



CONNECTED MOBILITY IMPLEMENTATION PLAN

STATE ROUTE 37 EXPRESS BUS & TDM PLAN

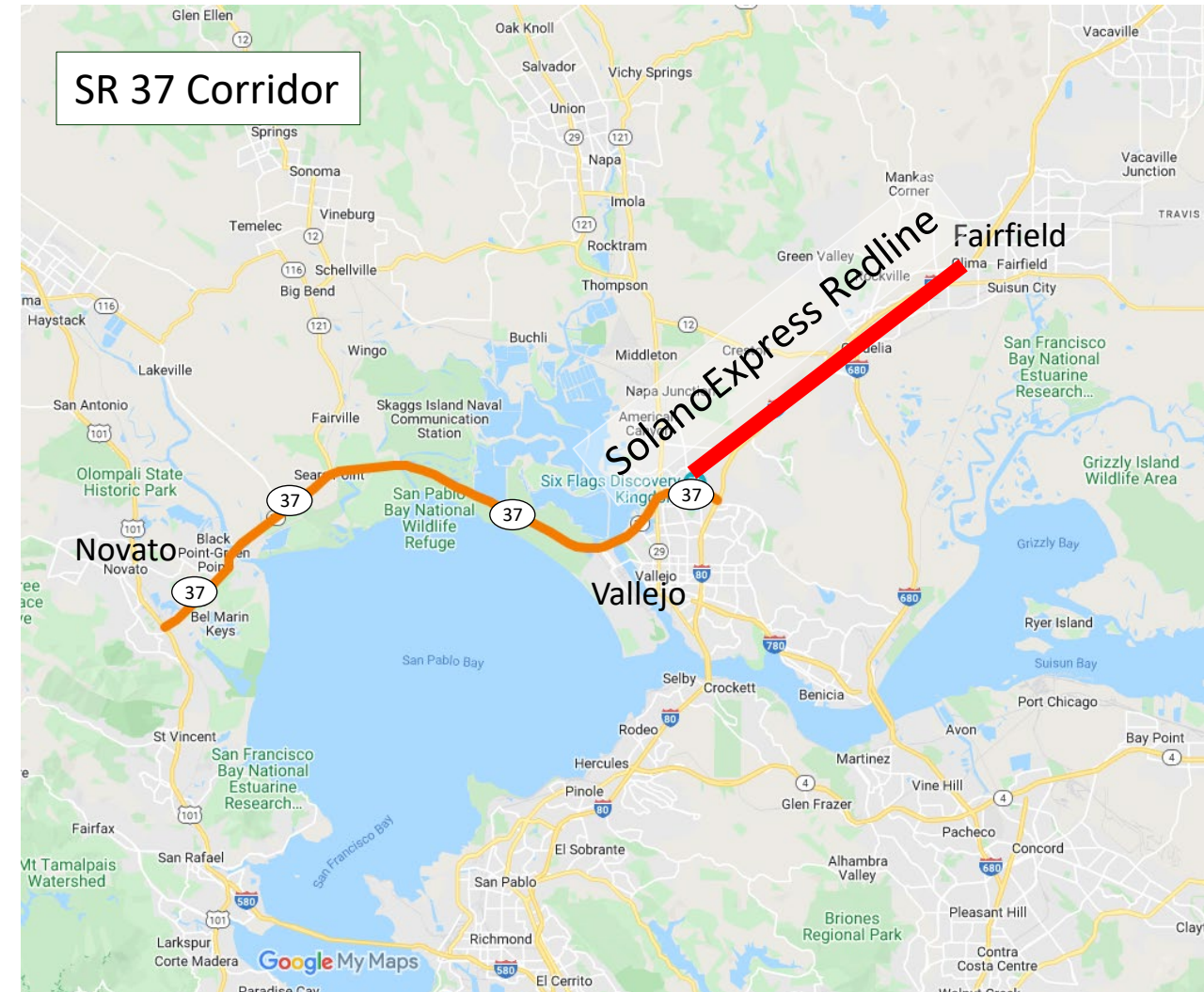
STA Board
April 10, 2024



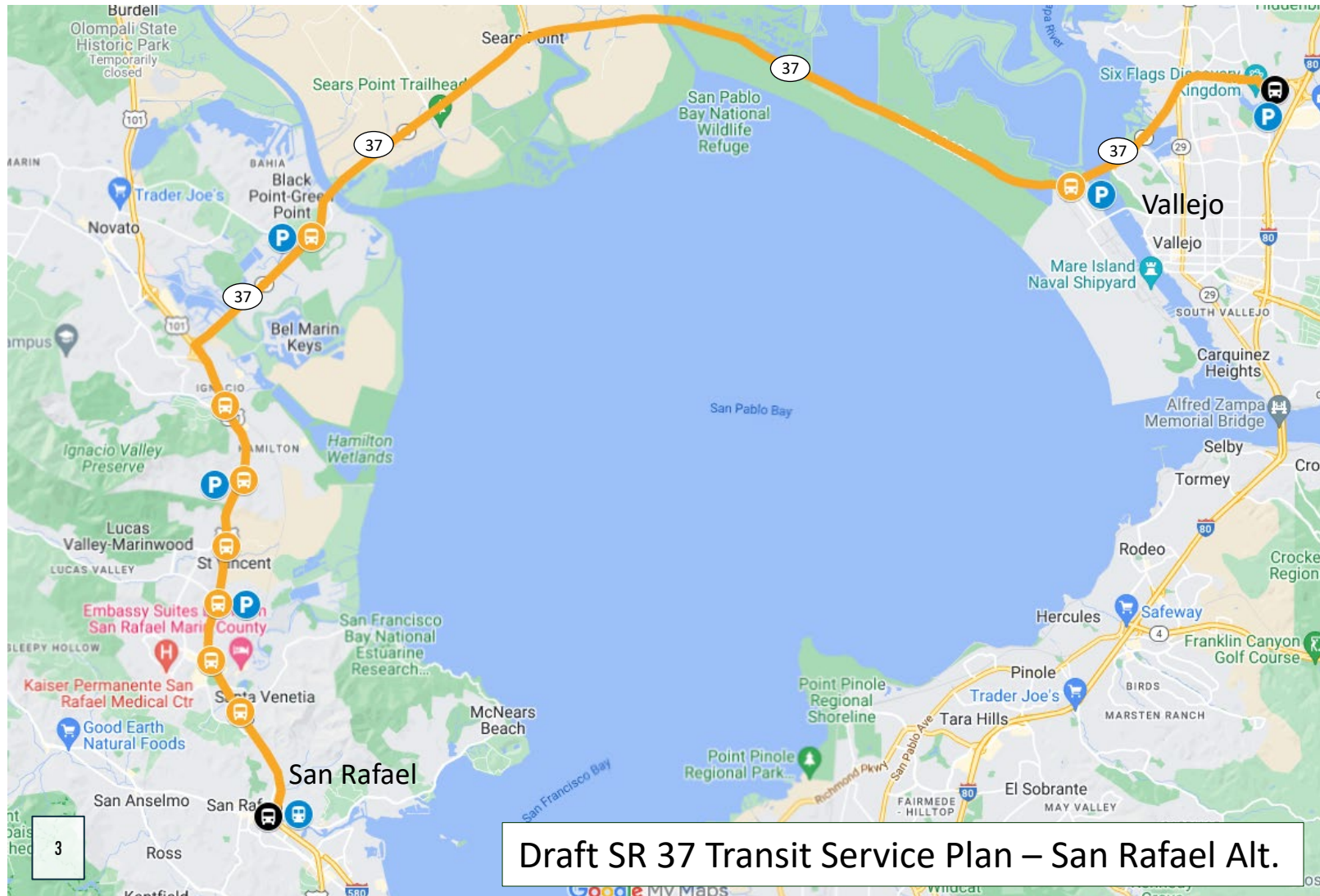
SR 37 PLAN REVIEW - BACKGROUND

May 2019, NVRTA SR 37 Study

- **Low density, dispersed travel demand** along the corridor to the west.
- The three largest trip-originating cities (**Vallejo, Fairfield, and Novato**) have a high propensity for SR 37 transit use.
- Study concluded that:
 - There is demand for further exploring fixed-route service between Vallejo, Fairfield, and Novato based on travel volumes and propensity.
 - Ridesharing is already significant and would benefit from more park and ride locations.



SR 37 PLAN REVIEW — EXPRESS BUS ALTERNATIVE(SAN RAFAEL)



Mobility Hubs

- Vallejo Fairgrounds Hub: SolanoExpress, SolTrans, Napa Vine.
- San Rafael Hub: GGT, Marin Transit, SMART.

Park and Ride

- Vallejo Fairgrounds
- Mare Island
- Black Point
- Alameda del Prado
- Smith Ranch/Lucas Valley



First/Last Mile Mobility-on-Demand

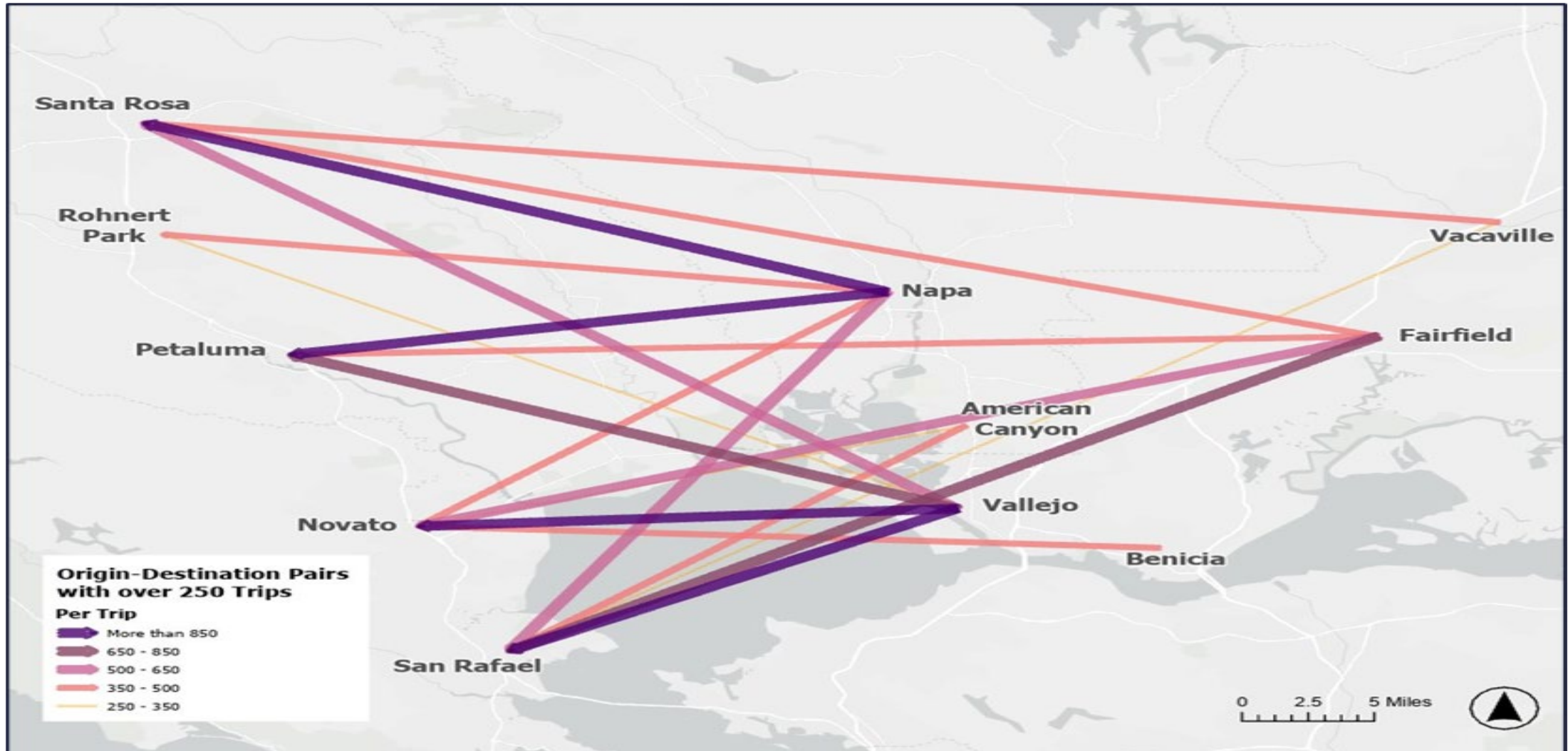
- STA Lyft Program
- Marin Transit and TAM
“Connect2Transit” Uber



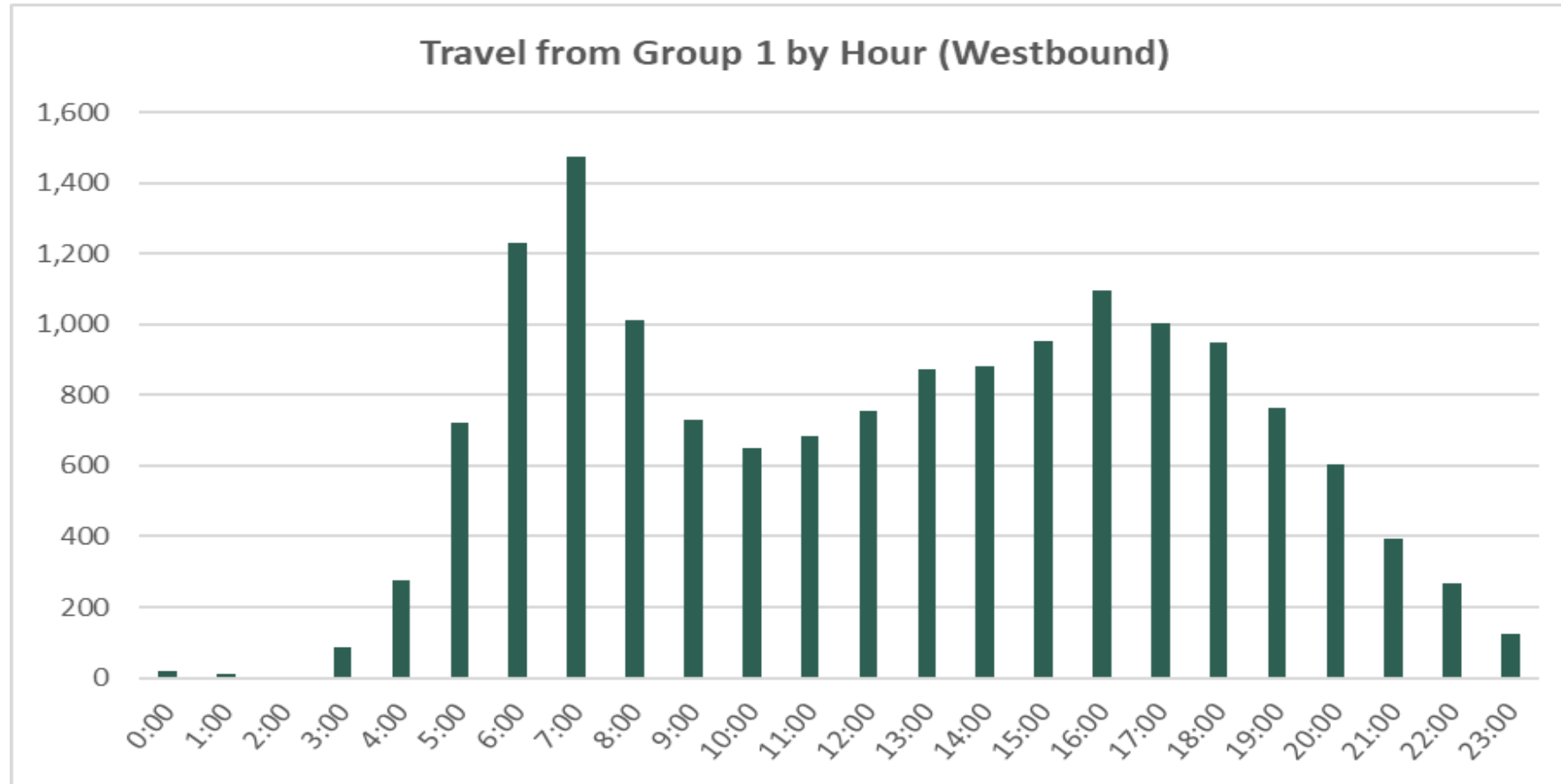
Guaranteed/Emergency Ride Home

- Solano Mobility
- Transportation Authority of Marin

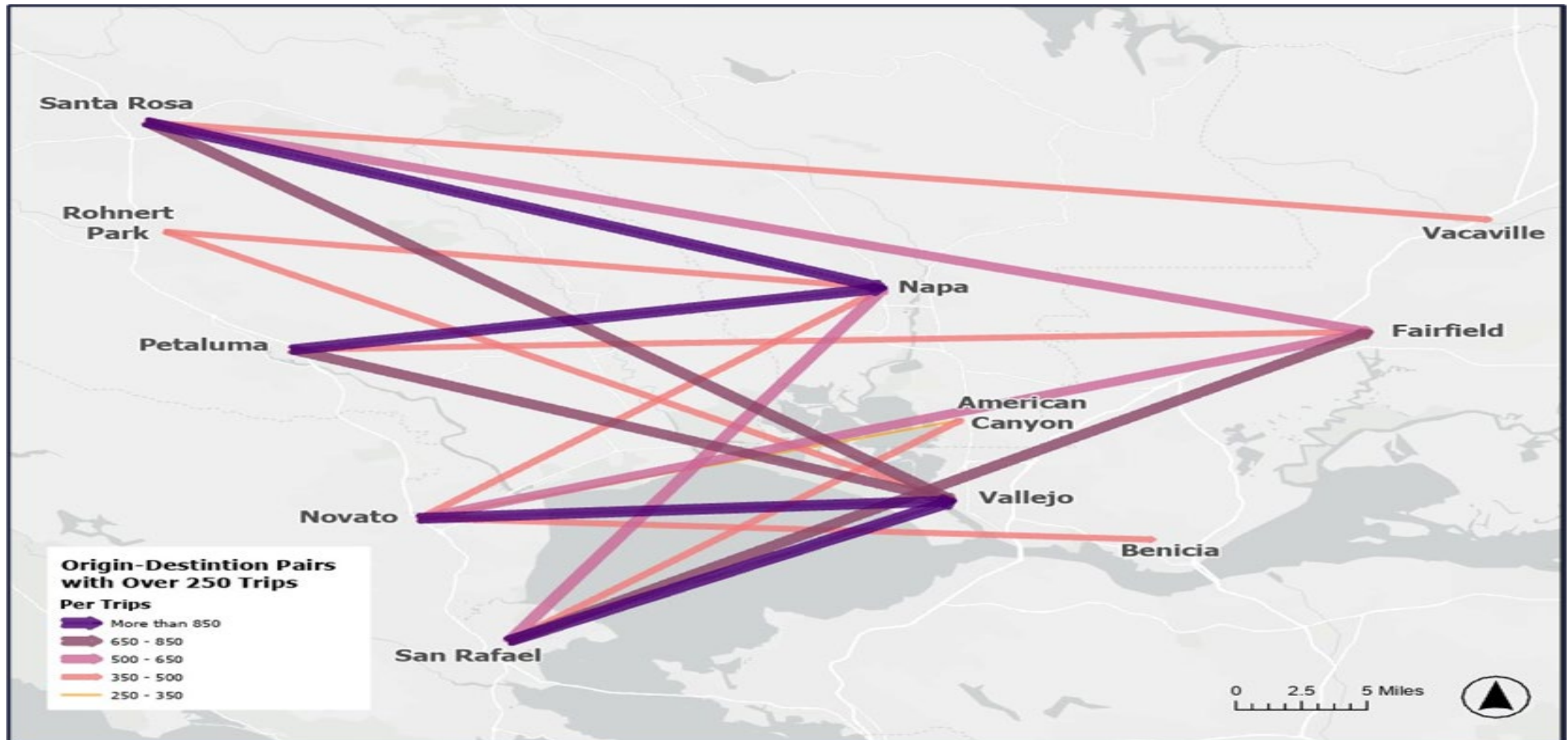
UPDATED TRAVEL DEMAND DATA – WESTBOUND TRAVEL



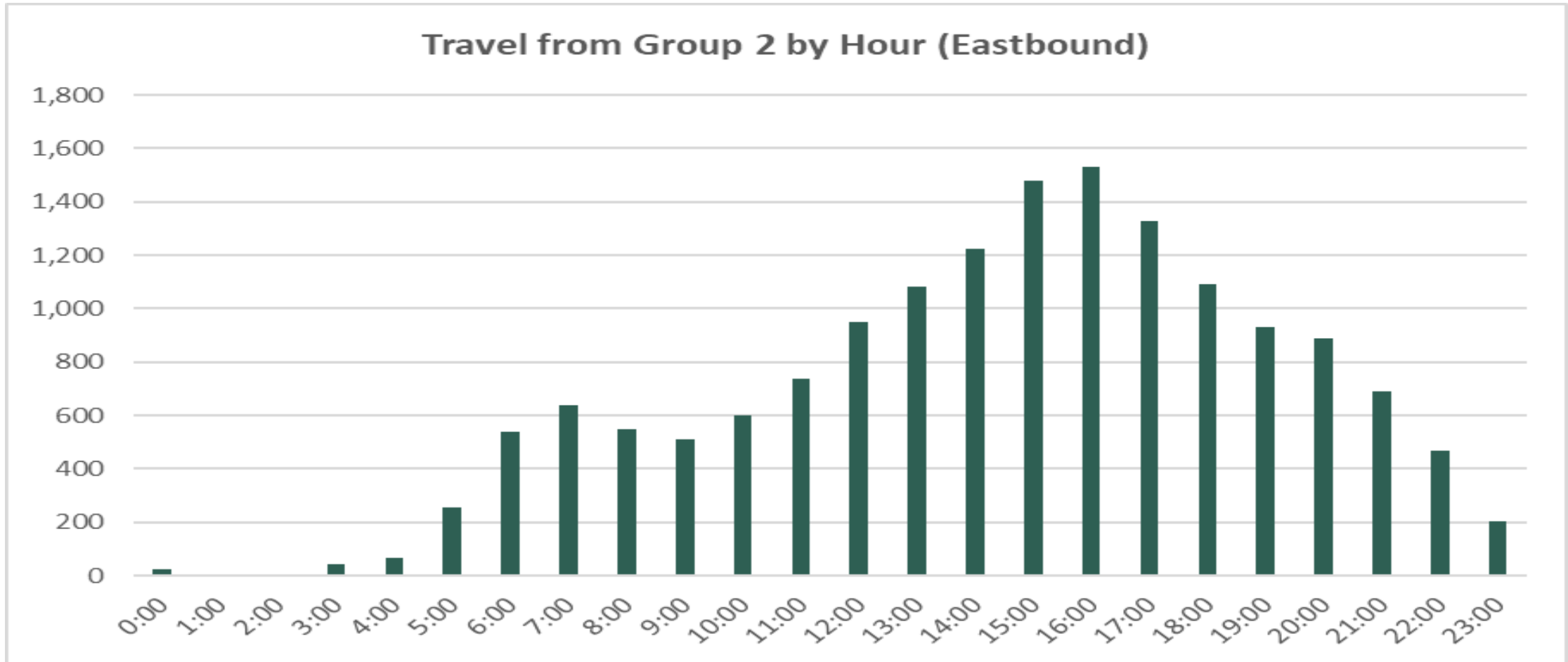
UPDATED TRAVEL DEMAND DATA — WESTBOUND TRAVEL



UPDATED TRAVEL DEMAND DATA — EASTBOUND TRAVEL



UPDATED TRAVEL DEMAND DATA — EASTBOUND TRAVEL



SR 37 PLAN — PHASING

■ Conventional Vanpool

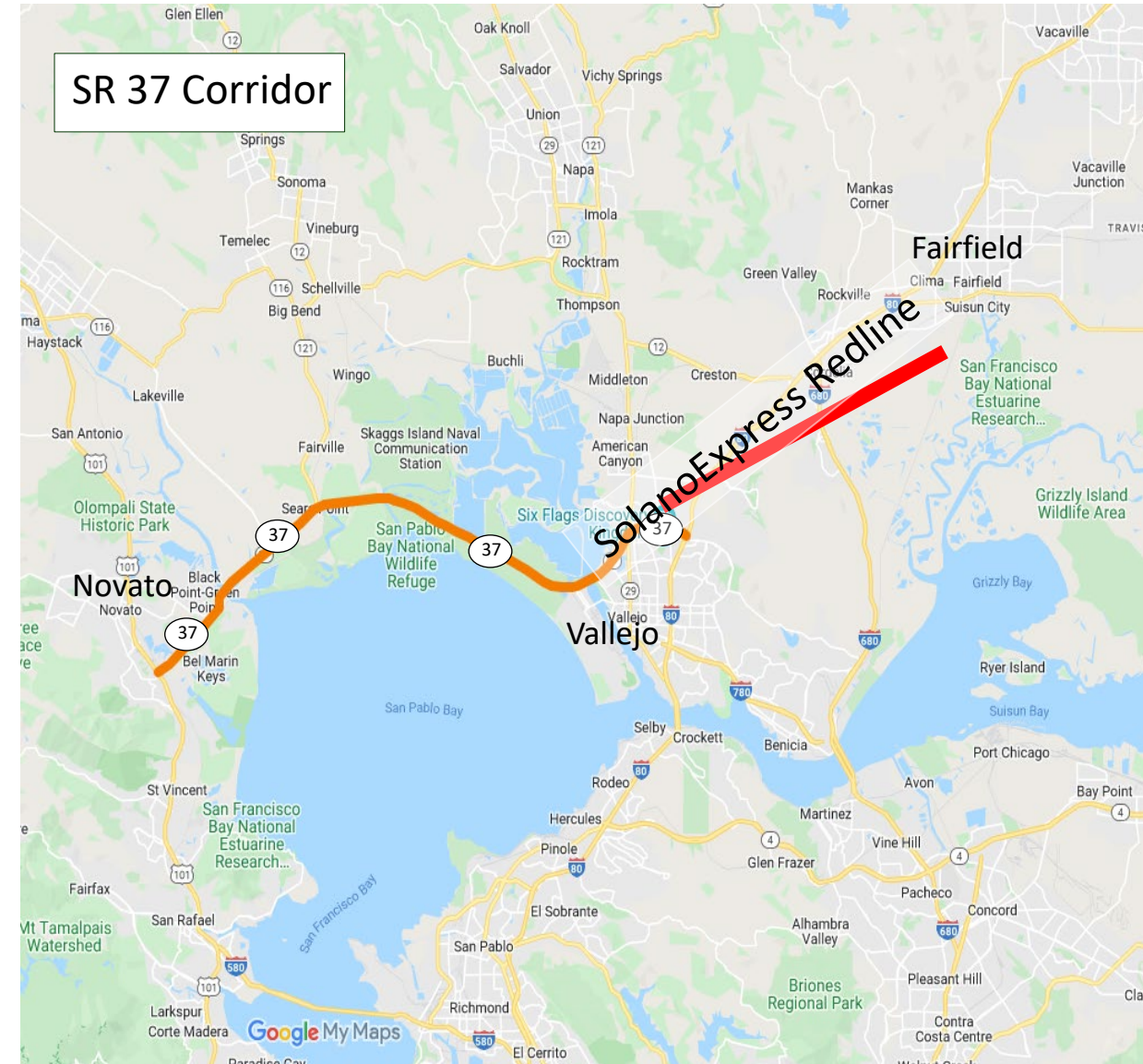
- Builds on existing ridesharing in corridor
- Enables direct travel to dispersed destinations

■ Paid Driver Vanpool

- Hybrid of conventional van pool and fixed schedule service.
- Enables direct travel to dispersed destinations

■ Express Bus

- As vanpool ridership grows the potential for an express bus route and its alignment will become apparent



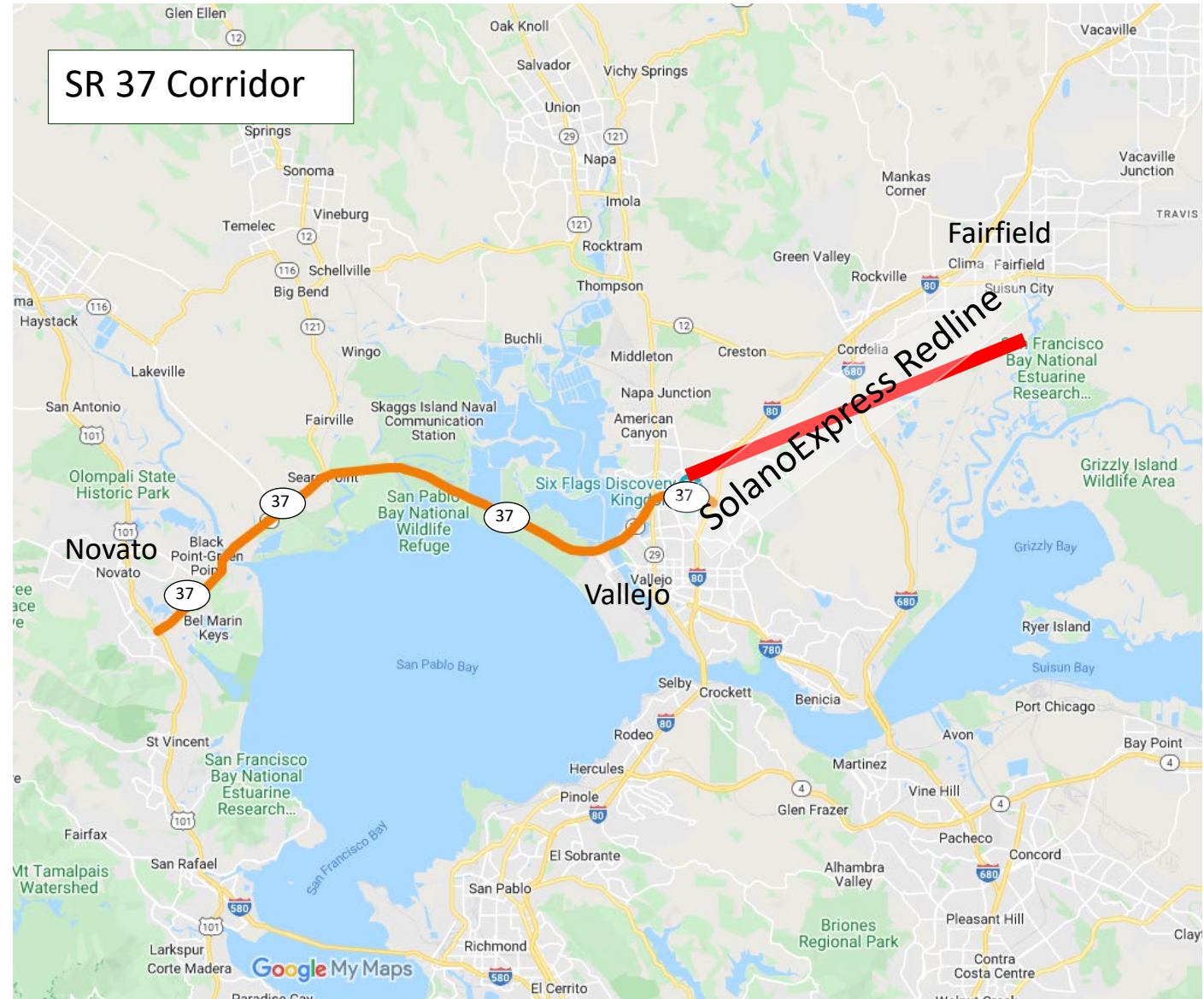
SR 37 PLAN — PHASING

Mobility Hub

- Vallejo Fairgrounds Hub: SolanoExpress, SolTrans, Napa Vine.

Park and Ride

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SR 37 PLAN REVIEW — CONCEPTUAL OPERATING PARAMETERS AND COSTS

Vallejo-San Rafael	
Hours of Operation	5 AM to 9 PM
Frequency	30 peak/60 off-peak
One-Way Trips	48
Peak Bus Requirement	5
Total Bus Requirement with 20% Spares	6
Annual Revenue Hours	16,300
Annual Revenue Miles	356,200

Operating Costs:

Proposed Transit service would cost approximately **\$3.4 annually** to operate.

Capital Costs:

- 6 Electric OTR Coaches @ \$1.3M each = \$7.9M
- Fairgrounds Dr Mobility Hub = \$5.35M
- Access Improvements to Marin Mobility Hubs = \$1M
- 2 En-Route Inductive Charging Pads @\$500k each = \$1M

Total \$14.25M (San Rafael)

SR 37 EXPRESS VANPOOL ALTERNATIVES

	Vallejo – San Rafael	Vallejo – Hamilton – San Rafael	Vallejo – Hamilton	Vallejo – Novato
Hours of Operation	5:00a – 9:00a; 3:00p – 7:00p	5:00a – 9:00a; 3:00p – 7:00p	5:00a – 9:00a; 3:00p – 7:00p	5:00a – 9:00a; 3:00p – 7:00p
Frequency	30	30	30	30
Round Trips	16	16	16	16
Peak Van Requirement	4	4	3	3
Total Van Requirement	5	5	4	4
Annual Van Leasing Cost (\$26,400 per Vehicle)	\$132,000	\$132,000	\$105,600	\$105,600
Annual Revenue Hours	6,715	7,582	5,814	5,600
Annual Labor Cost (\$80 per Hour)	\$537,200	\$606,560	\$465,120	\$448,000
Annual Revenue Miles	239,904	250,104	192,600	193,000
Other Annual Operating Costs	\$130,000	\$130,000	\$130,000	\$130,000
Annual Operating Cost (Labor & Fuel Cost)	\$799,200	\$868,560	\$700,720	\$683,600

POSSIBLE SR 37 EXPRESS VANPOOL PILOT

- 4 15-passenger vans traveling during morning/afternoon commute times
 - 2 vans traveling between Vallejo and Novato
 - 2 vans traveling between Vallejo and San Rafael
- Annual Costs \$800,000(current estimated costs)
 - Van Rental: \$2200/month (\$132,000)
 - CDL Driver: Est \$80/hour x 6,715 annual hours (\$537,200)
 - Operating Costs: Fuel/Insurance/Wash/Cameras/Software (\$130,000)

RECOMMENDED ACTION:

Approve the California State Route 37 Express Bus/TDM Plan



Questions

