALLISON B400R	15GCD0919P1084782	41	DIESEL	12.5 X 22.5
935		1993	GILLIG 40/102TB6V92T	E296324	CUMMINS ISM CELECT	ALLISON B400R	15GCD0910P1084783	41	DIESEL	12.5 X 22.5
936		1993	GILLIG 40/102TB6V92T	E296325	CUMMINS ISM CELECT	ALLISON B400R	15GCD0912P1084784	41	DIESEL	12.5 X 22.5
937		1993	GILLIG 40/102TB6V92T	E294982	CUMMINS ISM CELECT	ALLISON B400R	15GCD0914P1084785	41	DIESEL	12.5 X 22.5
938		1993	GILLIG 40/102TB6V92T	E294983	CUMMINS ISM CELECT	ALLISON B400R	15GCD0916P1084786	41	DIESEL	12.5 X 22.5
939		1993	GILLIG 40/102TB6V92T	E294984	CUMMINS ISM CELECT	ALLISON B400R	15GCD0918P1084787	41	DIESEL	12.5 X 22.5

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940		1993	GILLIG 40/102TB6V92T	E294985	CUMMINS ISM CELECT	ALLISON B400R	15GCD091XP1084788	41	DIESEL	12.5 X 22.5
941		1993	GILLIG 40/102TB6V92T	E294986	CUMMINS ISM CELECT	ALLISON B400R	15GCD0911P1084789	41	DIESEL	12.5 X 22.5
942		1993	GILLIG 40/102TB6V92T	E294987	CUMMINS ISM CELECT	ALLISON B400R	15GCD0918P1084790	41	DIESEL	12.5 X 22.5
943		1993	GILLIG 40/102TB6V92T	E294988	CUMMINS ISM CELECT	ALLISON B400R	15GCD091XP1084791	41	DIESEL	12.5 X 22.5
944		1993	GILLIG 40/102TB6V92T	E294989	CUMMINS ISM CELECT	ALLISON B400R	15GCD0911P1084792	41	DIESEL	12.5 X 22.5
945		1993	GILLIG 40/102TB6V92T	E294990	CUMMINS ISM CELECT	ALLISON B400R	15GCD0913P1084793	41	DIESEL	12.5 X 22.5
946		1993	GILLIG 40/102TB6V92T	E294991	CUMMINS ISM CELECT	ALLISON B400R	15GCD0915P1084794	41	DIESEL	12.5 X 22.5
947		1993	GILLIG 40/102TB6V92T	E295243	CUMMINS ISM CELECT	ALLISON B400R	15GCD0917P1084795	41	DIESEL	12.5 X 22.5
948		1993	GILLIG 40/102TB6V92T	E295244	CUMMINS ISM CELECT	ALLISON B400R	15GCD0919P1084796	41	DIESEL	12.5 X 22.5
949		1993	GILLIG 40/102TB6V92T	E295245	CUMMINS ISM CELECT	ALLISON B400R	15GCD0910P1084797	41	DIESEL	12.5 X 22.5

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950		1993	GILLIG 40/102TB6V92T	E295246	CUMMINS ISM CELECT	ALLISON B400R	15GCD0912P1084798	41	DIESEL	12.5 X 22.5
951		1993	GILLIG 40/102TB6V92T	E295247	CUMMINS ISM CELECT	ALLISON B400R	15GCD0914P1084799	41	DIESEL	12.5 X 22.5
952		1993	GILLIG 40/102TB6V92T	E295248	CUMMINS ISM CELECT	ALLISON B400R	15GCD0917P1084800	41	DIESEL	12.5 X 22.5
953		1993	GILLIG 40/102TB6V92T	E295249	CUMMINS ISM CELECT	ALLISON B400R	15GCD0919P1084801	41	DIESEL	12.5 X 22.5
954		1993	GILLIG 40/102TB6V92T	E295250	CUMMINS ISM CELECT	ALLISON B400R	15GCD0910P1084802	41	DIESEL	12.5 X 22.5
955		1993	GILLIG 40/102TB6V92T	E295251	CUMMINS ISM CELECT	ALLISON B400R	15GCD0912P1084803	41	DIESEL	12.5 X 22.5
956		1993	GILLIG 40/102TB6V92T	E295252	CUMMINS ISM CELECT	ALLISON B400R	15GCD0914P1084804	41	DIESEL	12.5 X 22.5
957		1993	GILLIG 40/102TB6V92T	E295233	CUMMINS ISM CELECT	ALLISON B400R	15GCD0916P1084805	41	DIESEL	12.5 X 22.5
958		1993	GILLIG 40/102TB6V92T	E439188	CUMMINS ISM CELECT	ALLISON B400R	15GCD0919P1084894	41	DIESEL	12.5 X 22.5
959		1993	GILLIG 40/102TB6V92T	E439189	CUMMINS ISM CELECT	ALLISON B400R	15GCD0910P1084895	41	DIESEL	12.5 X 22.5
960		1993	GILLIG	E439190	CUMMINS ISM	ALLISON	15GCD0912P1084896	41	DIESEL	12.5 X 22.5

LEGEND: * Load Range "H" for all tires

** Camera Equipped - 22 Total (20 SamTrans, 2 MV Transportation buses)

DB Dumbarton Express

San Mateo County Active Revenue Equipment List

EQUIP#		YEAR	VEHICLE DESCRIPTION	LICENSE NUMBER	ENG. MFR. & NUMBER	TRANS. MFG. & NO.	COACH SERIAL #	SEATING CAPACITY	TYPE OF FUEL	TIRE SIZE *
			40/102TB6V92T		CELECT	B400R				
961		1993	GILLIG 40/102TB6V92T	E439191	CUMMINS ISM CELECT	ALLISON B400R	15GCD0914P1084897	41	DIESEL	12.5 X 22.5
962		1993	GILLIG 40/102TB6V92T	E374345	CUMMINS ISM CELECT	ALLISON B400R	15GCD0916P1084898	41	DIESEL	12.5 X 22.5
963		1993	GILLIG 40/102TB6V92T	E439192	CUMMINS ISM CELECT	ALLISON B400R	15GCD0918P1084899	41	DIESEL	12.5 X 22.5
964		1993	GILLIG 40/102TB6V92T	E439193	CUMMINS ISM CELECT	ALLISON B400R	15GCD0910P1084900	41	DIESEL	12.5 X 22.5
965		1993	GILLIG 40/102TB6V92T	E374346	CUMMINS ISM CELECT	ALLISON B400R	15GCD0912P1084901	41	DIESEL	12.5 X 22.5
966		1993	GILLIG 40/102TB6V92T	E374347	CUMMINS ISM CELECT	ALLISON B400R	15GCD0914P1084902	41	DIESEL	12.5 X 22.5
967		1993	GILLIG 40/102TB6V92T	E374348	CUMMINS ISM CELECT	ALLISON B400R	15GCD0916P1084903	41	DIESEL	12.5 X 22.5
968		1993	GILLIG 40/102TB6V92T	E374349	CUMMINS ISM CELECT	ALLISON B400R	15GCD0918P1084904	41	DIESEL	12.5 X 22.5
969		1993	GILLIG 40/102TB6V92T	E374350	CUMMINS ISM CELECT	ALLISON B400R	15GCD091XP1084905	41	DIESEL	12.5 X 22.5
970		1993	GILLIG 40/102TB6V92T	E004354	CUMMINS ISM CELECT	ALLISON B400R	15GCD0911P1084906	41	DIESEL	12.5 X 22.5

LEGEND: * Load Range "H" for all tires
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DB Dumbarton Express

San Mateo County Active Revenue Equipment List

EQUIP#		YEAR	VEHICLE DESCRIPTION	LICENSE NUMBER	ENG. MFR. & NUMBER	TRANS. MFG. & NO.	COACH SERIAL #	SEATING CAPACITY	TYPE OF FUEL	TIRE SIZE *
971		1993	GILLIG 40/102TB6V92T	E004353	CUMMINS ISM CELECT	ALLISON B400R	15GCD0913P1084907	41	DIESEL	12.5 X 22.5
972	**	1993	GILLIG 40/102TB6V92T	E004352	CUMMINS ISM CELECT	ALLISON B400R	15GCD0915P1084908	41	DIESEL	12.5 X 22.5

LEGEND: * Load Range "H" for all tires
** Camera Equipped - 22 Total (20 SamTrans, 2 MV Transportation buses)
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