

Metropolitan Transportation Commission Programming and Allocations Committee

July 9, 2008

Item Number 2e

Resolution No. 3385, Revised

Subject: Revision to the Regional Express Bus Program

Background: In July 2001, the Commission adopted Resolution No. 3385, which set forth the Regional Express Bus Program. Subsequently, the California Transportation Commission approved \$40 million in Traffic Congestion Relief Program (TCRP) funds for the purchase of 94 buses by the ten participating transit operators.

In August of 2007, SamTrans ended its REX Express Bus service due to low ridership. After determining that there were no new or existing services on which to utilize the vehicles, the agency informed MTC that the route's 11 suburban buses were available for reallocation to other agencies. Through the Transit Finance Working Group, MTC asked all operators in the region to submit requests to use the buses on Express Bus services. AC Transit, Fairfield Suisun Transit, NCTPA, Santa Rosa CityBus, and WestCAT all made requests totaling 19 vehicles.

The numbers of vehicles requested and recommended for reallocation are listed below. Priority was given to express bus services that had an immediate need for vehicles due to overcrowding and that will use the vehicles within the next six months. Operators must enter into an agreement with MTC before taking delivery of the vehicles.

Agency	Route	Vehicles Requested	Vehicles Recommended
AC Transit	Dumbarton	6	4
Fairfield/Suisun Transit	Route 30	2	2
NCTPA	Vine to Vallejo	4	2
Santa Rosa CityBus	Local	3	0
WestCAT	LYNX	4	3
Totals:		19	11

Issues: It is recommended that Santa Rosa CityBus not receive vehicles because they do not currently operate Express Bus service and do not plan to implement service within six months. While they have an immediate need for vehicles, Santa Rosa CityBus planned to use the vehicles on a local route while considering implementation of Express Bus service at a later date.

Recommendation: Refer MTC Resolution No. 3385, Revised to the Commission for approval as requested.

Attachment: MTC Resolution No. 3385, Revised

Date: July 25, 2001
W.I.: 1227
Referred by: PAC
Revised: 04/24/02-C
07/24/02-C
07/23/08-C

ABSTRACT

Resolution No. 3385, Revised

This resolution adopts the Program of Projects for MTC's Regional Express Bus Program, funded with Traffic Congestion Relief Program (TCRP) funds; and this resolution authorizes the MTC Executive Director or his designee to execute and file an application to the California Transportation Commission for an allocation of TCRP capital funds, and to execute agreements with the transit operators in the region that will be participating in the program.

The following attachments are provided with this resolution:

Attachment A— Regional Express Bus Program of Projects

This resolution was revised on April 24, 2002 to reduce the number of buses to be purchased by AC Transit from 33 to 30.

This resolution was revised on July 24, 2002 to delete the 14 suburban buses programmed for the Valley Transportation Authority, and add nine over-the-road buses for AC Transit's San Mateo Bridge express bus route.

This resolution was revised on July 23, 2008 to delete the 11 suburban buses programmed for SamTrans, and to add 4 suburban buses to AC Transit's Dumbarton express bus route, 3 suburban buses to WestCAT's LYNX express bus route, 2 suburban buses to Fairfield/Suisun's Route 30 express bus route, and 2 suburban buses to NCTPA's Napa Vine to Vallejo express bus route.

Further discussion of these actions is contained in MTC Executive Director's Memorandum to the Programming and Allocations Committee dated July 11, 2001, and the Summary sheets dated April 10, 2002, July 10, 2002, and July 9, 2008.

Date: July 25, 2001
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Attachment A
Resolution No. 3385

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Agency	Proposed New Service	# /Bus Type	Maximum TCRP Capital Funds ³	Requested STA Operating Funds ⁴
AC Transit ¹	I-80 Richmond Transbay, increases frequencies	5 OTR	\$2,175,270	\$222,169
AC Transit ¹	I-880 Hayward BART to Silicon Valley, new service	10 OTR	\$4,350,540	\$457,406
AC Transit ¹	I-80 Richmond Transbay, route change to Golden Gate Fields	10 OTR	\$4,350,540	\$0
AC Transit ¹	SR 84 Dumbarton Bridge, Fremont BART to Stanford, new service	5 OTR	\$2,175,270	\$0
AC Transit ¹	San Mateo Bridge, Bayfair BART to Hillsdale Caltrain; new service	9 OTR	\$3,915,486	?
CCCTA ²	I-680 Martinez to BART to San Ramon, new service	13 Sub	\$4,632,316	\$278,866
Fairfield/Suisun ¹	I-80, I-680 Solano to Walnut Creek BART, increased trips	2 OTR	\$870,108	\$538,114
Golden Gate ¹	101 Corridor, Santa Rosa to San Rafael/SF, expanded peak hours	6 OTR	\$2,610,324	\$48,745
LAVTA ¹	I-680 to Pleasant Hill BART, Route 70, increases headways	1 Sub	\$356,332	\$48,745
LAVTA	I-680, SR 237 Livermore to Sun Micro, new subscription service	3 Sub	\$1,068,996	\$0
SamTrans⁵	SR 82 El Camino Express, Daly City-BART to Palo Alto, new service	11 Sub	\$3,919,652	\$968,800
<i>AC Transit⁵</i>	<i>SR 84 - Dumbarton Express Bus Service</i>	<i>4 Sub</i>	<i>N/A</i>	<i>N/A</i>
<i>Fairfield/Suisun⁵</i>	<i>SR 80 - Route 30 Express Bus Service to Sacramento</i>	<i>2 Sub</i>	<i>N/A</i>	<i>N/A</i>
<i>WestCAT⁵</i>	<i>SR 80 - LYNX to San Francisco</i>	<i>3 Sub</i>	<i>N/A</i>	<i>N/A</i>
<i>NCTPA⁵</i>	<i>SR 29 - Express Bus Service to Vallejo</i>	<i>2 Sub</i>	<i>N/A</i>	<i>N/A</i>
Tri-Delta ^{1,2}	SR 4 Brentwood to Bay Point BART, increases headways	4 OTR	\$1,740,216	\$0
Vallejo ¹	I-80 Vallejo Transbay, STA subsidy	N/A	\$0	\$506,440
Vallejo ¹	I-80 Solano to Del Norte BART, increases capacity	6 OTR	\$2,610,324	\$0
Vallejo ¹	I-680, I-780 to Walnut Creek BART, new service	6 OTR	\$2,610,324	\$1,000,134
VTA	I-680 Fremont BART to Silicon Valley, enhancements to Route 140	8 Sub	\$2,850,656	\$590,274
VTA	I-680 Fremont BART to Silicon Valley, New Route 500	6 Sub	\$2,137,992	\$419,500
WestCAT	SR 4 Del Norte BART to Martinez, increases frequency	3 Sub	\$1,068,996	\$107,676
Allowance for bus cost increases			\$2,374,324	
TOTAL		99 94	\$40,829,810	\$5,013,128

1 Pending submission of environmental documentation as specified in the Call for Projects.

2 These proposals are subject to submission of additional planning documentation as required by the Call for Projects

3 Cost estimates are based on a per vehicle cost of \$435,054 for an Over-the-Road Coach, and \$356,332 for a Standard Suburban Coach. Actual costs may differ.

4 STA Operating requests are shown for information only. Staff will bring final recommendations on operating allocations to the Commission as a separate action.

5 SamTrans service ended on August 19, 2007. Vehicles reallocated to operators listed.