CALIFORNIA STATEWIDE RURAL INTERCITY BUS STUDY

Final Report: March, 2008

Prepared for:
The State of California
Department of Transportation
Division of Mass Transportation

Prepared by: **KFH Group, Inc.,**

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CHAPTER 1

INTRODUCTION

PURPOSE

This document is the *California Statewide Rural Intercity Bus Study Final Report*, which describes the analysis, policy recommendations, and proposed program developed for the Division of Mass Transportation of the California Department of Transportation (Caltrans). The purpose of the study was to review California's S.5311(f) program of rural intercity bus assistance to determine if the program is meeting federal and state goals, to what degree available services meet the needs, and to make recommendations on needed program changes, service needs, and potential funding sources.

DEFINITION OF "INTERCITY"

In a policy sense, Caltrans should be considering the "intercity" needs of the state in a broad sense, including both the services operated by private for-profit firms without any federal, state, or local operating or capital assistance, and the services operated with federal, state, or local operating or capital assistance, whether by private for-profit firms, private non-profit agencies, or public transit entities. Broadly defined, the intercity network includes:

- **Private for-profit operators** that are regulated primarily by the Federal Motor Carrier Safety Administration (FMCSA) (in terms of registration, insurance, and safety records). Many firms are participants in the national intercity bus network that is based on the interline ticketing system known as the National Bus Traffic Association (NBTA). This is primarily Greyhound Lines and Orange Belt Stages, and is what we think of as traditional "intercity bus" services. However, in California there are also several statewide firms that provide scheduled intercity bus service that do not belong to the NBTA. These firms primarily market their services to the Hispanic community, but the services are open to the general public. Most recently, a new firm, Megabus has also begun offering limited stop intercity bus service between a number of the larger cities in California. Together these firms provide a very significant amount of service. Greyhound alone had 4.8 million boardings[1] in

[1] Greyhound Lines, direct communication.

California during the 12-month period beginning in September 2006, nearly equal to the FY 2007 California Amtrak total of 4.9 million trips.[2]

- **Public Transportation Providers** operating services that have a "meaningful connection" to the network described above. In California this includes two sub-groups:
  - -- Public transit systems, private non-profit agencies, or private for-profit firms that receive S.5311(f) rural intercity funding to provide service within rural areas (between points of less than 50,000 population) or from rural areas into Urbanized Areas, making a meaningful connection with the national intercity bus network.
  - -- Public transit systems that receive S.5307, S.5311, or S.5309 funding, and that have identified one or more services that offers patrons the capability of making a physical connection to the services operated by traditional intercity bus operators.

- **Bus services** operated by or in conjunction with Amtrak intercity rail passenger services (Amtrak Thruway), shown in Amtrak schedules. Ridership on these services is included in Amtrak total ridership figures for the period October 2004-September 2005. These services provided 641,789 trips.[3]

Clearly, this definition includes many different services, though it excludes a lot of publicly-available transit services, some of which operate lengthy routes between Urbanized Areas or between Urbanized Areas and Non-Urbanized Areas. This definition does not generally include public transit services that operate completely within the service area of the provider, even though the routes may be long, and many municipalities may be connected. In addition, state-regulated demand-responsive airporter services are not included.

The network described above is one that Caltrans has been, and should be monitoring, should be capable of providing information about, and should support where it can, given the limitations of various funding programs. The network described above is the network of policy concern for Caltrans. However, in funding terms there are much narrower segments to which different kinds of funding may be applied.

In this study, the primary focus is on the services that are potentially eligible for funding under Section 5311(f), which is the only funding program available under the Division of Mass Transportation for intercity services. The privately-provided, unsubsidized network of intercity bus services is also included in the inventory of available service because of the role it has in providing the trunk routes that connect the rural intercity services eligible under S.5311(f). These services are also included to allow for consideration of the degree to which they do (or do not) provide coverage to places identified as potentially having a higher need for intercity services. However, Caltrans has no funding program or regulatory function that would allow it to direct these firms with respect to their routes, schedules, or fares. The firms determine what services to offer in response to the market, and so this study does not offer recommendations regarding these services.

[2] California Department of Transportation, Making Tracks, Vol. 17, No. 4, Winter, 2008.
[3] California Department of Transportation, California State Rail Plan 2005-6 to 2015-16, December 2005, p. 40.

Similarly, California also operates an extensive network of Amtrak Thruway buses that offer connecting service to the state's network of rail passenger services. Although those services are included in the inventory sections of this project to reflect the fact that they also provide access, planning for the Amtrak buses is performed by the Caltrans Division of Rail to support planned passenger rail service, and so this study does not make service recommendations for those services either.

OVERVIEW OF THE STUDY

This study focused on the development of policies and projects as part of a plan to support a network of transportation services to link rural areas to cities and towns throughout the State to each other, and to national intercity transportation networks under the Federal Transit Administration's (FTA) federal program of assistance for rural intercity bus transportation, the program of rural intercity transportation assistance under the S.5311(f) program. The study includes a comprehensive examination of federal and state policies related to intercity bus transportation. Although Caltrans may not have direct ownership or control over the various public and private transportation providers operating throughout California, it is the policy of Caltrans to support and facilitate the integration of such services into a coordinated system linked by intermodal facilities.

The study also includes an analysis of the existing network, a comparison of its services with the location of places with higher potential levels of need, and the identification of unserved locations. An analysis of connectivity assessed the degree to which currently funded services meet the federal goal of providing "meaningful connections" with the national intercity bus network, and it also looked at connectivity with the Amtrak California bus and rail services. The assessment generally found that the combination of the services provided by private firms under the market, the Amtrak bus/rail network, and the S.5311(f) funded services provides good coverage, in the sense that almost all places in California identified as having a "high" or "moderate" need are within 25 miles of an intercity bus stop, and most in the 10- to 25-mile range are linked by local transit to a point with intercity bus service. However, the analysis of connectivity demonstrated that these are actually multiple independent networks, that consumers cannot get information that would allow them to connect these services, and that in many cases S.5311(f) funded services are not designed to connect with the national intercity bus network because they do not serve the same stations, or they are not scheduled to meet intercity services, or there is no information about potential connections.

An outreach component solicited input from stakeholders through telephone interviews of regional planning agencies and transit operators, and through four regional stakeholder meetings held across California. An Advisory Committee also reviewed materials and provided input during four meetings held at key points in the study. The results of these processes are also documented. The combination of the analysis and the input provided support for the identification of program issues, and the need for expanded services.

Based on the analysis and the input, the study also included identification of issues and opportunities in the Caltrans S.5311(f) program, including potential changes in goals and requirements, in project evaluation, and in terms of opportunities to increase connectivity with the national intercity bus network. These issues and options for addressing them were reviewed with Caltrans and the Advisory Committee, and recommendations made regarding changes in the overall S.5311(f) program.

RECOMMENDATIONS

The Caltrans S.5311(f) rural intercity program has been evolving, and the study finds that it needs limited changes in guidance and requirements to focus the program more on providing connectivity to the national intercity bus system, and to focus more on providing operating funding to address unmet needs. A major recommendation of the study is a shift in the program emphasis to focus on the national S.5311(f) program goal of providing a "meaningful connection" to the national intercity bus network. This could be accomplished by changes in the guidance and in the project selection scoring process.

Another key recommendation is to focus available funding on the operation of rural intercity services, limiting capital funding to projects that directly support those rural intercity operations, such as the vehicles. The study also suggests the designation of a conceptual statewide intercity bus network in relation to the Interregional Road System (IRRS) network of state interest defined in California Senate Bill (SB) 45. That network would be used as a potential basis to evaluate and select rural intercity bus projects, favoring projects that provide or improve service on the designated routes.

A funding option identified in the study is the new FTA "Pilot Program" for funding S.5311(f) projects that do not have sufficient local cash match. This option is an alternative way to utilize funding provided under S.5311(f) using the value of the capital in the connecting unsubsidized intercity services as "in-kind" match for operating assistance for rural intercity projects. The study demonstrates how this funding approach can be used to fund key rural intercity services with a minimum of local match funding, utilizing the available S.5311(f) funding, while reinforcing connectivity between rural transit intercity feeder services and unsubsidized intercity bus service.

ORGANIZATION OF THIS REPORT

This report documents the study process. Following this initial introductory chapter, Chapter 2 presents maps and inventory data describing the services provided by these providers. Chapter 3 identifies areas in the state that have a need for intercity connections, based on demographic characteristics, and the network identified in the inventory is compared to these locations to identify places that are unserved. The analysis of this network in terms of connectivity is also included in this chapter. Chapter 4 describes the current federal and state

policy context affecting the intercity providers. Chapter 5 presents the Caltrans rural intercity program, including funding issues. Chapter 7 describes the outreach effort of the study, including the telephone surveys and the stakeholder meetings. Chapter 6 focuses on the issues identified from the analysis and the outreach, and presents policy and program options to deal with them. Finally in Chapter 8, recommended program changes are presented.

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CHAPTER 2

INVENTORY OF INTERCITY SERVICES

INTRODUCTION

The purpose of this chapter is to inventory existing intercity bus services, including mapping of the routes and stops on these services. Although Caltrans does not fund much of the service, which is provided by private for-profit firms, it is important to understand these networks because the Caltrans S.5311(f) program can provide service in areas not served by the private carriers, and the S.5311(f) and other public services need to connect to this network. The inventory mapping also includes Amtrak California intercity rail passenger service for the same reasons. Existing S.5311(f) funded rural intercity transit services are included, along with other public transit services identified by the operators as providing connectivity to the intercity bus network.

OVERVIEW OF EXISTING CALIFORNIA INTERCITY BUS SERVICES

The State of California enjoys an extensive intercity bus network, with regular route service provided by at least six private operators. Many local public transit agencies also provide services that might be considered intercity. For the purposes of this study, a major focus is on those local services that currently receive federal funding under 49 U.S.C. Section 5311(f), since the rules behind this source of funding stipulate that the service must provide a "meaningful connection" to the national intercity network. Some additional regional services that provide similar connectivity are also included.

In addition to private carriers and local transit agencies, Amtrak California manages a large network of Amtrak Thruway motorcoach feeder routes to its rail network. The combination of Amtrak Thruway bus service and intercity rail passenger service overlaps with much of the Greyhound network and the two are generally perceived to be competitive providers of intercity surface transportation. Therefore, the feeder route network has been included in this study despite the fact that state law identifies Thruway routes as part of the rail network. Figure 2-1 presents a Statewide California intercity network that includes all of these services. Considering the size of the study area, for certain attributes, the state has been partitioned into three sections. Generally, a set of three figures will be used to discuss the relevant topic and their order will be Southern, Central, and the Northern sections of the state. In the following set

Figure 2-1: INTERCITY BUS SERVICE IN CALIFORNIA

of figures (Figures 2-2, 2-3, and 2-4) intercity service is represented for each section along with a 10- and 25-mile buffer area surrounding each intercity stop depicting potential market areas.

National Bus Traffic Association Private Carriers

The six private operators of intercity bus service include two members of the NBTA: Greyhound/Cruceros and Orange Belt Stages. NBTA members share common ticketing procedures and generally use the same bus stop or station within a given city. Their schedules are generally posted in *Russell's Official National Motor Coach Guide*. Prior to 1982, NBTA members constituted the entire intercity bus network, and many members of the public still perceive Greyhound as being the national network in itself (it is the only national carrier).

- **Greyhound Lines, Inc.** (GLI) remains the largest provider of intercity bus transportation in the state (Figure 2-5), despite having cut service to many communities over the last few years. The figure includes all intercity bus stops in the state, but the matter of discussion here is the service area for GLI. The level of service provided by GLI between California's major cities is detailed in Table 2-1. GLI routes to Mexico are generally operated by GLI's wholly owned subsidiary, Autobuses Cruceros. Cruceros services share the same ticket reservation system as GLI and appear on GLI timetables. Therefore, they are considered as a component of the GLI network for the purposes of this study.

- **Orange Belt Stages** is a smaller regional carrier based in Visalia, in the Central Valley, Figure 2-6. The figure includes all intercity bus stops in the state, but the matter of discussion here is the service area for Orange Belt Stages. It runs two daily fixed-route services. The first runs between Las Vegas and Hanford via Bakersfield and Visalia. This route stops in a number of towns along State Route (SR)-65 between Bakersfield and Visalia. Orange Belt's other regular route service runs twice a day between Santa Maria and Visalia, with an extension to Bakersfield on one of the trips. Orange Belt's service between Santa Maria and Visalia is part of the larger Amtrak Thruway network, although it is operated independently as a "mixed-mode" service.

Non-NBTA Private Carriers

Since the early 1980s, it has been possible to operate intercity bus routes in the US outside of the NBTA system. In that time, a number of Mexican bus companies have expanded into the United States (U.S.) to serve primarily Hispanic customers making trips between Mexico and the U.S. The service provided by these carriers has expanded to the point where many are now capable of providing intercity bus trips within the U.S. The greatest concentration of such Hispanic carriers is found in the Southwest, particularly in Texas and Colorado.

Gauging the extent of service provided by Mexican carriers is complicated by the fact that many of these bus companies do not publish and/or frequently modify their schedules. In some cases, Hispanic carriers have been strong competitors to traditional U.S.-based intercity operators, leading them to develop competitive firms, in some cases by purchase of existing

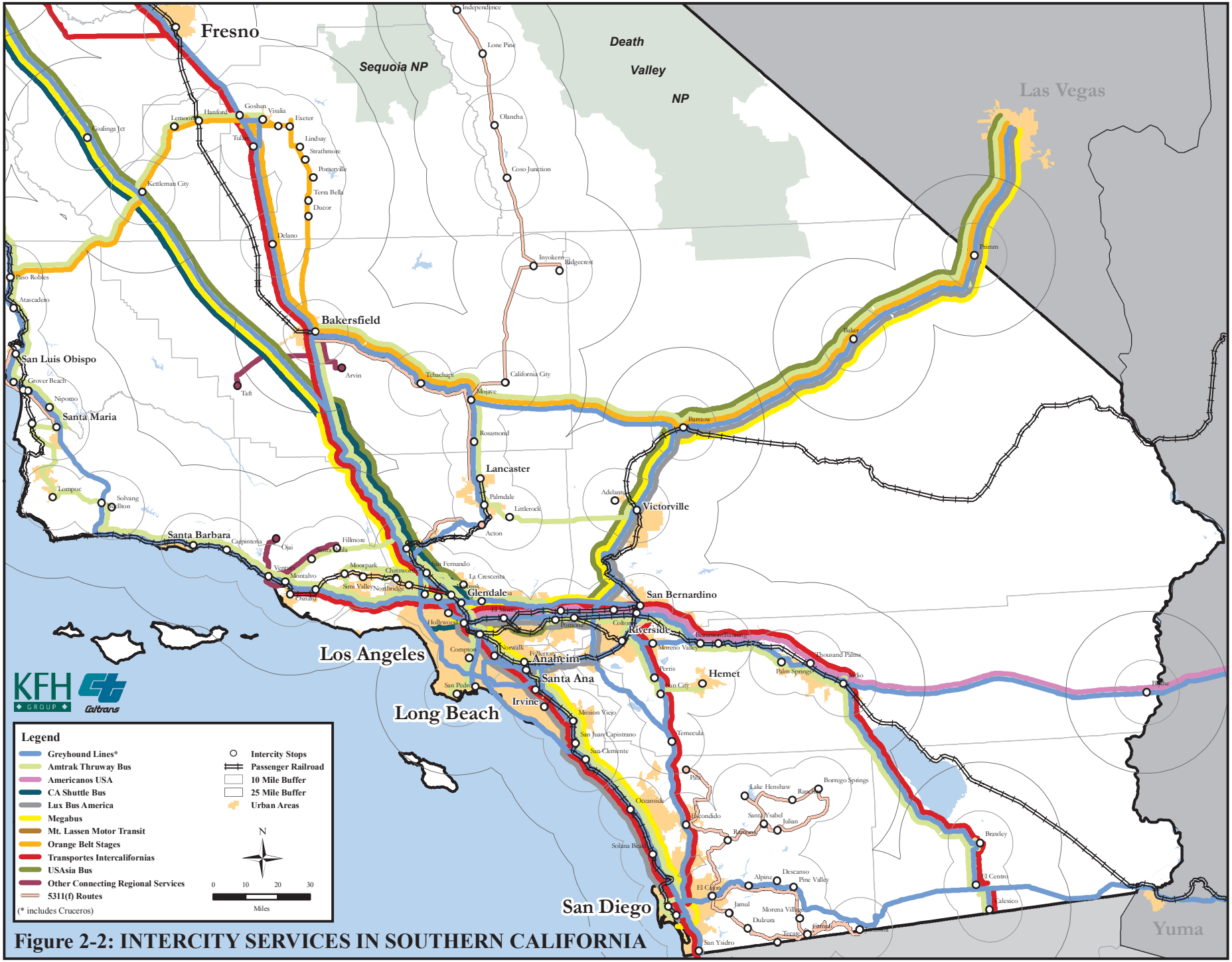


Figure 2-2: INTERCITY SERVICES IN SOUTHERN CALIFORNIA

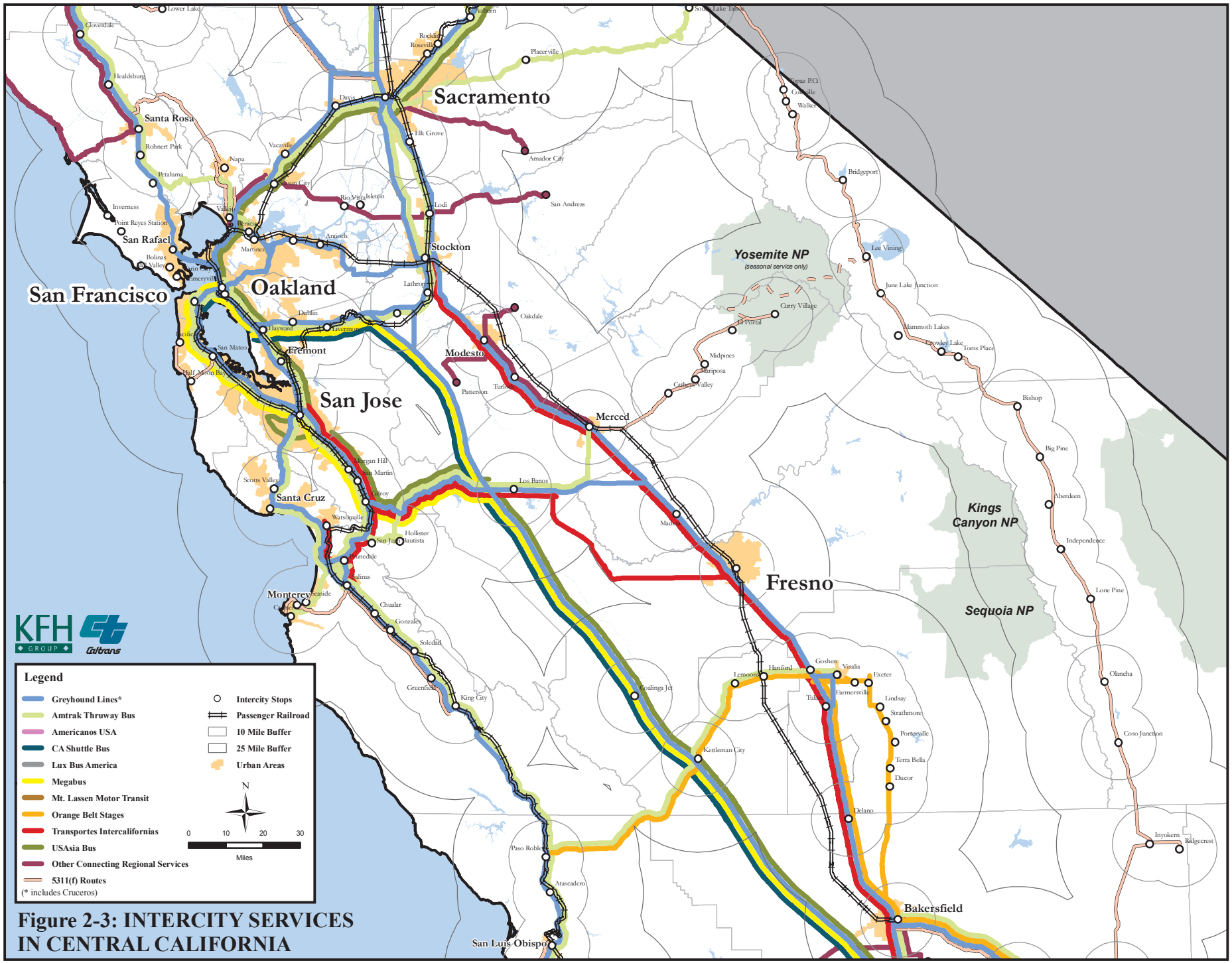


Figure 2-3: INTERCITY SERVICES IN CENTRAL CALIFORNIA

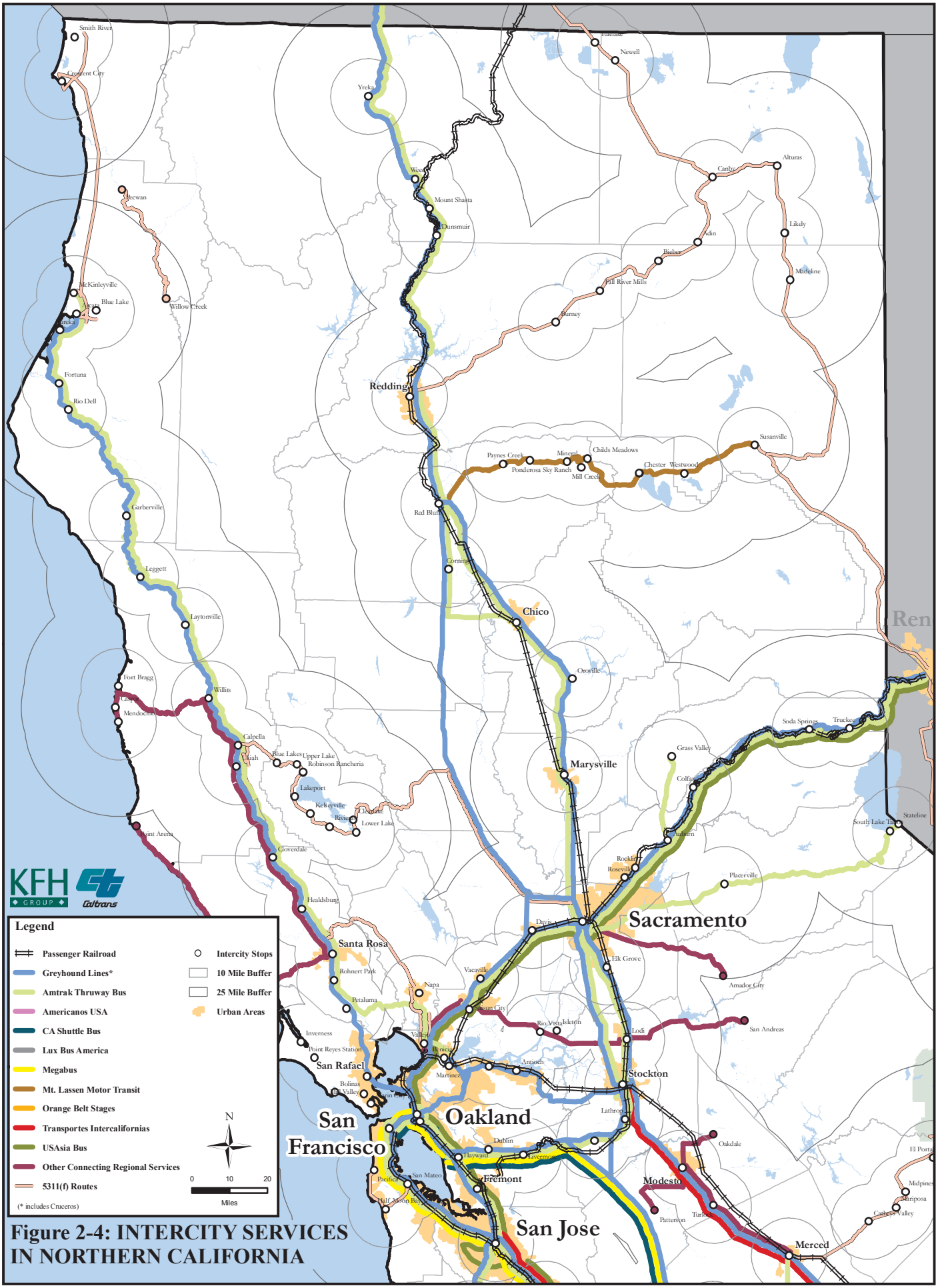


Figure 2-4: INTERCITY SERVICES IN NORTHERN CALIFORNIA

Figure 2-5: INTERCITY BUS SERVICE IN CALIFORNIA-GREYHOUND

Table 2-1: DAILY TRIPS BETWEEN MAJOR CITIES IN CALIFORNIA ON GREYHOUND

Read Left to Right

	Arcata	Bakersfield	Calexico	Fresno	Las Vegas, NV	Los Angeles	Merced	Modesto	Oakland	Redding	Reno, NV	Sacramento	Salinas	San Bernardino	San Diego	San Francisco	San Jose	San Luis Obispo	Santa Barbara	Santa Rosa	Stockton	Tijuana, BCN
Arcata	-								1							1				1		
Bakersfield		-		13 (+2)		13	6 (+1)	9 (+1)	3			6 (+1)				3					6 (+1)	
Calexico			-	2		4 (+1)								3	4							
Fresno		15	2	-		13	6 (+1)	9 (+1)	4			6 (+1)				5	2				6 (+1)	
Las Vegas, NV					-	13 (+1)								7	1							
Los Angeles		11 (+2)	4 (+1)	11 (+2)	13 (+2)	-	6 (+1)	9 (+1)	12 (+1)			8 (+1)	4 (+1)	15 (+1)	18	13 (+2)	7 (−2)	5 (+1)	6 (+1)		8 (+1)	26
Merced		7		7		7	-	6 (+1)	1			5 (+1)				1					5 (+1)	
Modesto		9		9		9	7	-	3			6 (+1)				3					6 (+1)	
Oakland	1	3		4		11 (+3)	3	3	-		6 (+2)	10 (+2)	4 (+1)			21 (+5)	7 (+2)	4	4	1		
Redding										-		5										
Reno, NV									6 (+2)		-	6 (+2)				6 (+2)						
Sacramento		6		6		10	4	6	7 (+4)	5	6 (+2)	-				7 (+4)	0 (+2)				9 (+3)	2
Salinas						4 (+1)			4				-			4 (+1)	4 (+1)	4	4			
San Bernardino			3 (+1)			14								-	3							
San Diego			4		1	18 (+1)								3	-							18
San Francisco	1	3		5		13 (+3)	3	3	22 (+5)		6 (+2)	10 (+2)	4 (+1)			-	10 (+2)	4	4	1		1
San Jose				2		8 (+2)			7 (+1)			0 (+2)	4 (+1)			9 (+2)	-	4	4		0 (+2)	
San Luis Obispo						4			4				4 (+1)			4 (+1)	4 (+1)	-	4			
Santa Barbara						4			4				4 (+1)			4 (+1)	4 (+1)	5 (+1)	-			
Santa Rosa	1					1										1				-		
Stockton		6		6		10	4	6				8 (+1)					0 (+2)				-	
Tijuana, BCN				1		26 (+1)						1			18 (+1)							-

Source: www.greyhound.com

Figure 2-6: INTERCITY BUS SERVICE IN CALIFORNIA-ORANGE BELT STAGES & MT. LASSEN MOTOR TRANSIT

Hispanic carriers. Despite this trend, most Hispanic carriers remain outside of the NBTA system. There are currently at least three major Mexican carriers operating in California: Autobuses Cruceros, Autobuses Americanos, and Transportes Intercalifornias. In addition, there are several non-Hispanic, non-NBTA private intercity bus operators in California, including LuxBus America, Megabus, and Mount Lassen Motor Stages.

- **Autobuses Cruceros** and **Autobuses Americanos** are both wholly-owned subsidiaries of Greyhound Lines. Cruceros service runs from southern California to Tijuana and Mexicali, and is included as an integral part of the Greyhound network for the purposes of this study (see Subsection 1.1). Autobuses Americanos runs a service from Los Angeles to Phoenix that may be separate from that provided by Greyhound, Figure 2-7. The figure includes all intercity bus stops in the state, but the matter of discussion here is the service area for Autobuses Americanos.

- **Transportes Intercalifornias (TI)** is an independent bus operator based in Tijuana, Mexico. TI offers multiple daily trips between its major terminals in Tijuana, Mexicali, San Ysidro, San Diego, Los Angeles, Santa Ana, San Fernando, Oxnard, Fresno, Stockton, and San Jose, see Figure 2-8. The figure includes all intercity bus stops in the state, but the matter of discussion here is the service area for TI. The TI network largely overlaps with Greyhound service in Southern and Central California. However, the two providers do not serve the same stations and do not generally make provisions for customers who might attempt to connect from one service to the other.

- **Lux Bus America** is an intercity bus operator based in Orange County. Its main offices are in Orange, but its bus services operate out of a terminal in Anaheim. Lux Bus operates daily routes between Las Vegas, Anaheim, Los Angeles, and San Diego, see Figure 2-9. The figure includes all intercity bus stops in the state, but the matter of discussion here is the service area for Lux Bus America. These routes operate at fixed hours between selected hotels and resorts in all four cities. Passengers buy their tickets online and select their pick-up and drop-off location from a list. The primary target markets appear to be out-of-state tourists visiting Disneyland and anybody going to Las Vegas.

- **Megabus** (Figure 2-10) is an intercity bus operator with a California base in Los Angeles. Megabus offers multiple daily trips between Los Angeles' Union Station and terminals in San Diego, Tempe, Las Vegas, San Jose, Oakland, and San Francisco. The figure includes all intercity bus stops within the state, but the matter of discussion is the service area for Megabus. The routes of the bus line do not offer intermediate travel between cities outside of Los Angeles, instead only offering direct connections between Los Angeles and one of the other six cities. Passengers can only purchase their tickets on-line and the first four tickets sold on a given trip sell for one dollar, with the price rising to more competitive levels once all tickets at this available fare are sold.

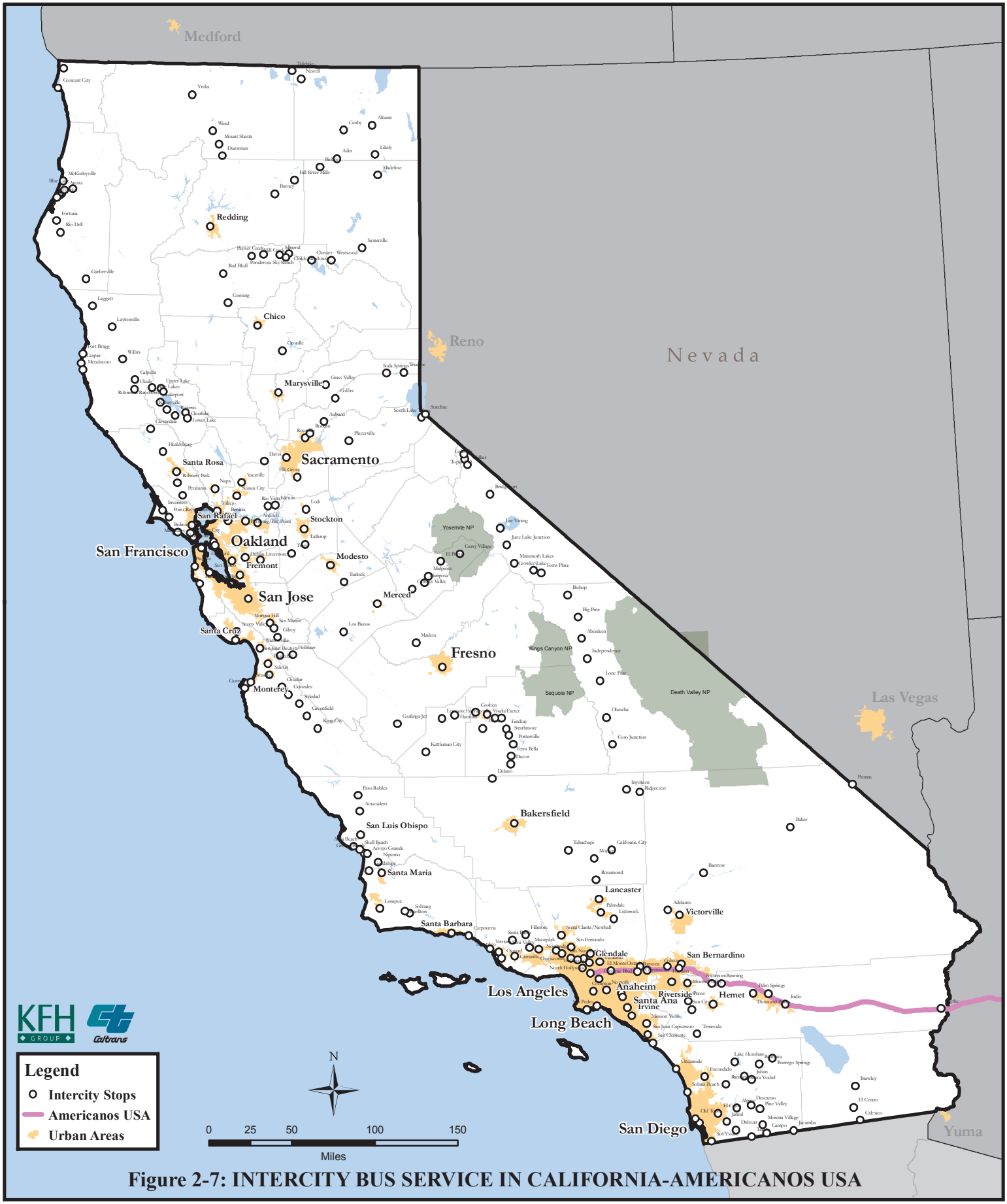


Figure 2-7: INTERCITY BUS SERVICE IN CALIFORNIA-AMERICANOS USA

Figure 2-8: INTERCITY BUS SERVICE IN CALIFORNIA-TRANSPORTES INTERCALIFORNIAS

Figure 2-9: INTERCITY BUS SERVICE IN CALIFORNIA-LUX BUS AMERICA

Figure 2-10: INTERCITY BUS SERVICE IN CALIFORNIA-MEGABUS

- **Mount Lassen Motor Transit**'s (MLMT) main operations concentrate on charter services from northeastern California for long-distance shopping, gambling, and entertainment trips. This service is represented in the previous figure, along with Orange Belt Stages. The figure includes all intercity bus stops in the state, but the matter of discussion here is the service area for MLMT. However, MLMT does operate one daily trip from Red Bluff to Susanville. It should be noted that MLMT does not share facilities with Greyhound in Red Bluff, nor does it advertise this route as an intercity service; rather, it is advertised as a "one-day getaway". Nevertheless, this route is included in *Russell's Guide*, and we have therefore chosen to include it in this study.

- **USAsia Bus** (Figure 2-11) is a relatively new interstate carrier of passengers, provides shuttle bus service between Los Angeles, San Francisco, and Las Vegas and Reno in Nevada. There is no direct service between Las Vegas and San Francisco. There are two daily trips each way between Los Angeles and Las Vegas, NV. There is one daily trip each way between San Francisco and Los Angeles. There is one daily roundtrip between San Francisco and Reno. The San Francisco stop includes service to surrounding cities of Cupertino and Oakland. Reservations can be made on the internet using www.gotobus.com.

- **California Shuttle Bus** (Figure 2-12) connects Los Angeles and San Francisco, and several intermediate points surrounding these metro areas. In San Francisco stops include Pleasant Hill and the Bay Area Rapid Transit (BART) station in San Leandro. In Los Angeles, stops include Santa Clarita, Pasadena, Venice Beach, Santa Monica, and Hollywood. There is one daily trip each way. Reservations can be made on the internet using www.cashuttlebus.com.

Rural Section 5311(f) Services

There are many rural transit routes run by public transit agencies that connect two or more towns. However, services funded under S.5311(f) of the SAFETEA-LU federal transportation bill are required to provide a "meaningful connection" to the national intercity network. In many cases, S.5311(f) services exist to re-establish service in small towns that have been cut out of the national intercity network over the past 25 years. The national intercity network could be considered to include all carriers who are listed in *Russell's Guide*. However, given the increase in the number of carriers, it is debatable whether *Russell's Guide* is a complete reference anymore. The following paragraphs describe the S.5311(f) operators in California and the feeder services they provide. These services are represented in Figure 2-13. The figure includes all intercity bus stops in the state, but the matter of discussion here is the service area for the local S.5311(f) operators.

- **Redwood Coast Transit Authority (RCT)** provides twice-daily (except Sunday) service between Smith River, Crescent City, and Arcata along the North Coast of California. This service is intended to provide a connection to Greyhound and Amtrak Thruway service in Arcata.

Figure 2-11: INTERCITY BUS SERVICE IN CALIFORNIA-USASIA

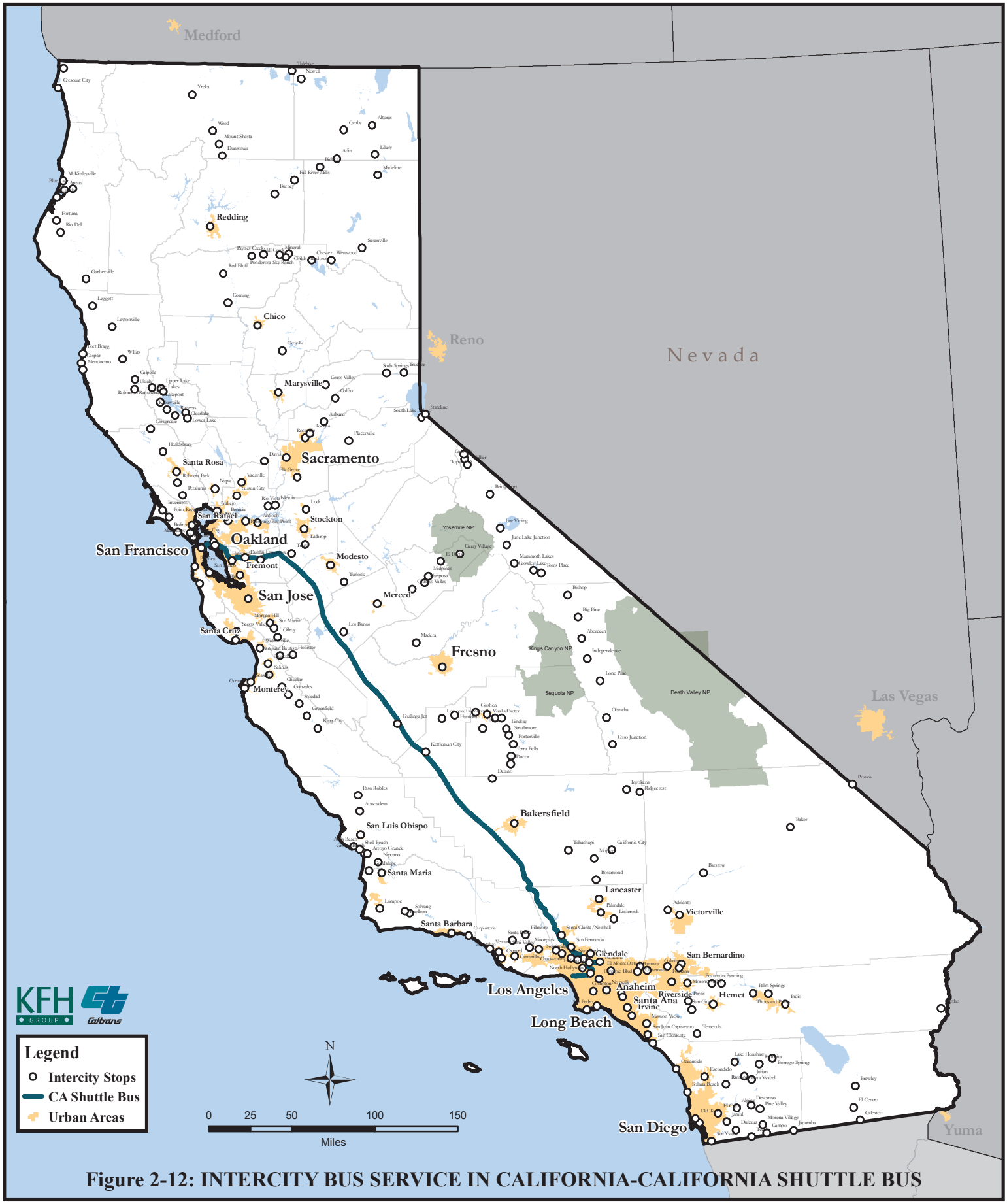


Figure 2-12: INTERCITY BUS SERVICE IN CALIFORNIA-CALIFORNIA SHUTTLE BUS

Figure 2-13: INTERCITY BUS SERVICE IN CALIFORNIA-LOCAL ROUTES [S.5311(f) FUNDING]

- **Lake Transit** provides service four times a day from several towns along the southern shore of Clear Lake to Ukiah. It connects with Greyhound and Amtrak Thruway service in Ukiah.

- **Los Angeles County Department of Public Works** has S.5311(f) funded service between Acton (Vincent Grade/Acton Metrolink) and Santa Clarita/Newhall Metrolink. The service is operated Monday, Wednesday, and Saturday offering two round trips per day.

- **Napa County Transportation Planning Agency** provides two S.5311(f) funded routes. Route 10 provides daily and limited weekend service between Calistoga and the Vallejo Transit Center and Ferry station. Route 11 provides two daily round trips, between Santa Rosa and Calistoga/St. Helena.

- **Sage Stage** (Modoc Transportation Agency) has three intercity routes. These routes connect points in Modoc, Siskiyou, Lassen, and Shasta Counties in northeast California with Redding, Reno, and Klamath Falls (OR) on different days of the week. Sage Stage connects with Greyhound and Amtrak Thruway service in Redding as well as Reno, and connects with The Shuttle in Klamath Falls.

- **SamTrans** Route 294 operates on weekdays between Half-Moon Bay, Pacifica, and San Mateo. It connects with CalTrain at the Hillsdale Shopping Center, but does not connect to any national intercity bus services.

- **Monterey Salinas Transit (MST)** operates two S.5311(f) funded routes. MST Route 23 runs between Salinas and King City five to seven times a day, and connects with Greyhound service in Salinas. Connections to Amtrak Thruway services in Salinas and King City are slightly more difficult. MST Route 53 operates once a day between King City and Monterey. It does not provide a viable connection to the national intercity network, although it does comprise a relatively long route providing access from rural communities to urban areas. Route 53's schedule suggests that it is a long-distance commuter service.

- **San Luis Obispo Regional Transit Authority** receives S.5311(f) operating assistance for its Route 10, which operates between Santa Maria and San Luis Obispo. It connects with Greyhound, Amtrak Thruway, and Amtrak Rail services at multiple points along its itinerary. This route operates nine times a day on weekdays and three times on Saturdays.

- **Kern Regional Transit** has two S.5311(f) funded routes. The Mojave Ridgecrest Express runs between Mojave and Ridgecrest three times a day, three days a week, and arguably provides a link for passengers arriving in Mojave to take the Carson Ridgecrest Eastern Sierra Transit (CREST) Route through the Sierras (see Inyo Mono Transit). The East Kern Express connects Bakersfield to Lancaster via Mojave, Tehachapi, and Rosamond six days a week (7 runs on weekdays, 3 runs on Saturday).

- **Inyo Mono Transit** operates the CREST Route, which runs from Ridgecrest to Reno, NV through the Eastern Sierras in Inyo and Mono Counties. The CREST Route consists of a northern and southern leg that runs on alternate days. In other words, a passenger traveling the entire length of the route will spend one night in either Bishop or Mammoth Lakes. Connectivity to national intercity bus services at either end of the CREST Route is questionable.

- **Yosemite Area Regional Transportation System (YARTS)** receives S.5311(f) funding for both of its routes. The main SR-140 Route runs six times a day between Merced, Mariposa, and Yosemite National Park. YARTS has interline agreements with both Amtrak and Greyhound for operation of this route. Thus, the SR-140 Route is theoretically part of both the Greyhound and Amtrak Thruway networks. YARTS' other route runs along SR-120 to Lee Vining and Mammoth Lakes from June to September, and does not connect with any national intercity bus services, though it does link to the CREST Route.

- **Yurok Tribal Government** will contract for two daily round trips between the community of Pecwan in the Yurok Reservation, and Willow Creek, junction of SR-96 and SR-299. In Willow Creek, the service can connect with Humboldt Transit Authority service along SR-299, for access to Arcata.

- **San Diego Metropolitan Transit System** operates three rural routes with S.5311(f) funding assistance. Routes 888, 891/892, and 894 connect rural communities in eastern San Diego County to Metro San Diego area and the Greyhound bus network at the El Cajon Transit Center. Route 888 runs once a day on Mondays and Fridays. Routes 891 and 892, respectively run once a day on Thursdays and Fridays. Route 894 runs three times a day on weekdays.

Regional Service

These services have been identified as providing regional connecting service to longer distance service providers. This list is not a comprehensive description of services and is meant to display other rural feeder services that provide access for rural regions across the state as seen in Figure 2-14. In some cases, it may be that services may have received S.5311(f) funding in prior years, but for the purposes of this report, we documented S.5311(f) services as those services that received funding in Cycle 14 (Grant 24) for operations in FY 2007.

Mendocino Transit operates several routes that provide inland and coastal access by connecting the cities of Ukiah, Willits, and Santa Rosa. This system is based in Ukiah.

- The **65 CC Rider** route provides one daily trip each connecting Fort Bragg, Willits, Ukiah, and Santa Rosa. The Santa Rosa stop provides an opportunity to connect to Amtrak Thruway and other local transit services at the Courtyard by Marriot stop. The 2nd Street Transit Center and the Greyhound station are a ¼ mile apart. The schedule on the website does not designate a Greyhound station stop, but depending on availability, the route may potentially make a pick-up/drop-off at the station.

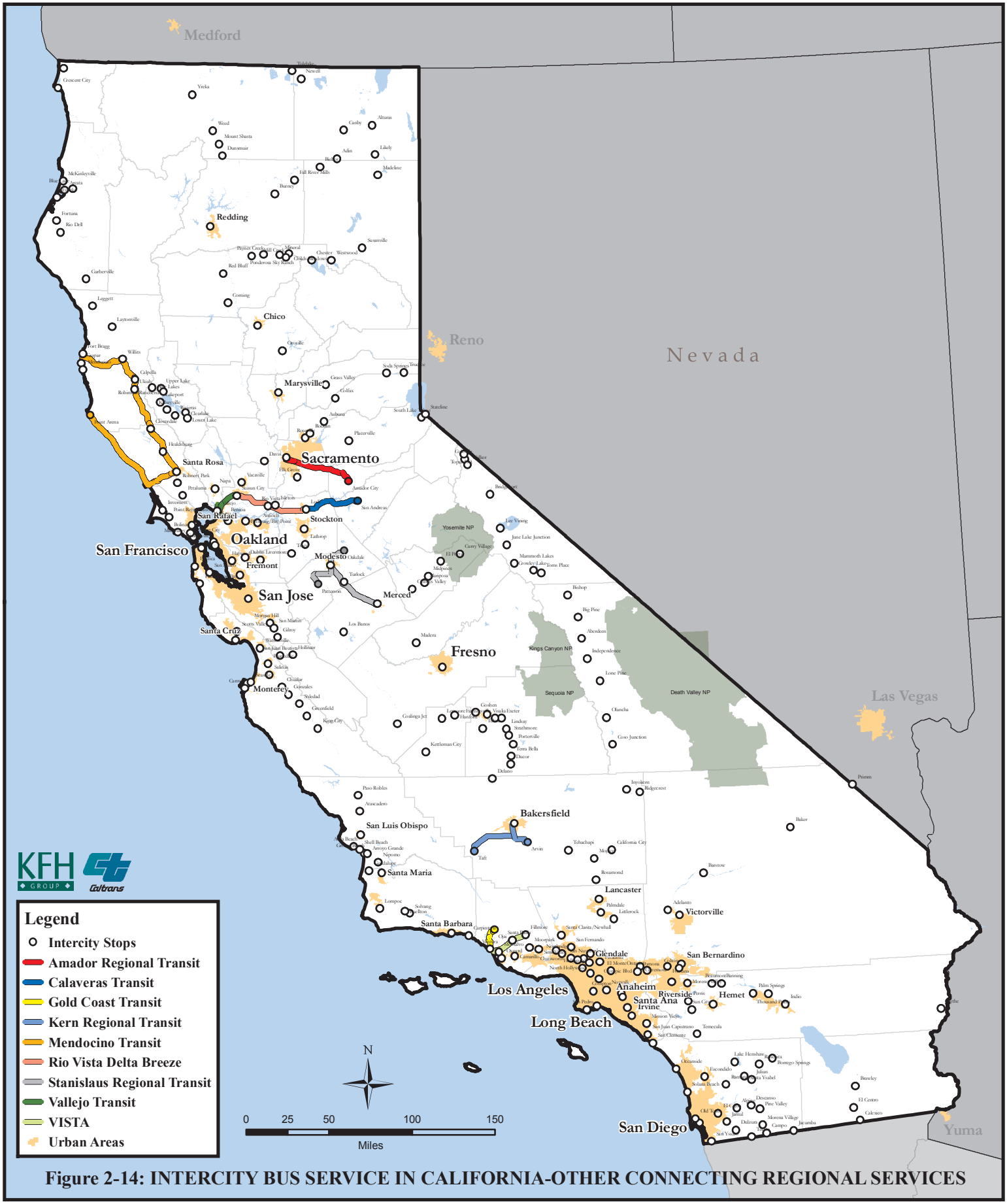


Figure 2-14: INTERCITY BUS SERVICE IN CALIFORNIA-OTHER CONNECTING REGIONAL SERVICES

- The **South Mendocino Coast Bus** (Route 95) provides service connecting Point Arena, Gualala, Bodega Bay, and Santa Rosa. The Santa Rosa stop includes an opportunity to connect to Amtrak Thruway, Greyhound, and the 2nd Street Transit Mall for local transit. There is one morning trip from Point Arena to Santa Rosa and one return trip in the afternoon. The service allows for a convenient southbound Amtrak Thruway connection, scheduled less than an hour wait. However, this service would require approximately 4-hour wait to make Greyhound connections.

Amador Regional Transit System operates several routes in Amador County.

- The **Amador Sacramento Express** provides service connecting Amador City, Sutter Hill, and Sacramento. The service operates three inbound and three daily outbound trips, originating in Sutter Hill. The service operates Monday through Friday. In Sacramento the service provides an opportunity for connection to Amtrak and Greyhound services. The 3rd Street stop is closest to Amtrak services. A stop, by request, at the intersection of 10th and L Streets is the closest stop to the Greyhound stop located at 7th and L Streets.

Calaveras Transit operates several routes in Calaveras County, connecting rural areas to Lodi, Jackson, and Sonora.

- The **Route 6** provides the service that connects all routes to major destinations in Calaveras County and provides access to Lodi. The service connects the San Andreas Government Center to downtown Lodi. The service provides two morning, one early afternoon, and one evening, outbound trips. The service also provides two morning, one early afternoon, and one evening inbound trips. The Lodi Transit Center stop houses Greyhound, Amtrak, the San Joaquin Regional Transit District, and South County Transit services. The service does make it possible to connect to Amtrak, southbound service only. Also, Greyhound service is available, but would require a wait of approximately 3 ¼ hours.

Rio Vista Transit Delta Breeze is the contracted public transit service provided by the City of Rio Vista. Rio Vista Delta Breeze operates limited intercounty and deviated fixed-route bus service within the City of Rio Vista and between Isleton, Rio Vista, Fairfield, Suisun City, Lodi, Pittsburg/Bay Point BART Station, and Antioch. Service hours are 5:30 a.m. to 8:00 p.m., Monday through Friday.

- **Route 53** (SR-12 East/Lodi Express) offers Tuesday only service connecting Rio Vista and Lodi. One morning outbound trip originating in Rio Vista and one early afternoon return trip is operated. One stop in Lodi includes the Lodi Transit Center, which houses Greyhound, the San Joaquin Regional Transit District, Amtrak, and South County Transit services. Limited connectivity options, with only southbound Amtrak services convenient, and a minimum wait of 3 ¼ hours for the first Greyhound service.

- **Route 50** (SR-50 Express – Fairfield/Isleton) offers Monday through Friday service. However, it is limited service in that not all stops are offered on every trip. One morning and one early afternoon trip offered from Isleton to Fairfield. One morning trip and three afternoon trips originate in Fairfield. Only one morning trip and the earliest afternoon trip traverse the entire length of the route. The stop at the Fairfield Transportation Center houses Amtrak Thruway and Fairfield/Suisun Transit service. Connecting to Amtrak service requires a layover of approximately fouru hours.

Vallejo Transit provides local and regional transit service, and also operates ferry service. One route provides connecting service between Vallejo and Fairfield.

- **Route 85** (Vallejo, Six Flags, and Fairfield) offers daily service connecting all of these communities. There are 20 eastbound (Vallejo to Fairfield) trips and 19 westbound (Fairfield to Vallejo) trips, Monday through Friday. In Fairfield, a stop can be made at the Fairfield Transit Center by request, which houses Amtrak Thruway and Fairfield/Suisun Transit service. Connection to Amtrak is not convenient and requires an overnight stay.

The Stanislaus Regional Transit system provides public transit service for the Stanislaus County and surrounding region.

- **Route 60** (Modesto/Riverbank/Oakdale) offers eight outbound trips originating at the Modesto Transit Center and eight inbound trips from Oakdale, Monday through Friday. The Saturday schedule offers six outbound and six inbound trips. At the Modesto Transit Center access to Greyhound, Modesto Area Express, and other StaRT routes is provided. There are multiple connection options for Greyhound service at the Modesto Transit Center.

- **Route 70** (Modesto/Turlock/Atwater/Merced) offers limited weekday service. Service is one morning outbound trip, originating at the Modesto Transit Center, and one inbound return trip from Merced. The Merced stop is at the Merced Transportation Center, and this facility provides access to "Thu Bus" local transit service and Greyhound. There are multiple connection options for Greyhound service at the Modesto Transit Center.

- **Route 40** (Modesto/Grayson/Westley/Patterson) offers five weekday outbound trips originating at the Modesto Transit Center and five inbound return trips. This route is more of a rural feeder as it connects smaller communities to the options at the Modesto Transit Center. There are multiple connection options for Greyhound service at the Modesto Transit Center.

Kern Regional Transit provides rural feeder services in Kern County that connect the rural communities to Bakersfield. The Golden Empire Transit Center in downtown Bakersfield is the hub for local transit services.

- **Lamont-Bakersfield Intercity Service Route** (Bakersfield/Lamont/Arvin) offers seven daily roundtrips from Arvin to downtown Bakersfield (Golden Empire Transit Center and Greyhound) on Route 1 and six daily roundtrips from downtown Bakersfield to Weedpatch on Route 2. This service makes one stop at the Bakersfield Transit Center for access to Golden Empire Transit, Bakersfield metro area, service and one stop at the Greyhound Bus station. This service provides several connecting opportunities to Greyhound services, as Bakersfield is a rather large hub for these services.

- The **Westside Express** (Bakersfield/Taft) offers two morning and three afternoon round trips originating in Bakersfield, at the Golden Empire Transit Center. Three of the five trips with origins in downtown Bakersfield include stops at Amtrak and Greyhound stations. Four of the trip ends include stops at Amtrak and Greyhound stations. Saturday service includes: one one-way trip from Taft to Bakersfield, one roundtrip originating in Bakersfield, and one one-way trip from Bakersfield to Taft. This service provides several connecting opportunities to Amtrak and Greyhound services, as Bakersfield is a rather large hub for these services.

Gold Coast Transit (formerly South Coast Area Transit) offers bus service in western Ventura County.

- **Route 32X** (OTC-Ojai Express) offers service Monday through Friday from Oxnard Transportation Center to Ojai. Service offered is one trip in the morning, outbound from Oxnard to Ojai, and one trip in the evening from Ojai to Oxnard. The Oxnard Transportation Center includes Greyhound and Amtrak service. The evening inbound time allows for connecting to Amtrak service, north or southbound, and Greyhound service, north or southbound, as well.

Ventura Intercity Service Transit Authority offers seven regional fixed-route services. Real-time route information is also provides through the Nextbus.com website.

- **Highway 126** (Ventura/Santa Paula/Fillmore) offers connecting service from inland Fillmore to the Ventura Transfer Center. There is no Amtrak or Greyhound service provided at the transfer center. Nearest Amtrak is on Harbor Blvd., approximately five miles removed. The schedule on the VISTA website does not provide connecting information to any other service offered at the Ventura Transfer Center, but does provide contact information.

Amtrak Thruway Network

Nearly all Amtrak Rail and Thruway Motorcoach services in California are run through Amtrak California, which is a partnership between the CalTrans Division of Rail and Amtrak. Amtrak California manages three rail lines: the San Joaquins in the Central Valley, the Capitol Corridor from Auburn to Sacramento to Oakland and San Jose, and the Pacific Surfliner from San Luis Obispo to Los Angeles and San Diego. These rail lines are complemented by a feeder

network of Thruway Motorcoach bus routes that reaches throughout the state as seen in Figure 2-15. The figure includes all intercity bus stops in the state, but the point of discussion here is the service area for Thruway Motorcoach. Amtrak California contracts the operation of Thruway Routes to private carriers, but retains control over scheduling. This enables Amtrak to guarantee connections between its rail and bus networks on most routes.

There are three types of contracts issued to operators for Amtrak Thruway bus service: interline, mixed mode, and dedicated. Interline and mixed mode operators run their own bus routes, and agree to accept Amtrak passengers and tickets on board their buses. Mixed mode operators receive financial support from Amtrak in exchange for accepting Amtrak riders. Currently, there are four mixed mode routes and one interline route on the Amtrak network, with the rest served by dedicated Thruway service. Dedicated Amtrak Thruway services accept only passengers holding Amtrak tickets. By state law, passengers on dedicated Thruway bus connections are required to make at least part of their trip by rail. This law exists to prevent direct competition between a subsidized service (Amtrak) and unsubsidized private operators (mostly Greyhound) within the same transportation mode and service area. Because of this, dedicated Amtrak Thruway routes are, in principle at least, part of the state's rail network and not part of the intercity bus network.

It should be noted that state law concerning dedicated Thruway service could easily be bypassed by Amtrak passengers. A passenger could purchase a Thruway bus ticket along with a train ticket to the first stop beyond the Thruway terminus, and choose not to use the train ticket. For example, a customer wishing to travel from Los Angeles to Bakersfield via Amtrak Thruway Bus could potentially buy an Amtrak ticket to Wasco, which would include a bus ticket to Bakersfield and a rail ticket from Bakersfield to Wasco, but not ride to Wasco. In this kind of transaction it is difficult to enforce the rule requiring the passenger to continue to Wasco, because the customer has the right to end their trip and get off at any stop. This possibility renders the contracted (subsidized) service in direct competition with private carrier (unsubsidized) services in the area. This study does not contain any data on the frequency of such occurrences. However, Greyhound has expressed concern about the phenomenon on multiple occasions.

Summary

The regional maps at the beginning of this chapter (Figure 2-2, 2-3, and 2-4) present the overall California intercity bus and rail network for Southern, Central, and Northern California, respectively. A summary of intercity bus carriers operating in California's major cities was presented in Table 2-2. The information presented in this section shows that nearly all parts of California appear to receive some intercity bus service, and that there is a wide degree of overlap between the three largest providers (Greyhound, Amtrak, and Intercalifornias). Nevertheless, it is clear from Table 2-2 and the maps that the highest levels of service are to be found in Greater Los Angeles, the Central Valley along SR-99, the Central Coast from Paso Robles to Santa Maria, and in an area that spans the Monterey and San Francisco Bays up to Sacramento and Stockton. Potential bus travelers in the rest of the state must rely on either less-frequent Greyhound and Amtrak service (as between Arcata and San Francisco), or less-than-daily service (as in the Eastern Sierras and in Northwestern California).

Figure 2-15: INTERCITY BUS SERVICE IN CALIFORNIA-AMTRAK THRUWAY MOTORCOACH

Table 2-2: MAJOR CITIES WITH INTERCITY BUS SERVICE

City	Greyhound / Cruceros	Orange Belt Lines	Mt. Lassen Motor Transit	Transportes Inter-Californias	Autobuses Americanos	LuxBus America	MegaBus	S.5311(f) Rural Feeders	Amtrak Thruway Motorcoach
Arcata	X							X	X
Bakersfield	X	X		X				X	X
Barstow	X	X							X
Calexico	X			X					X
Chico	X								X
Fresno	X			X				X	X
Lancaster	X								X
Las Vegas, NV	X	X				X	X		X
Los Angeles	X			X	X	X	X		X
Merced	X			X				X	X
Modesto	X			X					
Monterey								X	X
Oakland	X						X		X
Palm Springs	X								X
Phoenix, AZ	X				X				
Portland, OR	X								
Red Bluff	X		X						X
Redding	X							X	X
Reno, NV	X							X	X
Sacramento	X								X
Salinas	X			X				X	X
San Bernardino	X			X					X
San Diego	X			X		X	X	X	X
San Francisco	X						X		X
San Jose	X			X			X		X
San Luis Obispo	X	X						X	X
Santa Barbara	X								X
Santa Maria	X	X						X	X
Santa Rosa	X							X	X
Stockton	X			X					X
Tijuana, BCN	X			X					
Visalia	X	X						X	X
Yuma, AZ	X								

CHAPTER 3

ASSESSMENT OF INTERCITY BUS SERVICES

There are several ways to examine whether or not the current intercity bus network meets public need for intercity bus service. One way is to identify areas within the state that have a higher relative need for public transportation services, and treat these areas as potential trip origins or destinations that should be served as a matter of policy, or as places that are most likely to generate ridership.

Because certain types of people are more likely to use intercity bus services than others are, the relative need for intercity bus service in different areas of the state can be estimated by comparing the areas' population characteristics. For example, people who do not own automobiles are considered autoless and are more likely to use intercity buses than people who do. Therefore, areas with high densities of auto-less households are more likely to generate ridership on an intercity bus route than other areas with higher levels of car ownership.

In this report, several population characteristics have been identified as factors that assist in the identification and, ultimately, the geographical representation of this transit dependent population. Autoless households are one factor considered in the identification of the transit dependent population. With respect to the Year 2000 Census data collected and analyzed, five data types were used in the identification and analysis of the transit dependent population.

Another means of identifying need for intercity services involves mapping the location of facilities that are likely to be major trip destinations. Likely intercity bus destinations include such places as colleges and universities, major hospitals and medical centers, correctional facilities, military bases, shopping/marketing facilities, recreation, major employment centers (i.e. town of Mammoth Lakes, ski resort), and connections to other modes of transportation (i.e., Greyhound, Amtrak, Regional services).

This section includes analyses of transit need based on population characteristics and on major trip generators. The results of both analyses were then compared against the existing intercity bus network to determine whether there are places or areas in California that are currently unserved or underserved.

POPULATION CHARACTERISTICS AND INFERRED NEED FOR INTERCITY BUS SERVICES

The need for any type of transit service, including intercity bus service, depends on the size and distribution of an area's population, and on the composition of that population. The following analysis provides a review of relative transit need in California in terms of those population segments that indicate a higher need for potential intercity bus transportation.

Potentially transit dependent population segments are those parts of the population that, because of characteristics such as age, income, or automobile availability, may require transit service to meet mobility needs. Data on such characteristics is available at the Block Group level from the Year 2000 Census. For the purposes of this analysis, potentially transit-dependent population segments were defined as:

1. **Youth (ages 18 to 24)**: Enlisted military personnel and college students typically fall into this age range. These persons often study or are stationed far from home, and may not have access to an automobile or may be more likely to travel by themselves.

2. **Elderly Persons (ages 65 and above)**: Advancing age can mean diminished ability or desire to drive (particularly on a long trip) and a need for access to medical facilities on a regular basis.

3. **Persons living below the poverty level**: Persons in this group typically do not have the economic means to own or operate a vehicle, or a vehicle perceived as capable of a long trip.

4. **Persons with a disability:** This group may be reliant on local accessible public transit services and would therefore also consider public transit options to make non-local trips. This analysis used the Year 2000 Census' "go-outside-home" disability definition for persons aged 16 and above.

5. **Autoless households**: Persons without access to a car must rely on alternative transportation services.

These factors were chosen because of national data regarding intercity bus passenger characteristics. Some data is available from the 2001 National Household Travel Survey (NHTS) conducted by the U.S. Department of Transportation's Bureau of Transportation Statistics. Its purpose was to collect information about the travel behavior of households generally, but it included questions about the characteristics of long-distance trips, defined as trips over 50 miles in length to the furthest one-way destination. It included information on the trip itself, the modes used, and the characteristics of the traveler. Table 3-1 presents a summary of information from the NHTS. This summary indicates that persons using scheduled intercity bus trips (over 50 miles in length), are more likely to be traveling for leisure or personal business, are more likely to be female, and are making longer trips than users of either the train or the personal vehicle, but shorter trips than airline passengers. Earlier data from the 1995

American Travel Survey, which defined long-distance trips as 100 miles or more, found that bus users are more likely to be young adults or seniors, have lower incomes, and are more likely to lack alternative personal transportation.

Table 3-1: COMPARISON OF INTERCITY MODAL TRIP CHARACTERISTICS

	Intercity Bus	Train	Commercial Airplane	Personal Vehicle
Long-Distance Trip Length:				
Median (miles)	287	192	2,068	194
Long-Distance Trips by Mode and Sex:				
Female	55	42	43	42
Male	45	58	57	58
Trip Purpose:				
Commute	0.5%	1.7%	1.5%	96.4%
Business	0.8%	1.6%	17.8%	79.3%
Pleasure	2.2%	0.5%	6.7%	90.4%
Personal Business	5.6%	0.3%	4.7%	89.3%
Other	0.5%	0.0%	1.9%	96.6%

Source: Compiled by KFH Group from data in the U.S.Department of Transportation, Bureau of Transportation. Statistics, 2001 National Household Travel Survey, preliminary long-distance trip file. All data for trips over 50 miles in length.

NOTE: Percentages may not sum to 100 percent due to rounding.

This description of intercity bus rider characteristics is supported by the limited information Greyhound has presented from its annual market research survey. Greyhound's annual 10K report to the Securities and Exchange Commission for 2004[1] states that their average customer travels to visit friends or relatives, has an annual income below $35,000, and may own an automobile that they think is reliable enough for the trip, but travel by bus because the cost of the bus trip is lower than driving alone.

Methodology

In order to conduct this analysis of transit needs, it was first necessary to extract the data for the total population for each of the previously mentioned five variables from the Year 2000 Census. The analysis was conducted at the Census Block Group level, for which the raw data was summarized for the targeted variables. The numbers of people in each category are not added together in each Block Group because the categories are not mutually exclusive. A person 65 years of age may also have an income below the poverty level and/or have no automobile available to them for personal use. Instead, each category is evaluated individually. Every Block Group is given a ranking based on the density (number of persons divided by the area of

[1] Following Greyhound's purchase by Laidlaw, it no longer files a separate 10K report with the SEC, so this is the most recent public data from Greyhound.

the Block Group) of population with the characteristic and the rankings are summed to give each Block Group an overall ranking for the five "needs" characteristics.

Given the expansive project area in this study, land areas among the Block Groups vary, and subsequently it is not particularly meaningful to compare the raw numbers of persons in each category. Therefore, population density (person per square mile) of persons with these high need characteristics was calculated for each Block Group. This method gives us a measure of the relative size of the population by identifying Block Groups with more concentrated populations.

Results

A set of maps were developed that represent the overall relative density per Census Block Group. Figures 3-1, 3-2, and 3-3 present this demographic information for each of the sections of the state: Those Block Groups with the highest combined rankings are grouped under "high". Those Block Groups with moderate combined rankings in all five segments, or high rankings in some segments and low rankings in others tend to fall into the "moderate" category. Meanwhile, those Block Groups with generally low combined rankings of all potentially transit dependent populations are grouped under "low".

It follows from the figures that the greatest concentrations of transit dependent populations correspond to the state's major population centers. Thus, most transit dependent people appear to live in California's major urban areas, i.e., Greater Los Angeles, the San Francisco Bay Area, and the cities along SR-99 in the Central Valley. However, pockets of transit dependent populations also exist in the more rural sections of the state, i.e. along SR-299, and have been identified; but given the comparably smaller concentration levels of populations, are not as obvious on the representations. In this regard, the public outreach efforts contributed greatly in identifying rural places in the state that have identified a need for intercity transportation services. In Figure 3-1 "high" and "moderate" transit needs areas were identified in the Los Angeles metro area with areas of concentration located along the following corridors: Interstate I-10 towards Palm Desert, I-15 towards Barstow, and SR-14 north of the Los Angeles metro area towards Bakersfield. In Figure 3-2 "high" and "moderate" transit needs were identified as mostly occurring along the following corridors: SR-99 between Bakersfield and Sacramento, United States Highway (US) -101 and I-280, I-80, I-880, and I-580 in the San Francisco-Oakland-San Jose metro areas, and US-101 north of San Francisco towards Cloverdale. In Figure 3-3 "high" and "moderate" transit needs were identified as mostly occurring in the following corridors: I-80 between the San Francisco Bay area and Sacramento, SR-99 between Sacramento and Red Bluff, and US-101 between Arcata and Fortuna.

As discussed in Chapter 2, most people living in or near urbanized areas are relatively well served by the current intercity bus network. However, there are many smaller concentrations of transit dependent populations located more than ten miles from the nearest intercity bus stops; in some cases more than 25 miles. Figures 3-4, 3-5, and 3-6 illustrate the intercity bus network overlaid onto the relative density of transit dependent population segments. Figure 3-4 represents the corridors I-5, I-10, I-15, SR-14, SR-86, and SR-99 with multiple operators in Southern California. Figure 3-5 represents the corridors SR-99, SR-41, SR- 49, I-5, (US-101), I-80, and I-580 with multiple operators of service in Central California. Figure 3-6 represents corridors US-101, I-5, SR-99, SR-299, SR-89, SR-44, and I-80 with multiple carriers

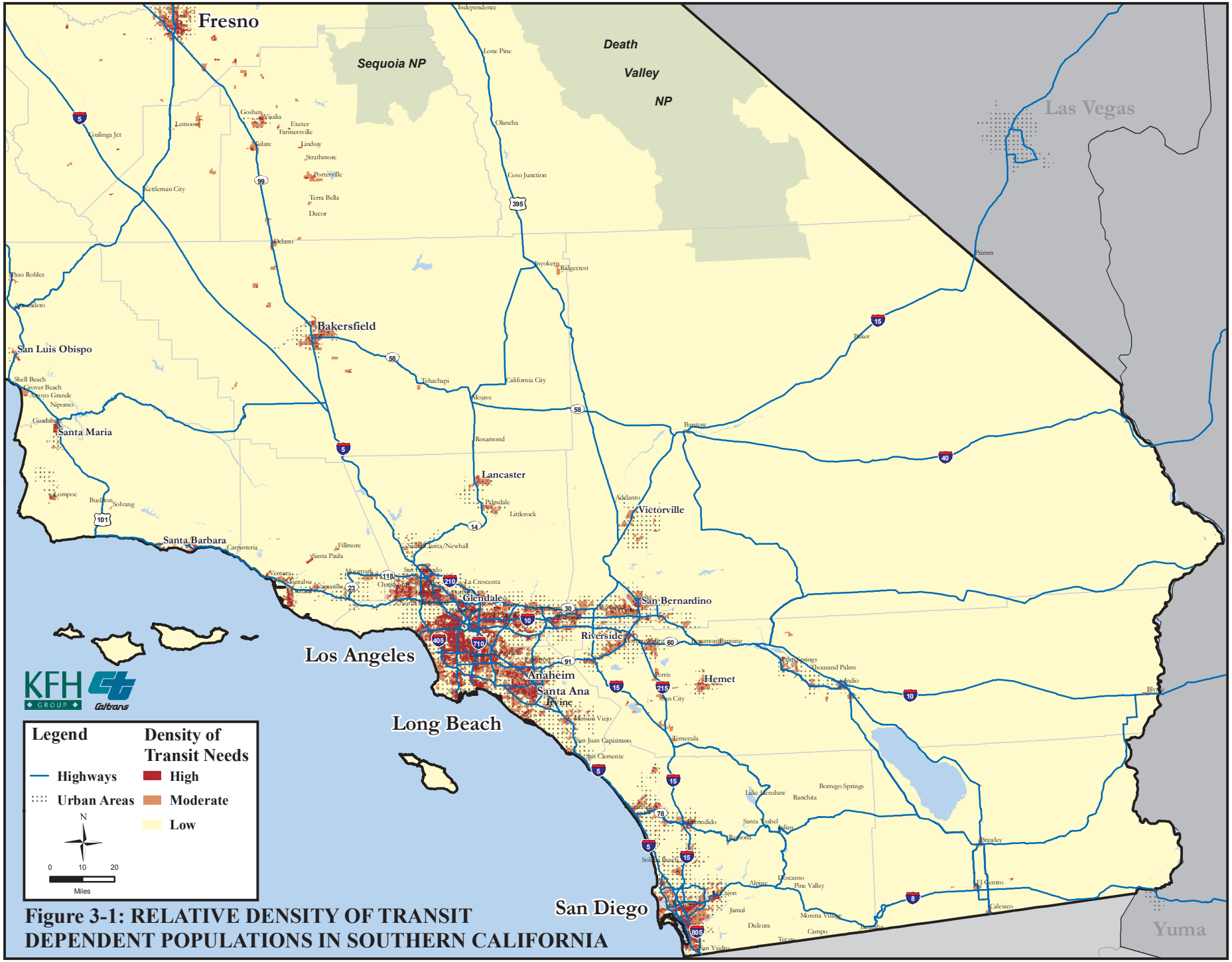


Figure 3-1: RELATIVE DENSITY OF TRANSIT DEPENDENT POPULATIONS IN SOUTHERN CALIFORNIA

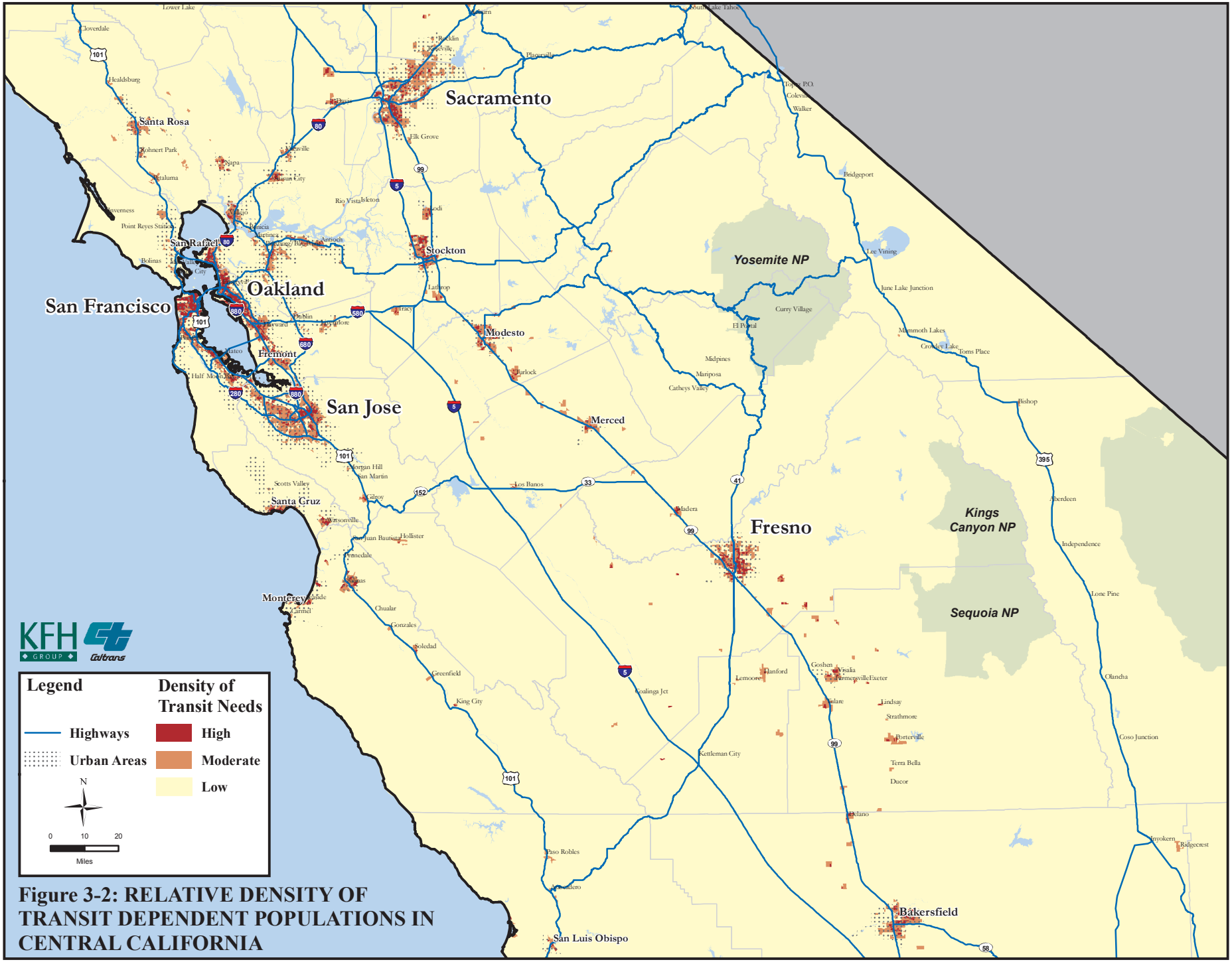
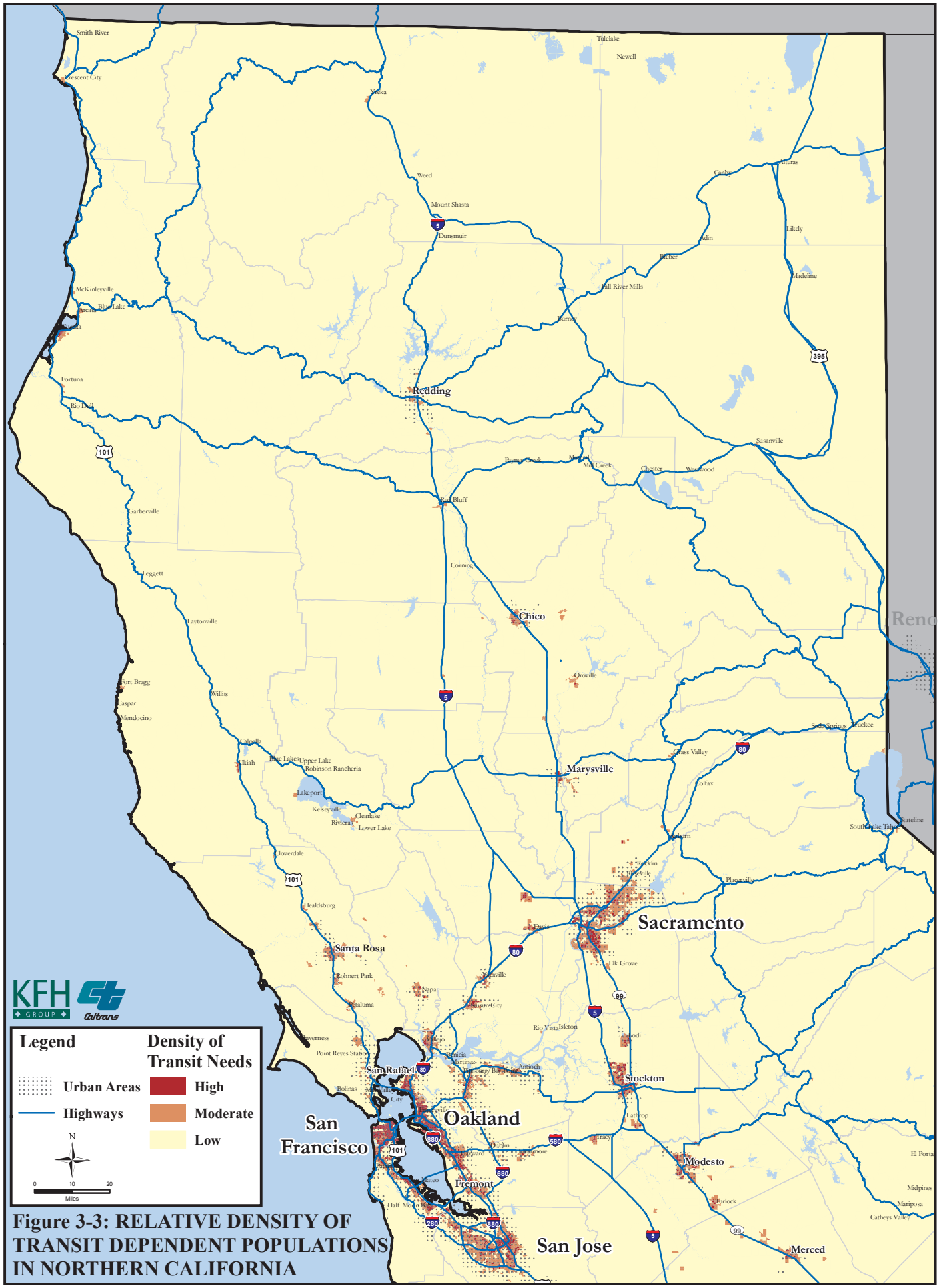


Figure 3-2: RELATIVE DENSITY OF TRANSIT DEPENDENT POPULATIONS IN CENTRAL CALIFORNIA


Legend
Urban Areas
Highways
Density of Transit Needs
High
Moderate
Low
N
0
10
20
Miles
KFH GROUP
Caltrans
Redding
Chico
Marysville
Sacramento
Santa Rosa
San Rafael
Oakland
San Francisco
Fremont
San Jose
Stockton
Modesto
Merced
Reno
Smith River
Crescent City
Yreka
Weed
Mount Shasta
Dunsmuir
Tulelake
Newell
Alturas
Canby
Adin
Likely
Bieber
Madeline
McKinleyville
Blue Lake
Arcata
Eureka
Fortuna
Rio Dell
Fall River Mills
Burney
Susanville
Paynes Creek
Mineral
Mill Creek
Chester
Westwood
Red Bluff
Garberville
Corning
Leggett
Laytonville
Oroville
Fort Bragg
Caspar
Mendocino
Willits
Calpella
Ukiah
Blue Lakes
Upper Lake
Robinson Rancheria
Lakeport
Kelseyville
Clearlake
Rivieras
Lower Lake
Cloverdale
Healdsburg
Sebastopol
Rohnert Park
Petaluma
Inverness
Point Reyes Station
Bolinas
Napa
Calistoga
Vallejo
Benicia
Martinez
Pittsburg/Bay Point
Antioch
Rio Vista
Isleton
Lodi
Tracy
Lathrop
Livermore
Dublin
Hayward
Half Moon Bay
Grass Valley
Nevada City
Truckee
Soda Springs
Colfax
Auburn
Roseville
Rocklin
Placerville
Davis
Elk Grove
South Lake Tahoe
Stateline
El Portal
Midpines
Mariposa
Catheys Valley
Turlock
Ripon
Manteca
Tracy
Gilroy
Morgan Hill
Los Gatos
Saratoga
Cupertino
Sunnyvale
Mountain View
Palo Alto
Menlo Park
Redwood City
San Mateo
Daly City
Pacifica
Half Moon Bay
Milpitas
Fremont
Hayward
Oakland
San Leandro
Alameda
Berkeley
Richmond
San Rafael
Novato
Petaluma
Santa Rosa
Sebastopol
Healdsburg
Cloverdale
Ukiah
Willits
Fort Bragg
Mendocino
Point Reyes Station
Inverness
Bolinas
Sausalito
Tiburon
Belvedere
Corte Madera
Mill Valley
Fairfax
San Anselmo
Ross
Kentfield
Larkspur
Novato
Petaluma
Sebastopol
Rohnert Park
Cotati
Santa Rosa
Windsor
Healdsburg
Cloverdale
Geyserville
Calistoga
St. Helena
Yountville
Napa
American Canyon
Vallejo
Benicia
Martinez
Pittsburg
Antioch
Oakley
Brentwood
Rio Vista
Isleton
Walnut Grove
Hood
Courtland
Galt
Elk Grove
Sacramento
Rancho Cordova
Folsom
Orangevale
Citrus Heights
Carmichael
Fair Oaks
Roseville
Rocklin
Lincoln
Auburn
Colfax
Grass Valley
Nevada City
Truckee
Soda Springs
Tahoe City
Kings Beach
Stateline
South Lake Tahoe
Placerville
Cameron Park
Shingle Springs
Diamond Springs
Pollock Pines
Camino
Meyers
Tracy
Lathrop
Manteca
Ripon
Escalon
Oakdale
Riverbank
Modesto
Ceres
Turlock
Hilmar
Merced
Atwater
Livingston
Los Banos
Dos Palos
Gustine
Newman
Patterson
Crows Landing
Ceres
Hughson
Waterford
Denair
Keyes
Delhi
Ballico
Cressey
Winton
Atwater
Merced
Planada
Le Grand
Chowchilla
Madera
Oakhurst
Ahwahnee
Mariposa
Catheys Valley
Midpines
El Portal
Yosemite Valley
Coarsegold
Fresno
Clovis
Sanger
Reedley
Dinuba
Selma
Kingsburg
Fowler
Parlier
Orange Cove
Exeter
Lindsay
Porterville
Tulare
Visalia
Hanford
Lemoore
Corcoran
Kettleman City
Avenal
Coalinga
Huron
Mendota
Firebaugh

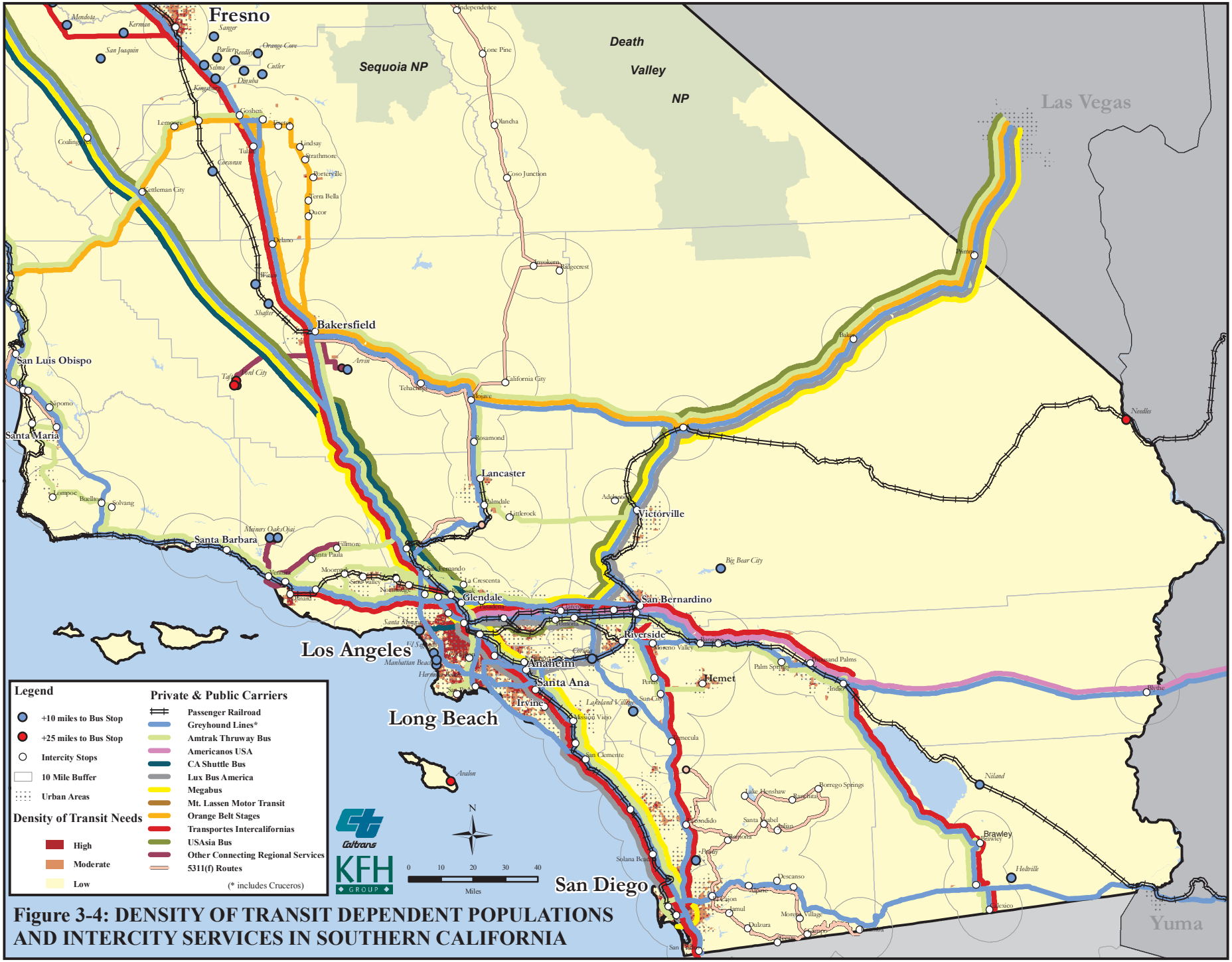


Figure 3-4: DENSITY OF TRANSIT DEPENDENT POPULATIONS AND INTERCITY SERVICES IN SOUTHERN CALIFORNIA

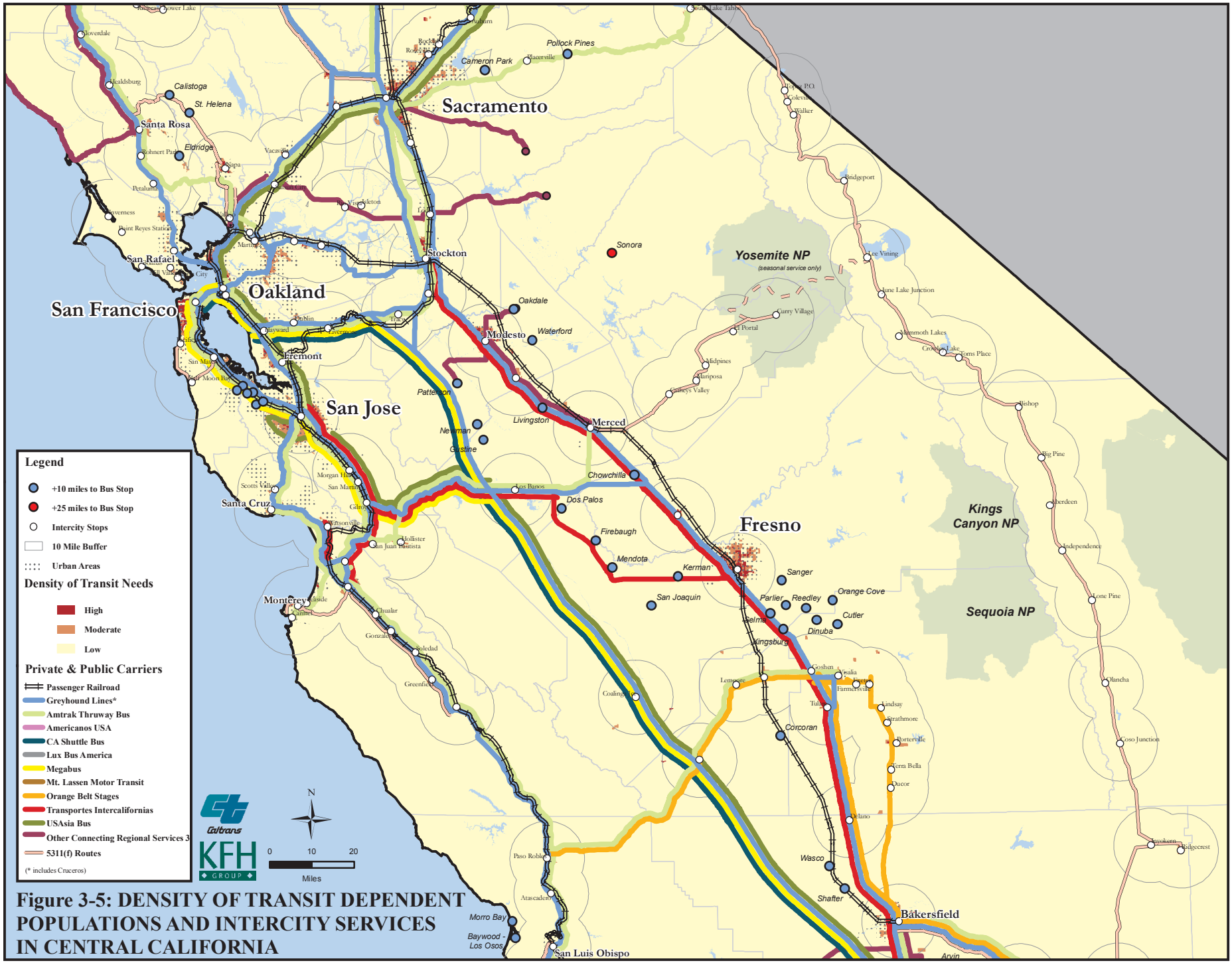


Figure 3-5: DENSITY OF TRANSIT DEPENDENT POPULATIONS AND INTERCITY SERVICES IN CENTRAL CALIFORNIA

Figure 3-6: DENSITY OF TRANSIT DEPENDENT POPULATIONS AND INTERCITY SERVICES IN NORTHERN CALIFORNIA

in Northern California. The corridors identified in these maps essentially align the existing services with "high" and "moderate" need areas. However, as will be discussed later, proximity to intercity service does not necessarily correlate to a readily available transportation option for the public.

Towns with concentrations of transit dependent people between more than ten miles and less than 25 miles from the nearest intercity bus stop are indicated in blue. Towns with concentrations of transit dependent people more than 25 miles away from the nearest intercity bus stop are indicated in red. It should be noted that most of these towns are indirectly connected to the intercity network via local public transit services. Also, many of these towns were served by Greyhound or Orange Belt Stages at some point, but have since witnessed service cuts in the last few years. A full listing of these towns is provided in Table 3-2. If these towns are not linked to the nearest intercity service point by local public transit, they could be defined as having an unmet need for intercity service.

POTENTIAL INTERCITY TRIP GENERATORS

The analysis of the existing intercity network and needs factors addresses the potential origin areas for intercity trips, but another consideration in terms both of potential market and of policy is whether or not the current routes serve the places that are likely to be attractors of intercity bus ridership, or that could potentially have a need for such service. These destinations include colleges and universities, major military bases, hospitals and major medical facilities, correctional facilities, and airports. Each of these was addressed by identifying facilities of each type in the State of California, and then geocoding them on a map and analyzing whether they are potentially served by the existing intercity network.

Colleges/Universities

A large component of the intercity bus market is the youth population, persons 18-24 years old. As a result, we have identified and mapped the locations of most two-year colleges and technical schools; four-year colleges and universities; and independent schools in California and compared this to the locations of the points served by the intercity bus network. Table 3-3 lists all the colleges and universities, their locations, their enrollment figures (for most), and proximity to an intercity bus stop. Based on limited enrollment data, there are more than one million students that were enrolled at these institutions statewide. The primary concentrations of institutions fall within the San Francisco Bay Area, Los Angeles metro area, San Diego metro area, and the Sacramento area. To some extent then the ability of college students to use intercity bus services to make trips to and from home is a function of the location of their homes and the proximity of bus service to their home.

Of the 212 colleges and universities identified, all but 17 are contained within a radius of ten miles from the nearest intercity stop. Fifteen of these institutions fall within the next established buffer of greater than ten miles and less than 25 miles radius surrounding all intercity stops, leaving two institutions located more than 25 miles from the nearest intercity stop. The 17 outlying colleges or universities each have a total enrollment above 1,000 students, while the remaining institution has an enrollment of less than 1,000 students (Menlo College). Figures 3-7, 3-8, and 3-9 demonstrate the location of schools in relationship to the communities served by the current intercity bus network using the 10-mile and 25-mile market area buffers.

Table 3-2: PLACES WITH HIGH AND MODERATE TRANSIT NEEDS

CITY	Number of Block Groups		Population	Age 18-24	Elderly 60+	Below Poverty	Disabled (age 16+)	Zero Car Households	Between 10-25 mile Buffers of Bus	Outside 25-mile Buffer of Bus Station
	High Need	Moderate Need								
Anderson	0	3	3,650	373	660	1,146	326	213	x	
Arvin	2	1	7,497	1,040	524	2,573	1,052	312	x	
Avalon	0	3	2,420	195	333	301	110	326		x
Baywood-Los Osos	0	5	7,755	624	1,388	804	528	162		x
Big Bear City	0	1	974	91	170	104	49	49	x	
Calistoga	0	1	1,118	95	432	121	163	80	x	
Cameron Park	0	1	1,409	141	114	267	127	10	x	
Chowchilla	0	5	5,057	448	933	760	370	236	x	
Colusa	0	3	2,516	253	399	456	210	148	x	
Corcoran	0	9	14,475	1,850	1,110	2,850	1,048	299	x	
Corona	13	31	85,415	8,762	7,672	9,479	6,805	1,880	x	
Cutler	2	2	7,697	1,165	617	2,630	1,026	242	x	
Dinuba	1	7	15,006	1,932	1,760	3,699	1,503	511	x	
Dos Palos	0	1	1,577	143	236	634	196	77	x	
El Segundo	2	13	19,408	1,141	2,598	788	926	406	x	
Eldridge	0	1	1,165	80	78	227	308	22	x	
Firebaugh	0	3	4,555	531	312	1,435	347	144	x	
Ford City	0	1	1,563	191	189	489	199	68		x
Gridley	0	5	5,080	524	978	1,130	408	158	x	
Gustine	0	4	4,469	360	885	755	504	187	x	
Hermosa Beach	3	14	18,868	1,098	1,963	842	572	280	x	
Holtville	1	3	4,538	409	689	847	438	133	x	
Kerman	1	1	2,491	282	281	623	331	73	x	
Kings Beach	0	3	3,407	477	161	668	167	170	x	
Kingsburg	0	3	2,532	247	399	417	197	97	x	
Lakeland Village	0	1	1,934	192	206	212	160	10	x	
Livingston	1	3	6,636	879	535	1,819	785	219	x	
Los Altos	0	8	7,815	283	2,362	317	419	152	x	
Manhattan Beach	0	26	23,443	940	3,448	832	1,000	312	x	
Meiners Oaks	0	1	1,663	148	194	230	137	32	x	
Mendota	2	2	6,084	1,013	458	2,305	741	418	x	
Menlo Park	2	14	23,938	1,621	4,255	1,838	1,551	667	x	
Morro Bay	1	3	5,008	474	1,140	752	297	148	x	
Mountain View	12	28	48,560	4,462	6,044	3,701	3,263	1,349	x	
Needles	0	2	1,816	137	325	506	230	114		x
Newman	0	1	1,953	205	266	373	238	62	x	
Niland	0	1	1,139	92	227	258	143	45	x	
Oakdale	1	6	7,609	727	1,152	1,062	747	243	x	
Ojai	0	1	2,781	217	492	427	272	125	x	
Orange Cove	0	4	5,776	785	502	2,539	758	233	x	
Palo Alto	6	33	64,842	9,782	10,206	3,544	3,235	1,971	x	
Paradise	0	8	7,581	520	2,224	1,365	999	484	x	
Parlier	2	3	8,338	1,200	621	3,060	909	267	x	
Patterson	0	3	5,841	705	691	1,152	563	157	x	

Table 3-2: PLACES WITH HIGH AND MODERATE TRANSIT NEEDS

CITY	Number of Block Groups		Population	Age 18-24	Elderly 60+	Below Poverty	Disabled (age 16+)	Zero Car Households	Between 10-25 mile Buffers of Bus	Outside 25-mile Buffer of Bus Station
	High Need	Moderate Need								
Pollock Pines	0	1	705	71	188	170	39	47	x	
Poway	1	6	11,710	1,131	1,096	845	689	256	x	
San Joaquin	0	1	2,709	377	158	880	158	56	x	
Sanger	5	8	16,727	1,944	2,244	4,219	1,803	642	x	
Santa Monica	44	27	79,861	4,980	14,114	8,399	5,284	4,633	x	
Selma	1	9	16,955	2,058	2,099	3,763	1,481	479	x	
Shafter	1	4	9,507	1,091	1,160	2,524	1,218	417	x	
Sonora	0	2	1,829	193	379	487	199	184		x
St. Helena	0	1	1,299	100	309	137	155	76	x	
Stanford	1	2	4,288	1,422	15	1,306	34	200	x	
Taft	0	2	4,489	609	693	1,267	493	309		x
Wasco	1	5	14,005	1,646	1,443	3,816	1,539	499	x	
Waterford	0	2	4,274	471	415	591	364	60	x	
West Menlo Park	0	1	1,673	79	274	56	37	22	x	
Willows	0	2	1,955	218	394	412	89	40	x	

Table 3-3: CALIFORNIA COLLEGES AND UNIVERSITIES

School	Address	City	Zip Code	Enrollment	Inside 10 Miles	Between 10-25 Miles	Outside 25 Miles
Academy of Art University, San Francisco	79 New Montgomery St	San Francisco	94105	7,298	x		
Allan Hancock College	800 South College Drive	Santa Maria	93454	25,599	x		
Alliant International University	10455 Pomerado Rd	San Diego	92131	3,300		x	
American Jewish University	15600 Mulholland Drive	Bel Air	90077	116	x		
American Musical and Dramatic Academy	6305 Yucca St	Los Angeles	90028	900	x		
American River College	4700 College Oak Drive	Sacramento	95841	53,724	x		
Antelope Valley College	3041 West Avenue K	Lancaster	93536	19,320	x		
Antioch Southern California//Santa Barbara	801 Garden Street	Santa Barbara	93101	94	x		
Antioch Southern California/Los Angeles	400 Corporate Pointe	Culver City	90230	188	x		
Art Center College of Design	1700 Lida St	Pasadena	91103	1,519	x		
Art Institute of California- Orange Count	3601 West Sunflower Ave	Santa Ana	92704	1,724	x		
Art Institute of California, San Francis	1170 Market St	San Francisco	94102	1,500	x		
Art Institute of Southern California	2222 Laguna Canyon Rd	Laguna Beach	92651	288	x		
Azusa Pacific University	901 East Alosta Ave	Azusa	91702	8,218	x		
Bakersfield College	1801 Panorama Drive	Bakersfield	93305	23,949	x		
Barstow Community College	2700 Barstow Road	Barstow	92311	4,872	x		
Berkeley City College	2050 Center Street	Berkeley	94704	7,876	x		
Bethany College of the Assemblies of God	800 Bethany Dr	Scotts Valley	95066	548	x		
Biola University	13800 Biola Ave	La Mirada	90639	5,492	x		
Butte College	3536 Butte Campus Drive	Oroville	95965	20,107		x	
Cabrillo College	6500 Soquel Drive	Aptos	95003	22,645	x		
California College of the Arts	1111 8Th St	San Francisco	94107	1,291	x		
California Institute of Technology	1200 E California Blvd	Pasadena	91125	1,968	x		
California Institute of the Arts	24700 W McBean Pkwy	Valencia	91355	1,077	x		
California Lutheran University	60 W Olsen Rd	Thousand Oaks	91360	2,940	x		
California Maritime Academy of California State University	200 Maritime Academy Dr	Vallejo	94590	448	x		
California Polytechnic State University	1 Grand Avenue	San Luis Obispo	93407	18,475	x		
California State Polytechnic University	3801 W Temple Ave	Pomona	91768	19,804	x		
California State University, Bakersfield	9001 Stockdale Hwy	Bakersfield	93311	7,924	x		
California State University, Channel Islands	1 University Drive	Camarillo	93012	3,123	x		
California State University, Chico	25 Main Street	Chico	95929	14,500	x		
California State University, Dominguez Hills	1000 E. Victoria Street	Carson	90747	12,357	x		
California State University, East Bay	25800 Carlos Bee Blvd	Hayward	94542	12,811	x		
California State University, Fresno	5150 N Maple Ave	Fresno	93740	20,371	x		
California State University, Fullerton	800 North State College Boulevard	Fullerton	92831	35,921	x		
California State University, Long Beach	1250 Bellflower Blvd	Long Beach	90840	33,479	x		
California State University, Los Angeles	5151 State University Dr	Los Angeles	90032	20,307	x		
California State University, Monterey Bay	100 Campus Center	Seaside	93955	3,100	x		
California State University, Northridge	18111 Nordhoff Street	Northridge	91330	33,243	x		
California State University, Sacramento	6000 J St	Sacramento	95819	28,000	x		
California State University, San Bernardino	5500 University Parkway	San Bernardino	92407	16,500	x		
California State University, San Marcos	333 S. Twin Oaks Valley Rd	San Marcos	92096	7,641	x		
California State University, Stanislaus	801 W Monte Vista Ave	Turlock	95382	8,137	x		
Canada College	4200 Farm Hill Boulevard	Redwood City	94061	10,106	x		
Cerritos College	11110 Alondra Boulevard	Norwalk	90650	34,949	x		

Table 3-3: CALIFORNIA COLLEGES AND UNIVERSITIES

School	Address	City	Zip Code	Enrollment	Inside 10 Miles	Between 10-25 Miles	Outside 25 Miles
Cerro Coso Community College	3000 College Heights Boulevard	Ridgecrest	93555	8,765	x		
Chabot Hayward College	25555 Hesperian Boulevard	Hayward	94545	20,890	x		
Chaffey College	5885 Haven Avenue	Rancho Cucamonga	91737	27,200	x		
Chapman University	One University Dr	Orange	92886	4,586	x		
Citrus College	1000 West Foothill Boulevard	Glendora	91741	20,525	x		
City College of San Francisco	50 Phelan Avenue	San Francisco	94112	46,401	x		
Claremont McKenna College	890 Columbia Avenue	Claremont	91711	1,153	x		
Coastline Community College	11460 Warner Avenue	Fountain Valley	92708	19,329	x		
Cogswell Polytechnical College	1175 Bordeaux Drive	Sunnyvale	94089	287	x		
College of Alameda	555 Atlantic Avenue	Alameda	94501	10,555	x		
College of Marin	835 College Avenue	Kentfield	94904	10,205	x		
College of San Mateo	1700 West Hillsdale Boulevard	San Mateo	94402	17,726	x		
College of The Canyons	26455 North Rockwell Canyon Road	Santa Clara	91355	30,286	x		
College of the Desert	43500 Monterey Avenue	Palm Desert	92260	14,506	x		
College of the Redwoods	7351 Tompkins Hill Road	Eureka	95501	8,341	x		
College of the Sequoias	915 South Mooney Boulevard	Visalia	93277	16,115	x		
College of the Siskiyous	800 College Avenue	Weed	96094	5,502	x		
Columbia College	11600 Columbia College Drive	Sonora	95370	5,204			x
Compton Community Educational Center	1111 East Artesia Boulevard	Compton	90221	6,726	x		
Concordia University - Irvine	1530 Concordia West	Irvine	92612	1,314	x		
Contra Costa College	2600 Mission Bell Drive	San Pablo	94806	12,625	x		
Copper Mountain College	6162 Rotary Way	Joshua Tree	92252	2,865		x	
Cosumnes River College	8401 Center Parkway	Sacramento	95823	18,560	x		
Crafton Hills College	11711 Sand Canyon Road	Yucaipa	92399	8,539	x		
Cuesta College	Education Drive	San Luis Obispo	93403	18,137	x		
Cuyamaca College	900 Rancho San Diego Parkway	El Cajon	92020	18,222	x		
Cypress College	9200 Valley View Street	Cypress	90630	19,085	x		
DeAnza College	21250 Steven Creek Boulevard	Cupertino	95014	40,566	x		
Diablo Valley College	321 Golf Club Road	Pleasant Hill	94523	32,207	x		
Dominican University of California	50 Acacia Ave	San Rafael	94901	1,389	x		
East Los Angeles College	1301 Avenida Cesar Chavez	Monterey Park	91754	50,816	x		
El Camino College	16007 Crenshaw Boulevard	Torrance	90506	35,643	x		
Evergreen Valley College	3095 Yerba Buena Road	San Jose	95135	17,324	x		
Feather River College	570 Golden Eagle Avenue	Quincy	95971	3,275		x	
Folsom Lake College	100 Clarksville Road	Folsom	95630	11,133		x	
Foothill College	12345 El Monte Road	Los Altos Hills	94022	32,684		x	
Fresno City College	1101 East University Avenue	Fresno	93741	31,401	x		
Fresno Pacific University	1717 S Chestnut Ave	Fresno	93702	1,990	x		
Fullerton College	321 East Chapman Avenue	Fullerton	92832	29,548	x		
Gavilan College	5055 Santa Teresa Boulevard	Gilroy	95020	10,989	x		
Glendale Community College	1500 North Verdugo Road	Glendale	91208	35,405	x		
Golden Gate University-San Francisco	536 Mission St	San Francisco	94105	5,852	x		
Golden West College	15744 Goldenwest Street	Huntington Beach	92647	20,111	x		
Grossmont College	8800 Grossmont College Drive	El Cajon	92020	25,264	x		
Hartnell College	156 Homestead Avenue	Salinas	93901	15,455	x		
Harvey Mudd College	301 E 12th St	Claremont	91711	701	x		

Table 3-3: CALIFORNIA COLLEGES AND UNIVERSITIES

School	Address	City	Zip Code	Enrollment	Inside 10 Miles	Between 10-25 Miles	Outside 25 Miles
Holy Names College	3500 Mountain Blvd	Oakland	94619	1,093	x		
Hope International University	2500 E Nutwood Ave	Fullerton	92613	900	x		
Humboldt State University	1 Hurpst St	Arcata	95521	7,473	x		
Humphreys College	6650 Inglewood Avenue	Stockton	95207	692	x		
Imperial Valley College	380 East Aten Road	Imperial	92251	11,965	x		
Irvine Valley College	5500 Irvine Center Drive	Irvine	92720	21,768	x		
John F Kennedy University	100 Ellinwood Way	Pleasant Hill	94523	1,695	x		
La Sierra University	4700 Pierce St	Riverside	92515	1,801	x		
Lake Tahoe Community College	1 College Drive	South Lake Tahoe	96150	6,809	x		
Laney College	900 Falcon Street	Oakland	94607	21,220	x		
Las Positas College	3033 Collier Canyon Road	Livermore	94550	11,936	x		
Lassen College	802 North East Drive	Susanville	96130	3,334	x		
Loma Linda University	Loma Linda University	Loma Linda	92350	3,256	x		
Long Beach City College	4901 East Carson Street	Long Beach	90808	39,104	x		
Los Angeles City College	855 North Vermont Avenue	Los Angeles	90029	29,881	x		
Los Angeles Harbor College	1111 Figueroa Place	Wilmington	90744	14,574	x		
Los Angeles Mission College	13356 Eldridge Avenue	Sylmar	91342	12,952	x		
Los Angeles Pierce College	6201 Winnetka Avenue	Woodland Hills	91371	30,868	x		
Los Angeles Southwest College	1600 West Imperial Highway	Los Angeles	90047	12,726	x		
Los Angeles Trade-Tech College	400 West Washington Boulevard	Los Angeles	90015	24,431	x		
Los Angeles Valley College	5800 Fulton Avenue	Van Nuys	91401	28,335	x		
Los Medanos College	2700 East Leland Avenue	Pittsburg	94565	13,619	x		
Loyola Law School	919 S. Albany St.	Los Angeles	90015	1,331	x		
Loyola Marymount University	7900 Loyola Boulevard	Los Angeles	90045	8,972		x	
Marymount College	30800 Palos Verdes Dr E	Rancho Palos Verdes	90275	739	x		
Mendocino College	1000 Hensley Creek Road	Ukiah	95482	7,746	x		
Menlo College	1000 El Camino Real	Atherton	94027	700		x	
Merced College	3600 M Street	Merced	95348	18,863	x		
Merritt College	12500 Campus Drive	Oakland	94619	12,162	x		
Mills College	5000 Mac Arthur Blvd	Oakland	94613	1,031	x		
MiraCosta College	1 Barnard Drive	Oceanside	92056	21,267	x		
Mission College	3000 Mission College Boulevard	Santa Clara	95054	19,177	x		
Modesto Junior College	435 College Avenue	Modesto	95350	26,309	x		
Monterey Institute of International Studies	460 Pierce St	Monterey	93940	840	x		
Monterey Peninsula College	980 Fremont Street	Monterey	93940	22,104	x		
Moorpark College	7075 Campus Road	Moorpark	93201	22,282	x		
Mount San Antonio College	1100 North Grand Avenue	Walnut	91789	60,689	x		
Mount San Jacinto College	1499 North State Street	San Jacinto	92583	20,835	x		
Mount St. Mary's College	12001 Chalon Rd	Los Angeles	90049	1,696	x		
Napa Valley College	2277 Napa Vallejo Highway	Napa	94558	14,496	x		
National University	11255 North Torrey Pinos Road	La Jolla	92037	4,776	x		
New College of California	741 Valencia Street	San Francisco	94110	398	x		
Notre Dame de Namur University	1540 Ralston Ave	Belmont	94002	1,711	x		
Occidental College	1600 Campus Rd	Los Angeles	90041	1,730	x		
Ohlone College	43600 Mission Boulevard	Fremont	94539	18,802	x		
Orange Coast College	2701 Fairview Road	Costa Mesa	92628	32,072	x		

Table 3-3: CALIFORNIA COLLEGES AND UNIVERSITIES

School	Address	City	Zip Code	Enrollment	Inside 10 Miles	Between 10-25 Miles	Outside 25 Miles
Otis College of Art and Design	9045 Lincoln Blvd	Los Angeles	90045	1,100		x	
Oxnard College	4000 South Rose Avenue	Oxnard	93033	10,450	x		
Pacific Oaks College	5 Westmoreland Pl	Pasadena	91103	926	x		
Pacific Union College	1 Angwin Ave	Angwin	94508	1,556		x	
Palo Verde College	1 College Drive	Blythe	92225	6,793		x	
Palomar College	1140 West Mission Road	San Marcos	92069	47,657	x		
Pasadena City College	1570 East Colorado Boulevard	Pasadena	91106	43,081	x		
Pepperdine University	24255 Pacific Coast Hwy	Malibu	90263	8,300		x	
Pitzer College	1050 N Mills Ave	Claremont	91711	869	x		
Point Loma Nazarene University	3900 Lomaland Dr	San Diego	92106	2,800	x		
Pomona College	156 East 7th Street	Claremont	91711	1,548	x		
Porterville College	100 East College Avenue	Porterville	93257	5,373	x		
Reedley College	995 North Reed Avenue	Reedley	93654	12,000		x	
Rio Hondo College	3600 Workman Mill Road	Whittier	90601	35,471	x		
Riverside City College	4800 Magnolia Avenue	Riverside	92506	47,843	x		
Sacramento City College	3835 Freeport Boulevard	Sacramento	95822	36,190	x		
Saddleback College	28000 Marguerite Parkway	Mission Viejo	92692	34,068	x		
Saint Mary's College of California	1928 Saint Mary's Rd	Moraga	94575	3,563	x		
San Bernardino Valley College	701 South Mount Vernon Avenue	San Bernardino	92410	19,420	x		
San Diego Centers for Education & Technology	4343 Ocean View Boulevard	San Diego	92113	52,022	x		
San Diego City College	1313 12th Avenue	San Diego	92101	27,179	x		
San Diego Mesa College	7250 Mesa College Drive	San Diego	92111	35,260	x		
San Diego Miramar College	10440 Black Mountain Road	San Diego	92126	20,041		x	
San Diego State University	5500 Campanile Dr	San Diego	92182	32,043	x		
San Francisco Art Institute	800 Chestnut Street	San Francisco	94133	412	x		
San Francisco State University	1600 Holloway Ave	San Francisco	94132	29,696	x		
San Joaquin Delta College	5151 Pacific Avenue	Stockton	95207	27,732	x		
San Jose City College	2100 Moorpark Avenue	San Jose	95128	16,313	x		
San Jose State University	1 Washington Square	San Jose	95112	28,932	x		
Santa Ana College	1530 West 17th Street	Santa Ana	92706	49,416	x		
Santa Barbara City College	721 Cliff Drive	Santa Barbara	93109	26,739	x		
Santa Clara University	500 El Camino Real	Santa Clara	95053	7,953	x		
Santa Monica College	1900 Pico Boulevard	Santa Monica	90405	49,942	x		
Santa Rosa Junior College	1501 Mendocino Avenue	Santa Rosa	95401	47,974	x		
Santiago Canyon College	8045 East Chapman Avenue	Orange	92869	21,357	x		
Scripps College	1030 N Columbia Ave	Claremont	91711	787	x		
Shasta College	11555 Old Oregon Trail	Redding	96049	13,955	x		
Sierra College	5000 Rocklin Road	Rocklin	95677	28,411	x		
Simpson College	2211 College View Dr	Redding	96003	1,131	x		
Skyline College	3300 College Drive	San Bruno	94066	14,237	x		
Solano Community College	4000 Suisun Valley Road	Fairfield	94534	17,760	x		
Sonoma State University	1801 E Cotati Ave	Rohnert Park	94928	8,350	x		
Southwestern College	900 Otay Lakes Road	Chula Vista	91910	31,092	x		
Stanford University	655 Serra St	Stanford	94305	17,822		x	
Taft College	29 Emmons Park Drive	Taft	93268	22,674			x
The Master's College	21726 W. Placerita Cyan Rd	Santa Clarita	91321	1,188	x		

Table 3-3: CALIFORNIA COLLEGES AND UNIVERSITIES

School	Address	City	Zip Code	Enrollment	Inside 10 Miles	Between 10-25 Miles	Outside 25 Miles
Thomas Aquinas College	10000 North Ojai Road	Santa Paula	93060	359	x		
University of California - Berkeley	110 Sproul Hall #5800	Berkeley	94720	32,810	x		
University of California - Davis	One Shields Ave	Davis	95616	27,393	x		
University of California - Irvine	Campus Dr	Irvine	92697	24,484	x		
University of California - Los Angeles	405 Hilgard Ave	Los Angeles	90095	35,660	x		
University of California - Merced	4225 North Hospital Road	Merced	95344	1,871	x		
University of California - Riverside	900 University Ave	Riverside	92521	16,622	x		
University of California - San Diego	9500 Gilman Dr	La Jolla	92093	23,888	x		
University of California - San Francisco	3333 California Street	San Francisco	94143	2,863	x		
University of California - Santa Barbara	1210 Cheadle Hall	Santa Barbara	93106	21,026	x		
University of California - Santa Cruz	1156 High St	Santa Cruz	95064	13,291	x		
University of La Verne	1950 Third Street	La Verne	91750	1,685	x		
University of Redlands	1200 E Colton Ave	Redlands	92373	1,500	x		
University of San Diego	5998 Alcala Park	San Diego	92110	4,962	x		
University of San Francisco	2130 Fulton St	San Francisco	94117	8,274	x		
University of Southern California	University Park	Los Angeles	90089	29,194	x		
University of the Pacific	3601 Pacific Ave	Stockton	95211	6,121	x		
Vanguard University of Southern California	55 Fair Drive	Costa Mesa	92626	2,160	x		
Ventura College	9667 Telegraph Road	Ventura	93003	19,951	x		
Victor Valley College	18422 Bear Valley Road	Victorville	92392	17,045	x		
West Hills College, Coalinga	300 Cherry Lane	Coalinga	93210	4,383	x		
West Hills College, Lemoore	555 College Avenue	Coalinga	93245	6,417	x		
West Los Angles College	9000 Overland Avenue	Culver City	90230	15,810	x		
West Valley College	14000 Fruitvale Avenue	Saratoga	95070	19,484	x		
Westmont College	955 La Paz Rd	Santa Barbara	93108	1,358	x		
Whittier College	13406 E Philadelphia St	Whittier	90608	1,468	x		
William Jessup University	333 Sunset Blvd	Rocklin	95765	521	x		
Woodbury University	7500 Glenoaks Boulevard	Burbank	91510	1,427	x		
Yuba College	2088 North Beale Road	Marysville	95901	14,436	x		

Source: Enrollment data obtained from various sources - California Communitiy Colleges Website (2006-2007 Enrollment) and/or individual institution Website.

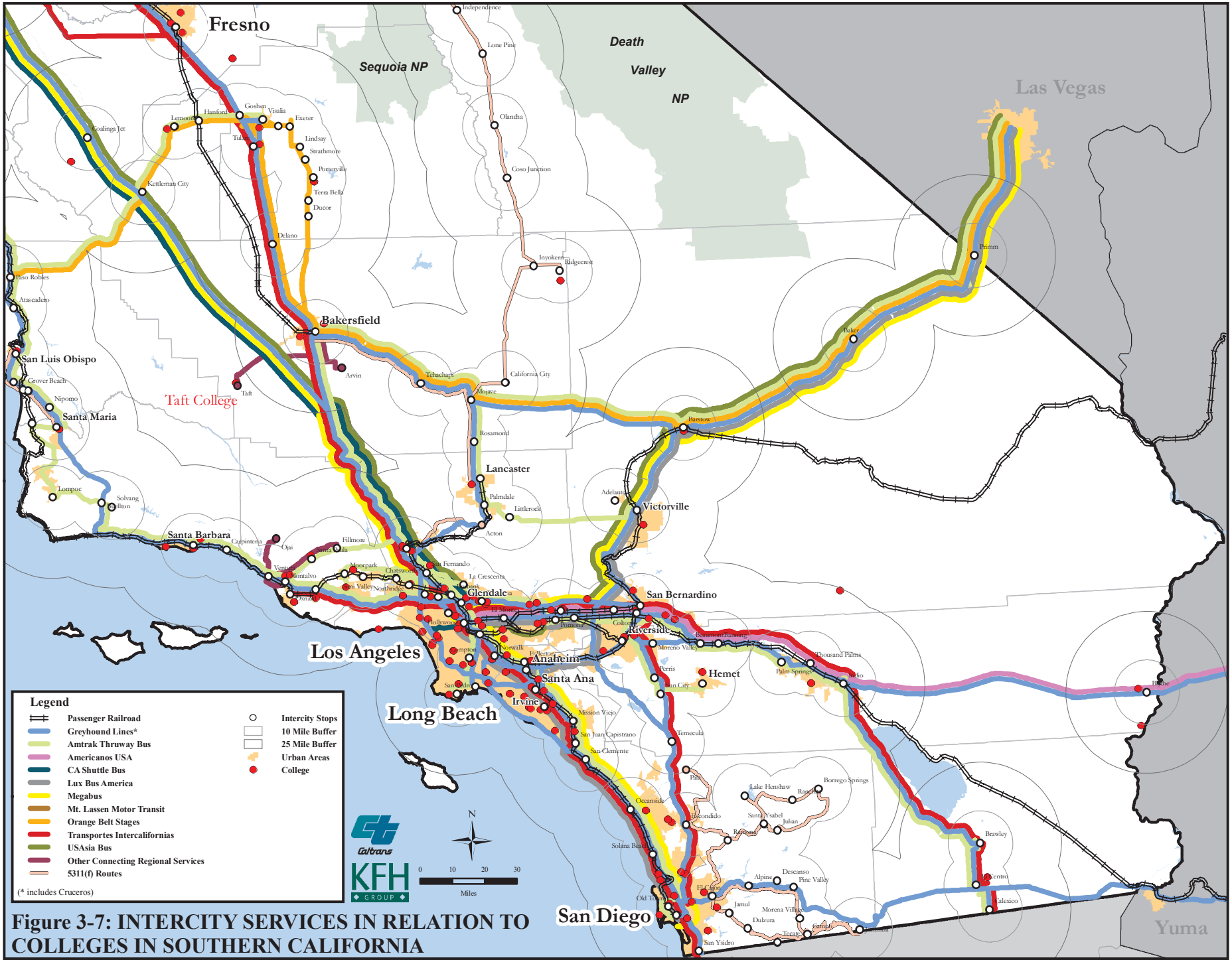


Figure 3-7: INTERCITY SERVICES IN RELATION TO COLLEGES IN SOUTHERN CALIFORNIA

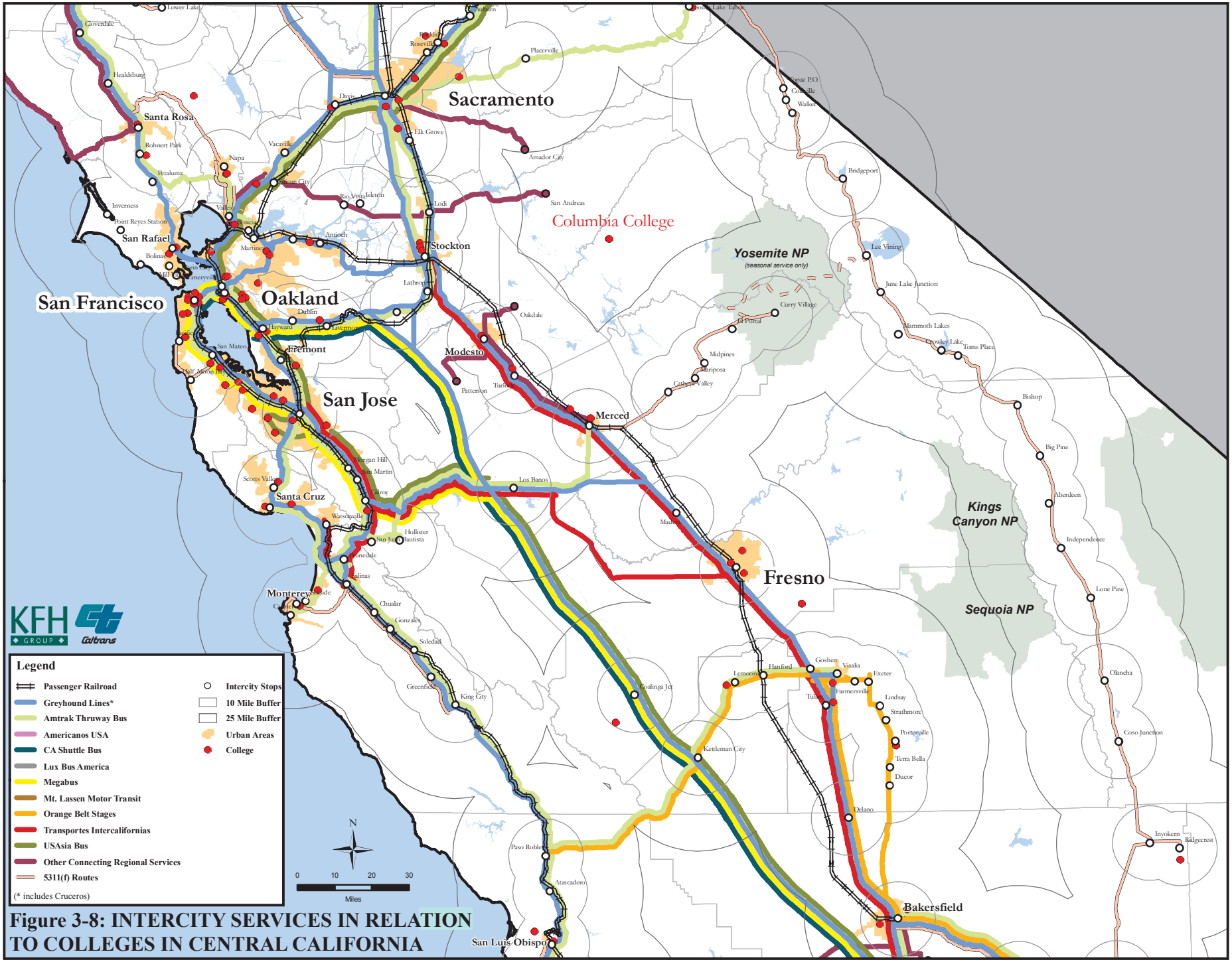


Figure 3-8: INTERCITY SERVICES IN RELATION TO COLLEGES IN CENTRAL CALIFORNIA

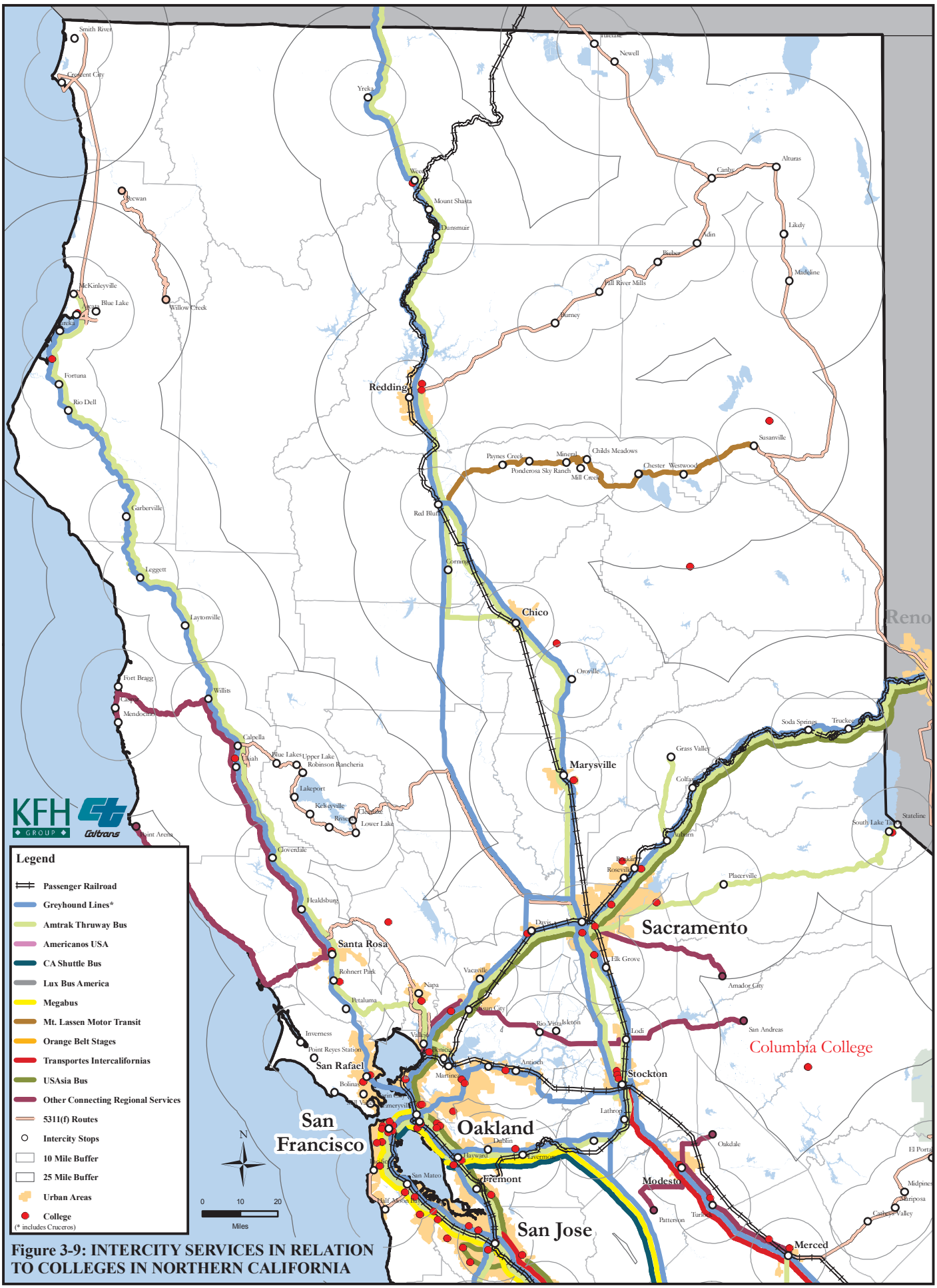


Figure 3-9: INTERCITY SERVICES IN RELATION TO COLLEGES IN NORTHERN CALIFORNIA

The figures represent the location of the institutions for each section of the state: Southern, Central, and Northern. The Southern section, Figure 3-7, represents that most institutions are clustered in the Los Angeles urbanized area and most of them are located within the 10-mile market area. The San Diego region also contains a small cluster of colleges and universities. The Central section, Figure 3-8, represents that a significant cluster of institutions is located in the San Francisco Bay Area and some sprinkled along the SR-99 corridor from Fresno to Sacramento. In this region all of the institutions are located within the 10-mile market area for each intercity stop. The Northern section (Figure 3-9), is a cluster of colleges/universities located in the San Francisco Bay Area. The remainder of the institutions are scattered throughout the entire state.

Based on this analysis, except for Columbia College and Taft College,[2] all students attend school at campuses that are within a 25-mile market area radius to the nearest bus stop. The majority of students attend school at campuses that are located in communities served by intercity bus services, when considering a 10-mile market area radius for each bus stop. Although all of these institutions may have intercity bus service relatively close by, some stops may be a significant distance from the institution. For these other schools, students must still find transportation between the campus and the bus station, and from the destination bus station on the other end of the trip. In this circumstance, the ability to use intercity bus service still requires taxis, local transit, or someone with a vehicle to provide the connection—but the intercity link is available.

Military Bases

Military bases are located throughout California with most situated in the southern section of the state. Of the 73 military bases within the State of California, there are 11 posts that are outside of the 10-mile market area from the nearest intercity stop. Four (Channel Island Air Guard Station, Fort Irwin, Sierra Army Depot, and Twenty-nine Palms Marine Corp Air Ground Combat Center (MCAGCC)) of these 11 outlying military bases are outside of the 25-mile market area surrounding the nearest intercity stop. Furthermore, three of these four outliers are located in the southern portion of the state, with the exception being the Sierra Army Depot located to the east of Susanville, in north eastern California. Concerning the bases in the intermediate zone of ten to 25 miles from an intercity stop, there are seven military bases in this zone with a pair of bases along the coastline between King City and Paso Robles. Table 3-4 lists the military base location information and its proximity to the nearest intercity stop. The following set of figures, Figures 3-10, 3-11, and 3-12 represents the location of the military bases with respect to the 10- and 25-mile market around each stop for Southern, Central, and Northern California, respectively.

Hospitals

Although medical trips make up a small percentage of intercity bus trips, the ability to make trips from rural areas and small towns to major medical facilities is often a policy consideration for maintaining bus services. It may be less of a consideration for patient transportation than for family and friends to visit, simply because most intercity services are not

[2] Taft College is linked to Bakersfield intercity services by Kern Regional Transit.

Table 3-4: CALIFORNIA MILITARY BASES

Military	Inside 10 Miles	Between 10-25 Miles	Outside 25 Miles
Air National Guard Base	x		
Alameda/US Naval Air Station	x		
Ames Research Center	x		
Armory	x		
Armory	x		
Army National Guard		x	
Army National Guard	x		
Army Reserve	x		
Barstow MC Logistics Base	x		
Beale Air Force Base		x	
California Air National Guard	x		
Camp Pendleton Marine Corps Base		x	
Camp Roberts Military Reserve		x	
Channel Island Air Guard Station			x
China Lake Naval Weapons Center		x	
Coast Guard Facilities	x		
CPSU San Luis Obispo Military Reserve	x		
East Fort Miley	x		
Edwards Air Force Base		x	
El Centro Naval Auxilary Air Station	x		
El Toro Marine Corps Air Station	x		
Fort Hunter Leggett		x	
Fort Irwin			x
Fort MacArthur	x		
Fort Rosecrans Military Reserve	x		
Fresno Air Guard Station	x		
Lemoore Naval Air Station	x		
Los Alamitos Army Airfield	x		
Los Angeles Air Force Base	x		
March Air Reserve Base	x		
Mare Island Naval Reserve	x		
McClellan Air Force Base	x		
Military Reservation	x		
National Guard Armory Site	x		
National Guard Armory Site	x		
National Guard Armory Site	x		
National Guard Armory Site	x		
National Guard Armory Site	x		
Naval Reservation	x		
Naval Reserve Center	x		
Naval Shipyard	x		
North Island Naval Air Station	x		
Oakland Army Base	x		
Oakland/US Naval Supply Center	x		
Pacific Fleet Training Center	x		
Point Mugu Naval Air Station	x		
Presidio of Monterey	x		
San Diego MC Recruit Depot	x		
San Diego Naval Air Station	x		
San Diego Naval Community Station	x		
San Diego Naval Medical Center	x		
Sharpe Army Depot	x		

Table 3-4: CALIFORNIA MILITARY BASES

Military	Inside 10 Miles	Between 10-25 Miles	Outside 25 Miles
Sierra Army Depot			x
Stockton Naval Community Station	x		
Tracy Defense Depot	x		
Travis Air Force Base	x		
Treasure Island Naval Station	x		
Tustin Marine Corps Air Station	x		
Twenty-nine Palms MCAGCC			x
US Navy Reservation	x		
US Army Reserve Center	x		
US Coast Guard Station	x		
US Government Reserve	x		
US Marine Corp Recruit Depot	x		
US Naval Amphibious Base	x		
US Naval Station Port Chicago	x		
US Naval Weapons Center	x		
US Naval Weapons Station Concord	x		
US Naval Weapons Station	x		
USMC Air Station Miramar	x		
US Naval Construction Batallion Center	x		
Vandenberg Air Force Base	x		
West Fort Miley	x		

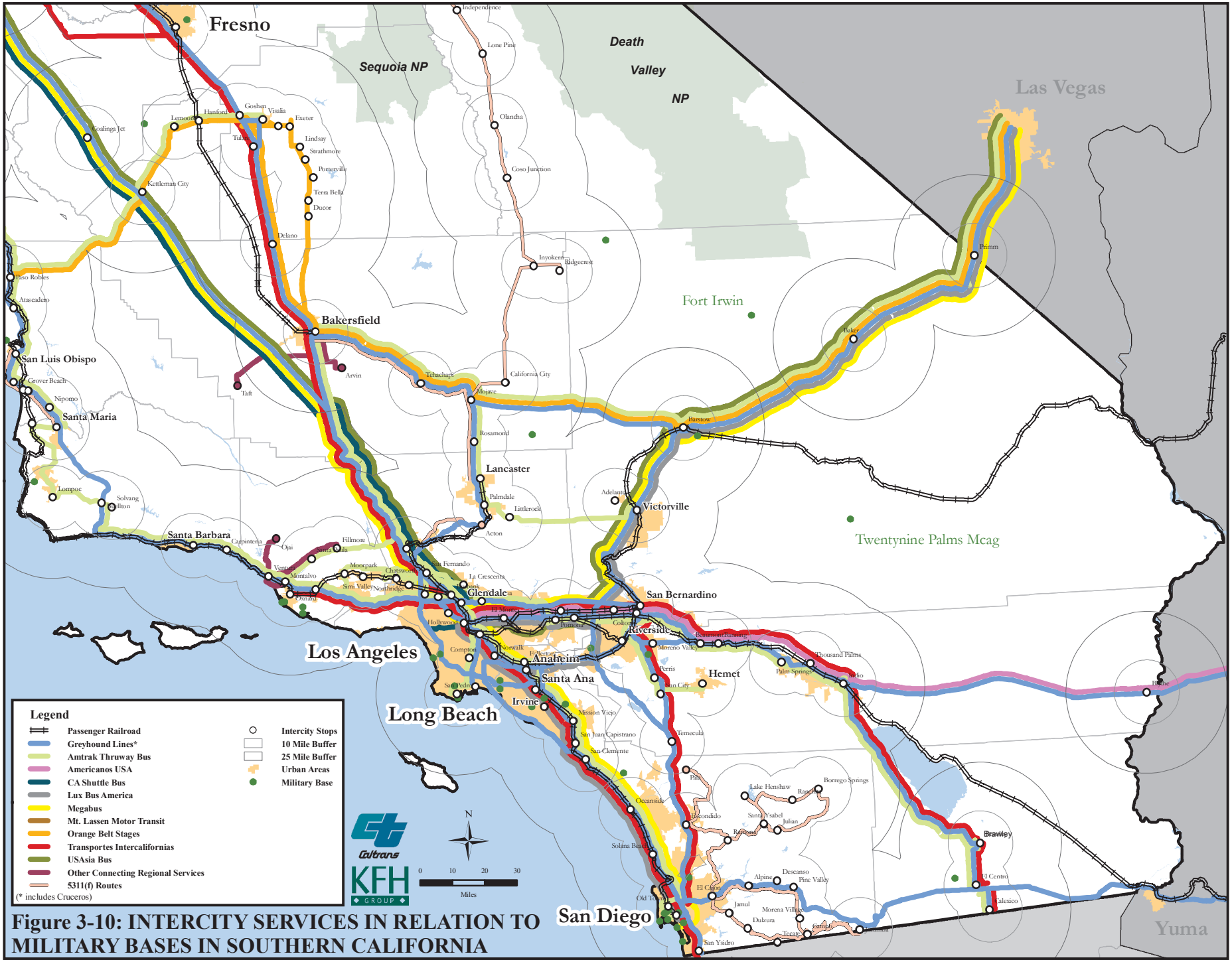


Figure 3-10: INTERCITY SERVICES IN RELATION TO MILITARY BASES IN SOUTHERN CALIFORNIA

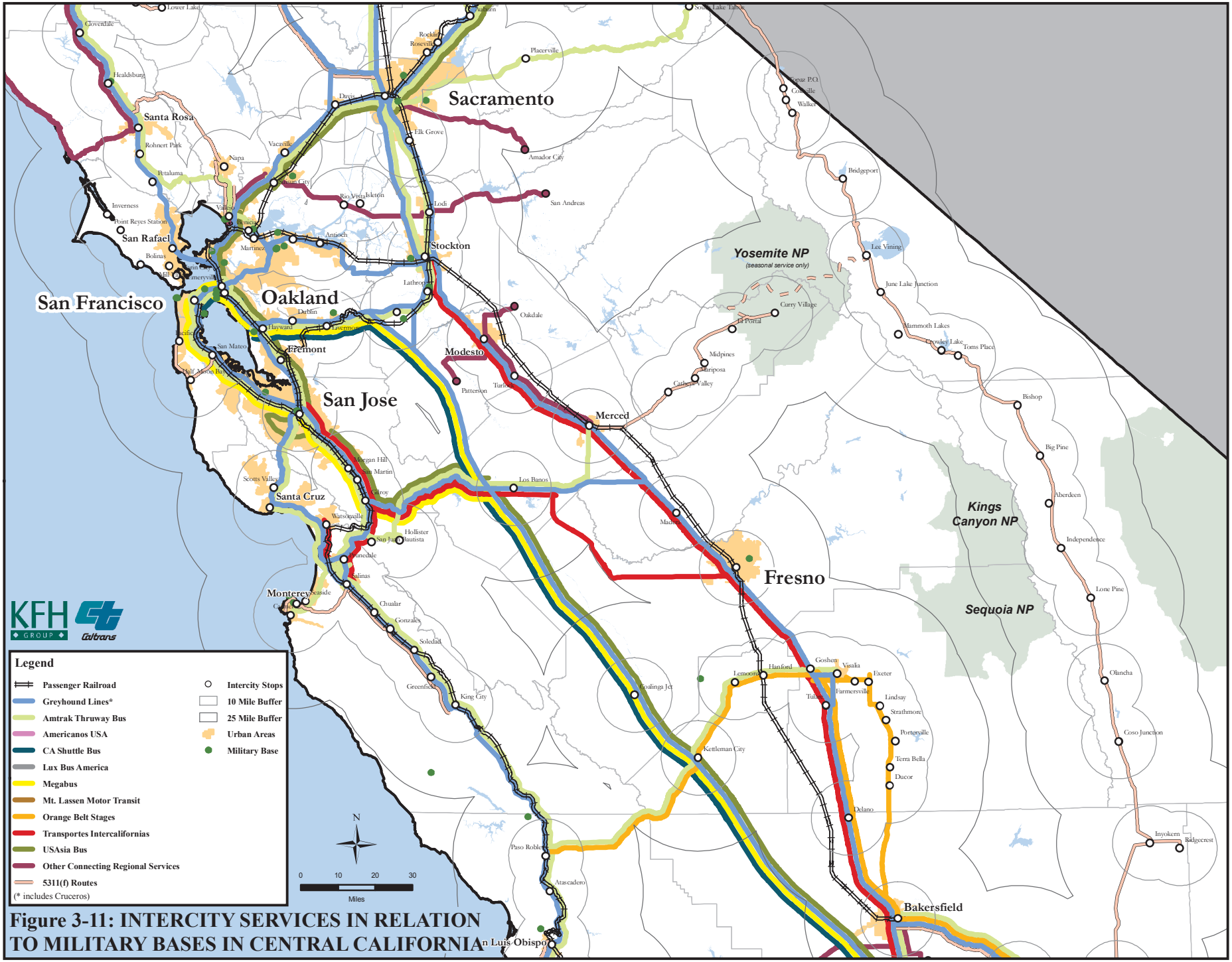


Figure 3-11: INTERCITY SERVICES IN RELATION TO MILITARY BASES IN CENTRAL CALIFORNIA

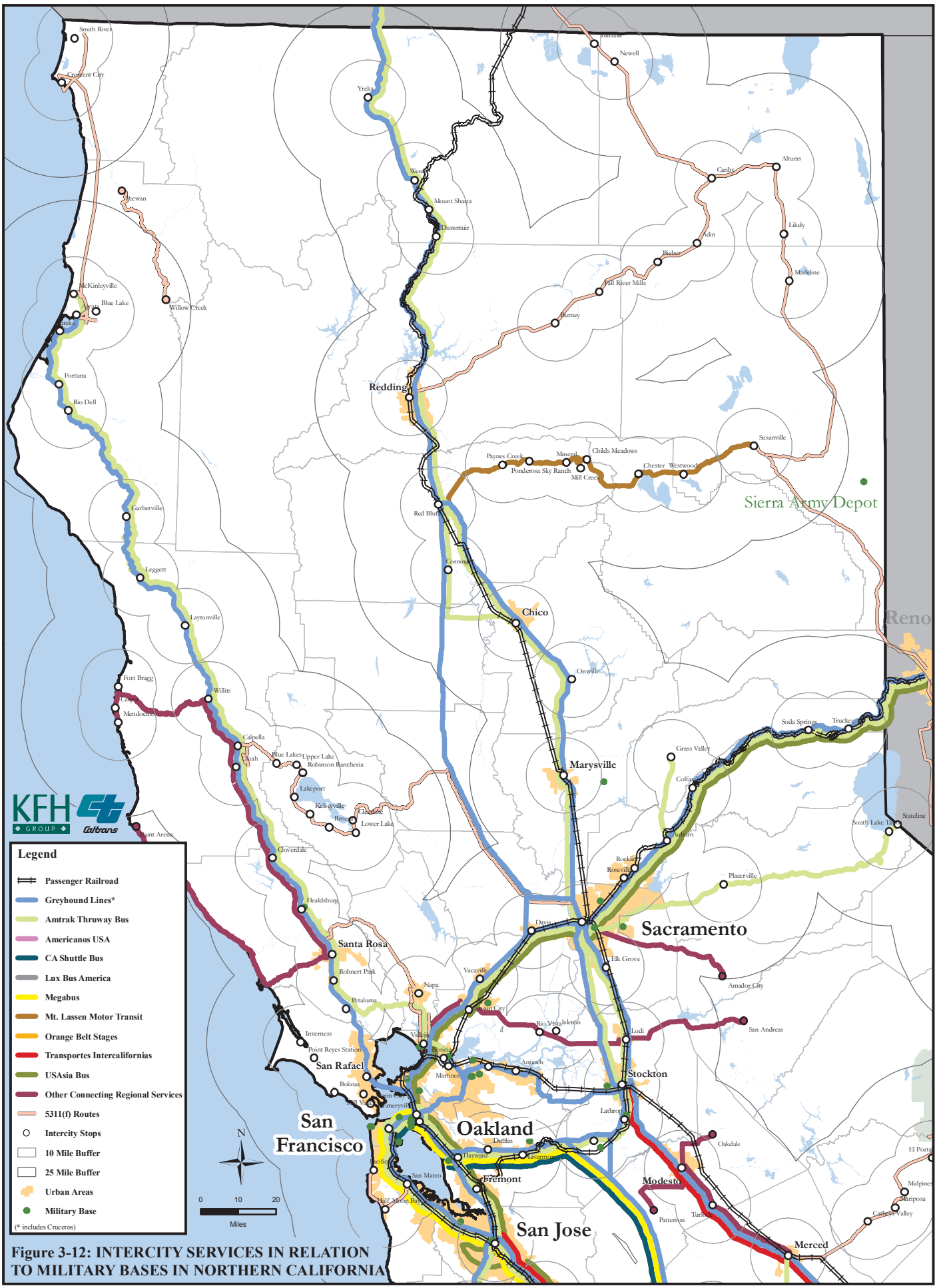


Figure 3-12: INTERCITY SERVICES IN RELATION TO MILITARY BASES IN NORTHERN CALIFORNIA

frequent enough to permit same-day outpatient visits. In addition, use of intercity bus services to provide regional medical trips requires a ride to and from the bus station at either end of the bus trip, adding to the cost, time, and physical effort required. However, in many states, long-distance medical trips under Medicaid do utilize intercity bus services.

Table 3-5 presents a list of hospitals and medical centers located throughout the state along with the number of beds available at each facility and their proximity to intercity bus service. The total number of beds available is 82,058. Of the 449 hospitals within the State of California, there are 34 facilities that are not within a 10-mile radius surrounding the nearest intercity stop. Of these 34 outlying locations, 11 hospitals are found to be outside of the larger 25-mile radius surrounding the nearest intercity stop. There is a concentration of these furthest outliers in the central and northern portions of the state, including a cluster of four to the southeast of Sacramento (Mark Twain St. Joseph's Hospital, Sonora Community Hospital, Sutter Amador Hospital, and Tuolumne General Hospital). There is also a pair of hospitals to the east of Chico (Eastern Plumas District Hospital and Plumas District Hospital). The majority of these outlying hospitals possess less than one hundred beds, with the two exceptions being Corona Regional Medical Center and St. Helena Hospital in Deer Park. Concerning those hospitals in the intermediate zone of 10 to 25 miles from an intercity stop, there is a cluster of five to the southeast of Fresno (Alta District Hospital, Kingsburg Medical Center, Sanger General Hospital, Selma Community Hospital, and Sierra-Kings District Hospital). The following figures, Figures 3-13, 3-14, and 3-15 represent the facilities with respect to the 10- and 25-mile market area of each stop for Southern, Central, and Northern California, respectively.

It is evident from the list and maps that the hospitals are located throughout the state, thus negating the need of transporting large numbers of patients to one or two major destinations. However, there are certain metro areas and corridors that contain most of these facilities. Though there may be a need to transport people to particular hospitals that will provide care for them that may not be available locally, this form of transportation service is often provided directly by the rural public transportation operator.

Correctional Facilities

As in the case of hospitals, while demand for correctional facility trips results in a small percentage of intercity bus trips, the ability to make trips from rural areas and small towns to correctional facilities may be crucial to families, released inmates, and employees. Table 3-6 is a list of federal and state correctional facilities throughout the state along with the number of beds available at each state facility and their proximity to intercity bus service. Figures 3-16, 3-17, 3-18 represent the correctional facilities served by intercity bus service when considering the 10-mile and 25-mile market area around each intercity bus stop. Of the federal and state correctional facilities, 14 are found outside of the 10-mile buffer surrounding the nearest intercity stop. Three correctional facilities are found outside of the largest buffer of 25 miles. These include Sierra Conservation Center located in Jamestown, which possesses the largest capacity of any correctional facility, the federal correctional Institute of Taft, and the Herlong Federal Correction Institution at Herlong.

Table 3-5: CALIFORNIA HOSPITALS

Hospital	Address	City	Zip Code	# of Beds	Inside 10 Miles	Between 10-25 Miles	Outside 25 Miles
Alta District Hospital	500 Adelaide Way	DINUBA	93618-1698	50		x	
Avalon Municipal Hospital	100 Falls Canyon Road	AVALON	90704	8			x
Bear Valley Community Hospital	41870 Garstin Road	BIG BEAR LAKE	92315	9		x	
Biggs-Gridley Memorial Hospital	240 Spruce Street	GRIDLEY	95948-2216	20		x	
Chowchilla Dist Memorial Hospital	1104 Ventura Avenue	CHOWCHILLA	93610-2298	1		x	
Colusa Regional Medical Center	199 East Webster Street	COLUSA	95932-2954	34		x	
Corcoran District Hospital	1310 Hanna Avenue	CORCORAN	93212-2395	24		x	
Corona Regional Medical Center	800 South Main Street	CORONA	92882-3420	228		x	
Eastern Plumas District Hospital	500 First Avenue	PORTOLA	96122-9406	9		x	
Feather River Hospital	5974 Pentz Road	PARADISE	95969-5509	46		x	
Glenn Medical Center	1133 West Sycamore Street	WILLOWS	95988-2745	15		x	
Hi-Desert Medical Center	6601 White Feather Road	JOSHUA TREE	92252-6601	29		x	
Indian Valley Health District	184 Hot Springs Road	GREENVILLE	95947-9747	9		x	
Kern Valley Healthcare District	6412 Laurel Avenue	LAKE ISABELLA	93240-1628	27			x
Kingsburg Medical Center	1200 Smith Street	KINGSBURG	93631-2216	15		x	
Mark Twain St Joseph's Hospital	768 Mountain Ranch Road	SAN ANDREAS	95249-9707	36			x
Mercy Westside Hospital	110 East North Street	TAFT	93268-3606	21			x
Mountains Community Hospital	29101 Hospital Road	LAKE ARROWHEAD	92352	17		x	
Naval Hospital		TWENTYNINE PALMS	92278	29			x
Oak Valley District Hospital	350 South Oak Street	OAKDALE	95361-3519	35		x	
Ojai Valley Community Hospital	1306 Maricopa Highway	OJAI	93023-3163	30		x	
Plumas District Hospital	1065 Bucks Lake Road	QUINCY	95971-9599	16			x
Public Health Service Indian Hospital		WINTERHAVEN	92283-1368	34			x
Sanger General Hospital	2558 Jensen Avenue	SANGER	93657-2296	39		x	
Selma Community Hospital	1141 Rose Avenue	SELMA	93662-3241	43		x	
Sierra Valley District Hospital	700 Third Street	LOYALTON	96118-0178	0		x	
Sierra-Kings District Hospital	372 West Cypress Avenue	REEDLEY	93654-2199	44		x	
Sonora Community Hospital	One South Forest Road	SONORA	95370-4819	50			x
Saint Helena Hospital	650 Sanitarium Road	DEER PARK	94576-9710	160		x	
Surprise Valley Healthcare	Main and Washington Streets	CEDARVILLE	96104	4		x	
Sutter Amador Hospital	200 Mission Boulevard	JACKSON	95642-2132	42			x
Trinity Hospital	410 North Taylor Street	WEAVERVILLE	96093	39			x
Tuolumne General Hospital	101 Hospital Road	SONORA	95370-5297	44			x
Weed Army Community Hospital		FORT IRWIN	92310-5065	27		x	

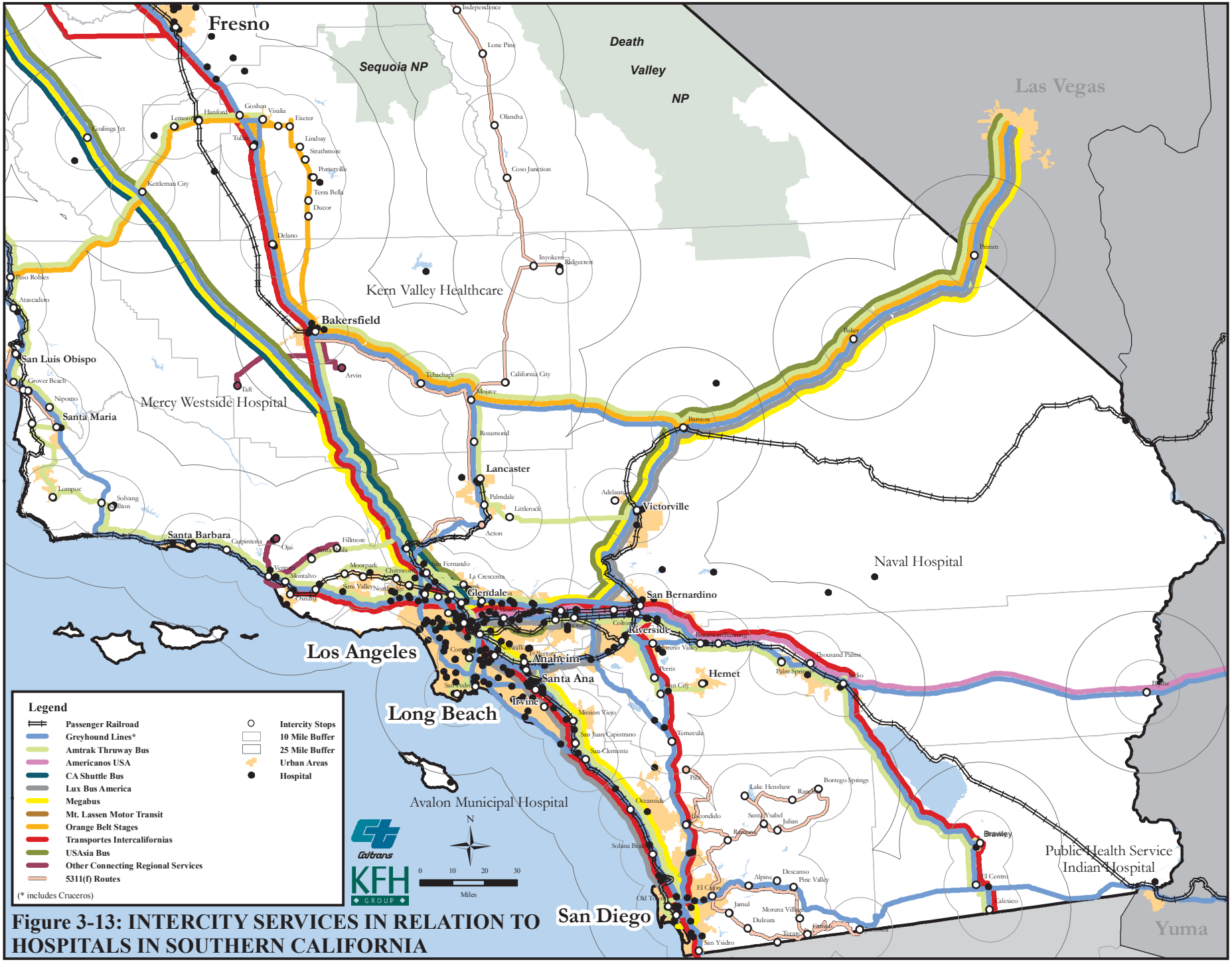


Figure 3-13: INTERCITY SERVICES IN RELATION TO HOSPITALS IN SOUTHERN CALIFORNIA

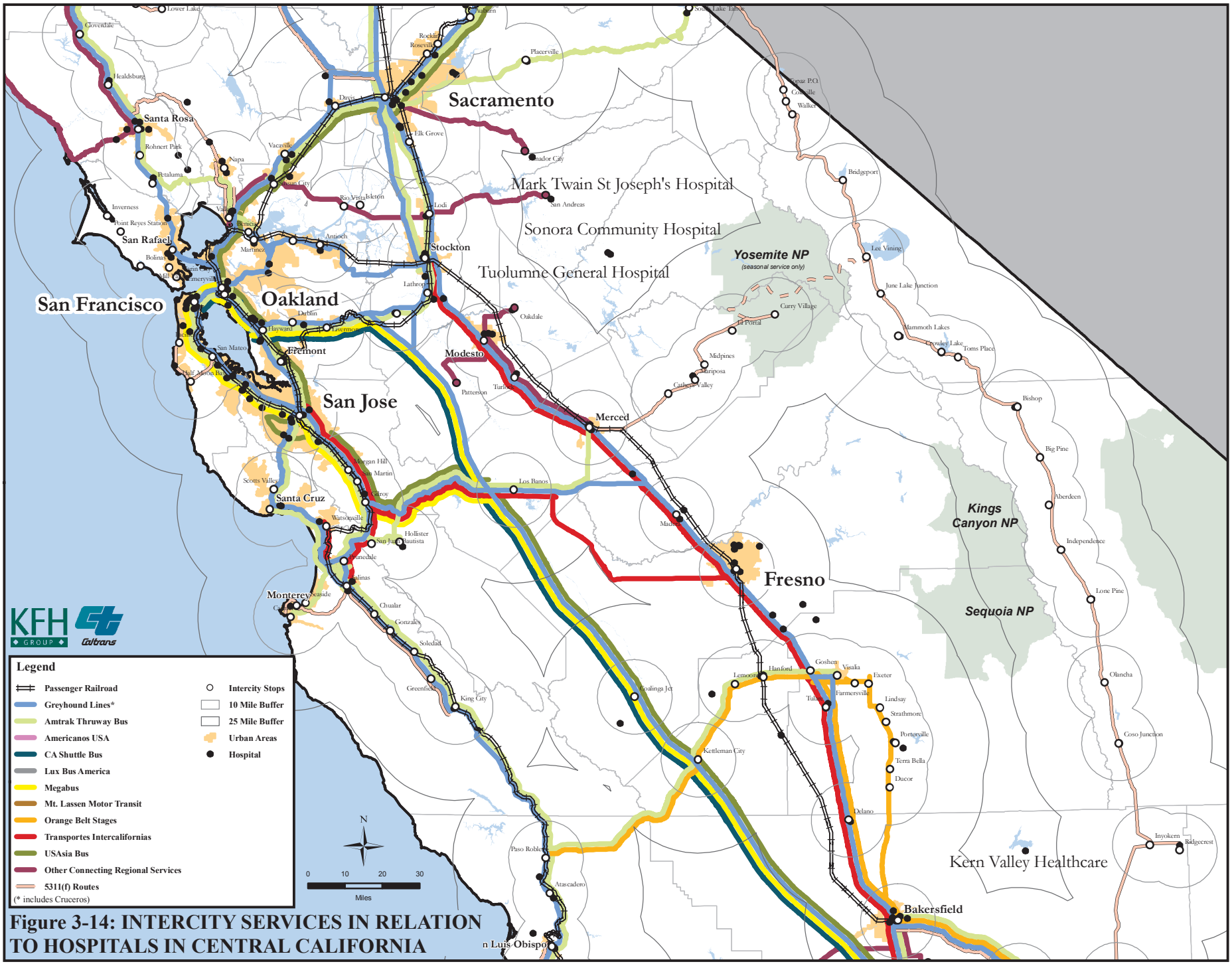


Figure 3-14: INTERCITY SERVICES IN RELATION TO HOSPITALS IN CENTRAL CALIFORNIA

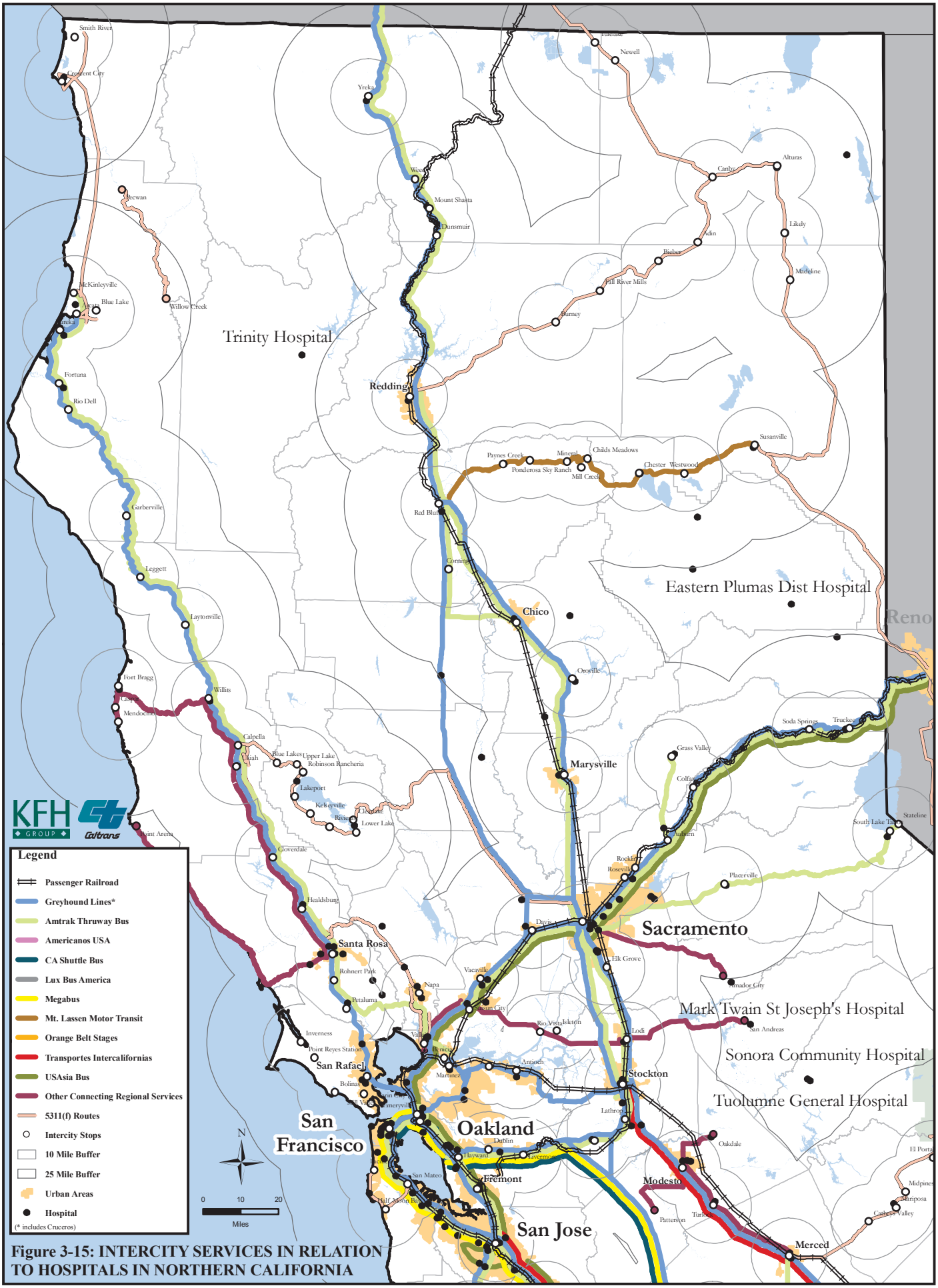


Figure 3-15: INTERCITY SERVICES IN RELATION TO HOSPITALS IN NORTHERN CALIFORNIA

Table 3-6: CALIFORNIA CORRECTIONAL FACILITIES

Correctional Facility	City	Capacity	Inside 10 Miles	Between 10-25 Miles	Outside 25 Miles
Avenal State Prison	Avenal	2,320	x		
California Correctional Center	Susanville	3,682	x		
California Correctional Institution	Tehachapi	2,781	x		
California Institution for Men	Chino	3,078	x		
California Institution for Women	Corona	1,026	x		
California Medical Facility	Vacaville	2,315	x		
California Men's Colony	San Luis Obispo	3,884	x		
California Rehabilitation Center	Norco	2,314		x	
California State Prison, Corcoran	Corcoran	3,016		x	
California State Prison, Los Angeles County	Lancaster	2,200	x		
California State Prison, Sacramento	Represa	1,728	x		
California State Prison, Solano	Vacaville	2,610	x		
California Substance Abuse Treatment Facility	Corcoran	3,324		x	
Calipatria State Prison	Calipatria	2,208		x	
Centinela State Prison	Imperial	2,208		x	
Central California Women's Facility	Chowchilla	2,004		x	
Chuckawalla Valley State Prison	Blythe	1,738		x	
Correctional Institute, California City	California City	N/A	x		
Correctional Institute, Taft	Taft	N/A			x
Correctional Training Facility	Soledad	3,281	x		
Deuel Vocational Institution	Tracy	1,787	x		
Federal Correctional Institution, Dublin	Dublin	N/A	x		
Federal Correctional Institution, Herlong	Herlong	N/A			x
Federal Correctional Institution, Lompoc	Lompoc	N/A	x		
Federal Correctional Institution, Mendota	Mendota	N/A	x		
Federal Correctional Institution, Terminal Island	Terminal Island	N/A	x		
Federal Correctional Institution, Victorville	Victorville	N/A	x		
Folsom State Prison	Represa	2,072	x		
High Desert State Prison	Susanville	2,224	x		
Ironwood State Prison	Blythe	2,200		x	
Metropolitan Correctional Center, San Diego	San Diego	N/A	x		
Metropolitan Detention Center, Los Angeles	Los Angeles	N/A	x		
Mule Creek State Prison	Ione	1,700		x	
North Kern State Prison	Delano	2,692	x		
Pelican Bay State Prison	Crescent City	2,280	x		
Pleasant Valley State Prison	Coalinga	2,208	x		
R.J. Donovan Correctiuonal Facility	San Diego	2,200	x		
Salinas Valley State Prison	Soledad	2,224	x		
San Quentin State Prison	San Quentin	3,283	x		
Sierra Conservation Center	Jamestown	3,926			x
United States Penitentiary, Atwater	Atwater	N/A	x		
United States Penitentiary, Lompoc	Lompoc	N/A	x		
United States Penitentiary, Victorville	Victorville	N/A	x		
Valley State Prison for Women	Cowchilla	1,980		x	
Wasco State Prison	Wasco	2,984		x	

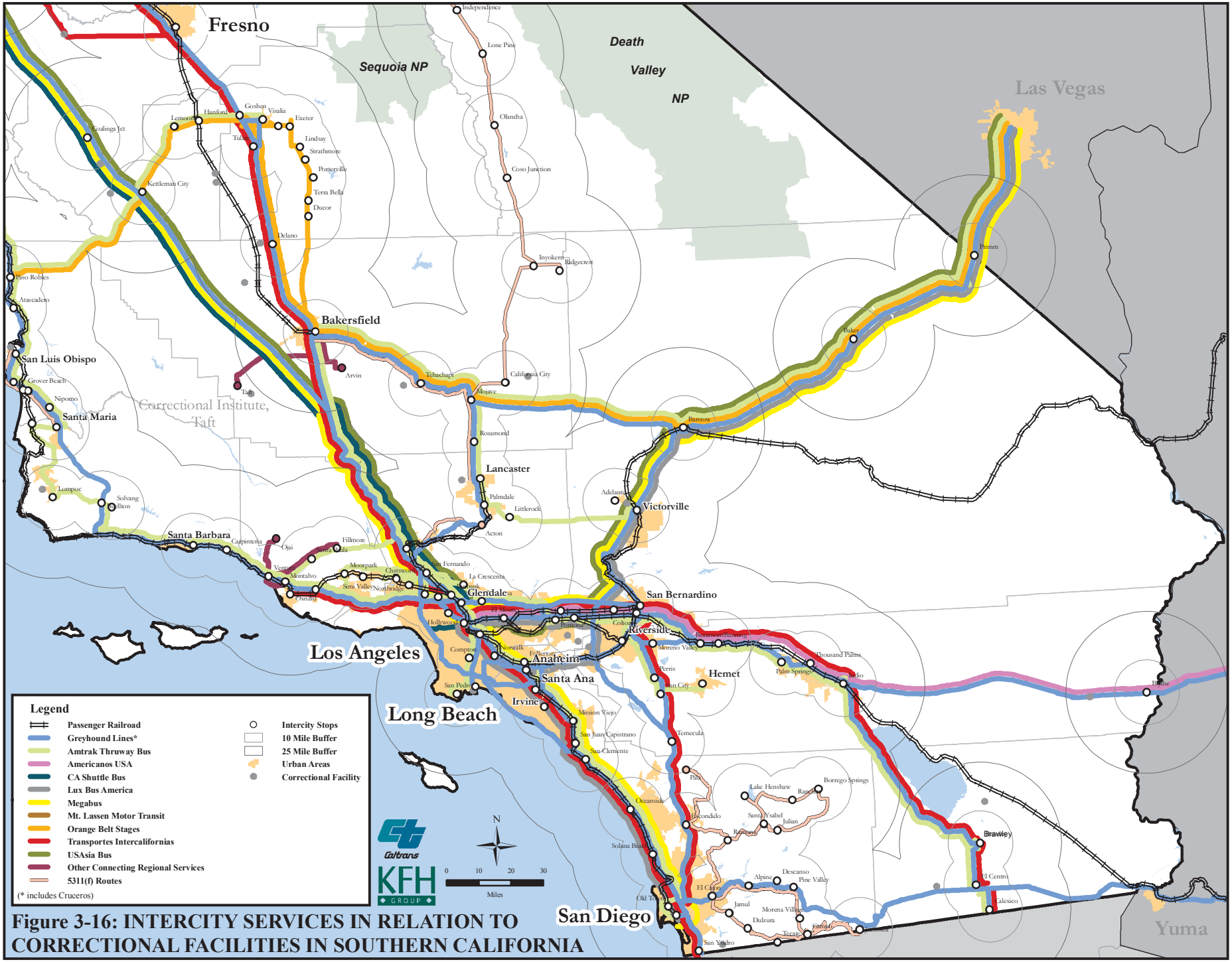


Figure 3-16: INTERCITY SERVICES IN RELATION TO CORRECTIONAL FACILITIES IN SOUTHERN CALIFORNIA

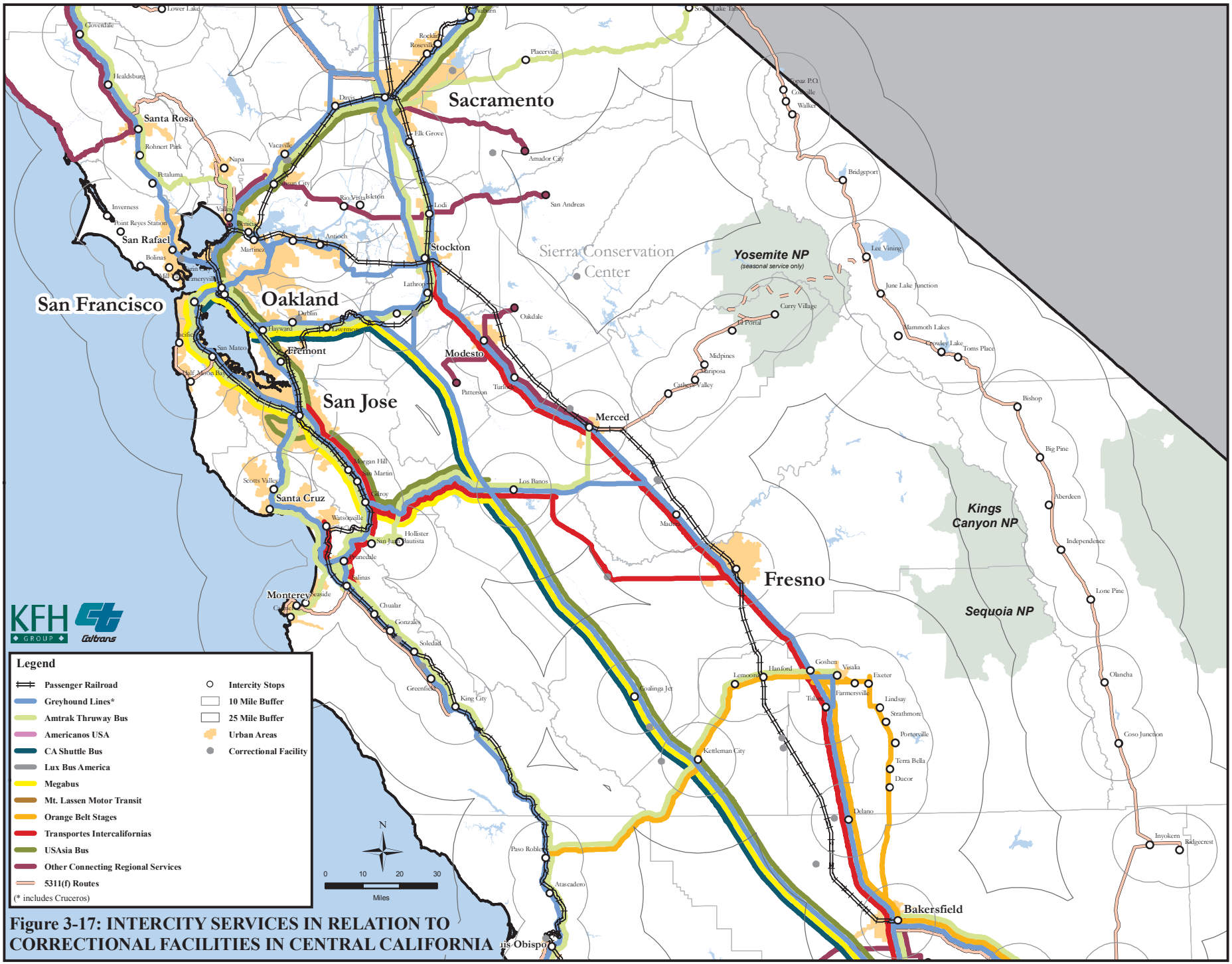


Figure 3-17: INTERCITY SERVICES IN RELATION TO CORRECTIONAL FACILITIES IN CENTRAL CALIFORNIA

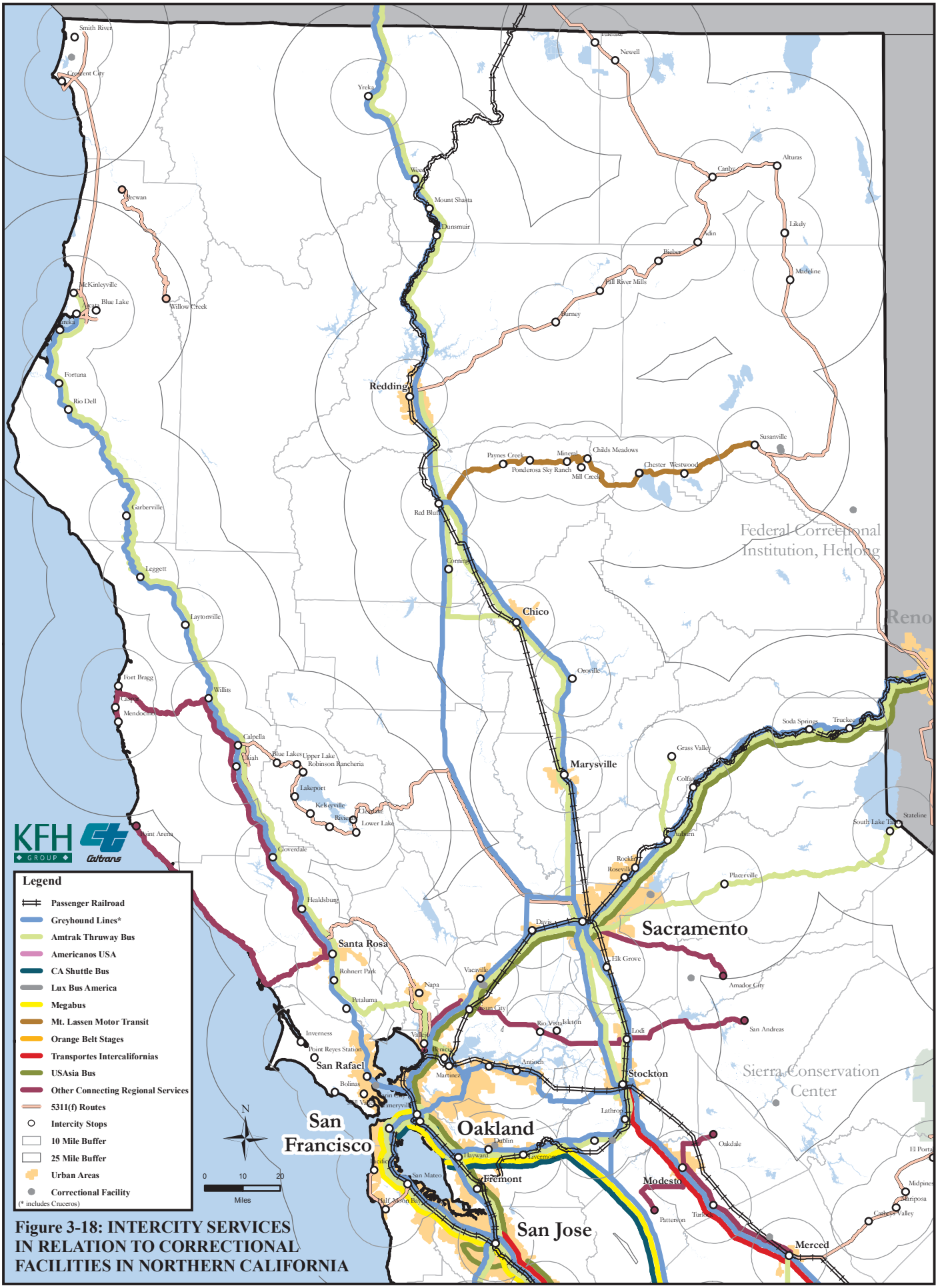


Figure 3-18: INTERCITY SERVICES IN RELATION TO CORRECTIONAL FACILITIES IN NORTHERN CALIFORNIA

In general, correctional facilities are dispersed throughout the state, but in certain regions they are clustered near major roadway corridors so there may be less need to transport large numbers of riders to any one facility, but there may be a possibility to consider services for facilities near each other.

Airports

Major airport facilities are located to the south in San Diego and as far north as Redding and McKinleyville. Table 3-7 is a list of all the airports in the state and their proximity to intercity bus service. Figures 3-19, 3-20, and 3-21 represent the airport facility and existing intercity bus service when considering the 10- and 25-mile market area around each intercity stop. Although, little is known about the demand for intercity bus services to airports, the ability to make trips from rural areas and small towns to airports may be crucial to families, employees, and visitors. In the entire state, airports are within or very close to the 10-mile buffer around the nearest intercity bus stop.

In southern California most airports are clustered in or near the Los Angeles metro area. There are a few airports located east in Palm Springs and El Centro. In central California, most of the airports are aligned along the SR-99 corridor, extending from Bakersfield to Sacramento. In northern California, the concentrations of airport facilities are located in the San Francisco-Oakland-San Jose and Sacramento region.

Native American Tribal Lands

The overall demographic analysis of populations with transit dependency characteristics presented earlier in this chapter included the Native American population in its determination of Block Groups with high or moderate transportation need levels. To this extent the transportation needs of these population groups have already been addressed. However, an additional analysis presented here includes the Native American Tribal lands as an additional type of potential intercity trip origin/destination area as part of the overall assessment of areas with potential needs for intercity service connections. Table 3-8 lists the federally-recognized American Indian Reservations in California, the land area of each, and the distance to the nearest intercity service point. As can be seen in the table, many of these areas are between 10 and 25 miles from the nearest intercity service point, and 12 are located more than 25 miles from an intercity service stop. The locations of these Reservation areas are depicted in relation to the intercity bus stops on the map in Figure 3-22. Because many of these areas are in Nonurbanized areas, rural intercity service connecting them to the national intercity network is eligible for funding under S. 5311, under S.5311(f), and under the Public Transportation on Indian Reservations Program authorized under SAFETEA-LU. The map depicts the one route operated by the Yurok Tribe using S.5311(f) funding. The Yurok Tribe provides service connecting the Yurok Reservation in Humboldt and Del Norte Counties with Willow Creek and Hoopa on SR-169, linking the main population centers on the Reservation with nearby community hubs.

Table 3-7: CALIFORNIA AIRPORTS

Airport	Inside 10 Miles	Between 10-25 Miles	Outside 25 Miles
Arcata	x		
Bishop	x		
Burbank - Glendale - Pasadena	x		
Charles Schultz Sonoma County	x		
Chico Municipal	x		
Fresno Yosemite International	x		
Hawthorne Municipal	x		
Imperial County	x		
Inyokern	x		
Jack Mc Namara Field	x		
John Wayne Airport - Orange County	x		
Long Beach/Dugherty Field	x		
Los Angeles International	x		
Los Angeles/Palmdale Regional	x		
McClellan - Palomar	x		
Meadows Field	x		
Merced Municipal	x		
Metropolitan Oakland International	x		
Modesto City - County - Harry Sham Field	x		
Monterey Peninsula	x		
Montgomery Field	x		
Naf El Centro	x		
Ontario International	x		
Oxnard	x		
Palm Springs International	x		
Paso Robles Municipal	x		
Redding Municipal	x		
Sacramento Executive	x		
Sacramento Mather		x	
Sacramento Metropolitan	x		
San Diego International - Lindbergh Field	x		
San Francisco International	x		
San Jose International	x		
San Luis Obispo County	x		
Santa Barbara Municipal	x		
Santa Maria	x		
Santa Monica Municipal	x		
Southern California International	x		
Stockton Metropolitan	x		
Van Nuys	x		
Visalia Municipal	x		
Yuba County	x		

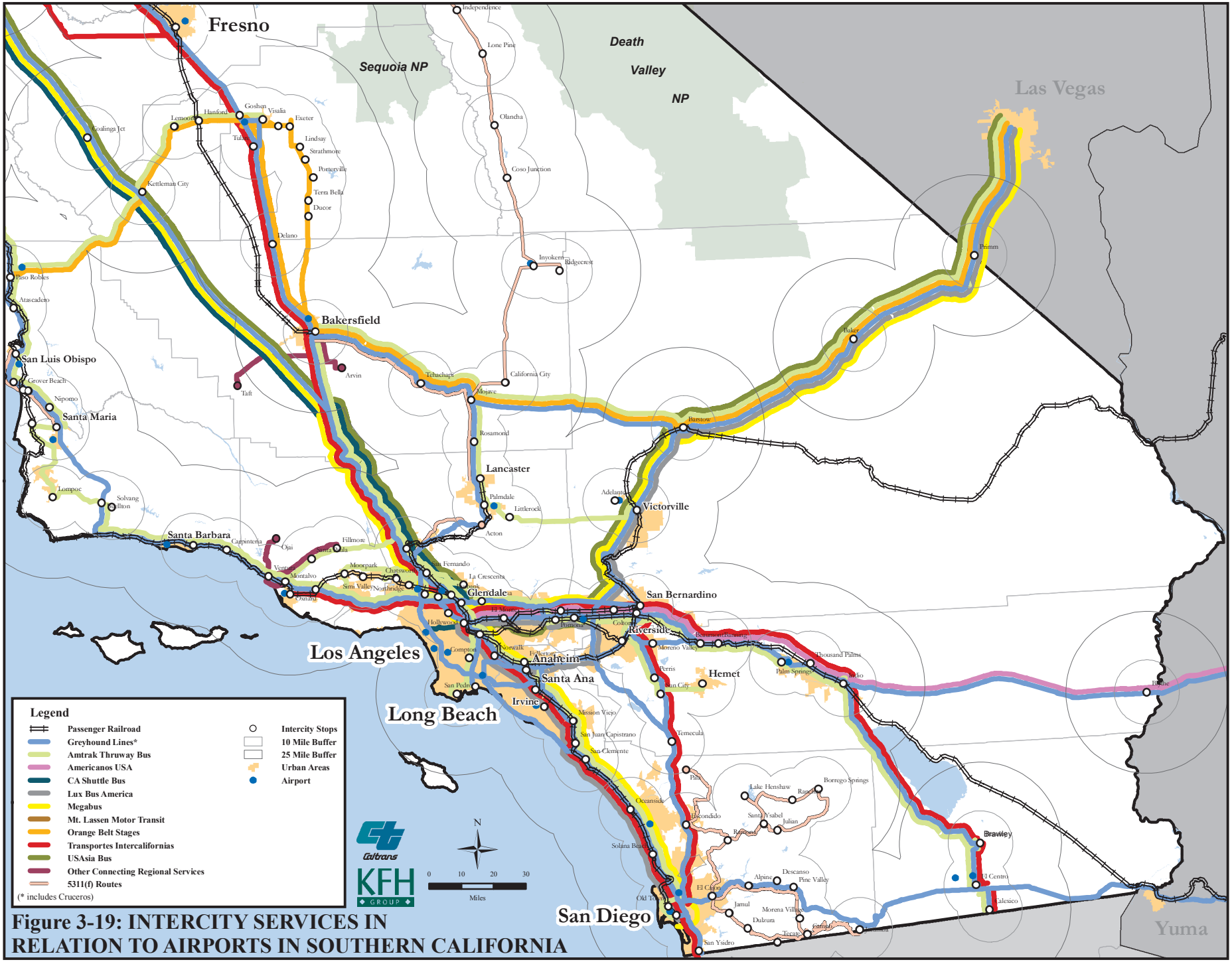


Figure 3-19: INTERCITY SERVICES IN RELATION TO AIRPORTS IN SOUTHERN CALIFORNIA

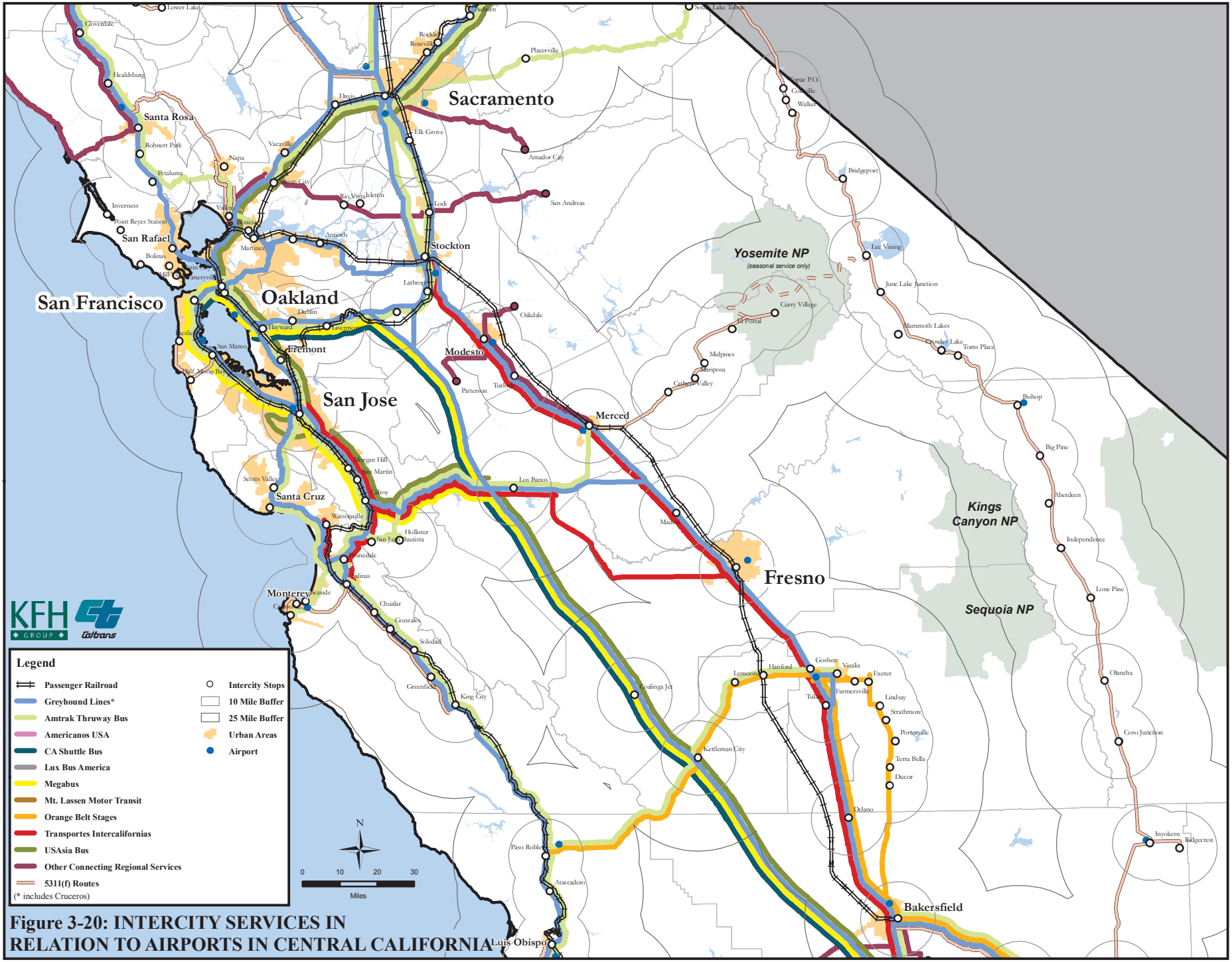


Figure 3-20: INTERCITY SERVICES IN RELATION TO AIRPORTS IN CENTRAL CALIFORNIA

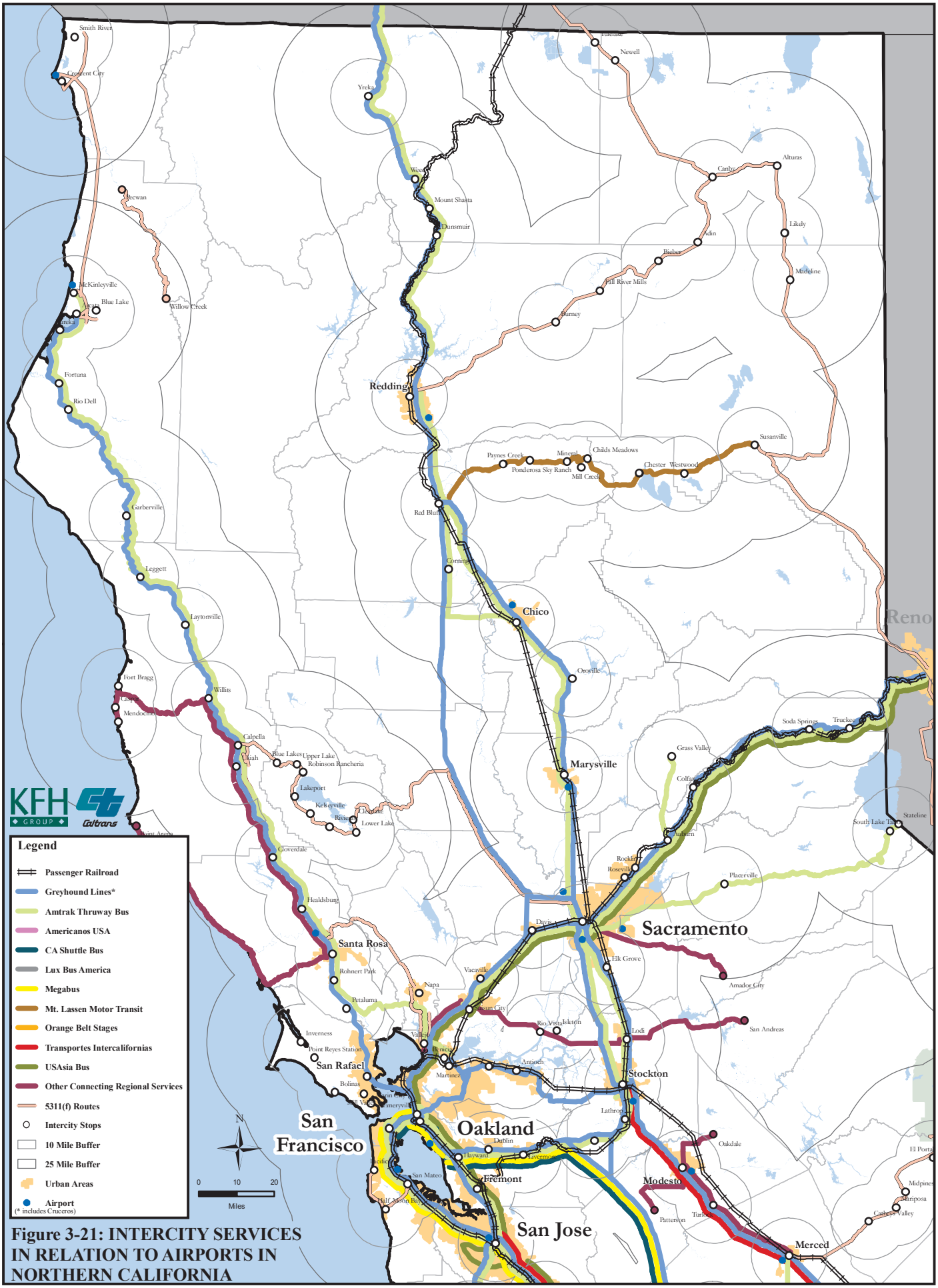


Figure 3-21: INTERCITY SERVICES IN RELATION TO AIRPORTS IN NORTHERN CALIFORNIA

Table 3-8: AMERICAN INDIAN RESERVATIONS

American Indian Reservation BIA	Area (Square Miles)	Inside 10 Miles	Between 10-25 Miles	Outside 25 Miles
Agua Caliente Indian Reservation	49.70		x	
Alturas Rancheria	1.52	x		
Augustine Indian Reservation	0.94	x		
Barona Rancheria	8.21	x		
Berry Creek Rancheria	1.02		x	
Big Bend Rancheria	0.81		x	
Big Lagoon Rancheria	0.25		x	
Big Pine Rancheria	0.93	x		
Bishop Rancheria	2.88	x		
Cabazon Indian Reservation	2.56	x		
Cahuilla Indian Reservation	27.87		x	
Campo Indian Reservation	23.33		x	
Capitan Grande Indian Reservation	29.07	x		
Cedarville Rancheria	0.58		x	
Chemehuevi Indian Reservation	61.63			x
Colorado River Indian Reservation	436.26			x
Colusa Rancheria	0.76		x	
Cortina Rancheria	0.98		x	
Cosmit Indian Reservation	0.70	x		
Cuyapaipe Indian Reservation	8.22		x	
Dry Creek Rancheria	0.47	x		
Enterprise Rancheria	0.99		x	
Fort Bidwell Indian Reservation	5.30			x
Fort Independence Indian Reservation	1.00	x		
Fort Mojave Indian Reservation	76.07			x
Fort Yuma Indian Reservation	80.25			x
Greenville Rancheria	1.02		x	
Grindstone Creek Rancheria	0.45		x	
Hoopa Valley Indian Reservation	135.17			x
Hopland Indian Reservation	1.11	x		
Inaja Indian Reservation	1.26	x		
Jackson Rancheria	0.54		x	
La Jolla Indian Reservation	12.78	x		
La Posta Indian Reservation	5.80	x		
Laguna Indian Reservation	0.40	x		
Laytonville Rancheria	0.69	x		
Lone Pine Rancheria	0.85	x		
Lookout Rancheria	0.63	x		
Los Coyotes Indian Reservation	38.98		x	
Manchester Rancheria	0.76			x
Manzanita Indian Reservation	5.55		x	
Mesa Grande Indian Reservation	5.79	x		
Middletown Rancheria	0.49		x	
Mission Indian Reservation	13.37		x	
Montgomery Creek Rancheria	0.46		x	
Morongo Indian Reservation	47.66	x		
Pala Indian Reservation	15.78		x	
Pauma Indian Reservation	0.43		x	
Pechanga Indian Reservation	6.51	x		
Ramona Indian Reservation	2.11		x	
Rincon Indian Reservation	6.08		x	
Roaring Creek Rancheria	1.69		x	
Round Valley Indian Reservation	94.11		x	
Rumsey Rancheria	0.52			x
San Manuel Indian Reservation	0.99	x		
San Pasqual Indian Reservation	2.08		x	
Santa Rosa Indian Reservation	17.23		x	
Santa Rosa Rancheria	1.09	x		

Table 3-8: AMERICAN INDIAN RESERVATIONS

American Indian Reservation BIA	Area (Square Miles)	Inside 10 Miles	Between 10-25 Miles	Outside 25 Miles
Santa Ynez Indian Reservation	0.69	x		
Santa Ysabel Indian Reservation	18.92	x		
Sheep Ranch Rancheria	0.43			x
Sherwood Valley Rancheria	0.63		x	
Shingle Springs Rancheria	0.37	x		
Soboba Indian Reservation	8.13	x		
Stewarts Point Rancheria	0.69		x	
Sulphur Bank Rancheria	0.40	x		
Susanville Rancheria	1.02	x		
Sycuan Indian Reservation	0.96	x		
Torres-Martinez Indian Reservation	49.49		x	
Trinidad Rancheria	0.57	x		
Tule River Indian Reservation	81.80		x	
Tuolumne Rancheria	0.91			x
Twentynine Palms Indian Reservation	0.53			x
Viejas Indian Reservation	2.67	x		
Woodfords Indian Community	0.43		x	
X. L. Rancheria	15.83		x	
Yurok Indian Reservation	84.03		x	
Tule River Indian Reservation	1.94		x	
Yurok Indian Reservation	2.46			x

Figure 3-22: AMERICAN INDIAN RESERVATIONS IN CALIFORNIA

Summary

A review of population characteristics presents that there are definitely areas of "high" need scattered throughout the state. Granted, the urban areas reveal agglomerations of "high" need areas; however, rural areas with such "high" needs have also been identified and represented. The review of trip generators has also provided information on potential destinations that could be considered as unserved because of the distance to existing intercity bus service. Their locations are scattered throughout the state, but most such facilities are located near urbanized areas.

NETWORK CONNECTIVITY

This section discusses the ability of the rural service providers that receive S.5311(f) funds to connect with national intercity bus services. A detailed review of each service was conducted and includes service hours, location, and its ability to connect to other services. This detailed information is included in Appendix A. A summary of existing S.5311(f) services and their ability to connect is included in Table 3-9.

Table 3-9
SUMMARY OF EXISTING SERVICES

CalTrans District	County	Transit Operator	Route	Summary of S.5311(f) Connectivity
1	Del Norte, Humboldt	Redwood Coast Transit Authority	Smith River to Arcata	RCTA's Smith River to Arcata System provides a workable daily connection from Del Norte County to both Greyhound and Amtrak services headed southbound toward San Francisco. These services are accessible at Arcata Transit Center. On the other hand, connecting to RCTA coming from the south poses more problems. Even coming from Amtrak Thruway Bus No. 6311, it is quite possible that one would have to stay overnight in Arcata in order to catch the RCTA bus.
1	Lake, Mendocino	Lake Transit	Routes 4 & 7	Lake Transit's Route 4 and 7 service provides residents of Lake County with a viable 6-day-a-week option to connect to both Greyhound and Amtrak service in Ukiah. Each service is a separate stop on the route. It should be noted that layover times between Lake Transit and Greyhound services are quite short, and may not always be sufficient to guarantee a connection. However, Lake Transit does provide a phone number to call if a customer's incoming Amtrak or Greyhound bus is running late.

CalTrans District	County	Transit Operator	Route	Summary of S.5311(f) Connectivity
2	Modoc, Lassen, Plumas, Washoe (NV)	Sage Stage	Alturas to Susanville to Reno, NV	This route is primarily meant to connect residents of Modoc and Lassen Counties with services in Reno, NV. There are good connections from Sage Stage inbound to Greyhound and Amtrak services leading from Reno to major populated areas in California. The Greyhound service is a scheduled stop on the route. On the outbound side, layover times from Greyhound and Amtrak to Sage Stage are fairly short. Connections might be more reliable if Sage Stage outbound service were to run 30 minutes to an hour later. In addition, it should be noted that although both this Sage Stage route and Mt. Lassen Motor Transit stop in Susanville, they are not designed to connect to one another.
2	Modoc, Lassen, Shasta	Sage Stage	Alturas to Redding	Sage Stage appears to provide very good service to Redding. This route provides connections from Modoc, Shasta, and part of Lassen County to Greyhound and Amtrak service headed north (Oregon/Washington) and south to Sacramento, the Bay Area, and Los Angeles. Greyhound and Amtrak stations are separate stops on the route made by request and for extra fare. From Redding to Alturas, there is a workable connection between Greyhound service coming from LA and Sacramento to the outbound Sage Stage. However, the connections from (1) Amtrak Thruway service arriving from the south and (2) Greyhound service coming from Oregon and Washington to the outbound Sage Stage are more marginal.
2	Modoc, Siskiyou, Klamath (OR)	Sage Stage	Alturas to Klamath Falls, OR	Sage Stage's service to Klamath Falls does not connect with much national intercity service. There is a good connection from the inbound Sage Stage to The Shuttle going to Medford, OR. The Shuttle connects to Greyhound in Medford with a 40-minute layover going north and a 1 hour 20 minute layover going south. Due to the scheduling of intercity services arriving in Klamath Falls, there are no good connections from these services to the Sage Stage outbound. Amtrak and Greyhound facilities are less than ¼ of a mile apart in Klamath Falls, but there is no scheduled stop at these facilities.
1	Del Norte	Yurok Tribal Government	Pecwan to Willow Creek	Proposed service would be provided along SR-96 and SR-169 and provide 2 daily roundtrips. (Caltrans DMT suggests a reduction in service). The stop in Willow Creek will connect with the Humboldt Transit Authority service into Arcata and access to intercity services.
4	San Mateo	SamTrans	Route 294	Provides 10 daily round trips between Pacifica and the Hillsdale Transit Station, with direct access to Caltrain service. This service does not provide any connections to the national intercity network. It provides residents of western San Mateo County with weekday connections to CalTrain.

CalTrans District	County	Transit Operator	Route	Summary of S.5311(f) Connectivity
4	Napa	Napa County Transportation Planning Agency	Route 11	This service provides two daily trips from Santa Rosa (downtown) to Saint Helena (Pearl Street Transit Ctr.) and two daily trips from Saint Helena to Santa Rosa. In downtown Santa Rosa, access, but no direct service, is provided to Greyhound (separate facility) and Amtrak Thruway (separate facility) services. The route traverses the Mark West Springs Rd and SR-29/SR128 corridor.
4	Napa	Napa County Transportation Planning Agency	Route 10	This service is operated hourly between St. Helena/Calistoga to Vallejo, Monday through Friday with limited weekend service. The route has a stop in the City of Napa and connects with Amtrak Thruway service. The route operates on SR-29. The stops in Vallejo directly connect with the local transit services, but no stop at the national intercity bus service. This service provides two daily trips from Santa Rosa (downtown) to Saint Helena (Pearl Street Transit Ctr.) and two daily trips from Saint Helena to Santa Rosa. In downtown Santa Rosa, access, but no direct service, is provided to Greyhound (separate facility) and Amtrak Thruway (separate facility) services. The route traverses the Mark West Springs Rd. and SR-29/SR-128 corridor.
5	Monterey	Monterey-Salinas Transit (MST)	Line 23: Salinas King City Express (adding 2 daily express trips) and continuing Sunday Service (Greyhound)	MST Route 23 connects communities in south Monterey County with Salinas. The main attractions it serves in Salinas are the local college and mall. As a side benefit, it also allows for a certain amount of connectivity with national intercity services that serve Salinas. Although there are also regional and national intercity services that stop in King City. MST Route 23 is not designed to connect with them. Overall, this S.5311(f) service provides ample weekend connections from Hollister to intercity services leading to and from the Bay Area, Sacramento, Fresno, and Los Angeles. However, it is notable that the scheduling of the buses makes for a large number of layovers too short to guarantee a connection, especially in the inbound direction.
5	San Luis Obispo, Santa Barbara	San Luis Obispo Regional Transit Authority	Route 10	This service provides 12 weekday roundtrips between San Luis Obispo and Santa Marta (both are Urbanized Areas) plus Saturday and three Sunday round trips over the same route. On weekends, the service is hourly. Route 10 has stops outside the Greyhound stations in both cities, essentially offering local service that parallels Greyhound's Express Service between the two cities. It also serves Amtrak stations (separate facilities) in San Luis Obispo, Grover Beach, and Santa Maria.

CalTrans District	County	Transit Operator	Route	Summary of S.5311(f) Connectivity
6	Kern	Kern Regional Transit	East Kern Express	The route serves: Bakersfield, Tehachapi, Mojave, Rosamond, Lancaster. All except Rosamond are served by at least two intercity carriers, and Bakersfield and Mojave are served by three. However, there is no stop at a national intercity bus service, but there are direct connections with regional operators – MetroLink and Antelop Valley and a stop at the Bakersfield Amtrak Station (rail and Thruway).
6	Kern	Kern Regional Transit	Mojave Ridgecrest Express	The Mojave Ridgecrest Express connects seamlessly to the CREST Route, which travels through the Sierras in Ridgecrest on Mondays, Wednesdays and Fridays. Unfortunately, there are no direct connections to Greyhound and Orange Belt service. There is also a problem for passengers coming from national intercity services attempting to use the route. No intercity services reach Mojave before 1:00 PM, at which time it is too late to take the Mojave Ridgecrest Express run that connects with the CREST Route. Therefore, passengers are compelled to spend the night in either Mojave or Ridgecrest, and take the CREST Route on the next day. Although it should be noted that passengers could take the East Kern Express from Bakersfield to arrive in Mojave at 9:28 AM or 11:18 AM, this would involve a three-transfer trip from LA to the CREST Route.
9, 6	Inyo, Mono, Kern	Inyo Mono Transit	CREST Route	The CREST Route actually consists of two routes that run on more-or-less alternate days. The South Route runs between Ridgecrest and Mammoth Lakes, going through Bishop. The North Route runs between Bishop and Reno, going through Mammoth Lakes. The CREST Route provides a "lifeline" through the Sierras: there is no other intercity service in the region. However, there are three issues: First, CREST service requires long-distance passengers to spend the night in Bishop or Mammoth Lakes. This may work for some tourists, but not for the transit dependent population. Second, the south leg of the CREST route ends in Ridgecrest. Passengers still need to make two more transfers before they can reach a major transportation center in Bakersfield or Lancaster. Finally, the north leg of the route ends at Reno airport, where passengers need to take a taxi or local transit to reach the Greyhound or Amtrak stations. Once again, the service appears well-designed for visitors, but not for the local population.
10	Merced, Mariposa	YARTS	Highway 140 Route	There are multiple guaranteed daily connections between Amtrak and Greyhound services in Merced and YARTS Highway 120 service leading to Mariposa County and Yosemite National Park.

CalTrans District	County	Transit Operator	Route	Summary of S.5311(f) Connectivity
10	Mariposa, Mono	YARTS	Highway 120 Route	The YARTS Highway 120 service runs seasonally from Yosemite National Park to Mammoth Lakes when the Tioga Pass through the Sierras is open. Its primary purpose is to bring Mono County tourists and visitors into Yosemite National Park. There are no realistic connections to be made to and from YARTS Highway 120 service in terms of long-distance intercity bus travel. The two connections that are theoretically possible are both highly impractical. Connecting to YARTS Highway 140 service to Merced requires waiting all day at Yosemite, and connecting to CREST in Lee Vining requires spending the night at a motel.
7	Los Angeles	Los Angeles County Department of Public Works	Acton/Agua Dulce Route - Sierra Hwy	Shuttle services connecting Acton-Agua Dulce-Santa Clarita on Mondays and Wednesdays with two round trips per day, and proposed additional Saturday service. Endpoints of the route are at Acton MetroLink and Newhall MetroLink stations.
11	San Diego	North County Transit District	Route 386	Hourly service provided between Ramona (Station) – Escondido (Transit Center) along SR-78, Monday – Friday. Limited Saturday service. The Transit Center provides direct access to local transit services and Greyhound. Rail service is anticipated to begin operations in December (2007).
11	San Diego	North County Transit District	Route 388	Six inbound and six outbound trips provided between Escondido (Transit Center) and Pala along SR-76, Monday – Sunday. The Transit Center provides direct access to local transit services and Greyhound. Rail service is anticipated to begin operations in December (2007)
11	San Diego	San Diego Metropolitan Transit System (MTS)	Route 888	San Diego MTS Route 888 provides a twice-a-week connection between southeast San Diego County and the San Diego urban area. It also provides connections to Greyhound and Crucero service at the El Cajon Transit Center. The connection to Greyhound service to Phoenix and the connection from Crucero service from Calexico do involve long layovers in El Cajon, though. Nevertheless, customers can take light rail to downtown San Diego and connect to further intercity services from there.
11	San Diego	MTS	Route 894	San Diego MTS Route 894 provides three connections per day between east San Diego County and the San Diego urban area. It also provides connections to Greyhound and Crucero service at the El Cajon Transit Center. Issues are similar to those detailed for Route 888 in previous row.

CalTrans District	County	Transit Operator	Route	Summary of S.5311(f) Connectivity
11	San Diego	MTS	Routes 891 & 892	MTS Routes 891 and 892 provide a weekly connection to the San Diego urban area from northeast San Diego County. They also provide a connection to Crucero services to Calexico and El Centro at the El Cajon Transit Center. The connection to Greyhound service in El Cajon is somewhat less feasible, requiring an extremely long wait in one direction and too little time to ensure that a transfer can be made in the other. However, passengers can use light rail to connect to more services downtown.

Service Areas

When considering the extent of intercity services provided throughout the state, it would seem that most of the state is blanketed by the service. However, the extent of the service area does not necessarily result in the establishment of a robust network of intercity services. Scheduling of services and, specifically, the ability of the user to make a reliable and convenient connection, play a vital role in the establishment and maintenance of a network. The opportunity for these components to function cooperatively will create an attractive intercity bus service and increase mobility.

Methodology

The parameters used in evaluating connecting services include: arrival time, departure time of connecting service, and location – whether these services share a facility or the distance between them. The measures used in determining the feasibility of the connecting service include the layover time, the amount of time between the drop-off and the departure time of the connecting service, and the distance between the connecting services. The layover time was categorized in the following manner: longer than five hours, longer than three hours, and depending on the arrival/departure time this can require an overnight stay. The distance between the services was also reviewed in order to evaluate the accessibility between services and they were categorized in the following manner: greater than .5 mile, greater than .1 mile, and less than .1 mile. The feasibility of the connection was determined taking these measures into account for each combination of arrival and departing services.

Summary

Based on this analysis of S.5311(f) connectivity with national intercity bus service, several observations were identified:

- A lack of schedule coordination between local and national operators creates long layover times.
- The limited number of trips offered by operators – low frequency – can cause extremely long layover times, particularly in the absence of schedule coordination.

- Distances between stations or stops in cities that are potential connecting points render connection very difficult to accomplish.

These findings disclose that there is potential for a much greater degree of connectivity between the S.5311(f) services, intercity bus service, and Amtrak (rail and Thruway Bus). In some cases, there is a complete lack of connecting services, and services would need to be rescheduled or expanded to provide meaningful connections at common stops.

In other instances there is no way for the user to obtain schedules or stop location information for connecting services. Interline ticketing through the NBTA has not existed for any S.5311(f) provider, though Sage Stage (Modoc County Regional Transportation Planning Agencies (RTPA)) is in the process of joining NBTA (as a sponsored member) and developing a full Greyhound interline agreement. This will mean that Sage Stage services will be included in Greyhound's national telephone and internet information system. YARTS services are included in both Amtrak and Greyhound Schedule Information Systems, though YARTS is not an NBTA member and has a separate (non-interline fare). Other than these two providers, the S.5311(f) services are essentially unknown to the intercity carriers and their customers. In addition, it should be noted that there is no common source of route, schedule, or fare information for the other intercity networks – Amtrak, Greyhound, Intercalifornias, Megabus, Lux Bus, Orange Belt, etc. Thus, what appears to be a comprehensive intercity network providing a high level of statewide coverage may not be providing as much mobility as possible due to a lack of connectivity in schedules and stops, and a lack of information. Overall, this summary proves useful in identifying areas for improvements in connectivity, whether through schedule changes, serving common stations, improving information, or interline ticketing.

CHAPTER 4

FEDERAL AND STATE INTERCITY BUS POLICY

The purpose of this chapter is to present the current federal and state policy context within which Caltrans works to maintain and improve the state's rural intercity bus services. Discussion begins with an overview of federal policy, the funding program, and regulatory controls with respect to rural intercity bus services. Next, a discussion of Caltrans' implementation of the primary federal funding program for rural intercity bus service, the State's regulatory structure, and brief description of program implementation are discussed. The last section contains a review and discussion of statewide policy documents that may affect or guide the provision of intercity bus services.

FEDERAL INTERCITY POLICY

The State of California policy regarding intercity bus transportation exists within the context of the federal policy structures that have evolved over the past several decades. These federal statutes have been specifically designed to pre-empt state policy and regulation. In general, the federal policy is that interstate bus transportation is not regulated at the federal level in terms of: a) entry (which carriers can serve which routes); b) exit (whether a carrier is allowed to abandon a route); or c) rates (the federal government no longer oversees rates at all). Federal regulation is limited to ensuring that carriers are financially responsible (have adequate insurance) and meet safety standards. Because it is recognized that the federal policy of deregulation has reduced service coverage and level in rural areas, federal policy also provides for financial assistance for intercity bus service to, from, or in rural areas. Federal policy also recognizes that there are benefits to ensuring that travelers have the ability to make connections between modes, including intercity bus, local transit, and intercity rail passenger services. In this respect, federal funding has been made available for constructing intermodal passenger facilities, including the intercity bus related portions. The following section discusses federal and state policies that resulted from the period of deregulation.

Federal Assistance for Intercity Bus Service—FTA Programs

By the late 1980s and early 1990s, federal policy-makers began to address the need to provide ongoing funding assistance for rural intercity routes. As a result, which led to the creation of the Section 18(i) program of assistance was created for rural intercity routes as part of the 1992 Intermodal Surface Transportation Efficiency Act (ISTEA) authorizing legislation. This

program was subsequently codified as 49 USC Section 5311(f), and is fully described in the (draft) Chapter VII of Circular 9040.1E. The basic program has remained the same since 1992, with only minor changes. Passage of the latest federal transportation authorization bill: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), resulted in the most substantial change in the program to date. SAFETEA-LU also included some additional changes that affect the use of federal funds for intercity bus projects.

Federal Definition of Public Transportation Does Not Include Intercity Service

SAFETEA-LU adopted a change in the FTA definition of public transportation constraining the use of federal transit funds for intercity bus services with three exceptions—the S.5311(f) rural intercity bus assistance program, intermodal facilities, and the S.3038 Over-the-Road Bus Accessibility Program of the Transportation Equity Act for the 21st Century (TEA-21) to assist in purchasing accessibility equipment and training for private operators of over-the-road coaches. This means that public transit agencies that receive FTA funding cannot operate intercity bus service between urbanized areas—this is a market reserved for the private for-profit industry. The three types of federal intercity assistance are discussed in the following section.

Rural Intercity Bus Assistance Program-- S.5311(f) Funding

Federal S.5311(f) is a key to intercity bus operations and it is used in a majority of states to subsidize targeted intercity bus services. Section 5311(f) is a subsection of the S.5311 formula allocation program for small urban and rural areas under 50,000 population. The amount of funding provided to each state is based on the non-urbanized population of the state, and Section 5311(f) is a 15 percent set-aside portion of that allocation.

These program funds can be used for capital, operating, planning, and administrative assistance. Eligible recipients are state agencies, local public bodies, non-profit organizations, Native American Tribal Groups, and operators of public transportation services. Fifteen percent of the annual S.5311 apportionment must be used to support intercity bus service through the rural intensity component unless the governor of the state certifies that all such bus needs are met. A partial certification is also possible, if the rural intercity needs can be met without utilizing the full 15 percent set aside. If the governor certifies that intercity needs are met, the funding reverts to the overall S.5311 program for use on other rural transit projects. States planning to certify (partially or completely) are required to undergo a call for the certification process that identifies intercity carriers, defines activities the state will undertake during consultation, provides opportunities for intercity carriers to submit information regarding service needs, examines unmet needs, and documents results of the consultation.[1]

Under the S.5311(f) program, intercity bus service is defined as regularly scheduled bus service for the general public which 1) operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, 2) has the capacity to carry passenger baggage, and 3) makes meaningful connections with scheduled intercity bus service to points outside the

[1] Federal Transit Administration FTA C 9040.1F, Nonurbanized Area Formula Program Guidance and Grant Application Instructions, Chapter VII. April 1, 2007.

service area. Feeder services to intercity bus services are also eligible under the FTA program.[2] Commuter service is excluded. The S.5311(f) program is implemented by each state as part of its overall S.5311 program.[3] It should be noted connection to intercity bus services is a key element of the federal program guidance:

> Connection to the national network of intercity bus service is an important goal of Section 5311(f) and services funded must make meaningful connections wherever feasible….The definition of intercity bus service does not include commuter service (service designed primarily to provide daily work trips with the local commuting area)…Intercity bus does not include air, water, and rail service.[4]

In the circular, FTA includes guidance that makes clear that S.5311(f) funded intercity services must take schedule considerations into account to have a meaningful connection with scheduled intercity bus services to points outside the service area, thereby including the dimension of time (schedule) to the definition of a meaningful connection. Furthermore, FTA suggests that services that include a stop at the intercity bus station as one among many stops in the urban area should not properly be considered for S.5311(f) funding, but instead should utilize other federal funding programs. Both of these interpretations have the effect of narrowing the definition of eligible intercity service that satisfy S.5311(f) criteria.

Historically, for both S.5311 and S.5311(f) capital funds, the maximum federal shares have been 80 percent of the cost for capital, and for operating assistance, 50 percent of the net cost. Following the passage of SAFETEA-LU, California has been able to utilize a sliding scale of federal match rates, permitting a maximum federal share of 55.33 percent of net project cost for operations, and 88.53 for capital. Net cost or operating expenses are those expenses that remain after operating revenues, which at a minimum include farebox revenues, are subtracted from eligible operating expenses. In cases throughout the country, obtaining local cash operating match has been a major program issue, particularly in states that provide no state operating assistance.

State administration, planning, and technical assistance activities in support of intercity bus service are eligible for a 100 percent federal share if included under the 15 percent cap on state administration expenses. The amount of S.5311 funding available for planning of intercity bus service is not limited by the 15 percent cap. However, the federal share of any planning assistance for intercity bus not included in the 15 percent allowed for state administration is limited to 80 percent of the planning cost.

For projects that may have both a rural and urban component (for example, a bus terminal located in an urbanized area, but served by rural routes), recipients can use S.5311(f) funds as a portion of the overall project funding. Their use for capital projects in urbanized areas is limited

[2] FTA does not define "feeder service" as distinguished from "intercity bus service", except that "feeder services" may be demand-responsive in nature.
[3] FTA typically defines "commuter services" as services operated in peak work trip hours, often with the preponderance of schedules in the peak direction, often having available multi-ride tickets or passes to reduce the fares of regular users (commuters).
[4] Ibid., p.VII 4-5.

to those aspects of the project that can be clearly identified as a direct benefit to services to and from non-urbanized areas. Such projects have to be included in both the metropolitan Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP).

With regard to eligible recipients, for the S.5311(f) program only, FTA allows states to pass-through funds to private intercity bus carriers directly as subrecipients, if they are willing to accept the federal terms and conditions. Private carriers may decide not to be recipients directly, and prefer to be third-party contractors to a subrecipient (which may be the state itself or a local public entity or nonprofit organization). As a third-party contractor, a carrier is able to isolate its other (non-assisted) operations from the requirements associated with a federal and/or state grant.

Use of the Value of Capital on Connecting Unsubsidized Service as In-kind Match for Operating Assistance

On October 20, 2006, FTA executive management approved a two-year pilot project[5] allowing states to use the capital costs of unsubsidized private sector intercity bus service as in-kind match for the operating costs of connecting rural intercity bus feeder service. This decision, and the guidance that followed, closely follow a proposal developed on behalf of the Washington State Department of Transportation (WDOT). This approach is similar in concept to the permitted use of human service transportation funds for match by S.5311 and S.5307 providers.

As part of this approach, the value of the capital cost portion of the connecting unsubsidized services is used as in-kind match because the operating cost portion of these miles is offset by the revenues, and so it would not be eligible for operating assistance in the absence of a net operating deficit (and therefore would not be eligible to be considered as an in-kind contribution). Based on the precedent of the FTA regulations permitting 50 percent of the total cost of a turnkey operating contract to be considered as eligible for the 80 percent capital match ratio, FTA has allowed 50 percent of the total per-mile cost of the unsubsidized connecting intercity bus service be considered as the in-kind capital contribution of the intercity bus company to the rural intercity bus project.

The project definition includes the connecting unsubsidized service on a specified segment, in terms of both costs and revenues. As in the case of most intercity bus services, costs are based on the cost per bus-mile. The length of the segment and the frequency of the connecting service determine the number of bus-miles operated in turn setting a limit on the value of the in-kind contribution. The capital cost portion of the unsubsidized segment is included. Depending on the project definition, the amount of unsubsidized service may provide enough in-kind match to cover the net operating deficit of the rural feeder service. FTA recognizes that the amount of in-kind match may not be enough to fully fund the feeder service, and that additional cash match may be required. However, if the in-kind match exceeds the

[5] In the January 28, 2008 Federal Register (p.4967), FTA extended this funding option through FY 2009, the end of the SAFETEA-LU authorizing legislation.

amount needed, the excess cannot be used to increase the federal share above the actual operating deficit of the project.

In cases where the unsubsidized (from an operating perspective) connecting intercity service is already operated with FTA-funded capital for vehicles, the percentage used for in-kind will need to be adjusted, following the guidelines provided by FTA for determining percentage of contract cost eligible for capital under capital cost of contracting in cases where the buses are FTA-funded. This circumstance would necessarily reduce the amount of in-kind generated.

A major part of the rationale for this approach is based on the call for "meaningful connections with scheduled intercity bus service to more distant points" contained in the FTA Circular. Because the proposal for valuing unsubsidized service as local match involves defining the project in terms of a meaningful connection, FTA's guidance requires that the private operator has consented to the arrangement in the project, and it must acknowledge that the service it provides is covered by the labor warranty and other requirements.

Because this essentially supplants the need for local operating match, it will have the effect of utilizing the available S.5311(f) operating funds at approximately twice the rate than would have been the case, where local sources (including carriers or transit agencies) provided local match for 50 percent of the net operating deficit. In addition, it means that the policy guidelines and project designs will need to conform to the FTA guidance for such projects, and that the private carriers providing the unsubsidized segments will need to be full participants in program and project design.

Bus and Bus Facility Program for Intermodal Terminals

Another aspect of federal programs supports intermodal terminals—i.e. passenger terminals that are served by more than one transit mode or carrier. There are many such terminals around the country that are served by private for-profit intercity bus companies, in which passengers can change carriers. Many of them also have intercity or commuter rail passenger service, and most have local bus transit or other transit service.

Many intermodal facilities are joint development projects that include commercial office space, retail space, or even residential units. These projects are typically developed by local transit or development authorities, which act as the applicant for funding. Private for-profit intercity bus firms have been involved, either as partners (contributing some of the local capital match), or tenants (leasing docking space for buses, counters, offices, and paying a pro rata share of common space), or sometimes both (paying a pro rata share of operating expenses, but not having to lease because of participation in the local match). Funding for these projects has generally come from the FTA capital programs—particularly the Bus and Bus Facilities funding (formerly Section 9), much of which is earmarked by Congress for specific projects, but also as an eligible capital project under S.5307, S.5311, or S.5311(f). In some cases, applicants have used (sought) earmarks directly. Congestion Mitigation Air Quality (CMAQ) program capital funding has also been used for intermodal facilities, including both terminal buildings and park and ride lots.

In the past, FTA guidance about private intercity bus operator participation has been interpreted by some to require that these firms be treated as if they are the same as any other non-transit private use—i.e., FTA funds could not be used to build or operate portions of a project used by the private carriers. In these cases, the projects often required the high rents expected of commercial tenants, or bus companies to fund the full cost of facility improvements attributable to the intercity carriers. However, in SAFETEA-LU, a revision to the transportation authorization makes it clear that private intercity carriers should be considered as eligible to benefit from federal transit funding in these projects—the intercity bus portion of an intermodal facility is now eligible under the Bus and Bus Facilities program.[6]

In addition, SAFETEA-LU authorizes $35 million per year under the Bus and Bus Facilities discretionary program (Section 3011) for intercity bus facilities. This program totals $175 million over the life of the bill, FY 2005 through FY 2009. The program is administered by FTA, and is likely to fit within the general Bus and Bus Facilities program. This funding could potentially be a source of capital for intermodal facilities in California—it is likely that this funding will be considered as having been applied to the earmark projects that have intercity components, so it may not represent a new additional source. SAFETEA-LU contains an extensive list of such projects.

Section 9 funding has also been used in the past in other states for buses, including not only rural and urban transit buses, but also intercity buses that were made available for use by private firms. While this has not been common, it is another way to provide vehicle capital for rural intercity services.

Over-the-Road Bus Accessibility Program--S.3038

This program was authorized as part of TEA-21, and continues under SAFETEA-LU. It makes funds available to private operators of over-the-road buses to pay for the incremental capital and training costs associated with compliance of the final DOT rules requiring accessibility on over-the-road buses (OTRBs) operated by private entitites.[7] The S.3038 program is unusual in that it is administered directly by FTA (including its regional offices) rather than being managed by state recipients. The solicitation for applications is conducted on a national basis, with federal funding to provide up to 90 percent of the costs of accessibility equipment (such as wheelchair lifts, access doors, folding seats, interlocks, tie-downs, etc. and the labor cost for installation) and training. The funds can be spent on the incremental costs of this equipment on a new coach, or used to retrofit existing coaches. In FY 2006 $5,568,750 was provided to regular-route carriers, and an additional $1,856,250 to charter and other over-the-road bus operators.

OTRBs are defined as buses with a high seating deck with luggage compartments below. The definition of intercity, fixed-route over-the-road bus service is essentially the same as that for the S.5311 program: "regularly scheduled bus service for the general public, using an over-the-road bus that: operates with limited stops over fixed routes connecting two or more urban

[6] Preliminary guidance about this change has been issued by FTA.
[7] 49 CFR Part 37, published in the Federal Register on September 28, 1998 (63 FR 51670).

areas not in close proximity; has the capacity for transporting baggage carried by passengers; and makes meaningful connections with scheduled intercity bus service to more distant points". The only difference is the focus on the over-the-road bus. However, it should be noted that the bus industry associations have provided models for grant applications, and the ten percent carrier match is not a major barrier to participation (it is likely that the cost of having a vehicle out of service for a retrofit is a larger barrier). The major national scheduled carrier, Greyhound Lines, received $2,803,950 in FY 2006 from FTA directly for its national fleet. Greyhound Lines has received grants from a number of states for S.5311 capital funding for the incremental costs of lifts and training, but that is outside this program.

CMAQ Funding

CMAQ funding is FTA funding available in air quality non-attainment areas for projects that reduce emissions, such as transit projects that attract patrons from single-occupant autos. The funding can be used for capital projects or operating assistance, although operating assistance is limited to three years. CMAQ has been used for park and ride lots, intermodal terminals, and coaches that are used by private for-profit intercity firms, usually for services with a major commuter component. In that sense this source of funding is complementary to S.5311(f) funding, which cannot be used for commuter services.

New Hampshire DOT has used this funding source to build a network of services that provide intercity trips to downtown Boston (commuters and intermodal connections to Amtrak and intercity bus services) and to Logan Airport. The New Hampshire approach uses CMAQ capital to build passenger terminals with park and ride lots, which are then used, operated, and maintained by the private firms. Buses have also been provided to private carriers and CMAQ is being used to provide operating assistance for some commuter-oriented services. In Colorado, a similar effort used CMAQ for the Front Range Express (FREX) service between Denver and Colorado Springs.

In California, two projects associated with intercity bus service using CMAQ funds include: Amador County (Sutter Hill Transit Center) and Morongo Basin Transit Authority. Amador County received 5309 (Bus and Bus Facility) and unobligated funds for the regional transit center and construction of a bus facility in Livermore.

Innovative Funding – Social Service Contracts.

In some cases in the rural areas, with their sparse population concentrations and needs to travel long distances to access services in metropolitan areas, intercity services may be coordinated with human service agencies to allow their clients access to transportation services. This opportunity may allow for a more consistent customer base, depending on the need served, and would allow human service agencies to contract for such services and provide another source of revenue for the operator. Contract revenue from human service agencies could be used as revenue or match.

Job Access Reverse Commute (JARC) Funding—Section 5316

As noted above, commuter services cannot be funded with S.5311(f), and FTA notes that such services may be a valid need, but should be funded with other programs. In addition to the basic S.5307 and S.5311 programs, the JARC program (Section 5316) is a potential funding source for commuter services. Under SAFETEA-LU, JARC funding has become a formula program, and local human service coordination plans must be developed to establish local needs and project evaluation criteria. This planning effort is currently underway in California, and it may well identify some longer-distance work trip needs that should be addressed outside the intercity bus program.

In Nevada, JARC funds have been used to fund their "PRIDE" service, from Reno to Carson City, between 1999-2003. When this funding expired, some of the services (mid-day) were cut, thus affecting the capacity to make meaningful connections. For example, the CREST Route, operated by Inyo/Mono Transit along the US 395 corridor between Bishop and Carson City, Nevada, originally terminated in Carson City. After PRIDE discontinued its mid-day service, the CREST service was extended to Reno (Airport) thus requesting additional funding through the S.5311(f) program for this purpose.

Federal Regulation of Interstate Carriers: The Federal Motor Carrier Safety Administration (FMCSA)

The other major federal policy framework affecting intercity bus service is the regulatory framework of the FMCSA. As noted above, the FMCSA is an agency of the U.S. DOT, and is one remnant of the regulatory authority formerly exercised by the Interstate Commerce Commission (ICC). FMCSA does not have any role in the economic regulation of the intercity bus industry, rather its focus is on ensuring that the firms providing service in interstate commerce[8] are financially responsible (have the required levels of insurance), and operate within the federal safety requirements. Thus the FMCSA requirements are important to Caltrans in that intercity bus carriers in the state that offer interline service to interstate passengers must meet FMCSA requirements, with some limited exceptions. In addition, FMCSA policing of insurance and safety allows Caltrans in association with the California Department of Motor Vehicles and the California Highway Patrol to address these issues by requiring FMCSA registration and compliance, rather than having to do these things itself as part of its intercity bus program.

Applicability

In general, all commercial motor vehicle operators that transport passengers "for-hire" across state lines must register with the FMCSA. For-hire means that the operator receives compensation, even if it is not directly from passengers (for example, if Medicaid pays for the trip). This is true for non-profit agencies as well as for-profit firms. A commercial motor vehicle is a motor vehicle used in interstate commerce to transport passengers if it has a gross vehicle weight rating (or weight, or gross combination weight) in excess of 10,001 pounds, or is designed or used to carry more than eight passengers, including the driver, for compensation, or

[8] "Interstate" commerce means for-hire services that cross state lines.

is designed or used to carry more than 15 passengers, including the driver, and is **not** used to transport passengers for compensation. There are exceptions for school bus service, operations entirely within a commercial zone, and taxicab service. There are specific definitions for commercial zones in the law, including listing of specific zones and a generic definition for other locations not specifically listed.

Application Requirements

The commercial vehicle operator transporting passengers for-hire in interstate service must apply for a license, filing a Form OP-1(P) (paper) or on-line, and an application fee. The applicant must present evidence of the proper insurance and designate a process agent (a representative who can receive court papers that might be served in any court proceeding against the carrier). Generally the operator must pay a fee to a process agent for these services. The required insurance levels are based on the seating capacity of the vehicle (the largest vehicle in the operator's fleet or the number of passengers, whichever is greater). The liability insurance coverage per occurrence is $5 million for vehicles having capacity of 16 or more passengers, and $1.5 million for 9 to 15 passenger vehicles. Once the operator has a license, they receive an MC (for motor carrier) number, and a USDOT number (which identifies the operator as falling under FMCSA safety requirements including vehicle inspection). The USDOT number and the name of the operator must be marked on the buses. There is no separate fee to obtain the USDOT number. Public entities performing for-hire services are exempt from the need to obtain a USDOT number, and from a number of other FMCSA safety requirements, but they must obtain operating authority (an MC number) if they are providing transportation that would otherwise be covered by these requirements.

Exceptions for Recipients of FTA Funding

Commercial vehicle operators that provide interstate service and receive funding under S.5311(f) (or S.5311, S.5307, or S.5310), or contract to provide service funded by these programs, do not have to meet the insurance requirements listed above, but must carry insurance at the highest levels required by any of the states in which they operate. Also, the application fee for the FMCSA license is waived—but the operator must still file and obtain an MC number and a USDOT number (unless a public entity). These exemptions and exceptions for FTA grantees and contractors receiving FTA funding are not widely known in the FMCSA system, and applicants may need to contact FMCSA offices directly and explain their status as recipients of FTA funding in order to receive the fee waiver and the alternative insurance requirements. It should be noted that operators receiving S.5311(f) funding who wish to interline with Greyhound Lines or be part of the NBTA interline ticketing system, will need to meet FMCSA levels of insurance which may be higher than the amount required of FTA subrecipients not providing interstate transportation.

FMCSA Safety Requirements

FMCSA is also responsible for safety regulations affecting commercial motor vehicles operated in interstate commerce. In addition to the requirements for the appropriate USDOT numbers and vehicle markings, FMCSA sets requirements for driver qualifications, driver

medical examinations, hours of service limits, records of duty status, vehicle safety inspections, and documentation of vehicle repair and maintenance. FMCSA regulations include the Commercial Driver's License (CDL) requirements for both interstate and intrastate commercial transportation (for operators of vehicles designed to transport 16 or more passengers). FMCSA regulations also include drug and alcohol testing, however, if the operator is receiving FTA funds, the FTA drug and alcohol and drug-free workplace requirements apply. In California, the CDL program, medical exams, vehicle safety and inspections, and vehicle licenses are enforced by the California Department of Motor Vehicles and California Highway Patrol, while intrastate fares are regulated by the California Public Utilities Commission.

STATE OF CALIFORNIA INTERCITY POLICY AND PROGRAMS

Review of California Statewide Policy Documents

The following documents outline transportation policies and strategies for the California transportation network, which includes all modes of transport. However, in light of the study objectives, the component of interest in these documents is the way in which they address intercity bus services and identify strategies for the maintenance and improvement of these services. Each document contains goals and policies that will impact the provision of intercity bus services. Below are brief descriptions of these policy documents with excerpts relevant to the provision of intercity bus services.

California Code: Government Code, Sections 14030-14053

These sections set forth the basic state authorizing legislation for the activities of the California Department of Transportation, including statements reflecting the state's policies and programs.

Role of Intercity Bus Transportation

Section 14035.55 deals specifically with intercity bus transportation:

(a) The Legislature finds and declares all of the following:
  (1) Intercity passenger bus service provided by intercity bus companies on a regular-route basis is the only public mass transportation service in the state to provide surface transportation without public subsidy.
  (2) The long-term maintenance of private sector intercity passenger service is of vital importance to the state.
  (3) Intercity bus companies serve many communities throughout California, providing a network of connection points without equal by any other mode of public or private transportation.

These statements regarding intercity bus transportation would seem to be an unambiguous recognition that the privately-provided, unsubsidized intercity bus services are an important part of the state's transportation system.

Intermodal Coordination

Section 14035.55 continues by addressing the goal of intermodal coordination, presenting a legislature goal that clearly supports the development of intermodal transportation options combining Amtrak and intercity bus service:

(b) To the extent permitted by federal law, the department shall encourage Amtrak and motor carriers of passengers to do both of the following:
  (1) Combine or package their respective services and facilities to the public as a means of improving services to the public.
  (2) Coordinate schedules, routes, rates, reservations, and ticketing to provide for enhanced intermodal surface transportation.

Amtrak Feeder Buses

The California legislature then continues the intermodal theme by authorizing Caltrans to fund Amtrak to contract for intercity bus service over regular routes, subject to certain conditions:

(c) Except as authorized under subdivisions (e) and (f) , the department may provide funding to Amtrak for the purpose of entering into a contact with a motor carrier of passengers for the intercity transportation of passengers by motor carrier over regular routes only if all of the following conditions are met:
  (1) The motor carrier is not a public recipient of governmental assistance, as defined in Section 13902(b)(8)(A) of Title 49 of the United States Code, other than a recipient of funds under Section 5311(f) of that title and code. This paragraph does not apply if a local public motor carrier proposes to serve passengers only within its service area.
  (2) Service is provided only for passengers on trips where the passengers have had prior movement by rail or will have subsequent movement by rail, evidenced by a combination rail and bus one-way or roundtrip ticket.
  (3) Vehicles of the motor carrier, when used to transport passengers pursuant to paragraph (2), are used exclusively for that purpose.
  (4) The motor carrier is registered with the United States Department of Transportation (DOT) and operates in compliance with the federal motor carrier safety regulations, and provides service that is accessible to persons with disabilities in compliance with applicable DOT regulations pertaining to Amtrak services, in accordance with the federal Americans with Disabilities Act of 1990 (Public Law 101-336).
    (d) The department shall incorporate the conditions specified in subdivision (c) into state-supported passenger rail feeder bus service agreements between Amtrak and motor carriers of passengers. The bus

service agreements shall also provide that a breach of those conditions shall be grounds for termination of the agreements.

(e) Notwithstanding subdivisions © and (d), the department may provide funding to Amtrak for the purpose of entering into a contract with a motor carrier of passengers to transport Amtrak passengers on buses operated on a route, if the buses are operated by the motor carrier as part of a regularly scheduled, daily bus service that has been operating consecutively without an Amtrak contract for 12 months immediately prior to contracting with Amtrak.

These provisions are then followed by some specific exceptions relating to particular corridors. However, the general aspects of the Amtrak feeder bus program are apparent:

- California state funding to contract for bus services connecting to Amtrak.
- Contracted bus operators cannot be public transit providers.
- The vehicles operated under these contracts must be exclusive to that purpose.
- The funded services can only provide trips to passengers whose trip includes a rail segment, evidenced by a combined bus and rail ticket.
- The contracted services must meet U.S. DOT requirements, including the provisions of the Americans with Disabilities Act (ADA).
- Funding can be provided to Amtrak for funding passenger trips on non-exclusive scheduled daily bus services if those services have already been operated without Amtrak subsidies for a year.

Table 4-1 presents a summary of the Amtrak feeder bus program ridership and performance by route, as presented in the 2015-2016 *California State Rail Plan*. Although the data are several years old, it is clear that the overwhelming amount of net generated revenue (incremental revenue less bus operating expense) is on the Bakersfield to Los Angeles route, where the bus provides a linkage that is not available on the rail network. Consequently, a significant amount of the overall revenue on the *San Joaquin* trains using this route can be viewed as net generated revenue for the buses. The table shows a number of routes with negative net generated revenue—Caltrans rail program managers are charged with reviewing these routes to reduce the losses, or discontinuing them if they do not ultimately provide positive net generated revenue. Of note is that in 2004-5 total intercity rail ridership in California was 4,536,000,[9] of which 641,789 were also Amtrak bus passengers, about 14 percent. The State of California provided about $72.7 million in operating assistance for the overall rail program in that year, not including $13.5 million in capital for heavy overhaul of equipment.

During the outreach portion of this study some comments were received regarding the potential benefits of eliminating the legislative requirement that Amtrak buses serve only combined rail-bus trips, which would allow the Amtrak buses to carry bus-only passenger trips. However, there are federal statutes that would prevent Amtrak funding of services allowing bus-only trips. The rationale dates to the founding of Amtrak as a federally-subsidized transportation provider, as private for-profit bus companies feared the creation of a subsidized bus competitor

[9] California Department of Transportation, California State Rail Plan 2005-6 to 2015-16, p. 30.

able to expand services or set prices without regard to market requirements, potentially driving the privately-provided services out of business.

Table 4-1: AMTRAK CONNECTING BUS PERFORMANCE IN CALIFORNIA

Bus Route Number	Bus Route End Points	Note	Bus Passengers	One-Way Bus Trips	Passengers per Bus Trip	Net Generated Revenue	Net Generated Revenue Per Bus Passenger
1	Los Angeles-Bakersfield		236,860	18,290	13	$5,497,381	$23.21
3	Stockton-Redding		74,904	7,450	10.1	$896,418	$11.97
4	Los Angeles-Santa Barbara		11,344	766	14.8	$208,982	$18.42
6	Stockton-San Jose		20,727	4,746	4.4	($99,660)	($4.81)
7	Martinez-McKinleyville		39,341	7,329	5.4	$164,179	$4.17
9	Bakersfield-Las Vegas		13,634	1,461	9.3	($26,982)	($1.98)
10	Bakersfield-Santa Barbara		25,800	2,923	8.8	$196,037	$7.60
12	Bakersfield-Palmdale		11,346	1,460	7.8	($3,261)	($0.29)
17A	Santa Barbara-Paso Robles		25,748	2,239	11.5	$350,057	$13.60
17B	Paso Robles-San Francisco		16,587	733	22.6	$711,423	$42.89
18	Hanford-San Luis Obispo		14,771	1,462	10.1	$53,786	$3.64
19	Bakersfield-Indio		33,255	2,924	11.4	$265,069	$7.97
20A	Sacramento-Nevada City/Auburn	1	5,817	3,650	1.6	($46,460)	($7.99)
20B	Sacramento-Sparks		44,831	4,380	10.2	$256,556	$5.72
21A	San Jose-Monterey	2	2,570	496	5.2	($25,699)	($10.00)
21B	Oakland-San Jose		17,697	2,552	6.9	($51,956)	($2.94)
21C	San Jose-Santa Barbara		11,947	730	16.4	$54,754	$4.58
23	Sacramento-Carson City		16,472	2,190	7.5	($93,699)	($5.69)
34	Stockton-San Francisco Ferry		6,226	1,460	4.3	($109,399)	($17.57)
36	Oakland-San Luis Obispo	3	11,912	662	18.0	$275,635	$23.14
	TOTALS		641,789	67,903		8,473,162	

1 Effective June 2005, Nevada City service discounted.
Auburn-Grass Valley service provided by Highway 49 Express (Gold Country Stage).
2 Effective June 2005, Route 21A was discontinued.
3 Effective November 2004, Route 36 service was inaugurated.

Source: 2005-06 - 2015-16 California State Rail Plan.

Section 5311(f) and Amtrak Feeder Buses

The overall California S.5311(f) program is presented in more detail in the next chapter, but it is addressed in this same authorizing legislation for the California Amtrak feeder bus program. Section 14035.55(c) (1), which is presented above, states that Caltrans can only fund an Amtrak feeder bus if the carrier is not a recipient of public funds, except in the case where the carrier is receiving S.5311(f) funding. Thus a S.5311(f) recipient could also be a contracted Amtrak feeder carrier under the California program. Section 14035.2 (b) states that "If federal rural transit funds are available to the department for intercity services, the department shall use those funds in support of appropriate intercity feeder bus services that are coordinated to meet intercity rail services at train stations and associated capital facilities." While this would seem to mean that Caltrans should spend its S.5311(f) allocation to support the Amtrak intercity bus feeder services, the governing federal regulations state that the primary goal of the program is to provide services that have a meaningful connection to the national intercity bus network, and that " …services funded must make meaningful connections wherever feasible."[10] The FTA guidance further states that "Intercity bus does not include air, water, and rail service."[11] In general, federal laws and regulations governing federal funding programs are controlling, so California could use S.5311(f) for a feeder bus that operated from a nonurbanized area to a train station only if that train station also was a station for services that are part of the national intercity bus network, and that the primary schedule coordination would need to be with the intercity bus services rather than the train. In any event, rural intercity feeder services linking rural areas with intermodal facilities serving both Amtrak and national intercity bus network services would seem to address the state's goals for both rail and intercity bus services, to the degree that such stations exist.

California Transportation Plan (CTP) 2025 (2006)

The CTP is a blueprint for meeting the State's future mobility needs. The CTP is a Long-Range Transportation Policy Plan that addresses the social, economic, and technological trends and demographic changes anticipated over the next 20 years and their potential impacts on travel behavior and the State's transportation system. The CTP vision is one of a fully integrated, multimodal, sustainable transportation system that supports the three outcomes that define quality of life in California — prosperous economy, quality environment, and social equity.

The plan contains several strategies that address transportation issues in the non-urbanized regions of the State that will impact intercity bus services. Although the non-urbanized areas of the state contain less population, this does not necessarily correlate with an existence of less need for transportation services. In effect, there are similar needs of accessibility and mobility; albeit in a less dense and larger geographic area. As noted in the CTP, with only eight percent of the State population, the rural areas also comprise 94 percent of the land area. Considering this context and the objectives of this study, the impacts on intercity bus service are addressed.

[10] Federal Transit Administration, Nonurbanized Area Formula Program Guidance and Grant Application Instructions, Circular FTA C 9040.1F, April 1, 2007, p. VIII-5.
[11] Ibid.

The goal, policy, and strategies that support the provision of intercity bus services incorporate and address mobility and accessibility concerns. The provision of intercity services should allow for connectivity and increased accessibility to other transportation services. The first goal of this plan identifies the state's need to enhance intercity service:

> **Goal 1: Improve Mobility and Accessibility** - Expanding the system and enhancing modal choices and connectivity to meet the State's future transportation demands. This goal addresses transportation issues in non-urbanized areas by focusing on the opportunity to increase connectivity among existing services. The goal also addresses the possibility of connecting rural services with urban services that host a myriad of transportation services and modes. This includes the expansion and improvement of transit services; including intercity bus service connecting small urban and rural communities to passenger air service and the national passenger network.

CTP - Rural Issues

The CTP recognizes that with an overall growing population, the rural areas will also experience some growth. These areas contain approximately eight percent of California's population, but comprise 94 percent of the land area. Providing transportation services to a low density and widely distributed population presents unique transportation challenges that must be considered when planning for a balanced, reliable, and interconnected system. The CTP states that California's economy relies heavily on the rural and interregional road and rail system in order to move agricultural products, timber, and tourists.

The CTP identifies the importance of transit in the rural areas by noting that for some rural residents, transit service is the only means of transportation. Entities in the rural areas that provide transportation services are often faced with the challenge of providing transit and paratransit services to rural customers sparsely distributed over considerable distances. This setting significantly impacts the cost of operating transportation service. Specifically, the report identified that regional and intercity bus service can be difficult to provide due to low demand, farebox return requirements, and limited resources for operating and maintaining the system.

The CTP acknowledged that intercity bus transportation is an important component of California's overall surface transportation network, holding particular importance to smaller communities and rural areas. The report recognized that intercity bus provides a critical service for smaller communities in which air or passenger rail is not readily available, and, even when these options are available, intercity bus may be more affordable. Since the 1980s, national carriers have abandoned many of the rural intercity bus routes, severely reducing rural mobility.

California Transportation Investment System (CTIS)

The Caltrans website has dedicated a section to this database of geographic information. In December 1998, as a first step in initiating the update of the CTP, a need was identified; to integrate existing long-range plans of both Caltrans and regional transportation planning agencies by creating a Geographic Information System (GIS) tool that incorporates the existing and planned transportation system. This tool maps highway, local road, rail, and airport projects

and maintains project information in a database and is also geocoded. Bicycle, pedestrian, and planning projects are also included, but are not mapped. The tool is a customized ESRI ArcView project and is available for use by interested parties that have access to ArcView and have received permission from the Office of State Planning. In January 2001, the first official version (v1.1) of the CTIS GIS tool was released. The tool was posted in May 2001 to the Department's website and made available to external agencies for downloading.

The website mentions that, recently, several upgrades have been made to the CTIS, the most significant of which was the creation of a centralized web-based database to collect and store project data for subsequent migration to the GIS tool - the first of two complementary databases. This planned-project database significantly streamlines the data collection process, minimizes data entry errors, and allows for continuous updates. Work has begun on a second database to collect information on current programmed projects from the tool's other major data source, the Division of Programming's California Transportation Improvement Program System (CTIPS) database.

Eventually, Caltrans would like the CTIS utility to serve as a web-based tool that can be accessed from the Internet without the need for GIS software and training. Owners of the project data would have the ability to update the tool's attribute (or descriptive) data and spatial (location) data, and even "map" the project with a simple "point and click." The tool would be dynamically linked to other Department databases, such as CTIPS, allowing users to access the most current project information. The tool would spatially display all modes of projects, including bicycle, pedestrian, and transit projects that are currently only viewable in table format. Also, local roadway and rail projects, currently shown as a single point (at the main facility and cross street), would be displayed as a line for the full length of the project.

It is anticipated that the CTIS utility will allow for expedited fact finding processes that will reveal other transportation projects that may have merit with respects to the evaluation of intercity bus service in the State.

Interregional Transportation Strategic Plan (ITSP), 1998

Caltrans prepared the 1998 ITSP to consolidate and represent key elements of its ongoing long- and short-range planning. As such, it serves as a counterpart to the Regional Transportation Plans prepared by the 43 Regional Transportation Planning Agencies throughout California. In developing the 1998 Plan, Caltrans reviewed the status of projects included in the 1990 Plan. The ITSP emphasizes the two larger and more defined areas of responsibility for interregional transportation planning that are under Caltrans statutory responsibility -- the state highway system, with an emphasis on the Interregional Road System (IRRS), and intercity passenger rail.

The Vision of the ITSP clearly identifies the importance of the interregional movement of people and goods using the state highway system and also the importance of providing an alternative mode of transportation through intercity passenger rail supplemented by feeder bus services. However, the ITSP does not address the privately-provided intercity bus network as an alternative mode.

Routes were categorized according to current and projected demand and the existing condition of the major roadways. The routes identified as most critical were identified as "High Emphasis Routes". The ITSP includes these High Emphasis Routes and are incorporated into both Caltrans system planning, for long-range highway improvements, and in most regional transportation plans and planning processes.

The High Emphasis category represents routes that have become of increasing interregional importance from a statewide perspective in the past several years. While the non-urbanized portions of the interstates continue, for the most part, to provide an adequate level of service now and projected for the nearer term, there are increasing examples statewide of recurrent congestion on key interstate goods movement corridors due to interregional travel conflict between recreational, goods movement, and other interregional trips.

A subset of the "High Emphasis Routes" category that supports near-term improvements is the "Focus Routes", as identified in the ITSP. The Focus Routes represent ten corridors determined the highest priority for completion to minimum facility standards in the 20-year ITSP period.

The ITSP includes six primary objectives for directing interregional program funds to achieve statewide interregional goals, which are:

- Complete a Trunk System of Higher Standard Routes (usually expressway/freeway standards)
- Connect Urbanized Areas to the Trunk System
- Ensure Dependable Connectivity to Major Gateways and Intermodal Transfer Facilities
- Connect Urbanizing Centers to the Trunk System
- Link Rural and Smaller Urban Centers to the Trunk System
- Improve Intercity Passenger Rail

In light of the existing intercity bus service and subsequent evaluation of such service, it is evident that the objectives of the ITSP will have an impact on the identification and implementation of any improvements to the intercity bus service. A reliable and well-maintained roadway infrastructure will impact the capacity for agencies – public and private – to provide intercity bus services. Several of the Focus Routes, are listed below.

- United States (US)-101 (North-South) – all along the state.
- SR-99 (North-South) – from South of Bakersfield to the SR-99/70 Junction.

- SR-14/395 (North-South) – two state routes comprise this corridor. SR-14 covers a corridor from southern California to the lower Sierras and US-395 continues north and meanders through Reno, NV and back into California and onto the Oregon State line.

- SR-58 (East-West) – connects Interstate(I)-5 and SR-99 in the southern Central Valley with continuation onto SR-14 and I-40 heading east.

- SR-198 (East-West) – connects I-5 and SR-99 in the Central Valley.

- SR-1/46 (East-West) – connects US 101, I-5 and SR 99, providing access from the coast to the Central Valley.

- SR-152/156 – connects US-101, I-5 and SR-99, providing access from South of the Bay Area and Monterrey to the Central Valley.

- SR-20 – connects US-101, I-5, SR-99, SR-70, and I-80 in the northern section of the Central Valley.

- SR-299 – connects rural and small urban centers across the northern region of the state and trucking to US-101.

- SR-20/29/53/49 (East-West) – connects US-101 to I-80 in the northern region of the state.

- SR-299/44/36 (East-West) – connects US-101, I-5, and onto US-395 via SR-36.

State Legislation – Senate Bill 45

With the enactment of SB45 in 1997, local entities, in cooperation with the Department [Caltrans], are provided the opportunity to identify and propose projects that address regional transportation needs. Each region of the state will produce a locally adopted regional transportation plan that includes transportation projects addressing regional transportation needs. These regional plans are then submitted to Caltrans and presented to the California Transportation Commission for review and adoption into the Interregional Improvement Program (IIP) and the STIP.

The bill also modified the allocation of funds in support of the statewide interregional transportation system. Once Caltrans has compiled the IIP and the STIP, and the California Transportation Commission has adopted it, then project monies are allocated accordingly. Elements of the IIP specific to this study are paragraph (2) and (3) of subdivision (a) of *Section 14526 of the Government Code* - paragraph (2) identifies the projects of the intercity passenger rail system and paragraph (3) identifies projects to improve the interregional movement of people, vehicles, and goods.

SB-45 allocates state transportation funds for two categories: interregional and regional transportation needs. The STIP - the policy document that is comprised of approved projects addressing the interregional and regional priorities – will have funds made available from all available transportation funds, State Highway Account, Public Transportation Account, and federal transportation funds, after deducting Caltrans' annual administration costs, annual expenditures for the maintenance and operations of the state highway system, annual expenditures for the rehabilitation of the state highway system, annual expenditures for local assistance, and safety. Of these remaining funds, seventy-five percent are committed to the Regional Improvement Program and 25 percent to the IIP, as codified in *Section 164 of the Streets and Highways Code*.

The regional improvement program grants more responsibility to the local agencies in addressing transportation issues in their region. Regional improvements include public transit, intercity rail, local roads, intermodal facilities, transportation system management, and pedestrian and bicycle facilities. The interregional improvements are allocated for larger capital improvements – state highway, intercity passenger rail, mass transit guideway, or grade separation.

These fund allocations and the requirement for local and state participation in the development of regional plans and the STIP have certainly promoted the opportunity, and increased the responsibility for, local agencies to participate in this planning and programming process.

State Regulation - California Public Utilities Commission (CPUC)

While federal deregulation of passenger carriers under the Bus Regulatory Reform Act of 1982 pre-empted state regulation of fares, entry and exit for interstate services, and the ICC sunset legislation in 1989 expanded this pre-emption, California has assumed some control to fares, entry and exit for passenger carriers that are completely intrastate, other than taxi cabs, medical transportation, pupil transportation, and farm worker transportation. As part of the Passenger Stage Corporation (PSC) certificate application, the entity proposing an intercity service must demonstrate that, pursuant to Public Utilities Code 1031, the public convenience and necessity requirement will be met with the proposed operation. This requires a formal notice process in which city and county governmental entities, regional transportation planning agencies and public transit operators within whose boundaries passengers will be loaded or unloaded are contacted and kept abreast of the application process. If the territory already has a certificate holder, the CPUC would have to make a determination that the existing carrier is not providing service to the satisfaction of the CPUC. Also, the CPUC will not issue a certificate of public convenience and necessity if there is no participation in the CPUC substance and alcohol testing program as developed by the California Highway Department.

The applicant for a PSC certificate will also have to file evidence of liability insurance coverage on a CPUC prescribed form. The applicant must also participate in the Department of Motor Vehicles (DMV) Employer Pull-Notice System. For any vehicle seating more than ten (including the driver) must undergo a California Highway Patrol safety inspection.

The CPUC issues two types of for-hire passenger certificates: the PSC provides transportation service to the general public on an individual-fare basis; the charter-party carrier (TCP) charters a vehicle, on a prearranged basis, for the exclusive use of an individual or group. Rates are also regulated with the approved PSC operator required to file a tariff with the CPUC setting forth their passenger fares. Private non-profit transportation services need to register, provide certain driver qualifications, and provide evidence of insurance. The CPUC does not provide any operating assistance in the form of federal or state funds. However, the CPUC has allowed an exception for registering a passenger vehicle not operated by a public entity, if the vehicle satisfies all of the rules and regulations that the local operator must meet.

California Department of Motor Vehicles

The DMV administers the permitting process for the CDL and the motor carrier permit. There are several requirements for both documents. However, the CDL is a requirement of the Motor Carrier Permit (MCP) Application.

The DMV issues a CDL in accordance with Federal Regulations that permits an individual to operate a commercial vehicle. The individual must be at least 21 years old to drive a commercial vehicle across state lines (interstate commerce) or to transport passengers or hazardous materials or wastes (intrastate or interstate commerce). The individual may drive for hire (including school buses) intrastate if the individual is 18 years of age or older and does not engage in interstate commerce activities. In 2005, new federal regulations were adopted that require a person who is applying for a California CDL with an **original** or **renewal** Hazardous Materials (HazMat) endorsement to undergo a security threat assessment. The USA Patriot Act requires the Transportation Security Administration (TSA) to complete a security threat assessment (background records check) before the DMV issues a HazMat endorsement. In addition, the following requirements must be satisfied: pre-trip vehicle inspection, skills and driving test or submit to DMV a Certificate of Driving Skill if employer is authorized by DMV to issues such certificates, and a medical report form documenting that the medical examination was conducted within the last two years.

The MCP issued by the DMV's Motor Carrier Permit Branch is evidence of registration with the DMV of their California Identification Number (CA#) and the permit verifies that the motor carrier has satisfied all of the statutory requirements to commercially operate motor vehicles on California's highways. There is only one point of contact for all matters related to participation or information concerning the MCP program and that is the MCP Branch located at DMV Headquarters, in Sacramento, California. The following are the requirements for the MCP: completed application, pay all required fees, proof of Workers' Compensation Insurance, enrollment in the Employer Pull-Notice Program, and obtain a CA# from the California Highway Patrol.

The enrollment in the Employer Pull Notice Program (EPN) is required if you employ drivers with a Commercial Class A, B or a Class C driver license with a HazMat endorsement. This will provide operators/employers with a requester code for quick access to an employee's driver license record. This keeps more current information of driver activity on file, allows for

quick access to the driver's record, and helps the employer identify if there are any specific safety measures that should be addressed.

California Highway Patrol (CHP)

The CHP has several responsibilities as pertain to the provision of intercity bus service in the state. The CHP conducts safety and permit inspections of vehicles used for intercity services – vehicle identification, hours of service, vehicle safety. The CHP also enforces the Controlled Substances and Alcohol Testing (CSAT) regulations of the Federal Motor Carrier Safety Administration as adopted by the CPUC.

The CHP requires the completion of the Motor Carrier Profile in order for the operator to obtain a California number. Certain types of carriers are not required to *display* their assigned California number if they are already displaying valid numbers assigned to them by other specified regulatory agencies. In order to cross reference the organization's other numbers to its California number, the CHP needs to know what the other numbers are. For example, **PSG:** A number assigned by the CPUC to intrastate for-hire passenger carriers (other than taxi services), which are preceded by the prefix "TCP" or "PSC," displayed on vehicles as "TCP 0000A" or "PSC 0000" (or both) with the zeros representing the number assigned to the carrier by the CPUC, and the "A" representing a CPUC-assigned alphabetic character indicating a specific type of passenger carrier.

The CHP also administers the Biennial Inspection of Terminal (BIT) program. Primarily, the intent is to ensure every truck terminal throughout the state is inspected by the CHP on a regular basis, thereby creating a level field for all motor carriers statewide. A terminal is any place where a vehicle described above is regularly garaged, maintained, operated, or dispatched from, including a dispatch office, cross-dock facility, maintenance shop, business, store, or even a private residence. For purposes of BIT inspections, "terminal" means the location or locations in California that are designated by a motor carrier, where vehicles subject to the BIT program may be inspected by the CHP and where vehicle maintenance records and drivers' records will be made available for inspection (Section 34515 Vehicle Code). A terminal inspection does *not* include inspection of any building or land, only vehicles and required records located there.

State of California Department of Transportation-Division of Mass Transportation (DMT)

The DMT is responsible for the administration of State and Federal Grant Programs that provide funding for operating assistance and capital improvement projects. DMT provides technical assistance to agencies responsible for public transportation services in their respective areas including buses; demand-responsive accessible services for the elderly and disabled; rural transit; commuter and urban rail services; and waterborne ferry operations. Within the DMT, the Rural Transit Procurement (RTP), administers and manages two federal grant programs: FTA S.5311, which promotes public transit in the non-urbanized areas of the state, and FTA S.5311(f) which promotes intercity transit in the non-urbanized areas of the state. The S.5311(f) program is the major focus of this study, and it is addressed in much more detail in the next chapter.

CONCLUSIONS

While this review of policy covers many topics, the meaning of the analysis can be reduced to some key observations. One is that there is essentially no federal or state regulatory control over the fares, routes, or services provided by private intercity bus operators. Federal regulation is limited to insurance requirements and safety (under the FMCSA), and ADA requirements. Furthermore, intercity bus service between urbanized areas cannot be funded with FTA programs. So, from the federal perspective the privately-provided intercity bus network is deregulated and unsubsidized, and carriers provide service in response to their perception of the market.

A second observation is that the FTA S.5311(f) program is the key tool available to states and localities to replace, provide or maintain intercity bus service in rural areas. This program has a primary goal of linking rural areas with the national network of intercity bus services.

A third observation is that the state of California accepts that a major state transportation responsibility is providing for inter-regional services by all modes, including both privately provided intercity bus services and the state's intercity rail passenger program.

Finally, it should be noted that the combination of federal safety and insurance regulation of interstate transportation, state regulations, private carrier policies, and FTA funding make rural intercity projects uniquely challenging to applicants and state program managers.

CHAPTER 5

CALIFORNIA'S SECTION 5311(F) PROGRAM AND FUNDING NEEDS

The ability of transportation services to meet and satisfy demand is greatly impacted by their ability to identify and secure funding. With respect to the S.5311(f) program, the Caltrans – DMT has conducted an annual competitive process to determine which projects best satisfy the national and statewide objectives of rural connectivity and intercity bus services. Project applications are scored by a committee of staff members and others to determine how well they satisfy these objectives. High scoring projects receive S.5311(f) awards to support their operations or provide capital to support rural intercity services. In this section, we review the current funding program and its policy parameters, the ability of existing funding services to meet existing and unmet needs, options for alternative funding sources, and discussion of potential program implications.

CALIFORNIA S.5311 AND S.5311(F) PROGRAMS

As discussed in Chapter 4, there are federal policies that guide state S.5311 allocation amounts and allow for states to authorize 15% of these funds to support intercity bus service through the S.5311(f) program. The S.5311 allocation amounts for California are shown in Table 5-1 along with the corresponding S.5311(f) amounts. There are also state policies that provide more direction in the allocation of these program funds. In California, based on the S.5311 application (Cycle 25), in order to access S.5311(f) funds the applicants must file an application with Caltrans Headquarters-DMT by early spring and the determination on project funds are made in the summer. The project awards are advertised and the fund are disbursed in early autumn. The Office of Federal Transit Grants Programs (OFTGP) in the DMT's headquarters manage both the S.5311 and S.5311(f) programs through policy and procedural guidance. In addition to staff at DMT headquarters, DMT also has personnel in 11 District offices throughout the state who provide local oversight of the S.5311 program, including S.5311(f). The District office is responsible for providing planning and technical assistance to Transportation Planning Agencies (TPA) and transit operators.

Table 5-1: S.5311 FTA APPORTIONMENT FOR CALIFORNIA AND S.5311(f) AMOUNTS

Federal Fiscal Year	S.5311	S.5311(f)[1]
2009	$23,115,509	$3,467,326
2008	$21,869,156	$3,280,373
2007	$20,219,648	$3,032,947
2006	$19,491,071	$2,923,661
2005	$10,727,747	$1,609,162
2004	$10,249,275	$1,537,391

[1]S.5311(f) were caculated using the 15% allocation level.

Source: FTA, Annual Apportionments (www.fta.dot.gov)

California's S.5311 Program

The overall S.5311 program is administered by the DMT Grant Program, with direct oversight by the RTP, and it provides funding for rural public transit to subrecipients on a formula basis. The program provides for capital, operating, administrative, and planning assistance for transportation services open to the general public that are provided in areas with less than 50,000 persons.

California's S.5311 apportionment is distributed as follows – 75 percent is apportioned to non-urban areas based on population, this is known as *Regional Apportionment*; 15 percent is dedicated for *S.5311(f) Intercity Bus Program;* and ten percent is allocated for *state administrative expenses*. Guidance regarding the S.5311 program is provided in the S.5311 Handbook and Guide (April 2002) developed by the DMT. OFTPG manages the S.5311 program by developing state policies, procedures, and guidance consistent with FTA rules and regulations.

The 75 percent of California's S.5311 apportionment is redistributed to the TPAs whose county or region contains a non-urbanized area as identified by the United States Census Bureau. This *Regional Apportionment* is based on the non-urbanized population, with a fixed minimum allocation for the smallest subrecipients.

The TPA submits to the DMT a Program of Projects that identifies subrecipients and projects to receive S.5311 funds in their planning area by December 31st of each year. The subrecipient must complete and submit a S.5311 Program Application, including all other required submittals by the appropriate deadline. Complete guidance regarding programming and

applying for S.5311 Regional Apportionment funds can be found in the S.5311 Handbook and Guide.

California's S. 5311(f) Rural Intercity Bus Program

S.5311(f) program administration varies from state-to-state as a result of additional state policies and regulations. As discussed in Chapter 4, in California there is legislative and local oversight that has an important role in the development and establishment of, and support for, local transportation projects. However, the point of discussion here centers on policies that the state has enacted as part of the S.5311(f) program.

Important aspects of the California program include additional policies not required by federal regulations, including limitations on the project period (which have changed over time), a cap on the size of individual projects, match ratios, the application/evaluation process including State Emphasis Goals (in addition to the FTA's National Program Objectives). In California the S.5311(f) program differs significantly from the S.5311 program in that it is a competitive discretionary program run by Caltrans through staff at headquarters, with support from the transit staff in the District offices.

Limitations on the Project Period

Limitations on the length of time allowed for a project vary with the type of project and also have changed over time. For example, vehicle project awards are allowed a project period of 24 months, while transit facility projects are allowed multi-year periods to expend funds. Caltrans has made several modifications to the award terms since the early 1990s. Following the passage of the Intermodal Surface Transportation Efficiency Act of 1991, the funding program supporting rural intercity services was administered and funds dispersed on an annual basis, as is the case today. However, initially these funds were perceived as one-year seed money in which systems would become self-sustaining operations at the end of the year, and a project could not receive operating funds after that initial year. In 1994-1995, Caltrans' S.5311(f) program administration was modified to allow for a project to potentially receive annual operating funding for up to three years. In this arrangement, systems were supported with operating funds for three years. At the end of the third year, the operator, it was anticipated, would be self-sustaining and could no longer receive operating funds. In 2005, the three-year limit on operating funds was removed and projects could receive annual funding for a fourth or fifth year. Now, as noted above, the type of project is also associated with an award term – with capital projects allowed over a longer period.

Size of Individual Projects

In the Caltrans program, these additional policies include an annual cap on project size. The S.5311(f) program, as administered by Caltrans, does impose a $200,000 per project award amount. This was imposed to prevent large capital projects from consuming a disproportionate share of the limited annual funding, allowing for a more equitable distribution of funds statewide. Exceptions have been granted in the most recent cycles to respond to the need for

higher levels of operating assistance for very long intercity routes, and to respond to a need for additional service in response to flood damage.

Matching Ratios and Project Type

As for matching ratios, the Cycle 25-S.5311 Application provides that for Operational assistance, the federal share is 55.33 percent and for Capital assistance the federal share is 88.53 percent. A funding history is provided in Table 5-2 and tabulates the annual amounts that were awarded for Operations and Capital projects for grant years, 13, 14 (Cycle 24), and 15 (Cycle 25). These category amounts reveal that the general trend has been to award projects that fund operations and the purchase of vehicles. Within these grant cycles, there are only two cases in which funds were awarded for the construction of a facility.

Table 5-2: PROJECT AWARD TOTALS BY TYPE

Grant Cycle	Project Type		Total	S.5311(f)[1]
	Operations	Capital		
13	$1,262,091	$200,000	$1,462,091	$3,032,947
14	$1,670,930	$318,666	$1,989,596	$3,280,373
15	$2,002,648	$669,995	$2,672,643	$3,467,326

[1]Based on FTA allocation for the State of California and calculation of the 15% for S.5311(f).

S.5311(f) Program Application Process and State Program Emphasis

The annual application process requires that applicants provide thorough responses to project descriptions, costs, documented local support, and capacity to manage the project and meet regulations. This year's cycle of the application process, known as Cycle 25, with completed applications due to the district offices in March, also includes an addendum discussing FMCSA requirements and the increased emphasis of coordination among local and national network operators through an interline agreement. Applications are submitted to the DMT through the district offices; there are 12 districts in the State of California (Figure 5-1). Application requirements over the last two cycles have most of the same filing requirements and will be briefly discussed below. Overall, principles that guide project evaluation are based on the ability to satisfy the National Program Objectives, as prescribed in the draft circular, and the State of California Emphasis. The National Program Objectives are the following:

- To support the connection between non-urbanized and the larger regional or national system of intercity bus service.
- To support services to meet the intercity travel needs of residents in non-urbanized areas.
- To support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities.

Figure 5-1: CALTRANS DISTRICTS

The State Program Emphasis prescribes that the project should emphasize coordination and connectivity by providing a meaningful connection, with and between multiple transportation modes such as airport, rail, water (ferry/taxi), and local transit (bus and/or taxi) and between non-urbanized areas and urbanized areas. Note that this definition of meaningful connection includes modes that the FTA specifically defines as not being intercity bus.

Once a completed application has been received, a committee will evaluate all supporting documentation in light of the guiding principles and specific information on operations and management. Depending on the category of application filed – operating or capital - with the DMT, will determine the set of criteria the project will be evaluated against. A committee consisting of RTP staff and other officials will review and evaluate completed applications submitted by the District representatives. The grading scale used for final project selection is Exceptional, Satisfactory, and Unsatisfactory.

S.5311(f) Program Applications-Previous Cycles

Application requirements for the two previous application cycles are similar to what is currently required. A discrepancy in the State Emphasis for the Cycle 12 (FY 2004) application, when compared to Cycle 13 and Grant 24, is that it did not include coordination efforts as a clearly defined component of the project. Coordination is clearly identified as an important component of the project in the following year's application cycle, Cycle 13. Following are brief summaries of approved projects for the three most recent cycles.

Cycle 12 (FY 2004) – 23 projects were submitted and 13 were approved. Project types: six capital, six operating, and one planning. The capital projects approved included expansion bus, bus shelter, and facility design and construction. For Cycle 12, over $1.3 million in S.5311(f) funds were awarded.

Cycle 13 (FY 2005) – 21 projects were submitted and 17 were approved. Project types: seven capital, eight operating, and two planning. The planning projects included the development of transit plans for Northern Santa Barbara and Stanislaus Counties. For Cycle 13, over $3 million in S.5311(f) funds were awarded.

Grant 24 (FY 2006) – 33 projects were submitted and 25 were approved. Project types: eight capital, 15 operating, and two planning. This cycle resulted in a significantly higher proportion of funds dedicated for operations. The planning projects include a Transit Development Plan and a transit needs study for Tehama County and Glenn County, respectively. For Grant 24, over $2.6 million in S.5311(f) funds were awarded.

During the review of Grant 24 applications, there were general trends identified that denied program funds for several proposed projects. In most cases, not satisfying program objectives or incomplete applications critically weakened the project's opportunity to receive program funds.

Grant 25 (FY 2007) – 31 applications were submitted and 24 projects received awards. Project Types: 20 operating and four capital projects. As in previous award cycles, applicants

had difficulty meeting the program objectives and/or explaining how the service would improve connectivity in the service area. For Grant 25, over $2.6 million in S.5311(f) funds were awarded.

Local Funding Sources

An important component in the establishment and provision of these public transportation services is the ability of the local entities to provide a local match to access federal funds. While the State of California does provide some operating assistance through the TDA using State Transportation Account (STA) and Local Transportation Fund (LTF) funds there are limited local monies made available. Many applicants have difficulty securing local matching funds. Not having access to local matching funds makes it increasingly difficult for transit operators to access other federal and state funds.

In California, local entities have the opportunity to use Local Transportation Fund and State Transit Assistance monies for local match in the S.5311 program. However, as these funds are programmed through the TDA, there are also conditions that are applied to these funds. Most important is that the operator must maintain a ratio of fare revenues to operating cost of ten percent, in the non-urbanized areas. Considering the population densities and distances required for travel in the rural areas, this condition can be difficult to satisfy.

Applicants for S.5311(f) funds are encouraged to pursue other sources of local revenue that can be used as matching monies for accessing federal funds. This component also encourages applicants to consider other sources of funds. Below is a list of some of the "Local Share" sources that were identified in applications for S.5311(f) funds:

- County jurisdictions – general fund or local tax measures
- Interest income
- Federal planning assistance
- National Park Service (Yosemite Area Transit System)
- Amtrak feeder bus contract revenue

Given the limited revenue matching sources, this places the service providers in a precarious situation in that they are mostly dependent on S.5311(f) awards for continued operations. This also assumes that the state will continue to certify to FTA that it has no "unmet needs for rural intercity bus service" as required by the S.5311 program in order to program S.5311(f) funds, that these projects will continue to be selected for funding, and that Caltrans will allow extensions of the previous award term limits.

PERFORMANCE MEASURES AND RURAL INTERCITY SERVICE

In reviewing the Caltrans S.5311(f) program, one issue has been the need to develop a means of assessing projects to ensure that the limited available funds go to the more productive projects, and that projects not providing service do not continue to receive ongoing funding.

This has been a principal reason for the requirement of an annual application, and previous limitations on the amount of time (the number of years) that a project could continue to win operating funding under this program. Currently, there is effectively no limitation on the number of years an operating project can receive funding, though it must compete every year in the annual grant application process.

One way that many agencies address these issues is to use performance measures to assess ongoing projects and determine whether particular projects no longer merit funding. Across the nation, under the S.5311(f) program, this has been an issue raised by a number of states that administer the program, but the actual application of performance measures to intercity routes has been limited.

The Pennsylvania Intercity Bus program has used a farebox recovery measure to eliminate the least productive projects, freeing up funding for new projects with potentially higher levels of funding. Currently, intercity bus projects with a farebox recovery below 40% are dropped to the bottom of the funding list, and they are funded only if there is available funding after all projects above that level are funded. The farebox recovery level threshold has varied through the years in the Pennsylvania program, but is related more to the fact that most of the projects are provided by private for-profit intercity firms who are seeking funding to maintain services that have fallen below profitability thresholds. They charge standard intercity bus fares, which are distance related and tend to be higher than those charged by public transit operators. In the past North Carolina and Minnesota have both looked at the net cost per passenger trip on a service as a measure used in deciding whether to continue funding, though the thresholds used varied with particular budget concerns at the time. In North Carolina one benchmark discussed was the use of the net cost per passenger on state-funded intercity passenger rail services.

In California the discussion about using performance measures to rank projects has focused on the issue of whether or not the use of performance measures would effectively eliminate rural intercity service to frontier areas, as such services tend to have low ridership (related to low populations and small towns in the most rural areas), and the high expenses associated with long trips to regional centers and connecting intercity bus services. However, it may be possible to develop some measures that account for these differences.

First, the study team gathered some basic operating data about the current services. Table 5-3 presents basic operating data for most of the California S.5311(f) projects that are currently in operation. The intention of the data collection is that these are route or service level figures, not applications of system-wide data. The only performance measure collected by the study team was the farebox recovery ratio, which is watched carefully by California operators because of the ten percent recovery for rural services mandated by the Transportation Development Act (TDA). One thing immediately apparent is that farebox recovery in some of the most rural settings, with long routes, may still be well above TDA thresholds. The CREST Route, which does have tourism ridership as well as serving local needs, has a year round recovery of 28 percent, and Alturas-Reno on Sage Stage does 20.5 percent.

Table 5-3: PERFORMANCE OF CURRENT S.5311(F) PROJECTS

Agency	5311(f) Route	Total Passengers	Revenue Miles	Revenue Hours	Total Operating Costs	Farebox Recovery Ratio	
Redwood Coast Transit Authority	Arcata-Smith River	12,847	138,576	4605	$ 193,673.00	54.90%	
Inyo-Mono Transit	Crest Route	4,467	106,812	2660	$ 313,451.00	28.06%	
Kern Regional Transit	East Kern Express	63,974	403,989	10640	$ 643,720.00	18.56%	
	Mojave Ridgecrest	7,907	75,654	1850	$ 111,940.13	12.69%	
San Benito County Local Transportation Authority - County Express	Intercounty - Greyhound	3,075	28,286	982	$ 49,683.45	9.42%	
Marin Transit	South Route 61	14,022	65,956	3,701	$178,565	9.3%	
	Coastal Route 62 (new route implemented 4/1/07)	542	7,256	332	$16,472	4.5%	
	North Route 68	16,491	66,539	3,756	$185,306	10.4%	
San Diego Metropolitan Transit System	888	6,453	74,505	2,348	207,669	8.0%	(1)
	891	1,000	19,697	675	54,902	4.7%	(1)
	892	939	17,206	594	47,959	5.0%	(1)
	894	25,527	132,169	4,523	368,398	17.8%	(1)
	867	5,572	69,803	2,647	194,563	7.3%	(2)
	889	2,052	34,581	1,564	96,388	5.5%	(3)
	891A	108	2,686	87	7,487	3.7%	(3)
	892A	125	3,917	118	10,918	2.9%	(3)
	893	133	4,164	132	11,606	2.9%	(3)
Monterey Salinas Transit	Line 23 Salinas-King City	79,868	213,771	7496:37:00	$705,688		(4)
	Line 53 South County-Monterey Peninsula Express	3,320	44,397	1417:14:00	$130,861		
San Luis Obispo RTA	RTA Route 10	104,547	230,067	8,482.32	$746,967	14.90%	
Lake Transit	Route 7 - Lakeport-Ukiah	8,406	114,038	3,873	$182,108	7.4%	
	Route 4 - Clearlake Extension	4,193	17,023	559	$26,284	13.0%	
Napa County Transportation Planning Agency	Vine Route 11 - St. Helena, Calistoga, Santa Rosa FY 06/07	2751		2097	158,025	5%	
	Vine Route 11 - St. Helena, Calistoga, Santa Rosa FY 05/06	2610			165,858	4%	
	Vine Route 11 - St. Helena, Calistoga, Santa Rosa April - June, 2005	445		423.53	77325	1%	
YARTS	Hwy 140	59,469	238,570	7282	819,111	26.35	(5)
	Hwy120E/395	1954	49930	669	75,568		
Sam Trans	Route 294	106,535.00	156,268.00	5,156.73	$ 565,183	21.30%	
Modoc Transportation Agency / Sage Stage	Alturas - Susanville - Reno	1,696	63,083.2	1,812.0	$ 123,378.11	20.5%	
	Alturas - Burney - Redding	761	30,007.0	909.8	58,689.70	15.9%	
	Alturas - Tulelake - Klamath Falls	1,077	21,475.0	662.0	26,791.91	29.8%	
Blue Lake Rancheria of California	Blue Lake Rancheria to Blue Lake to Arcata						

(1) Service adjusted in January 2006.
(2) Discounted in January 2006. Alignment folded into extended 891 and 892.
(3) Discontinued in January 2006.
(4) Please note that ridership, vmiles and vhours data for September of 2005 were missing due to a technical problem with the Siemens TransitMaster system, on which these metrics are tracked.
(5) Farebox ratio is a combination of both routes.

The policy question regarding the impact of the use of performance data on rural frontier services may not be as much of an issue as thought, because it appears that the lower costs, appropriate service levels, and appropriate fare policy of many of these routes can result in farebox recovery rates comparable to higher frequency, higher cost, and lower fare services operated by transit providers in more urban areas.

However, some Advisory Committee members raised the concern that farebox recovery also reflects fare policy, and that an applicant might favor low fare levels to meet other policy goals. A possible alternative performance measure could also provide a means of comparing these different services, but without including fare recovery. This would involve a measure similar in concept to farebox recovery, but one typically used in the private sector intercity bus industry (actually all intercity modes—including the airlines). The measure is Load Factor, defined as passenger-miles divided by seat-miles. This would reflect utilization of the capacity provided, rather than fare policy, but it would require additional data collection by some operators, and some additional analysis. Passenger-mile data is already collected by route under National Transit Database (NTD) requirements for S. 5307, but rural operators would have to collect data (potentially sample data) on the rural intercity routes. Also operators would have to calculate the seat-miles provided on the route. This is simply the seating capacity of the vehicle times the annual miles operated.

As an example, consider a potential rural intercity route from Needles, CA to San Bernardino, a distance of 213 miles, according to MapQuest. If the project utilized a 15-passenger van, and operated three days per week, it would produce 66,456 vehicle-miles per year, and 996,840 seat-miles (15 seats times the vehicle-miles). If, on average, it carried eight passengers each way, this would be reflected in annual ridership of 2,496 passenger trips. For simplicity sake, we will assume that all passengers rode the entire distance, so the passenger-miles produced by each passenger-trip came to 213 (one-way). The passenger-miles of the project would be 531,648 (213 passenger-miles/passenger times 2,496 passenger trips). The Load Factor would be .53 (531,648 passenger-miles divided by 996,840 seat-miles).For comparison, one might imagine a hypothetical route in a denser part of the state. Suppose the route is 50 miles one-way, and the service operates six round-trips per day, all year, using a 35 seat bus. The service would produce 219,000 vehicle miles, and 7,665,000 seat-miles. Suppose that the bus makes intermediate stops at a number of points, and that the NTD data reveals that the average passenger trip length is 30 miles. If annual passenger boardings are 100,000, the annual passenger-mile total is 3,000,000, and the Load Factor would be 3,000,000 divided by 7,665,000, or .39.

In this case the service from Needles might well be ranked higher on this measure, given that it has a Load Factor of .53 as compared to the .39 on the other service, despite the much high number of riders on the service in the higher density area.

Currently transit operators do not calculate load factors, so use of such a measure would require additional data collection. Also, an operator might choose to use a large vehicle to deal with peak loads, lending to a low average load factors despite having an appropriate farebox recovery. However, this measure could possibly be combined with farebox recovery and net cost per trip to evaluate rural intercity services with regard to potential continuation. Estimated

ridership and project parameters (number of trips, route length, and vehicle size) could be used to project these measures for new projects. Projects that are scaled well to the actual or potential demand, that have appropriate fare structures, and that reflect utilization of the capacity provided would do well, while services that carry few riders in relation to the costs incurred would not—projects running empty buses could be identified and discontinued.

ADEQUACY OF FUNDING

Having reviewed S.5311 program parameters, the following examination of state S.5311(f) allocation amounts compared to the amount requested is important in identifying how much more need exists than the existing levels of program funds can support. During the outreach efforts, several corridors were identified as having a need for rural intercity services that also connect with the national intercity bus carriers. Operation cost estimates were derived for these corridors. Also, with respect to S.5311(f) award types, there seems to be more demand for new/improved services rather than capital. This is also discussed in the following paragraphs.

Potential Service Needs – Conceptual Network

Existing S.5311(f) projects used 77 percent of available S.5311(f) funding, and in recent grant cycles the amount of funding requested has exceeded the total FTA allocation. In that sense, the demand for funding already exceeds available funds. However, in this project the demographic analysis of potential needs and the outreach effort have both identified additional service needs, which would result in greater funding needs.

Based on the demographic analysis, public outreach meetings, and phone conversations with the private carrier industry, a number of routes were identified as potentially meeting unmet needs, having potential for sustaining intercity bus services, and/or establishing a meaningful connection between local/regional services and intercity services. These conceptual routes were reviewed and are shown in Table 5-4 and Table 5-5, and are represented in Figure 5-2. The table contains cost estimates for each of the routes that may constitute potential projects for consideration under the S.5311(f) program.

Cost Estimates for Identified Needs

The estimated operating costs and associated net operating deficits for each route identified in the table provide the state an opportunity to review the potential demand for additional funding. Based on a $3.00 cost per mile figure, operating costs were calculated for each route identified. However, in some of the corridors identified, there is already some form of intercity service. Two scenarios were developed in which operations were assumed to occur 365 days of the year: 1) a base case with one roundtrip per day (Table 5-4) and 2) multiple roundtrips per day depending on frequency of intercity bus at connecting stops (Table 5-5). These costs help us understand 1) the anticipated annual costs of operating proposed service, and 2) the anticipated request for S.5311(f) funds.

Table 5-4: CONCEPTUAL ROUTES (1 Roundtrip/day)

		Level of Service - Near Term											
Corridor	Cities	Existing Service	One-Way Miles	Type	Proposed # Roundtrips/Day	Daily Miles	Days of Service	Annual Miles	Cost per Mile	Annual Operating Cost	10% FB Rec.	Net Oper. Deficit	Projected 5311(f) Operating Share
I-40 to I-15	**Needles-Barstow-Victorville-San Bernardino1**	**yes**	**215**	**ICB**	**1**	**430**	**365**	**157,000**	**$3.00**	**$471,000**	**$47,100**	**$423,900**	**$235,000**
I-15	**Baker-Barstow2**	**yes**	**64**	**ICB**	**1**	**128**	**365**	**47,000**	**$3.00**	**$141,000**	**$14,100**	**$126,900**	**$70,000**
I-15 to I-215	**Baker-Barstow-San Bernardino3**	**yes**	**134**	**ICB**	**1**	**268**	**365**	**98,000**	**$3.00**	**$294,000**	**$29,400**	**$264,600**	**$147,000**
CA-14 to CA-58	**Lancaster-Bakersfield**	**yes**	**86**	**ICB**	**1**	**172**	**365**	**63,000**	**$3.00**	**$189,000**	**$18,900**	**$170,100**	**$94,000**
CA-140	**Merced-Yosemite**	**yes**	**66**	**ICB**	**1**	**132**	**365**	**48,000**	**$3.00**	**$144,000**	**$14,400**	**$129,600**	**$72,000**
CA-99	**Elk Grove-Chowchilla (thru Stockton, Merced)4**	**yes**	**118**	**ICB**	**1**	**236**	**365**	**86,000**	**$3.00**	**$258,000**	**$25,800**	**$232,200**	**$129,000**
I-5	**Redding-Red Bluff-Corning-Sacramento5**	**yes**	**162**	**ICB**	**1**	**324**	**365**	**118,000**	**$3.00**	**$354,000**	**$35,400**	**$318,600**	**$177,000**
I-5 to CA-32	**Redding-Red Bluff-Corning-Chico6**	**yes**	**83**	**ICB**	**1**	**166**	**365**	**61,000**	**$3.00**	**$183,000**	**$18,300**	**$164,700**	**$91,000**
	Bakersfield-Ford City/Taft	**yes**	**37**	**ICB**	**1**	**74**	**365**	**27,000**	**$3.00**	**$81,000**	**$8,100**	**$72,900**	**$40,000**
	Ridgecrest-Barstow-San Bernardino	no	152	ICB	1	304	365	111,000	$3.00	$333,000	$33,300	$299,700	$166,000
I-40 to I-15 to I-215	Needles-Barstow-San Bernardino	no	214	ICB	1	428	365	156,000	$3.00	$468,000	$46,800	$421,200	$234,000
CA-41	Fresno-Yosemite	no	98	ICB	1	196	365	72,000	$3.00	$216,000	$21,600	$194,400	$108,000
CA-140	Madera-Yosemite	no	77	ICB	1	154	365	56,000	$3.00	$168,000	$16,800	$151,200	$84,000
CA-4 to CA-49 to CA-108 to US-395	Tioga Pass-Lee Vining (thru Stockton)	no	213	ICB	1	426	365	155,000	$3.00	$465,000	$46,500	$418,500	$232,000
CA-44	Shingletown-Redding	no	29	ICB	1	58	365	21,000	$3.00	$63,000	$6,300	$56,700	$31,000
CA-3 to CA-299	Weaverville-Redding	no	44	ICB	1	88	365	32,000	$3.00	$96,000	$9,600	$86,400	$48,000
CA-99 to I-5 to CA-273	Corning-Redding	no	50	ICB	1	100	365	37,000	$3.00	$111,000	$11,100	$99,900	$55,000
CA-36 to I-5	Chester-Redding	no	102	ICB	1	204	365	74,000	$3.00	$222,000	$22,200	$199,800	$111,000
I-5	Red Bluff-Redding	no	32	ICB	1	64	365	23,000	$3.00	$69,000	$6,900	$62,100	$34,000
US-101 to CA-299	Eureka-Arcata-Redding	no	147	ICB	1	294	365	107,000	$3.00	$321,000	$32,100	$288,900	$160,000
I-5 to I-505 to I-80	Berkeley-Redding	no	205	ICB	1	410	365	150,000	$3.00	$450,000	$45,000	$405,000	$225,000
CA-99 to CA-201	Fresno-Cutler	no	37	ICB	1	74	365	27,000	$3.00	$81,000	$8,100	$72,900	$40,000
CA-180 to CA-145	Fresno-San Joaquin	no	33	ICB	1	66	365	24,000	$3.00	$72,000	$7,200	$64,800	$36,000
I-5	Sacramento-Colusa	no	68	ICB	1	136	365	50,000	$3.00	$150,000	$15,000	$135,000	$75,000
CA-99	Madera-Chowchilla-Merced	no	35	ICB-Local	1	70	365	26,000	$3.00	$78,000	$7,800	$70,200	$39,000
CA-24 to I-680	Oakland-Lafayette-Alamo	no	20	ICB	1	40	365	15,000	$3.00	$45,000	$4,500	$40,500	$22,000
CA-267	Truckee-Kings Beach	no	15	ICB	1	30	365	11,000	$3.00	$33,000	$3,300	$29,700	$16,000
	Subtotal ICB Service									**$5,556,000**			**$2,771,000**
	Subtotal ICB excluding Existing Service									**$3,441,000**			**$1,716,000**
US-395	Ridgecrest-Kramer Junction	no	49	Reg	1	98	365	36,000	$3.00	$108,000	$10,800	$97,200	$54,000
CA-99 to CA-46	McFarland-Wasco	no	12	Reg	1	24	365	9,000	$3.00	$27,000	$2,700	$24,300	$13,000
	Subtotal Regional Service									**$135,000**			**$67,000**
	TOTAL									**$5,691,000**			**$2,838,000**
	TOTAL excluding Existing Service									**$3,441,000**			**$1,716,000**

Notes:

Bold denotes existing serrvices.

1. City website says city served twice daily by Greyhound, but our map shows only Barstow to San Bern served. Amtrak does run from Needles to Barstow, but no intercity bus for this segment.
2. Existing service by Greyhound, Amtrak feeder, Orange Belt, and Gray Line.
3. Existing service by Greyhound and Gray Line.
4. Existing service provided by Greyhound.
5. Existing service by Greyhound.
6. Existing service by Greyhound and Amtrak feeders. Corning to Chico segment is seasonal.

Table 5-5: CONCEPTUAL ROUTES (Multiple Roundtrips/day)

		Level of Service - Near Term											
Corridor	Cities	Existing Service	One-Way Miles	Type	Proposed # Roundtrips/Day	Daily Miles	Days of Service	Annual Miles	Cost per Mile	Annual Operating Cost	10% FB Rec.	Net Oper. Deficit	Projected 5311(f) Operating Share
I-40 to I-15	**Needles-Barstow-Victorville-San Bernardino[1]**	**yes (1/2)**	**215**	**ICB**	**4**	**1720**	**365**	**628,000**	**$3.00**	**$1,884,000**	**$188,400**	**$1,695,600**	**$940,000**
I-15	**Baker-Barstow[2]**	**yes**	**64**	**ICB**	**4**	**512**	**365**	**187,000**	**$3.00**	**$561,000**	**$56,100**	**$504,900**	**$280,000**
I-15 to I-215	**Baker-Barstow-San Bernardino[3]**	**yes**	**134**	**ICB**	**4**	**1072**	**365**	**391,000**	**$3.00**	**$1,173,000**	**$117,300**	**$1,055,700**	**$585,000**
CA-14 to CA-58	**Lancaster-Bakersfield[4]**	**yes**	**86**	**ICB**	**7**	**1204**	**313**	**377,000**		**$400,834**	**$40,083**	**$360,750**	**$200,000**
CA-140	**Merced-Yosemite[4]**	**yes**	**66**	**ICB**	**6**	**792**	**365**	**289,000**		**$801,667**	**$80,167**	**$721,501**	**$200,000**
CA-99	**Elk Grove-Chowchilla (thru Stockton, Merced)[5]**	**yes**	**118**	**ICB**	**4**	**944**	**365**	**345,000**	**$3.00**	**$1,035,000**	**$103,500**	**$931,500**	**$516,000**
I-5	**Redding-Red Bluff-Corning-Sacramento[6]**	**yes**	**162**	**ICB**	**4**	**1296**	**365**	**473,000**	**$3.00**	**$1,419,000**	**$141,900**	**$1,277,100**	**$708,000**
I-5 to CA-32	**Redding-Red Bluff-Corning-Chico[7]**	**yes**	**83**	**ICB**	**2**	**332**	**365**	**121,000**	**$3.00**	**$363,000**	**$36,300**	**$326,700**	**$181,000**
CA-99 to CA-119	**Bakersfield-Ford City/Taft**	**yes**	**37**	**ICB**	**4**	**296**	**365**	**108,000**	**$3.00**	**$324,000**	**$32,400**	**$291,600**	**$162,000**
US-395 to CA-58	Ridgecrest-Barstow-San Bernardino	no	152	ICB	4	1216	365	444,000	$3.00	$1,332,000	$133,200	$1,198,800	$665,000
I-40 to I-15 to I-215	Needles-Barstow-San Bernardino	no	214	ICB	4	1712	365	625,000	$3.00	$1,875,000	$187,500	$1,687,500	$936,000
CA-41	Fresno-Yosemite	no	98	ICB	4	784	365	286,000	$3.00	$858,000	$85,800	$772,200	$428,000
CA-140	Madera-Yosemite	no	77	ICB	2	308	365	112,000	$3.00	$336,000	$33,600	$302,400	$168,000
CA-4 to CA-49 to CA-108 to US-395	Tioga Pass-Lee Vining (thru Stockton)	no	213	ICB	4	1704	365	622,000	$3.00	$1,866,000	$186,600	$1,679,400	$931,000
CA-44	Shingletown-Redding	no	29	ICB	2	116	365	42,000	$3.00	$126,000	$12,600	$113,400	$63,000
CA-3 to CA-299	Weaverville-Redding	no	44	ICB	2	176	365	64,000	$3.00	$192,000	$19,200	$172,800	$96,000
CA-99 to I-5 to CA-273	Corning-Redding	no	50	ICB	2	200	365	73,000	$3.00	$219,000	$21,900	$197,100	$109,000
CA-36 to I-5	Chester-Redding	no	102	ICB	2	408	365	149,000	$3.00	$447,000	$44,700	$402,300	$223,000
I-5	Red Bluff-Redding	no	32	ICB	2	128	365	47,000	$3.00	$141,000	$14,100	$126,900	$70,000
US-101 to CA-299	Eureka-Arcata-Redding	no	147	ICB	2	588	365	215,000	$3.00	$645,000	$64,500	$580,500	$322,000
I-5 to I-505 to I-80	Berkeley-Redding	no	205	ICB	2	820	365	299,000	$3.00	$897,000	$89,700	$807,300	$448,000
CA-99 to CA-201	Fresno-Cutler	no	37	ICB	4	296	365	108,000	$3.00	$324,000	$32,400	$291,600	$162,000
CA-180 to CA-145	Fresno-San Joaquin	no	33	ICB	4	264	365	96,000	$3.00	$288,000	$28,800	$259,200	$144,000
I-5	Sacramento-Colusa	no	68	ICB	4	544	365	199,000	$3.00	$597,000	$59,700	$537,300	$298,000
CA-99	Madera-Chowchilla-Merced	no	35	ICB-Local	4	280	365	102,000	$3.00	$306,000	$30,600	$275,400	$153,000
CA-24 to I-680	Oakland-Lafayette-Alamo	no	20	ICB	4	160	365	58,000	$3.00	$174,000	$17,400	$156,600	$87,000
CA-267	Truckee-Kings Beach	no	15	ICB	2	60	365	22,000	$3.00	$66,000	$6,600	$59,400	$33,000
	Subtotal ICB Service									**$18,650,501**			**$9,108,000**
	Subtotal ICB excluding Existing Service									**$10,689,000**			**$5,336,000**
US-395	Ridgecrest-Kramer Junction	no	49	Reg	2	196	365	72,000	$3.00	$216,000	$21,600	$194,400	$108,000
CA-99 to CA-46	McFarland-Wasco	no	12	Reg	2	48	365	18,000	$3.00	$54,000	$5,400	$48,600	$27,000
	Subtotal Regional Service									**$270,000**			**$135,000**
	TOTAL									**$18,920,501**			**$9,243,000**
	TOTAL excluding Existing Service									**$10,689,000**			**$5,336,000**

Red values are actual numbers.

Notes:

Bold denotes existing services.

1. City website says city served twice daily by Greyhound, but our map shows only Barstow to San Bern served. Amtrak does run from Needles to Barstow, but no intercity bus for this segment.
2. Existing service by Greyhound, Amtrak feeder, Orange Belt, and Gray Line.
3. Existing service by Greyhound and Gray Line.
4. The 5311(f) Operating amount for this route is the actual project award.
5. Existing service provided by Greyhound.
6. Existing service by Greyhound.
7. Existing service by Greyhound and Amtrak feeders. Corning to Chico segment is seasonal.

Figure 5-2: EXISTING AND CONCEPTUAL INTERCITY BUS SERVICE IN CALIFORNIA

During discussions with GLI, their staff identified several routes as having the potential to provide a high level of feed traffic to the remaining GLI service. Their input is largely based on the firm's previous experience providing service in these corridors. The four major corridors identified traverse various regions of the state, and in several cases they identified needs that are already served. Specifically:

- ***Eureka-Arcata to Coos Bay, Oregon*** – cost estimates for this corridor were not developed because regional transit service already exists. The Curry County Public Transit, based in Brookings (OR), provides regional service from Coos Bay (OR) to Crescent City (CA). Transit service between Eureka-Arcata and Crescent City is operated by Redwood Coast Transit Authority and receives S.5311(f) funds. GLI staff was unaware of this service, suggesting a need for improved information sharing and a potential for the regional transit operators to interline with Greyhound to be able to have their services shown in the Greyhound information and ticketing system.

- ***Reno to Mammoth Lakes*** – cost estimates for this corridor were not developed because regional transit service already exists. Currently, Inyo Mono Transit provides limited fixed-route transit service on two routes that traverse the extent of the US 395 corridor between Reno (International Airport) and Ridgcrest, also known as the CREST Route. In Ridgecrest, users have the opportunity to connect with Kern Regional Transit services and access intercity rail and bus services. However, there is very limited connectivity to the national intercity bus network (GLI). Currently, Inyo Mono Transit receives S.5311(f) funds to operate this service.

- ***Lakeport to San Francisco*** – cost estimates for this corridor were not developed because regional transit service already exists. Currently, Lake Transit Authority provides limited stop fixed-route service between Lakeport and Ukiah. In Ukiah connections are available with GLI, Amtrak Thruway Bus, and Mendocino Transit Authority. Lake Transit Authority receives S.5311(f) funds to operate this service. Again, GLI seemed to be unaware of the service, suggesting that it receives no feed traffic.

- ***Eureka-Arcata to Redding*** – Considering the distance between these two locations, limited service is only possible. In the one roundtrip per day cost estimate for 365 days a year and a ten percent farebox recovery would have a net operating deficit of $288,900 per year (see Table 5-4, while two roundtrips would have a net operating deficit of $580,500 (see Table 5-5). For the identified Eureka-Arcata to Redding route identified, if it is funded with "in-kind" at 100 percent of net operating deficit minus an anticipated ten percent farebox recovery, the cost estimate is $580,500 and, based on Cycle 25 operation funds dispersed, is approximately 22 percent of those funds. This route cost estimate surpasses the $200,000 maximum grant award for operations projects as prescribed by the California S.5311(f) program. The private carrier industry expressed limited interest in using their in-kind miles to serve this route because of the low ridership, high costs, and high subsidy requirements experienced when GLI operated this route in 2002. Average loads at that time ranged from 3.0 to 5.9 passengers varying by month, for two roundtrips per day this was the

equivalent of 30 to 95 cents per mile – typically about 80 cents per mile. With a $3.00 cost per mile, this would require a farebox recovery of 27 percent.

- ***Santa Rosa to Sacramento*** - cost estimates for this corridor were not developed because there was no identifiable direct route between the two cities. GLI did mention some demand for services between these two cities, but uncertain of any magnitude.

- ***Monterey Bay Peninsula*** – cost estimates for this corridor were not developed because regional transit service already exists. GLI mentioned that it would be willing to connect with regional service, as long as it did not require much deviation from its operations along the US 101 corridor. Again, GLI seems to be unaware that there is a local transit operator that currently provides services that access the intercity bus network in the region. The Monterey Salinas Transit receives S.5311(f) funds for support of service from King City, along US 101, and into the Monterey Peninsula (Monterey Transit Plaza) for weekend service (Line 23) and daily express service (Line 53).

Total Potential Funding Needs

Some of the routes identified in the outreach process do not, as proposed, provide for a connection to the national intercity bus network. These are included as "regional routes". These regional services were also mapped and costs were estimated. An additional $748,000 would be required to address these longer-distance services that do not connect rural communities with the national intercity bus network, but address other needs. Without modifications these services should really be considered as candidates for funding from other sources.

In total, for transportation services to satisfy demands of currently unserved corridors, the total net operating costs for all of the listed services is estimated at $1,716,000 for all services operating one roundtrip/day and $5,336,000 for operations involving multiple roundtrips. Given the annual S.5311(f) apportionment, this cost estimate exceeds the state apportionment for S.5311(f) funds. Also, this estimate only addresses costs for services that currently do not exist. Combining existing funding and the estimates for "low" level of service on all the corridors with unmet needs, the total combined cost would be $4,388,643. While this figure ($4,388,643) is higher than the current level of S.5311(f) funding available, it is approximately one million greater than the anticipated FY09 allocation of $3,467,326, suggesting that if existing funding were targeted more to operations, more needs could be met. These services address transit demands that access the national intercity bus network.

One way to focus available funding on meeting these needs of providing service on this network would be to use performance data to justify funding allocations away from less productive services. A review of performance data provides invaluable insight on the ability of the operator to provide services. It is also important to understand that performance data can be reviewed in light of the unique circumstances that rural or frontier communities face: long distances and dispersed populations.

It would also be beneficial to understand an overall distribution of the capital and operating costs of the state S.5311(f) funds. It may be that a more selective process for capital grant awards can redistribute funds so that a larger portion of the funds can be accessible for operation purposes or allow for the commencement of new/improved services within a more immediate time frame.

Breakdown of Capital vs. Operations Funds

In reviewing the potential for addressing the unserved corridors identified in this study, a brief review of capital and operation grant awards is necessary. Capital grant award amounts have increased during the last three grant cycles. The most recent grant awards provide capital funds that constitute 25 percent of the total S.5311(f) program award amount. Considering that there may be capital already available for some of these proposed routes, meaning that there may be interested applicants that have access to vehicles, it may be more beneficial for the S.5311(f) program to focus on operation assistance.

Considering a slight shift in emphasis to operations, it may be necessary to improve upon the existing eligibility criteria for capital projects. The improvement can be a more clearly defined set of criteria that encompass facilities/equipment that more directly impact the operation of the service: buses, shelters, benches, signs, and computers (for ticketing). Under this revised set of criteria for capital projects, approximately $400,000, would be available to support additional operations (based on the three most recent grant cycles). This does not necessarily make available a significant portion of funds, but overall this amount can potentially be used to support some additional operations, particularly those that have smaller net operating deficits.

Overall Program Awards

When considering the total amount of grant awards and the amount requested per cycle for the three most recent grant cycles, it is evident that the S.5311(f) program has been able to satisfy a large portion of the requests. However, for Cycle 25, as mentioned earlier, there is a significant difference in the amount requested and the amount awarded: $2,145,024. This discrepancy is mainly because Caltrans did not select capital projects that were not directly related to the provision of the intercity service and transit services that have been determined to cater to a certain user, i.e. commuter service (under FTA Guidance commuter services are ineligible for S.5311(f) funds). In that sense it may not reflect unmet need for the type of service addressed by S.5311(f), but rather needs for other types of service.

RELATIONSHIP OF THE INTERCITY NETWORK TO THE INTERREGIONAL TRANSPORTATION STRATEGIC PLAN

As noted in Chapter 4, an important state policy guide addressing interregional transportation is the *Interregional Transportation Strategic Plan,* which presents the state vision for interregional transportation, including designated networks and the framework used by Caltrans in working with regional agencies to identify and prioritize improvements. It includes

the Vision for the Interregional System and Strategies to Achieve the Vision. It addresses the state highway network, the intercity passenger rail network, Grade Separations, and Mass Transit Guideways. Although the Plan and associated legislation provides a clear role for the state in providing for interregional mobility, there is no specific mention of the intercity bus network and its role in utilizing the designated Interregional Road System, Focus routes, or High Emphasis routes to provide for the movement of people around the state.

SB 45 defined the allocation of funds in support of the statewide interregional transportation system. It allocates state transportation funds for two categories: interregional and regional transportation needs. The STIP - the policy document that is comprised of approved projects addressing the interregional and regional priorities – will have funds made available from all available transportation funds, State Highway Account, Public Transportation Account, and federal transportation funds, after deducting Caltrans' annual administration costs, annual expenditures for the maintenance and operations of the state highway system, annual expenditures for the rehabilitation of the state highway system, annual expenditures for local assistance, and safety. Of these remaining funds, 75 percent are committed to the Regional Improvement Program and 25 percent to the Interregional Improvement Program, as codified in *Section 164 of the Streets and Highways Code*. The interregional improvements are allocated for larger capital improvements – state highway, intercity passenger rail, mass transit guideway, or grade separation. This section addresses the possibility of including intercity bus as part of the mass transit aspect of the Interregional Improvement Program.

Figure 5-3 presents existing intercity bus service, the S.5311(f) routes, and the Conceptual routes identified earlier in this chapter together with the IRRS, and Table 5-6 presents a route-by route comparison of the intercity network with the IRRS, Focus routes and High Emphasis routes. As can be seen, much of the existing network is on the IRRS, including S.5311(f) services, and most of the Conceptual (unfunded) services are also found on the IRRS. Because of this relationship between the networks, it would appear that a case could be made that state Interregional Improvement Program funding should be used to provide for intercity bus service on many of the routes (the intercity routes covered by S.5311(f) operations or unfunded Conceptual routes). This chapter provided estimates of the cost of providing operating assistance for these routes—in the overall amount of funding in the statewide program, these intercity routes would represent a small program change.

POLICY/PROGRAM IMPLICATIONS

Based on the analysis of current policy, intercity/regional transit services, and funding needs, there are a number of implications for possible program changes. In most cases, these would require a modification of existing policy to include more concise and specific language defining an intercity project and for evaluating an application. These changes could focus available funding on identified unmet needs and on national program objectives.

Figure 5-3: EXISTING AND CONCEPTUAL INTERCITY BUS SERVICE WITH IRRS IN CALIFORNIA

Table 5-6: STATEWIDE INTERCITY NETWORK AND INTERREGIONAL ROAD SYSTEM

			Funded by:				Interregional System Priority / Category:		
Agency/Operator	**Corridor (Brief Description)**	**Carrier Type**	**S.5311(f) - Grant 13**	**S.5311(f) - Cycle 24**	**S.5311(f) - Cycle 25**	**Schedule/ Frequency[1]**	**Interregional Road[2,3]**	**High Emphasis**	**Focus Route**
Northern California Section									
Modoc County / Sage Stage	Alturas to Klammath Falls: US 299, SR 139	Public	Y	Y	Y	1 round trip on Wednesday only	Y	Y	
Modoc County / Sage Stage	Alturas to Reno: US 395	Public	Y	Y	Y	1 inbound / 1outbound trip on Mon/Wed/Fri	Y	Y	Y
Modoc County / Sage Stage	Alturas to Redding: SR 299	Public	Y	Y	Y	1 inbound / 1 outbound trip on Mon and Fri	Y	Y	Y
Redwood Coast Transit	Smith River to Arcata: US 101	Public	Y	Y	Y	2 inbound / 2 outbound trips per day, Mon - Sat	Y	Y	Y
Conceptual	Arcata to Redding: SR 299	None					Y	Y	Y
Greyhound	**Oregon Border to Redding: I-5**	Private	No S.5311(f) funds				Y		
Amtrak Thruway	**Oregon Border to Redding: I-5**	Public	State funds				Y		
Conceptual	Redding to Shingletown: SR 44	None					Y	Y	Y
Mt. Lassen Motor Transit - (Charter Services)	Red Bluff to Susanville: SR 36	Private					Y		
Amtrak Thruway (Sacramento - Redding)	Chico-Corning: SR 32	Public				Pick-up only on two daily inbound trips. Remaining services only drop-off passengers			
Conceptual	Colusa: SR 20	None					Y	Y	Y
Lake Transit Authority	Clearlake to Ukiah: SR 29 and SR 20	Public	Y	Y	Y	4 inbound / 4 outbound trips per day, Mon - Sat.	Y	Y	Y
Mendocino Transit Authority	Willits to Fort Bragg: SR 20	Public				1 inbound / 1 outbound trip per day, Mon - Fri. No wknd services	Y		

Table 5-6: STATEWIDE INTERCITY NETWORK AND INTERREGIONAL ROAD SYSTEM

			Funded by:				Interregional System Priority / Category:		
Agency/Operator	**Corridor (Brief Description)**	**Carrier Type**	**S.5311(f) - Grant 13**	**S.5311(f) - Cycle 24**	**S.5311(f) - Cycle 25**	**Schedule/ Frequency[1]**	**Interregional Road[2,3]**	**High Emphasis**	**Focus Route**
Greyhound	Redding to Sacramento: I-5	Private	No S.5311(f) funds				Y		
Greyhound	**Redding to Sacrmento: SR 99**	Private	No S.5311(f) funds				Y	Y	Y
Amtrak Thruway	**Redding to Sacrmento: SR 99**	Public	State funds				Y	Y	Y
Greyhound	**Arcata/Eureka to San Francisco: US 101**	Private	No S.5311(f) funds				Y	Y	Y
Amtrak Thruway	**Arcata/Eureka to San Francisco: US 101**	Public	State funds				Y	Y	Y
Conceptual	Lakeport to San Francisco: SR 175 (to US 101)	None					Y (SR 175 - No)	Y (SR 175 - No)	Y (SR 175 - No)
Conceptual	Oakland to Redding: along Interstate 505	None					Y	Y	
Greyhound	**Sacramento to San Francisco: I-80**	Private	No S.5311(f) funds				Y		
Amtrak Thruway	**Sacramento to San Francisco: I-80**	Public	State funds				Y		
Greyhound	Oakland to Alamo/Danville: SR 24 and I-680	Private	No S.5311(f) funds			Service along SR-24 and I-680, but no stops in Alamo or Danville	Y (SR 24 - No)	Y (SR 24 - No)	Y (SR 24 - No)
Greyhound	**Sacramento to Reno: I-80**	Private	No S.5311(f) funds				Y		
Amtrak Thruway	**Sacramento to Reno: I-81**	Public	State funds				Y		
Conceptual	Oakley to Stockton: SR 4 (Greyhound service along corridor, but only stop in Stockton.)	None					Y		

Table 5-6: STATEWIDE INTERCITY NETWORK AND INTERREGIONAL ROAD SYSTEM

			Funded by:				Interregional System Priority / Category:		
Agency/Operator	**Corridor (Brief Description)**	**Carrier Type**	**S.5311(f) - Grant 13**	**S.5311(f) - Cycle 24**	**S.5311(f) - Cycle 25**	**Schedule/ Frequency[1]**	**Interregional Road[2,3]**	**High Emphasis**	**Focus Route**
Conceptual	Stockton to Lee Vining: SR 4, SR 49, SR 108, US 395	None					Y	N (US 395 - Yes)	N (US 395-Yes)
Greyhound	Stockton to San Francisco: I-580	Private	No S.5311(f) funds				Y		
Greyhound	**San Jose to Santa Cruz: SR 17**	Private	No S.5311(f) funds				Y		
Amtrak Thruway	**San Jose to Santa Cruz: SR 17**	Public	State funds				Y		
Greyhound / Transportes Intercalifornias	**San Jose to Salinas: US 101**	Private	No S.5311(f) funds				Y	Y	Y
Amtrak Thruway	**San Jose to Salinas: US 101**	Public	State funds				Y	Y	Y
Central California Section									
Greyhound / Transportes Intercalifornias	**Stockton to Bakersfield: SR 99**	Private	No S.5311(f) funds				Y	Y	Y
Greyhound / Transportes Intercalifornias	**Stockton to Bakersfield: I-5**	Private	No S.5311(f) funds				Y		
Greyhound	**Salinas to Los Angeles: US 101**	Private	No S.5311(f) funds				Y	Y	Y
Amtrak Thruway	**Salinas to Los Angeles: US 101**	Public	State funds				Y	Y	Y
Monterey Salinas Transit	**Salinas to Los Angeles: US 101 (Portion - Salinas to King City)**		Y	Y	Y		Y	Y	Y
Greyhound / Megabus	San Francisco to Los Angeles: I-5	Private	No S.5311(f) funds				Y		
Conceptual	Merced to Firebaugh: SR 99, SR 152, SR 33	None					Y (SR 33 - No)	Y	Y
Yosemite Area Regional Transit System	Merced to Yosemite: SR 140	Public	Y	Y	Y	4 outbound / 5 inbound trips, Mon - Fri. No wknd srvc.	Y		
Conceptual	Madera to Yosemite: SR 145, SR 41	None					Y (SR 145 - No)	Y	
Greyhound / Transportes Intercalifornias (part)	Fresno to Gilroy: SR 152	Private	No S.5311(f) funds				Y	Y	Y

Table 5-6: STATEWIDE INTERCITY NETWORK AND INTERREGIONAL ROAD SYSTEM

			Funded by:				Interregional System Priority / Category:		
Agency/Operator	**Corridor (Brief Description)**	**Carrier Type**	**S.5311(f) - Grant 13**	**S.5311(f) - Cycle 24**	**S.5311(f) - Cycle 25**	**Schedule/ Frequency[1]**	**Interregional Road[2,3]**	**High Emphasis**	**Focus Route**
Conceptual	San Joaquin to Fresno: SR 145, SR 180	None							
Conceptual	Fresno to Yosemite: SR 41	None					Y	Y	
Conceptual	Fresno to Cutler/Orosi: SR 99, J40	None					Y (J40 - No)	Y	Y
Southern California Section									
Conceptual	McFarland to Wasco: SR 99, SR 46	None					Y	Y (SR 46 - No)	Y (SR 46 - No)
Greyhound / Transportes Intercalifornias	**Bakersfield to Los Angeles: I-5**	Private	No S.5311(f) funds				Y	Y	
Amtrak Thruway	**Bakersfield to Los Angeles: I-5**	Public	State funds				Y	Y	
Kern Regional Transit	Bakersfield to Taft/Ford City: SR 58, SR 43, SR 119	Public				5 inbound trips / 5 outbound trips per day, Mon-Fri.	SR-58 Only	SR-58 Only	SR-58 Only
Kern Regional Transit - East Kern Express	Bakersfield to Lancaster: SR 58, SR 14	Public		Y	Y	7 inbound / 7 outbound trips per day, Mon.-Fri	Y	Y	Y
Greyhound/Orange Belt Stages	**Bakersfield to Barstow: SR 58**	Private	No S.5311(f) funds				Y	Y	Y
Amtrak Thruway	**Bakersfield to Barstow: SR 59**	Public	State funds				Y	Y	Y
Conceptual	Ridgecrest/Inyo Kern to Barstow: US 395, SR 58	None					Y	Y	Y
Greyhound/Orange Belt Stages/Megabus/Lux Bus America	**Barstow to Las Vegas: I-15**	Private. No stops along corridor for Megabus.	No S.5311(f) funds				Y	Y	
Amtrak Thruway (Bakersfield to Las Vegas) / Conceptual	**Barstow to Las Vegas: I-15**	Public	State funds			2 outbound trips only for drop-off / 4 inbound trips daily	Y	Y	
Greyhound/ Autobuses Americanos/ Megabus	**Los Angeles to Blythe: I-10**	Private. No Stops along corridor for Megabus.	No S.5311(f) funds				Y	Y	

Table 5-6: STATEWIDE INTERCITY NETWORK AND INTERREGIONAL ROAD SYSTEM

			Funded by:				Interregional System Priority / Category:		
Agency/Operator	**Corridor (Brief Description)**	**Carrier Type**	**S.5311(f) - Grant 13**	**S.5311(f) - Cycle 24**	**S.5311(f) - Cycle 25**	**Schedule/ Frequency[1]**	**Interregional Road[2,3]**	**High Emphasis**	**Focus Route**
Conceptual	Barstow to Needles: I 40	None					Y	Y	
Greyhound	Barstow-Victorville-San Bernardino: I 15, I 215	Private	No S.5311(f) funds			4 outbound trips daily / 3 inbound trips daily	Y	Y	
Greyhound/ Transportes Intercalifornias	**Indio to Calexico/El Centro: SR 86, SR 78/86, SR 111**	Private	No S.5311(f) funds				Y	Y	Y
Amtrak Thruway	**Indio to Calexico/El Centro: SR 86, SR 78/86, SR 112**	Public	State funds				Y	Y	Y
Greyhound/ Lux Bus America/ Transportes Intercalifornias/ Megabus	**Los Angeles to San Diego: I-5**	Private	No S.5311(f) funds				Y	Y	
Amtrak Thruway	**Los Angeles to San Diego: I-5**	Public	State funds				Y	Y	
Greyhound	San Diego to El Centro: I-8	Private	No S.5311(f) funds				Y	Y	

Notes:

1. Scehdule/Frequency based on most recent application and/or website information.
2. Interregional Road System (IRRS) as codified in Streets and Highway Code Section 164.10 - 164.30
3. If Route is not part of the IRRS, then it will also not be identified as a "High Emphasis" or "Focus" route.

Roadways - State Route (SR), Intertstate (I). State Route 49 = SR-49 and Interstate 5 = I-5

The most important components that require some modification are the State's definition of "meaningful intercity connection", and the data requested in support of the proposed project in the application process. The more specificity included in the project application will assist in the evaluation process and allow local agencies opportunities to obtain a better understanding of the services the S.5311(f) program will support and dissuade others that are not in alignment with the goals and objectives of the program from applying for this source of funding.

"Unmet Needs"

As a result of the outreach component of this study, a number of existing and proposed services were identified as potentially addressing statewide needs for rural intercity connectivity to the national network. One implication of the need to target available funding to these services would be to award additional points in the evaluation process to projects that address these needs.

Definition of Meaningful Connection

One of the national objectives for Intercity Bus, as prescribed by FTA Circular 9040.1F, is "to support the connection between nonurbanized areas and the larger regional or national system of intercity bus service." In this regard, Caltrans, like every other state, has the opportunity to identify select criteria that will support this objective. Specifically, considering a list of criteria for establishing a meaningful connection between these services, components that could be incorporated into the "meaningful connection" definition include:

- **Interlining** – making this a requirement would generate a direct route between scheduled services and allow users to purchase one ticket instead for the trip, and provide user information about the entire trip.

- **Shared Facility** – meaning that services offering connections should be housed in the same facility in order to produce the most convenient transfer. The distance between connecting services has a significant impact on the trip purpose of the individual, i.e. it can become too cumbersome to carry luggage if connecting services are ¾ of a mile apart. This also allows services to share facility space and market each other's services.

- **Scheduling** – establishing an order of magnitude that incorporates some sense of convenience between the connecting services. In essence, if a user must wait more than three hours for connecting service, does this suffice as a meaningful connection?

Percentage Share of Intercity Service

For projects that operate a percentage of overall transit operations as intercity bus service (making a meaningful connection), Caltrans should consider funding only the intercity trips with S.5311(f). Assuming that the projects satisfy national and state objectives for the S.5311(f) program, and are able to address an unmet need, then it is possible to fund that percentage that is

directly associated with S.5311(f) service. For example, supporting a project that dedicates a proportion of transit operations to address commuter needs and allow for Job Access and Reverse Commute funds to support this service - this has been addressed by Caltrans in the most recent Cycle 25 applications.

Limit Capital Funding to Directly Related Capital Investment Projects

Caltrans should consider limiting capital awards to items that directly impact the provision of rural intercity bus services. The equipment requirements should include categories that directly correlate to the provision of transit operations, e.g., computer equipment for ticketing purposes, signs designating bus stops, or vehicles to be used on these routes. Also, the equipment requirements in the application should include more detailed information about potential shared-use and a quantitative estimate of the proportion directly impacting intercity bus operations.

Use Performance Measures to Evaluate Project Applications

The application requirements could include a component that measures the effectiveness of the service to be supported with S.5311(f) funds. As with any investment, measuring the productivity and identifying areas that can be modified for improved efficiencies are important components in sustaining operations and considering that resources do not necessarily keep pace with demand, having this knowledge is paramount. Recognizing that there is a distinction between rural and urban factors of productivity, when considering population density and route distances, this should not preclude any operator from reporting performance data. It is possible that orders of magnitude can be used to adjust performance data and allow for some comparison. Rural transit operators must provide operating data annually for the NTD – route or service level data could be used from these reports to evaluate S.5311(f) services.

Use of In-Kind Match

Generally, in-kind resources derive from other sources that are not necessarily cash, i.e. value of a vehicle or value of donated time, that are acceptable as part of the local match component. The FTA has initiated a two-year pilot program in which in-kind resources can be derived from national carriers that agree to participate in the provision of connecting services for the rural transit operators. A more detailed description is included in Appendix B.

FTA Pilot Program

This Pilot Program allows states to use the capital costs of private sector intercity-bus service as in-kind match for the operating costs of connecting rural intercity bus feeder service funded under 49 U.S.C. 5311(f). This option would allow Caltrans to allow the use of third-party in-kind capital costs of connecting service as local operating match. Under FTA guidelines, this would require that the operator of the connecting service be agreeable to use the capital value of their operating miles as match. Applicants may therefore be required to 1) acknowledge that they do not have such an agreement with a connecting unsubsidized carrier, recognizing that the success of their contract may be dependent on obtaining this agreement

subsequent to selection, or 2) present evidence that they have consulted with a connecting carrier and that they therefore will have this match, or 3) provide the in-kind match from their own unsubsidized routes.

However, it is important to recognize that, the use of in-kind match does have the potential to quickly absorb the federal funds dedicated for rural intercity services because the entire net operating deficit may be eligible for federal funds rather than the 55.44 percent. Simply, the greater the in-kind match amount the greater the federal share of dollars that become available to sponsor the operator. Considering the many operating systems in the State of California, this may not be the best option for all systems to participate in. In this respect, the current cap of $200,000 may serve a greater purpose in limiting the use of in-kind match to only those areas that are able to establish an effective partnership and connection with a private carrier and do not have access to any other source of funds, and have relatively short routes. It is possible that the need for match may exceed the available in-kind, or that Caltrans may deem it necessary to contract for service on a route or service for which there is no agreeable connecting carrier. In that case, additional local match from other sources would be needed, as California has no other mechanism with which to provide state funds as match.

Productive Corridors/No Local Match Source

The use of in-kind match may be limited to those corridors which the private carrier feels likely to obtain feeder traffic. This also implies the ability for transit services to provide and maintain meaningful connections with private carriers and attract more riders. In some circumstances, it may be that local operators are not able to obtain local funding support and thus not satisfy the local match requirement. Here the in-kind match can assist the operator greatly in accessing federal funds to support this service; again, assuming that a meaningful connection is made between the two services and that the private carrier is willing to agree to provide the in-kind match.

Demonstration Source

It may be best to initially consider use of in-kind match as a source of funding for one or two demonstration projects that allow Caltrans to determine impacts on funding demand, grant application processes, and reimbursement procedures. Maybe this would also allow for development of a meaningful connection and partnership between the rural transit service and intercity carrier. Once ridership has been established and some factors of productivity have been evaluated, then there could potentially be more justification to establish local match sources for the services, or to expand the use of this funding technique.

Revise or Eliminate the S.5311(f) Project Award Cap

As briefly mentioned, the $200,000 award limit may serve to deter many applicants from considering the use of the in-kind match for accessing federal funds. The in-kind amount should be evaluated on its own merit for each project. This option would not allow for all current projects to continue receiving federal assistance. Project areas and justifications will all be

different, and this should be taken into consideration when determining how best to distribute S.5311(f) funds.

These potential program changes are addressed in more detail in Chapters 7 and 8, following consideration of stakeholder input documented in Chapter 6.

CHAPTER 6

STAKEHOLDER INPUT – INTERCITY NEEDS AND PROGRAM ISSUES

INTRODUCTION

The purpose of this chapter is to present the comments and suggestions provided by members of the public, stakeholders, and all other interested parties in this step of the study process. The input received during these outreach efforts allowed the study team to understand local perceptions and operations of existing intercity (rural to urban) services as well as document suggestions for S.5311(f) program improvements. This document begins with a compilation of comments received from the outreach workshops. The comments are presented by the location and date in which the workshop was held. However, for each workshop, the comments have been categorized into one of the following: existing service, needs for service, and program comments and/or concerns. In some cases, comments could be classified in more than one category, in which case, they are generally represented in the category that comes first.

SUMMARY OF NEEDS – PRELIMINARY FINDINGS FROM OUTREACH INTERVIEWS

The State of California is a large state with a diversity of geographic and demographic settings. This section contains a compilation of needs that were identified throughout the various regions of the state. The first portion of this section discusses the state's process of determining unmet needs and a summary of local agencies that conducted a participatory process in defining their needs. The second portion of this section discusses the summary needs as resulting from a preliminary outreach effort for this study.

Unmet Needs Process

California's TDA governs the flow of state funds available to support public transportation programs. It delegates to the local Transportation Planning Agency as the lead agency responsible for the identification and documentation of unmet needs in their respective area, and executing a public participation component in this process. This includes responsibility

for including the city and county operating entities (claimants) as well as various planning and audit functions that ensure the proper use of state funding.

The TDA unmet needs process establishes that "Prior to making any allocation not directly related to public transportation services, specialized transportation services or facilities provided for the exclusive use of pedestrians and bicycles"... several actions must be completed by the transportation planning agency. This includes consultation with the social services transportation advisory council, identification of needs within the jurisdiction and an annual assessment of the size and location of groups likely to be transit dependent including seniors, people with disabilities and people of limited means, including CalWorks recipients, an analysis of the potential alternative transportation services or improvements that would meet these needs, and an identification of unmet transit needs that are ***reasonable to meet*** (Section 99401.5, emphasis added).

With this process in mind, a literature review of local unmet needs documentation submitted to the DMT for evaluation was conducted. The earliest documentation reviewed is dated 2003 and the most recent was submitted in 2006. The objective in this effort was to identify general trends in the identification and types of unmet needs for regions throughout the state. Below is a summary of the findings, with more detailed information provided as Appendix C.

- **Inter-regional trips**: transportation is needed between communities within the same jurisdiction and outside.

- **Hours of Operation**: transportation needs identified include limited service; sparse weekend service; some service does not operate sufficiently early.

- **Other operational aspects**: in some cases needs are associated with the way in which transportation is provided (or not). In one case Greyhound service was determined reasonable; in another area one human service agency mentions it had difficulty paying for fares for some of its clients, because it is not set up to provide cash to the clients and the only way to purchase a ticket is through the driver.

Another, and just as important, aspect of the identification of the unmet needs process is how each respective agency defines the unmet need. In one case, the agency specifically identified that its report would not address interregional transportation corridors beyond specific areas of jurisdictional responsibility. This finding articulates an interesting conflict between funding sources that are directed to individual jurisdictions and the need for regional planning efforts. The TDA speaks to regional planning needs indirectly in that it assigns the unmet needs process to the regional Transportation Planning Agency—but it is up to that agency whether it wishes to address needs for transportation to or through the areas covered by RTPAs.

Another finding that affects the determination of an unmet need is the completeness of documentation of the process. Some counties provided extensive documentation on these efforts, while others did not. In several instances, documentation was missing, incomplete, or out of date.

Preliminary Outreach – Survey

The initial outreach effort of this study was a telephone survey of the Metropolitan Planning Organizations and Councils of Government acting in their role as transportation planning agencies. The survey included questions about existing intercity services, any studies or plans addressing intercity services, and about unmet needs for intercity services. However, in most cases, the consultant team was directed to speak with transit operators directly. A summary of findings is provided in the following paragraphs and the survey methodology is included as Appendix B.

- **Statewide** findings: Monday thru Friday service with limited roundtrip weekday service, and less weekend service options; wide range of fares; some connection to Greyhound service; access to medical trip service very limited for transit dependent; limits on program funds constrain new service development; perception of rural transit needs not factored equitably into decision making process; difficulty in maintaining a 20% farebox recovery in rural areas.

- **Northern** California findings: need service along Highway 299 corridor (Humboldt County to Redding); Ukiah to Santa Rosa; Lassen to Redding; Lake County to Santa Rosa, through Calistoga; Truckee to Tahoe area; increased service on Plumas to Reno; Siskiyou County to Redding and Medford; Del Norte County to Oregon; Mono County needs service to airports, medical facilities, colleges; Placer County needs more service to Lincoln, Sacramento, and Nevada.

- **Central/Coastal** California findings: need for service between San Joaquin County to Modesto, Sacramento, Napa, and Livermore; reduced fare option for service between Santa Maria and Santa Barbara; reverse commute service from south coast of Santa Barbara to North County, Los Alamos to Lompoc, Santa Maria and Santa Ynez Valley; improved service for migrant workers and access to education, medical, retail, and jobs.

- **Southern** California findings: need increased frequency from Palm Springs to Morongo Basin; establish intercity service for rural areas of Inland Empire; fare subsidies for corridors abandoned by private operators; inter-county service between southern Riverside County and northeastern San Diego County; low income population increases as they are priced-out of more coastal/urban areas.

Generally, findings were consistent throughout the regions of the state. There is an interest in increased services for the rural regions of the state to connect to services in the urban areas. One of the needs cited is access from the rural communities to the Amtrak and Greyhound services in the more urban areas. Access to medical, education, and employment centers have also been identified as needs for the rural transit depended populations. The large farm worker population has also generated a demand for long distance transportation services. There is also some interest in evaluating the possibility of allowing users of Amtrak feeder buses to purchase "bus only" tickets rather than requiring that all Amtrak feeder bus riders have a rail connection.

Table 6-1 at the end of this chapter provides a compilation of unmet needs by district and planning agency.

REVIEW OF LOCAL PLANS

This section includes a summary and review of local plans developed by the local operators and agencies throughout the state. Some of these plans were developed in 1996, while others are more recent. The study team reviewed the following types of local plans for rural communities and tribal governments:

- Regional Transit Plans
- Transit Development Plans (Five Year and Ten Year)
- Corridor Transit Plans

These plans were reviewed in order to understand what the local agencies have identified as needs that justify the inclusion of intercity services as a component of the transit plan.

Generally, the plans identified a lack of service or low-frequency service in the rural areas. Use of Census data resulted in the identification of the transit dependent population in the rural areas. Using Census and survey data, the studies compiled a list of needs that include connectivity to other regional services, and access to medical, employment, and shopping. A summary review of these documents is provided below:

- **Modoc County Transit Development Plan Study (1996).** The needs identified include: expanded transit services that provide intercity services for shopping and medical needs (out-of-county) and improved connectivity between rural communities and the Alturas urbanized area; and transportation services between urban centers within the county to urban centers outside of it. Also, Greyhound service in the county was discontinued in 1995.

- **Mono County Transit Plan (1996).** The needs identified address access to recreational areas and after school activity for youth and basic social service transportation. However, overall transit demand is not high given the low population figures for the county. The report documents that Greyhound lines provided one northbound and one southbound bus per day between Reno and Los Angeles.

- **Mono, Inyo, and Kern County – US 395 Corridor Intercity Transit Study (2001).** Prepared for Inyo, Kern and Mono Counties. Analyzed potential intercity bus service strategies in light of Greyhound cancellation and S.5311(f) limited funding schedule – until 2000. Greyhound removed service because of flooding in the area but then resumed service. Eventually, making arrangements with local jurisdictions to receive some subsidy on the service, as it was operating at a net deficit and also provided a public service. The study identifies that Greyhound made some effort in evaluating potential schedule changes to provide more convenient travel times for people in the

region. The greatest need identified is the provision of intercity services for senior citizens and transit dependent individuals. Strategies include subsidy of Greyhound service, new service, contract with another private organization or expand existing service as a "life line" service managed by the Area Agency on Aging. The alternatives include: subsidizing existing services, one-trip each way for the entire length of the corridor; contracting service with a private operator for a larger amount than the subsidy for Greyhound; and expansion of existing "Lifeline" services in the corridor.

- **Calaveras Council of Governments – Inter-City Plan (2004).** The need identified includes the provision of more services for seniors, persons without a car, and persons with disabilities. The service alternatives proposed include: scheduled service to Stockton; improved service to the Lodi Intermodal facility to facilitate transfers with other services, and direct service to downtown Sacramento.

- **Eastern Sierra Public Transportation Study (June 2005).** Looks at three main categories for public transportation improvements in the region: 1) Interregional, 2) Local, and 3) Passenger Rail. A major component of this study is implementing scheduled interregional bus service on US 395 from Reno, NV to Lancaster, CA. Three service options were discussed: 1) two additional buses that do not traverse the entire region; 2) two additional buses that traverse the entire corridor; and 3) four additional buses that include two one-way regionwide trips and two short-distance trips. The findings also include the necessity to form an entity that will manage and promote this service and also the development of a comprehensive marketing campaign.

- **Eastern Sierra Expanded Transit System – Field Report (2005).** Prepared for the Federal Highway Administration, FTA, and the United States Department of Agriculture – Forest Service (Inyo National Forest). The service area of the report represents a large geographic area from Reno, NV to Ridgecrest, CA along the US 395 corridor. Five local transit services were identified. Destinations in the service area are mostly recreational and have limited alternative transportation systems that provide transportation access. The report identifies that transportation system improvements including: expansion of existing services; implementation of new services to satisfy the recreational needs of the local attractions; and the establishment of regional partnerships and relationships to administer, maintain, and operate interregional services.

- **Reno-Truckee-North Tahoe – Access to Jobs Transit (2004).** The plan identified the transit depended population as mobility impaired persons and low-income persons. The transit strategies are centered upon the provision of convenient, affordable, and reliable transit service between Reno and the Truckee-North Tahoe region for employees, visitors, and residents and increase multimodal connections. The plan stresses the lack of affordable housing and the low-wage job opportunities that result in proposed service that addresses the commuting demand. Intercity

demand was discussed as secondary to commute demand, with an increased level of service resulting in seven additional one-way passenger trips per day.

- **San Luis Obispo Transit Short-Range Transit Plan (2004).** Needs identified were access to social services and retail. Three geographic areas have been identified as areas of high transit need, populated with seniors and school-aged and college students.

- **North Santa Barbara County Transit Plan (2006).** This Ten-Year Transit Plan supports transit options for persons residing in the rural sections of the county and addresses needs for local transit and long-distance travel to medical facilities, airports, Amtrak stations, out-of-county destinations, and farm worker transportation. Short-term recommendations address the need to coordinate existing transit services and farm worker transportation. Long-term recommendations include elimination of duplicated services and operations improvements.

Although each of these studies addresses "intercity" needs to some extent, the greatest needs identified are most often "regional" trips for medical or work trip purposes, with primary user groups seen to be seniors, employees, or visitors. Often there is limited focus on the connectivity of proposed services with the national intercity bus network—more often with Amtrak and other regional transit providers. Organizational issues are also a major concern, as the proposed services often cross the boundaries of more than one regional transit provider.

PUBLIC OUTREACH WORKSHOPS

The consultant team and CalTrans identified four regions throughout the State as the most accessible and convenient for all potential interested parties to attend. The workshops held in the following cities: San Bernardino, Bakersfield, Modesto, and Redding. The appendices at the end of this document contains information on the methodology used for selecting locations (Appendix D), distributing the public outreach workshop, information (Appendix E), and the list of participants at each workshop (Appendix F). Each workshop consisted of two sessions: a meeting with local transit operators and agencies, and another session for general public input.

Each workshop commenced with a presentation describing the purpose of the study, program policies, demographic information, status of the study, and a representation of existing intercity bus services. After the presentation, a discussion was conducted encouraging all participants to express opinions and identify concerns with existing intercity services, potential improvements to existing service, and any S.5311(f) program comments. The following section discusses the comments from these workshops.

PUBLIC OUTREACH WORKSHOP
SAN BERNARDINO, CA
MAY 1, 2007

SAN BERNARDINO

Immediately following the presentation, participants were asked to provide comments on existing services (or lack thereof), potential improvements, and any ideas for program improvements. Points raised during the discussions included the following:

Existing Services

- **Performance measures** are of concern in this large, rural county. Long trips in from Needles and from Big River, or from Trona, are going to have many seat miles but few riders. Farebox recovery will be very modest at best with the potential to jeopardize the overall system recovery ratios that might otherwise be operating at satisfactory recovery levels.

- **Transit to Fort Irwin** (from Barstow), the Army wants the City of Barstow to assume this service, but the bus couldn't go onto the base. When the City had operated the service in the past, the City had lost money on the operation. Base personnel were concerned about the fares that would be charged to riders. Many of these riders apparently are wives, children, and aging parents.

- **Marine Base – 29 Palms** does allow the transit buses to enter the base when it is on "Red Code." Under these circumstances, the bus is often stopped and searched.

- **Purchasing bulk passes from Greyhound** has been a problem. Considerable effort was made by the San Bernardino Associated Governments (SANBAG) staff to procure passes; first at a discount, and then, just for bulk purchase in order to provide these – at user-side subsidy rates or at full rates – to consumers. These efforts have not been successful, either to name the transit operator as a vendor who could generate the ticket or to allow SANBAG to purchase a number of tickets on behalf of the operator.

Needs – Services/Operations

- **Needles to Barstow to Victorville to San Bernardino**. Possible interest in services that could connect Needles to Barstow, then continue onto Victorville and San Bernardino. Maybe if services ran just two times a month, the demand would be sufficient to warrant the trip. Apparently, the Greyhound bus no longer stops in Needles. There was some confusion about the train, but there is the perception that it doesn't make a stop in Needles any longer. [*After a cursory search on the Amtrak reservation website, there is one train that departs Needles at 12:44 AM and arrives in Barstow at 3:34 AM.]

- **Baker is a problem**. Options appear limited for connecting Baker with either Barstow, or the San Bernardino urbanized area. What are some options?

- **Outlying communities.** Is there a possibility of establishing some kind of outlying service that can connect Needles, Baker, and Trona (possibly Ridgecrest) with Barstow and then improved options from Barstow into San Bernardino?

Needs – Program/Institutional

- Discussion of ***what is a viable project?*** There was concern about time-limited projects. If they are not guaranteed funds past the three-year project period, then it is very difficult to maintain a public transit system that can easily transition to other funding sources.

PUBLIC OUTREACH WORKSHOP
BAKERSFIELD, CA
MAY 3, 2007

BAKERSFIELD

Immediately following the presentation, participants were asked to provide comments on existing services (or lack thereof), potential improvements, and any ideas for program improvements. Points raised during the discussion include the following:

Existing Service

- **Kern Regional Transit -** has made a commitment to continue its services that are currently operated with S.5311(f) funds, if S.5311(f) funds are no longer available. One option would be to use TDA dollars.

- **Taft-Ford City service -** is funded with S.53111(f) and it is provided six days a week, six times a day; the service area includes Taft Heights and Bakersfield and achieves a 30 percent farebox return. The service makes scheduled stops at the Greyhound and Amtrak stations in Bakersfield.

- **Kings County, the Kings Area Rural Transit** – with Orange Belt service, this area is well covered. There were unmet needs reports about facilities – bus stop improvements for the discretionary, unmarked stops. The county service also operates a route to Kettlemen City for connecting opportunity with Greyhound services.

- **Arvin, California** – gets its own TDA funds, but Kern Regional Transit provides connecting service between Arvin and LaMotte 5 times a day and between LaMotte and Bakersfield 7 times a day on 2 routes.

- **Kern Regional Transit provides connecting service to Amtrak and Greyhound services** – from LaMotte and from Taft.

- **Eastern Sierra Public Transportation Study** (June 2005, Nelson/Nygaard) – an examination of how Inyo, Mono, and Kern Counties can coordinate service. Specifically, utilizing US 395 as a trunk route.

Needs – Operations/Services

- **US 395 Corridor** – With Greyhound discontinuing the US 395 Route from Reno to Los Angeles, there have been various efforts to fill this significant gap. There is one group, the Eastern Sierra Corridor working group [see study of Eastern Sierra Public Transportation Plan, 2004] that is leading an effort to address this need.

  Largest unmet need in the region is service along the US 395 corridor. Currently, looking at creating possibilities in the corridor that don't currently exist – possibly looking at the impacts of tourism on existing and proposed services and how this may

affect transit operator access to other potential funding sources. Also, ongoing evaluations of regional service that traverse the length of the corridor.

- **Antelope Valley** - would like to coordinate with someone regarding the services between Lancaster and Bakersfield, possibly establish some form of feeder service.

- **Ridgecrest services** - interest in coordinating a type of service and some demand-response in relation to Ridgecrest and also serving Kramer's Junction, near the San Bernardino County line.

- **Greyhound services** from Mojave to Los Vegas, or from Mojave into Los Angeles – is there any?

- **Schedule of connecting services -** is an important component of service in attracting riders, but it is very hard to execute a good connection consistently between local and intercity services. Intercity bus services have a high rate of arriving at stops past scheduled times, especially when the bus operating on the route originates from more than 500 miles away. It is very difficult for local transit services to accommodate people that might disembark the intercity service.

- **McFarland to Wasco** – there is train service in Wasco. McFarland has been having a "boomlet" in housing. Generally, new homebuyers consist of farm workers, school district personnel, and prison guards. There is also a large migrant worker population. Around the holidays a noticeable migrant worker population needs to take the bus to get into Mexico.

- Local services with possible S.5311(f) applicability are currently utilizing this funding source, although maybe they could expand to provide connections with Kramer Junction and Ridgecrest.

Needs – Program/Institutional

- A rockslide that closed Walker Canyon required two years to rebuild and when Greyhound brought back the US 395 service, people were not aware of it. Also, apparently the Greyhound computer (reservation system) was not reprogrammed, so prospective riders were not advised of this option. Then, due to low ridership of this service, the Greyhound route went away.

- Local entities have tried to coordinate services – notably Inyo and Mono Counties, with Kern Council of Governments providing oversight. San Bernardino County was also involved. Inyo and Mono Counties have institutionalized this for their leg of the service. But there is concern that there are not ongoing funding subsidies and haven't seen S.5311(f) as a stable funding source. This context makes it difficult to start a project that does not have access to a dedicated funding source. The agencies expected that service would need to go beyond three years and, in light of the S.5311(f) program policies, they didn't perceive the program as a possible funding

source, although clearly this proposed service was replacing Greyhound services that were no longer provided.

- **Welfare reform** – has been reporting large numbers of persons with no vehicle or no operating vehicle. Even where they may have a working car, it might not be in condition to complete a 500-mile trip. Many people have no insurance or no license and need to take intercity services for these long trips, while they might still make local trips in their own car.

- **Information system** is very poor – very difficult for a rider, or potential rider, to plan long distance trips that require intercity bus and local public transit service. In a lot of cases, the service may exist, but it is difficult for the general public to discover where and what the service is. It is difficult to piece together a trip. It would be of great value to include S.5311(f) funded services in the Amtrak/Train schedule.

- **Another intermodal facility is planned** – at 18th Street about 3 blocks from the train station at 18th St. and Q Street. Currently, Golden Empire Transit (GET) has two downtown transit centers.

- **State** should provide more assistance/guidance on the planning and implementation of inter-jurisdictional services.

PUBLIC OUTREACH WORKSHOP
MODESTO, CA
MAY 4, 2007

MODESTO

Immediately following the presentation, participants were asked to provide comments on existing services (or lack thereof), potential improvements, and any ideas for program improvements. Points raised during the discussion include the following:

Existing Service

- **Tuolumne Meadows Yosemite Area Regional Transit System service** over to the Tioga Pass entrance to the park and connecting with Highway 120 services is heavily utilized in the summer months when this road is open. This service operates weekends only in June and September and on weekdays during July and August.

- **Stanislaus Route #60** goes between Waterford and Modesto 8 or 9 times a day, connecting in Riverbank to the Amtrak and possibly the Sonora bus, if that is still going on.

- **Stanislaus Route #45** connects with the Gustine/Newman/Patterson service and then continues into Turlock. Passengers can connect there with #40 to get into Modesto. These connections run 5 times a day, 6 days a week, no service on Sunday.

- **Madera Intermodal Center** – however, Amtrak service is not located at this facility. The Madera Amtrak station is located on the outskirts of the city and the only public transit service available to the station is dial-a-ride.

- **Amador Regional Transit System (Amador County)** – provides inter-county service into Sacramento (Sacramento County). Routes: X1, X2, X3. Monday through Friday.

- Feeder service from Chowchilla/ Atwater.

- Salinas to Merced is a bus trip.

Needs – Operations/Services

- **Along Highway 41 -** between Fresno and Yosemite, this is a major travel corridor for tourists visiting the region and for workers living in the greater Fresno area and working up around Oakhurst, Fish Camp, or in the Yosemite Valley itself. Fresno is the largest city in the region and has an international airport. Also, along Highway 41 is the Chukchansi Casino with workers who need to get there and visitors. Consider evaluating some kind of service along Highway 41 to Oakhurst and points beyond in the Yosemite Valley.

There is considerable tourist travel arriving by train in the Fresno area. There is a train station but it is 3 miles out from the intermodal bus station, because of the train routing (two tracks down the central valley in this area).

Ten years ago the YARTS services were eliminated along Highway 41.

- **Services out from Yosemite along Highway 140 -** has been disrupted by the rockslide. For a time, traffic was diverted around Highway 41 and back up. That added considerable miles (and time, 3 additional hours per day) to the trip, and increased operating expense. Now, Highway 140 is traversable, but only with a smaller capacity vehicle that can make the two right-angle turns required with the installation of two portable bridges to bypass the rockslide that still closes the road on the south side of the Merced River. The vehicle for normal route service is a 55-passenger bus; now the agency uses an 18- to 22-passenger bus. The problem now is that the capacity of the service has been cut dramatically; farebox has also been reduced, while operating expenses have increased as a consequence of the rockslide. Possibly look at establishing some form of contingency fund to address this kind of a situation. There was a one-time assistance, but the needs continue in this current fiscal year and likely next as well.

- **Possibly employment trips** coming from Madera along Highway 41 up into the Yosemite Valley destinations. There is a Park and Ride lot at the intersection of Highway 41 and Highway 145 that is routinely quite full; needs to expand.

- **Inyo Mono Transit** picks up at the Whitney portal with 1000 persons, possibly more, making that trip by foot along the mountain range and then needing to take transit back. Customers prefer pick-up at the portal and not at Lone Pine where the bus currently goes.

- **Tuolumne Meadows** service returning from the Tioga Pass entrance to the Valley is not good service on that return trip and also poor timing. This service could be improved.

- **The Tioga Pass gate is 12 miles from Lee Vining** (Highway 395) and this is a difficult connection, considering the deviation distance from the highway. Service into Bishop is also important.

- **Tourism plays a big role** in this region with 3.5 to 4 million visitors to Yosemite National Park annually. Any improvements to their transportation options that reduce congestion and air quality impacts are favorable.

- **Greyhound driver:** There is a need to provide services to the people who used to board at Chowchilla, Atwater, Turlock, Firebaugh, Gault, and Elk Grove. The Greyhound bus is no longer stopping at these locations.

- **YARTS operates very long distance trips**; 160 mile and 200 mile trips. Scheduling YARTS trips is a challenge, given these long distances. Drivers go into the park and sit, waiting until it is time to return. Deadhead hours in the park are significant and the agency still has to pay drivers for this amount of time. This has an impact on performance measures.

- **Service along the US 395 corridor.** Observations include all hotels in the region booked and full of tourists. One of the operators researched and discovered that 85% of tourists in California are Californians.

- **Stanislaus County coordination** doesn't exist with Greyhound or with the local Amtrak. Modesto and Turlock connections 18 times a day; rely upon the transit operator and the bus rider to make the connection work. Geographically, the Turlock transit center is 100 yards away from the train station, comparatively good connection. But the Greyhound arrival times are not guaranteed when the trip originates from 1,000 miles away.

- **Stanislaus connectivity** on Route #45 to Riverbank and Oakdale, connectivity to Greyhound – no one looks at it, but the current frequency of buses means that it is fairly easy to make happen. All the buses have overhead racks and can carry passenger baggage.

- **Limited service** from Madera to Oakhurst.

Needs – Program/Institutional

- **YARTS had S.5311(f) funding** for three years, but then faced the three-year limit, even though the funding requirements remained. Caltrans now has changed the policy, and YARTS continues to receive funding. From an operator's perspective it is very difficult to file an annual application for funding and not really know if you are going to receive funds, and it is even more difficult when agencies don't find out well into the operating fiscal year.

- **Institutional issues** with these regional services are complicated. YARTS is a joint powers authority that includes Mono County (small Local Transportation Funds (LTF)), Mariposa County (small LTF), Merced County (Congestion Mitigation and Air Quality Improvement (CMAQ) funding). Considering the context in which this organization operates, it requires continuing education and exposure for the elected officials, with each administration having its own set of priorities and, in some cases, resulting in processes, studies, and research are continually repeated. Protecting ongoing, stable funding is a challenge for this regional service. It would be much easier if the joint powers authority somehow had the status of other jurisdictions and received its own LTF allocation.

- **S.5311(f) does not allow for commuting services and services for students**. JARC funding may be available to support some work trips, YARTS serves a very broad-based constituency (Merced College students, commuters, hospitality workers). Because of its inter-jurisdictional nature, many of the communities with LTF don't "own" these riders though their needs are no less real to make these intercity trips.

- **Local match** is a problem where the farebox can't be used in justification of S.5311(f) projects. YARTS does fairly well on its farebox recovery; had $275,000 in revenue, but that couldn't be counted towards the local match as the "net" amount of the grant is calculated after the farebox is taken out. This requirement makes it difficult for an operator to establish and maintain a system and not really have other dollars to use as match.

- **Local Transportation Fund** – amounts are small.

- **Funds for transportation services in the National Park** are too restrictive and make it difficult to leverage such funds for new services.

- **Greyhound consultation requirement** is difficult to coordinate and execute; it is very difficult to get meaningful exchange. Took two years to get the Greyhound local manager to agree to meet and then that meeting didn't occur for several external reasons.

- **Amtrak consultation** is also difficult, but easier compared to Greyhound.

- Have used S.5311(f) funds for capital projects: facility in Turlock, for transfers between services, and for 50 shelters. Haven't used funds for operations, as the agency wasn't sure how the funding could be replaced after the demonstration period ended. Stanislaus is a very small agency (just a 3-person staff); when staff choose to go after a grant, there needs to be some assurance of the likelihood of getting it, in order to justify the use of staff time towards it. Not clear that S.5311(f) is a viable funding source, from this perspective. The grant program/application is highly competitive and time limited.

- Suggested that demographic analysis also incorporate a component that addresses the tourist population as a group that also needs transportation services.

PUBLIC OUTREACH WORKSHOP
REDDING, CA
MAY 7, 2007

REDDING

Immediately following the presentation, participants were asked to provide comments on existing services (or lack thereof), potential improvements, and any ideas for program improvements. Points raised during the discussion include the following:

Existing Service

- Services that exist but are not listed on map include:
  - -- Shasta College connection for Tehama County students, TRAX hubs into Red Bluff and provides connecting service with the Shasta College bus.
  - -- Barney Express from Redding to Barney.
  - -- Plumas Transit operates intercity routes, Quincy to Reno and Quincy to Chico. Modoc Sage Stage – this service area includes Ravendale, Milford, Doyle Junction, and connecting service at Hallelujah Junction.

- Too costly to take Greyhound between Redding and Red Bluff, $12.50 one-way.

- Generally, service along I-5 corridor is good.

- Redding has good intermodal connections. Operators that use the Redding Area Bus Authority (RABA) facility are required to execute an agreement with RABA.

- Modoc County – approximately 25 percent of riders use service to get to Reno and access the airport. (Suggest that the map geocode airport facilities.)

Needs – Operations/Services

- Initially participants identified number of links that could use service:
  - -- Shingletown- Highway 44 to Redding (approximately 40 miles).
  - -- Weaverville to Redding
  - -- Corning-Red Bluff to Redding
  - -- Alturas to Redding
  - -- Chester to Redding

- Participants concluded that connections (feeder service) to I-5 corridor to the communities of Redding, Chico, and Santa Rosa were most important.

- Less costly service along the Redding-Red Bluff corridor that provides more convenient connections and access to Shasta College.

- The route that came out as most important is **connection between Arcata/Eureka and Redding,** along the SR 299 corridor**.** During the workshop an attendee, who had worked in public health in Arcata, identified the need to provide service to Redding for medical and other services. Suggestion that state sponsored intercity service

should be provided on the state routes because Greyhound is taking care of the I-5 corridor.

- Participants suggested the following S.5311(f) program improvements:

  -- Get rid of liability costs - get state to indemnify services if service is participating as a component in a human service coordination plan.
  -- State should provide funding to support existing state trip planning tool that has been developed.
  -- Streamline the grant application process.
  -- Contract for services on a biennial schedule not every year.

- One participant noted that there was no regional service to the airport and that is needed.

- Service from Redding to the Bay Area – provide direct service from Redding to a BART station, the trip doesn't necessarily have to end in San Francisco.

Needs – Program/Institutional

- The group also noted that a smaller local match requirement and a dedicated funding source would be great.

- Interstate travel regulations can be difficult to manage and learn about, especially considering typical agency staffing and resource constraints.

- Program review should consider weighting the rural routes, as urbanized areas already have intercity services and also have sufficient "need" based on population figures. However, there should be consideration given to adding weight to the needs of the rural population and a closer look at "life line" needs.

- Difficult to coordinate service when each jurisdiction is operating with scarce and, in some cases, unstable funding sources.

- Get rid of liability – with connecting/coordinated services, liability should be equally distributed. (One case, in which a transit operator incurred all expenses in lawsuit involving an individual in an accident that was a coordinated trip.)

- State Planning Tool – place all operators on the Internet and allow potential users to plan long-distance trips. (Also, this tool should rely on a dedicated source of funding.)

- Possibly look at how the Tri-State Corridor Management System Project can facilitate the coordination/provision of intercity services.

CONFERENCE CALL WITH GREYHOUND LINES

Following the four regional stakeholder meetings, a representative of Greyhound Lines contacted the study team to determine if it was too late to provide input to the study. Subsequently a conference call was arranged. The purpose of the meeting was to solicit input from the private sector intercity bus operator and identify issues and needs as related to this study. A secondary issue concerned the possible arrangements that would allow public transit operators or human service agencies to purchase Greyhound tickets and provide them for use by their customers or clients. The following paragraphs are a summary of this discussion. The participating parties were Fred Fravel and Reyes Barboza of the KFH Group, Inc.; Judy Norman and Dennis Brooks of Judy Norman Transportation Consultants; and Randy Isaacs (Greyhound State and Local Affairs), Mike Parnell, Tim Therrien, Tim Lucas, and Ruth LaCosta of Greyhound Lines Inc. (GLI).

Potential Service Areas

The following corridors were identified by GLI as corridors in which they thought there would be a good potential for S.5311(f) funded intercity feeder ridership, based on their previous experience:

- Northwest Coast – Eureka/Arcata toward the Oregon border. GLI representatives mentioned that they are aware of the partnership between the local transit operator in Oregon and the Oregon DOT in providing an intercity service route connecting South Coos Bay (Oregon) and Arcata/Eureka (California).

- Northwest Coast – Arcata-Redding. GLI mentioned that there had been service on this corridor, SR 299, but the operation was dependent on a subsidy. Approximately, four or five years ago, the subsidy ended as a result of the three-year term on the program funds and, subsequently, so did the service. GLI explained that they had conducted a route analysis and that ridership was determined as low. GLI also explained that there was a public transit operator that was interested in operating this route – Lake County Transit.

- Sierras – Reno-Mammoth Lakes-Los Angeles. GLI representatives mentioned that they would be interested in seeing through service with intercity connections along the US 395 corridor and they are also aware of the CREST Route service in this corridor.

- Northern Central Valley and Northern San Francisco Bay Area – Santa Rosa to San Francisco/Santa Rosa to Sacramento. This service can possibly include stops in Napa Valley.

- Northern Coast – Lakeport to San Francisco. Service would connect Clear Lake area with San Francisco.

- Central Coast – Santa Cruz and Monterey region. The GLI representatives had no specific ideas, but did express that in some cases it may be too costly for a route to veer off the main highway and travel into the coast. Suggested possibly partnering with a local transit operator and establishing a stop that would allow local services to extend out to the intercity route.

- An additional comment from GLI staff was that there might be places where Greyhound had dropped stops on existing routes, and that a local S.5311(f) feeder serving these stops and connecting with Greyhound at a remaining stop (functioning as "local" intercity schedule) could provide some feed traffic. During the conversation no specific examples were provided, but GLI staff said they would try to identify such opportunities and submit them to the study.

The consultant team suggested that the corridors identified by GLI should be reviewed as part of the study to determine the possibility of S.5311(f) funded intercity services. GLI did offer to provide some information regarding the aforementioned analysis of the Arcata-Redding route (subsequently they provided historical operating data for this and several other routes).

Corporate Restructuring of Services

From 2004 to 2006, GLI conducted a cost/performance analysis of its nationwide network and made service improvements and/or changes as a result of the analysis. Specifically, for some routes, the cost per mile was too high to retain the service, given existing revenues at those points. As a result, a number of communities were affected by the changes in services, in some cases GLI service was discontinued.

S.5311 Program Comments/Suggestions

- The consultant team suggested that maybe a component of the S.5311(f) Program application can include a recommendation for the "best available corridors" based on the needs assessment and analysis of potential ridership levels. However, Greyhound did mention that it is not likely that it would consider operating a subsidized route, but it would be willing to work with the operator of the subsidized service to establish a meaningful connection between the two services. Under the new S.5311(f) program guidance allowing the use of the value of "in-kind" capital on connecting unsubsidized services, Greyhound is the position to provide the local match for operating projects that they see as potentially providing feed to the national system. The consultants asked if the corridors mentioned by GLI staff are ones that could potentially benefit from this funding, if a local public transit operator was interested in providing the service—in general, GLI staff replied that these are rural corridors of interest to them, and they are more likely to agree to the use of their in-kind capital value for these corridors.

- There were opinions expressed about the perception that the Caltrans S.5311(f) program does not provide funding beyond a three-year term. The three year limit does not exist anymore, and all parties agreed that this information should be

provided to all potential applicants, as there is a perception from stakeholders and potential applicants that there exists a three year term for the S.5311(f) funds received.

- The intercity operator mentioned that the consultation process with private intercity carriers should be conducted as a component of the planning process. Regardless of state plans regarding certification (of unmet intercity need), as a matter of outreach and maintaining cooperative relationships with the private sector, the state should include a consultation component to the planning process requirements. This requirement may also serve as an opportunity to identify more realistic connectivity possibilities between local services and intercity operators.

- The S.5311(f) program also requires that operators using TDA funding must satisfy the ten percent farebox recovery goal. In general, considering the type of service – long distance and relatively small densities – the farebox recovery requirement becomes difficult to achieve.

- The issue of connectivity among existing services and the lack of information that is made available to the public were discussed. All parties agreed that a more aggressive outreach effort should be made by the public transit and intercity bus operators to reveal services that offer potential for connections.

- The S.5311(f) program needs to consider a more refined and detailed definition of "meaningful connection". Currently, there is no measure for evaluating this particular component of the program.

Current Partnerships

- GLI provided that it has been working with SANBAG to work on an automated ticketing process. In the past the typical such arrangement would have allowed SANBAG to purchase tickets in bulk; however, this becomes a scheduling problem for Greyhound as it cannot rely on its digital scheduling system to manage trips, and it makes it hard to determine actual capacity as the tickets may be used at any time. This creates the possibility of a bus not having enough seating capacity because the tickets are not monitored as part of the Greyhound scheduling system.

- GLI and Victorville have established a cooperative relationship in which Victorville purchases pre-paid tickets. Victorville has established a corporate account with GLI but there is a fee for the purchase of prepaid tickets. GLI explained that, in general, for areas that have or can potentially have low ridership, the MAX system can be used. This entails that GLI provide the host facility the software, printer, and ticket stubs for printing; but requires that the host site maintain an active connection with the GLI scheduling system. The software allows for local entities to access the scheduling system and sell tickets that will guarantee capacity. Under this arrangement, GLI can maintain its productivity levels and the customer is guaranteed a seat on the trip.

- GLI is currently working with the Modoc County Transportation Agency-Sage Stage (SS) and will be assisting SS in establishing an interlining service. GLI will provide a MAX system allowing SS to offer tickets and schedule trips on the GLI system. This is a fairly recent initiative and will require more time to assess the productivity of this operation.

- GLI acknowledges that it has some concerns about providing the MAX system for use by a transit operator or local agency when it also has a local commission agent in the same market, as the agent could be hurt financially if its passengers are diverted to the public agency. If the public agency is providing tickets only to clients, this is unlikely to be an issue, but if the general public was diverted to the public agency (possible if the public agency is discounting the tickets) Greyhound's agent would suffer, and Greyhound has an obligation to support its agents.

- GLI provided that it currently operates contracted service for Amtrak connecting the Los Angeles and Las Vegas metro areas.

Other Comments

- If a S.5311(f) carrier has an interlining agreement with GLI, it allows the public transit/non-profit operator to not pay for the licensing fee to enter the bus terminal.

- GLI explained that the Amtrak Thruway Bus service is not necessarily an intercity bus service. The Thruway Bus requires that passengers that purchase a ticket also include a portion of the trip on rail. There was one incident mentioned in which a Thruway service route made a stop directly across the street from the GLI stop in Santa Rosa. Subsequently, GLI had to discontinue the service because of the competing subsidized Thruway service. However, if the user decides not to use the train, then it essentially becomes a bus trip only, and in this respect, is in direct conflict with other unsubsidized bus operators in the same service area.

- GLI mentioned that they would be amenable to locating intercity stops at host intermodal facilities as long as GLI does not pay for construction costs.

- Consultant team suggested that possibly a portion of S.5311(f) funds may be set aside for specific corridors to be used with the in-kind match.

- GLI expressed interest in the possibility of coordinating service with Human Service Agencies. However, GLI did explain that in order for the service to provide transportation for these needs and still satisfy performance objectives, there should be multiple human service agencies working together and coordinating trips for their clients.

Recommended Consultation with the California Bus Association (CBA)

GLI mentioned that the CBA is quite interested in contributing to this study and looks forward to any opportunity for discussion. The consultant team and a GLI representative, that is also a member of the CBA, will work together in making arrangements for this meeting. CBA has been contacted.

PRESENTATION TO THE CALIFORNIA RURAL COUNTIES TASK FORCE

On July 20, 2007, Fred Fravel of KFH Group did a presentation on the statewide intercity bus study to the California Rural Counties Task Force meeting in Sacramento, California. This was an overview of the project, and he reiterated that the study is still open for input regarding unmet needs, program issues, or other concerns. Barbara O'Keeffe of Tehama County (who had attended the outreach meeting in Redding) provided immediate input, identifying unmet needs:

- Redding to Red Bluff to Corning to Sacramento
- Redding to Red Bluff to Corning to Chico

Both of these are in the I-5 corridor. She also added comments coming out of the Redding meeting, where the consensus was that the program should be used to fill gaps in bus services on existing corridors: I-5 (see the gaps identified above), SR-299, SR-99, and SR-395.

Table 6-1: NEEDS SURVEY RESULTS

Region	MPO, RPTA, Contact Information	Operator(s) / Carriers	Funding Sources for Intercity Services	Issues/Unmet Needs/Unserved Destinations	New Service Plans
CalTrans District 1	Del Norte County	Redwood Coast Transit Greyhound	S.5311(f) for service to Arcata	Service to Oregon along US 101 or I-5. Would like Porter State to run it from Portland to San Francisco.	Considering an interline agreement with Amtrak to Arcata. Will be applying for funds to connect into Oregon at Grants pass (Greyhound and Amtrak there).
CalTrans District 1	Humboldt County; Humboldt Transit Authority	Redwood Transit Service Humboldt Transit Authority Amtrak bus Greyhound		Direct Service to Redding.	
CalTrans District 1	Lake County	Lake Transit	S.5311(f) for connections out of county. Funding from St. Helena Hospital for bus that goes to it.	Better service to Santa Rosa needed.	
CalTrans District 1	Mendocino Council of Governments	Mendocino Transit Authority Amtrak bus Greyhound		Better service to Willits.	In the process of developing a plan.
CalTrans District 2	Lassen County	Sage Stage Sierra Taxi and Shuttle Plumas Transit Systems		Service to Redding, but planner unsure that 10% farebox requirement could be met.	Indian Rancheria applying for fund for 3x a week service to Redding. May meet need.
CalTrans District 2	Modoc County Local Transportation Commission	Sage Stage	S.5311(f) for daily trip to Reno. Breast and cervical cancer screening services cover fare to Lakeview.	Planners need CalTrans to define corridors to know if it is worth applying.	CALnections: web-based trip planning system in coordination with a mobility resource system.
Caltrans District 2	Plumas County Transportation Commission (data was combined from 2 survey results tables for Plumas County)	Plumas Transit Systems, operated by Alliance for Workforce Development, Inc.	Local funds, state transit assistance funds. Formerly S.5311(f) for service to Reno but funding was pulled after two years.	Chico to Chester, but demand is not high enough for farebox requirements and weather prevents trip in winter.	Daily service to Reno in future. Have completed a tri-county (Modoc, Plumas, and Lassen) Non-Emergency Medical Transportation study.

Region	MPO, RPTA, Contact Information	Operator(s) / Carriers	Funding Sources for Intercity Services	Issues/Unmet Needs/Unserved Destinations	New Service Plans
CalTrans District 2	Siskiyou County Transportation Commission	STAGE		Service to Redding and Medford. County Board does not recognize need, does not want to lose business to these areas.	Seeking S.5311F funding for connection to Medford.
CalTrans District 2	Shasta County	Burney Express RABBA Amtrak bus Amtrak			Some discussions with Tehama and Modoc County but just talk.
CalTrans District 2	Tehama County Transportation Commission	TRAX Mount Lassen Motor Transit Greyhound	S.5311(f) for planning	Service to Chico and Redding needed.	Updating their TDP. Interested in connecting to Shasta and Butte Counties.
CaltTrans District 2	Trinity County	Trinity County Transit	S.5311	Connection to Redding needed. Are having trouble making 10% farebox, especially given rising gas and other costs.	Working with senior services to provide service to Redding 1 or 2 days a week. Service geared to seniors and disabled first, and then general public if seats are available.
CalTrans Dsitrict 3	Butte County	B-Line Plumas Transit Systems Glenn Ride Greyhound	(see note in Current Service Table for District 3, Butte County)		
CalTrans District 3	El Dorado County Transportation Commission	El Dorado Transit	N/A	N/A	N/A
CalTrans District 3	Glenn County	Glenn Ride		Nothing that would meet farebox requirement. Some talk about service into Tehama County for casino employees.	Agency wants better regional coordination. Wants to coordinate with Butte College service schedule to provide transfer in Chico to Tehama.

Region	MPO, RPTA, Contact Information	Operator(s) / Carriers	Funding Sources for Intercity Services	Issues/Unmet Needs/Unserved Destinations	New Service Plans
CalTrans District 3	Nevada County	Gold Country Stage		Nothing in western part of county. Eastern part may need connections to Truckee and Tahoe Basin.	
CalTrans District 3	Placer County Transportation Planning Agency	Placer County Department of Public Works	S.5311(f), S.5311 and Transportation Development Act funds	More service needed to Lincoln, due to increasing population. Need better service to Kaiser Hospital, Roseville, Sierra College.	
CalTrans District 3	Sacramento Area COG	N/A	N/A	N/A	N/A
Caltrans District 3	Sierra County Local Transportation Commission	N/A	N/A	N/A	N/A
CalTrans District 3	Tahoe MPO	N/A	N/A	N/A	N/A
CalTrans District 4	MTC Marin County Transit District	West Marin Stage Marin Airporter Golden Gate Transit	0	Connection between West Marin and East Bay needed.	Submitted planning grant for intercity needs of West Marin County.
CalTrans District 4	MTC Napa County	VINE Amtrak Bus			Plans to start commuter service connecting Fairfield to Napa.
CalTrans District 4	MTC Santa Clara County	Valley Transportation Authority Monterey Salinas Transit	N/A	N/A	N /A
CalTrans District 4	MTC Sonoma County	Mendocino Transit Authority (see District 1, Mendocino County) Sonoma County Transit Greyhound Amtrak bus	N/A	N/A	N/A
Caltrans District 5	Association of Monterey Bay Area Governments (See District 5, Monterey, Santa Cruz and San Benito Counties)				

Region	MPO, RPTA, Contact Information	Operator(s) / Carriers	Funding Sources for Intercity Services	Issues/Unmet Needs/Unserved Destinations	New Service Plans
CalTrans District 5	Transportation Agency for Monterey County	Monterey Salinas Transit Amtrak bus Greyhound	S.5311(f), JARC, local transportation funds from south county cities	San Lucas, San Ardo and Bradley want public transportation access to King City for medical and retail purposes. Better service for migrant workers: need access to education, medical services, retail, and jobs.	Future service will need to be considered around new development around former Fort Ord.
CalTrans District 5	San Benito County Local Transportation Authority	San Benito County Express	S.5311F and Transportation Development Act funds	Following destinations identified as need: Salinas, Aromas, additional areas of Gilroy. Need to reach major cities to connect with air, rail, or bus service. Also need to reach major medical facilities and post-secondary educational institutions.	Agency to consider these unmet needs as part of the SRTP. Agency anticipates SRTP completion in June 2007, with work starting out in December 2006.
CalTrans District 5	San Luis Obispo Council of Governments	Regional Transit Authority	Fares, S.5307, STA discretionary (for Sunday trial service) and LTF (*idem*), S.5311(f) for Route 10 (see Services table)	Most unmet needs requests are for intra county trips. One user complained that commuter service to Santa Barbara from Santa Maria does not run at a convenient time for SLO RTA passengers originating from central or southern San Luis Obispo (no transfer opportunities). There have also been requests for long distance commuting service to Monterey.	North Santa Barbara County Transit plan, posted on sbcag.org website (September 2006). The 2004 North (SLO) County Transit Study recommended permanent transit center in downtown Alacadero. Such a facility could be designed to incorporate future access by intercity buses if needed. Site selection proposed for FY 2007-2008.

Region	MPO, RPTA, Contact Information	Operator(s) / Carriers	Funding Sources for Intercity Services	Issues/Unmet Needs/Unserved Destinations	New Service Plans
		Orange Belt Stages Greyhound Amtrak bus			City of Grover Beach has transit node among local south county buses and regional buses. On-street facility does not have the capacity to handle inter-city buses. Grover Beach train station, 10 blocks away, is designed for interface between intercity buses (such as Amtrak Thruway bus) and passenger trains.
CalTrans District 5	Santa Barbara County Association of Governments (SBCAG)	SBCAG Santa Barbara Metropolitan Transit District Santa Maria Area Transit Santa Maria Org. of Trans. Helpers Orange Belt Stages Amtrak bus Greyhound	Clean Air Express funded in part with Measure D.	2006 Transit Needs Assessment identified following: reverse commute from South Coast to North County, service from Los Alamos to Lompoc to Santa Maria to Santa Ynez Valle, expanded service from Santa Maria to South Coast, expanded service from Santa Ynez Valley to South Coast, weekend service from Vanderberg AFB to Lompoc and Sant Ynez Valley, service from Garey and Sisquoc to Santa Maria	Recommendations can be found in Chapter 7 of the North County Transit Plan. Ability to fund additional intercity connections is dependent on passage of local option sales tax and Measure D.

Region	MPO, RPTA, Contact Information	Operator(s) / Carriers	Funding Sources for Intercity Services	Issues/Unmet Needs/Unserved Destinations	New Service Plans
CalTrans District 5	Santa Cruz County Regional Transportation Commission	Santa Cruz Metropolitan Transit District Amtrak bus Greyhound	N/A	N/A	N/A
Caltrans District 6	Fresno County Rural Transit Agency (operates various rural services including Coalinga, Westside, Orange Cove, Southeast)	Coalinga Transit, Westside Transit, Orange Cove Transit, Southeast Transit, etc… Orange Belt Stages Greyhound Amtrak bus	S.5311(f) and Transportation Development Act funds for all services operated	No shared facilities: 13 rural cities. Travel to San Joaquin has been identified as a need.	1/2 cent sales tax which will allow them to double service. Additional service to Tranquility and other unincorporated areas of the county. Will update SRTP. Based upon election, will expand services.
Caltrans District 6	Kern Council of Governments	Kern Regional Transit (part of Kern County Department of Roads) Orange Belt Stages Amtrak bus Greyhound	Intercity service partially funded from S.5311(f) and Transportation Development Act funds.	Unmet needs process flawed to favor streets and roads. If public feels they are not being listened to, they do not want to continue voicing opinions. There are requests to serve Santa Clarita, Bakersfield and Frazier park for medical appointments and college. Need is not reasonable, due to low population base. Other request not reasonable to meet: new route between Ridgecrest and Lake Isabella. There are on-going requests for service expansion. Also, lack of understanding that riders can call COG to get information. Services need increased marketing.	

Region	MPO, RPTA, Contact Information	Operator(s) / Carriers	Funding Sources for Intercity Services	Issues/Unmet Needs/Unserved Destinations	New Service Plans
CalTrans District 6	Kings County Association of Governments	Kings County Area Public Transit Agency Greyhound Amtrak bus Orange Belt Stages	Funded with 5311, TDA, STA, 5307, advertising revenue and passenger fares.	Fresno identified as a needed destination. Presently, service linking Hanford and Fresno on Monday, Wednesday, and Friday. Service is used primarily for medical and shopping services. There are requests for more connections between Hanford and Fresno.	
CalTrans District 6	Madera County Transportation Commission	Madera County Connection Greyhound	S.5311, TDA, and Farebox	There are issues with service for migrant workers.	Potential pilot program to provide service from Chowchilla to Merced. A study is being conducted to provide a ten year outlook and was due in June 2007.
CalTrans District 6	Tulare County Association of Governments	Tulare County Area Transit Amtrak Bus Greyhound Orange Belt Stages	Farebox, TDA, 5311	Service needed to Fresno county. Needs expressed include long distance commuting, access to major medical facilities, shopping and recreational travel.	
CalTrans Districts 7, 8 and 11	Southern California Association of Governments	Sunline Transit (Riverside County)	S.5311(f) not used	Service needed from Palo Verde to Coachella Valley, Beaumont and Banyon to Riverside (San Bernardino Metrolink Station).	Looking at 5- to 10-year I-10 express route.

Region	MPO, RPTA, Contact Information	Operator(s) / Carriers	Funding Sources for Intercity Services	Issues/Unmet Needs/Unserved Destinations	New Service Plans
		Amtrak bus Greyhound		Service discontinued but still needed to Eastern Sierras and high desert areas along SR-14 and US 395 corridor. Counties in Eastern Sierra Area (Inyo, Mono, Kern, San Bernardino, LA) have identified lots of intercity service in this corridor as an issue. Same situation for local connecting services along SR 1 linking LA, Santa Monica, Malibu, and Oxnard.	There have been plans to connect Coachella Valley to Imperial Valley, but were not implemented. Ideas/plans for Palmdale/Lancaster area for buses connecting to Metrolink train service further north.
CalTrans District 8	(SCAG does not cover all of Riverside and San Bernardino County, but there is no further information provided on transit services in these areas)	Amtrak bus			
CalTrans District 8	San Bernardino County				
CalTrans District 9	Inyo County Local Transportation Commission	Inyo Mono Transit	S.5311(f)	More direct service needed to Los Angeles, San Francisco, San Diego, and Las Vegas areas (currently have to transfer requests for direct routes). Need better access to airports, medical facilities, and colleges in Reno and Ridgecrest. Demand for winter recreational and seasonal worker travel to Mammoth, Long Pine, Whitney.	Expand Crest Route from 3 days a week to 4 days. IMT considering extending service into Kern County.

Region	MPO, RPTA, Contact Information	Operator(s) / Carriers	Funding Sources for Intercity Services	Issues/Unmet Needs/Unserved Destinations	New Service Plans
CalTrans District 9	Mono County Local Transportation Commission	Inyo Mono Transit (see District 9, Inyo County) Yosemite Area Regional Transportation System	S.5311(f)	Expressed needs include Greyhound service to Reno for medical facilities, university, shopping. There are commuter requests for service from Mammoth Lakes to June Lakes. Need better service to medical facilities and college in Reno. Need service to military base in Pickle Meadows.	
CalTrans District 10	Alpine County Local Transportation Commission	Public Works Department Douglas Area Rural Transit	S.5311(f)	Needs expressed to go to Sacramento airport, Reno airport, and Carson City and Carson Valley for medical facilities and grocery shopping. There are also requests for access to ski resorts.	
CalTrans District 10	Amador County Transportation Commission	Amador Regional Transit System	Did not specify.	None	Agency plans to continue existing service. Discussion of link to El Dorado.
CalTrans District 10	Calaveras Council of Governments	N/A	San Andreas to Stockton (in Amador County survey data)	N/A	N/A
CalTrans District 10	Mariposa County Local Transportation Commission	N/A (no information in original tables) Yosemite Area Regional Transportation System	N/A	N/A	N/A
CalTrans District 10	Merced County Association of Governments	Merced County Transit	S.5311(f) Rural Intercity Program Assistance	Need service to Fresno airport, as well as service to San Francisco for work and medical purposes, BART station in Pleasanton, outlet stores in Gilroy, and need service to Stanislaus State University.	Agency currently operating intercity services. However, very unlikely that they will leave their service area for longer trips without a mandate and a new funding source.

Region	MPO, RPTA, Contact Information	Operator(s) / Carriers	Funding Sources for Intercity Services	Issues/Unmet Needs/Unserved Destinations	New Service Plans
		Yosemite Area Regional Transportation System Greyhound Amtrak bus			
CalTrans District 10	San Joaquin Regional Transit District (SJRTD)	SJRTD Fixed and Deviated Routes Amtrak bus Greyhound	N/A	Requests for more frequent service to Modesto, Sacramento, Napa, and Livermore. Expressed needs include access to major medical facilities and post-secondary educational institutions.	Agency does not plan transit services.
CalTrans District 10	Stanislaus Council of Governments	Stanislaus Regional Transit Merced County Transit Amtrak bus Greyhound	N/A	N/A	N/A
Caltrans District 10	Tuolumne County Transportation Council	No direct intercity bus. Amtrak bus	N/A	Expressed desire for service to make trips to the Central Valley. Need to reach major cities to connect with air, rail or bus. Need service to reach major medical facilities and for shopping and recreational travel purposes.	None (unable to meet unmet needs within reasonable conditions).
CalTrans District 11	San Diego Association of Governments	N/A		No unmet needs issues raised at last hearings.	None at this time.

CHAPTER 7

ISSUES, OPPORTUNITIES, AND OPTIONS

This chapter presents the transition between the results of the assessment of the current network and program and recommendations for the Caltrans S.5311(f) program, which are presented in the next chapter. The review of the current network in terms of its coverage and connectivity, the relationship of the network to state and federal policy goals, the qualitative input regarding the program administration and service needs—all the information presented in Chapters 2, 3, and 6—are focused here on a number of issues and opportunities for the program. In this chapter these are presented in terms of the issue or opportunity, and potential options for addressing the concern at hand. In effect these represent "alternatives", and recommendations are presented in the next chapter.

Before addressing the issues, it should be noted that the consideration of the issues and the options are all presented within a context that assumes some key factors. One is that California has in the past, and will continue, to utilize the 15 percent of the allocated S.5311 funding for rural intercity projects. In the history of the S.5311(f) program and predecessor the Section 18(i) program California has never certified that there is no "unmet" rural intercity need, and in the wake of the analysis in Chapter 3 and the input in Chapter 6, it seems unlikely that this would happen in the future. A second key factor is the assumption that the general outline of the S.5311(f) program administration in California will remain the same—the state (Caltrans) will administer the funds under a discretionary competitive grant program. Caltrans will issue a call for grant applications, local entities will apply for funding, and the funding will be provided based on the evaluation of applications. The issues identified with the program have to do with potential changes in program goals, administration, evaluation criteria, etc. and have not indicated a general need to completely revamp the program with a new model.

In the following sections, each issue or opportunity is presented and discussed, and this is followed by a discussion of the potential options available to address that particular issue. These issues have been presented to Caltrans staff and the study Advisory Committee for extensive discussion and review, and their input regarding preferences is reflected in the next chapter, which presents program recommendations.

ISSUE: PROJECT TIME LIMITATION

Issue: Continued Funding

When the rural intercity program was initiated, the amount of funding was limited, and the general perception of the problem to be addressed was one in which a route or service (generally operated by a private intercity carrier) needed subsidy for a limited period in order to achieve sufficient profitability for continuation by the market without subsidy. In some cases these were services previously operated without subsidy, and it was thought that changes in route or frequency, or marketing, might allow for continuation without subsidy. In other cases these were new services, and the funding was regarded as a kind of short-term demonstration funding that would support the service until revenue was sufficient for unsubsidized operation. For these reasons, the initial guidance provided by Caltrans indicated that operating funding would be available to a given project for no longer than a year under this program.

Another rationale for the limitation on how long a given project could receive funding was related to the limited amount of funding. It was thought that if a project was allowed to receive funding year after year, after the initial few projects were started there would be no way to consider potential new projects that might be more efficient or effective, and so new projects would not be able to receive funding.

However, over time the amount of funding, while still not large, has grown, allowing for new projects. In addition, a number of projects have been funded for successive years. The program, originally limited to one year, was extended to allow up to three years of funding for a given project, and now four (plus) is allowed.

The issue is that the program guidance suggests that project self-sufficiency in three to five years is still a goal, and that many potential applicants still believe the one or three-year limits are still in effect, and so hesitate to apply when they know that a project is unlikely to achieve self-sufficiency from the farebox (ever) and there is no identified source of federal funding for the period after S.5311(f) funding ends.

Options: Time Limitation

The obvious option is for Caltrans to modify its guidance to recognize that rural intercity feeder services are no more likely than other rural public transportation services to achieve 100 percent farebox recovery ratios, and that there should not be any expectation that a project will achieve full cost recovery. The market will generally provide capital for such services—this funding is intended to support the development and maintenance of services that the market cannot provide, but which meet social needs.

Implementation of this policy change would require that Caltrans modify its guidance. However, Caltrans and the Advisory Committee have also expressed a concern that such changes would allow for continued funding for projects that are not effective, funding the on-going operation of empty buses.

This could be addressed by continuing to require an annual application for funding, as is the current case, with more defined reporting of some key performance measures to allow the review committee to determine if a project is maintaining or improving its performance, and how all the projects in a given year compare to potential new projects. The evaluation process could then decline to renew projects that are declining in performance, focusing the available funding on the more productive or useful projects. Caltrans would need to provide an evaluation mechanism for continuing projects to ensure that year-to-year differences in the makeup of the evaluation committees and changes in criteria do not make the desired continuity difficult or impossible. A related factor is the need to make sure that the original selection of projects provides funding for those that serve identified needs, meet the goals of the program, and are based on appropriate service levels for the likely ridership.

In this discussion of options, the alternative of using some type of performance measures to score projects has been assumed. Study Advisory Committee members and others from rural areas raised a concern that the neediest areas (those with the fewest people, the longest trips, and the fewest alternatives) might well lose funding under such a system as compared to routes or services in areas with higher population densities and shorter routes. Any sort of assessment for continuation funding would need to recognize these differences and use measures that do not bias the selection of projects against rural areas. This may mean consideration not only of performance type measures, but also including explicit consideration of the lack of options or degree of unmet need.

ISSUE: LACK OF INTERCITY CHARACTER-SERVICES

Issue: Lack of Intercity Connectivity and Focus

The assessment of the current intercity network, including existing S.5311(f) operating projects, revealed that many of the projects may not be addressing the primary federal goal of this program. The guidance provided in Circular FTA C 9040.1F is both vague in some ways, and explicit in others regarding the eligible services. Chapter VIII, Section 7 "Eligible Services and Service Areas" provides a definition of intercity bus services that includes the statement "Connection to the national network of intercity bus service is an important goal of Section 4311(f) and services funded must make meaningful connections wherever feasible". It provides further discussion that makes clear that not all long distance trips provided in or from rural areas are included in the federal definition of intercity service, but that "regular but infrequent service from limited points in the community of origin to limited points in the destination community" would be included where services providing for extensive circulation would not be considered intercity. It further points out that service that only incidentally stops at an intercity bus facility among other destinations without consideration of the scheduled connection, would not be considered as included in this definition.

The FTA guidance does not specifically quantify any of these definitional points—for example what "infrequent" service is, how many points constitute "limited points", what a "long distance" trip is, or what "not in close proximity" means. However, the guidance is fairly

specific in requiring that a meaningful connection involves a physical connection to the intercity terminal, and that schedules should be developed with regard to the timetables of the intercity service. It also refers to the connection with the "national intercity bus network", and explicitly does not include air, water, or rail services as intercity bus service. Also, FTA guidance explicitly rules out commuter bus services as eligible under this program. It should be noted that this guidance would appear to be significantly different from the goals for the Caltrans S.5311(f) program, which call for making multi-modal connections, including rail, air, and ferry service.

Given the FTA guidance, the study team analyzed the current S.5311(f) funded services in California, and this analysis is described in Chapter 5 and Appendix A. That connectivity analysis reveals many funded projects cannot be considered as meeting the FTA S.5311(f) guidance requiring connections to the national intercity bus network. Some connect only to Amtrak intercity rail or commuter rail service, some connect only to local transit hubs, and few are scheduled to provide connectivity to intercity bus services. Many of them also would call into question their intercity character by not having limited stops, by having many stops in destination cities, by offering high frequency services, or by operating primarily to serve commuters—in other words being local or regional public transit eligible for other funding. Finally, few provide any public information about the ability they provide to make a meaningful connection to the national intercity network, in terms of timetables, maps or signs that would enable a user to make a connection.

Options: Lack of Intercity Character—Services

The most obvious option for Caltrans is to change the program guidance regarding goals to reflect the federal goal, and to change the project scoring to provide higher scores for projects that provide for a meaningful connection to the national intercity bus network and are really intercity in nature. Caltrans could also provide definitions that would help applicants and evaluators determine which projects have an intercity focus, and which are primarily some other type of transit.

Another option would be to require a higher level of meaningful connectivity to the national intercity bus network for each project. There are several possible ways to do this:

- By requiring that (or awarding higher evaluation scores to) an applicant that is or is willing to enter into formal interline agreements with a member of the NBTA, and/or

- Requiring that (or awarding higher evaluation scores to) an applicant that is or becomes a Bus Commission agent, and

- Requiring that the applicant serve intercity bus stations as a primary destination, either through a formal docking agreement, or at a designated stop on the public street immediately adjacent to the intercity bus station (as well as local transit hubs, rail stations), and

- Requiring that the applicant publish their timetables in *Russell's Guide*, and

- Requiring that applicant's schedules provide for schedule connection to intercity bus services, and

- Requiring that the applicant's public information (timetables, telephone information, web sites, etc.) include information about the intercity connection including schedules of connecting trips, maps showing where to make the connection, employees at both carriers who are informed about the available connections, and

- Providing for any needed signage.

It should be noted that any costs related to these requirements would be eligible for reimbursement under the program. Another aspect of including such requirements would be the need for Caltrans to provide technical assistance to transit operators to meet them, and monitoring to make sure that meaningful connections actually exist.

Another option for increasing the intercity character of the funded services is to include specific program guidance that call for data allowing the evaluation committee and Caltrans to identify services that are not intercity in nature. For example, commuter service is generally peak-direction, peak-hour service to employment sites or regional commuter services (commuter rail or rapid rail stations). If applications included data on service frequency, stop locations (on-street, park and ride lots, etc.), primary destinations (employment sites, for example) it would be easier to sort out which services are intercity, and which are commuter. Specific quantitative definitions of numbers of stops, long-distance, etc. would make it very easy to sort out which service is included in the definition of intercity, but FTA has not provided such benchmarks.

Finally, one other policy option to improve the intercity character of both S.5311(f) funded and other local transit services would involve increased state policy efforts to include carriers that are part of the national intercity bus network in public intermodal facilities that are already served by the public carriers. This would include both NBTA members, and independent (ethnic) carriers providing intercity service.

Discussion of these options with the Advisory Committee, Caltrans, and some operators suggested support for increasing the emphasis on intercity bus network connectivity. However, it was noted that in many cases the likely ridership for services focused narrowly on connecting to intercity bus service is low, and that service schedules need to also allow for rural services that meet other needs, such as schedules that would allow for medical appointments in a destination city. Also, it was noted that more people from the rural areas want to reach airports than bus stations, and that in California the state has designated its rail-bus network as a primary intercity mode. The concern is that if the program is too narrowly focused on intercity bus network connectivity, local areas may not provide local match. Also, some rural operators may not be able to enter into an interline agreement, or may find that limited intercity ridership does not warrant it. It would appear that adopting the FTA goals of meaningful connectivity to the national intercity bus network could be accomplished with some flexibility provided, and allowing for other markets to be served in addition if the meaningful connection is provided.

ISSUE: LACK OF INTERCITY CHARACTER-CAPITAL

A related issue that arose in the assessment of projects is the use of S.5311(f) capital for projects that are not primarily rural intercity in nature, but rather represent a piece of a facility or a bus stop or some other capital item that is not directly related to a specific rural intercity service or project. Given that there are substantial unmet service needs that have been identified, this use of S.5311(f) funding for projects eligible for other sources of capital was identified as an issue.

Options: Lack of Intercity Character-Capital Projects

One option for the Caltrans S.5311(f) program would be to narrow the definition of eligible capital to provide funding for capital items to be specifically used on rural intercity services meeting revised requirements focusing on the development of meaningful connections to the national intercity bus network. For example, this could mean limiting capital eligibility under this program to buses used on rural intercity routes (meeting the service definitions), shelters/signs/benches on rural intercity routes, trailblazer signs, computers for intercity services—or particular project elements related specifically to the rural intercity services (for example shelters and signs for the rural intercity service at an intermodal terminal).

Another option would be to further define the ability to use capital for maintenance or passenger facilities to amounts based on the specific usage for rural intercity (e.g. percentage of departures that are rural intercity, percentage of vehicles based in facilities that provide rural intercity service, etc.). This could require some program changes that allow combining S.5311(f) project applications with applications under other funding source. For example, a passenger facility that should be 80 percent S.5307, 15 percent S.5311, and 5 percent S.5311(f) based on usage would be limited to five percent of the total cost from S.5311(f). Under the current grant program structure, the applicant may decide to apply to S.5311(f) for 100 percent of the parking lot, which may or may not be five percent of the project (subject to the $200,000 per year project limit under the Caltrans program.)

ISSUE: LOCAL MATCH

Issue: Obtaining Local Match for Rural Intercity Projects

A significant issue for the program that was identified from the survey of planners and transit systems was the difficulty in finding local match, particularly for operating projects. On one level California's transit operators are fortunate in that the state's TDA funding provides for a state collected tax that can be used by localities for the local match. However, in rural areas there are significant pressures to find that rural transit needs are met, or that unmet needs cannot feasibly be met (by services with a farebox recovery greater than 10%), so that the TDA funds can be used for road projects. TDA has a well-defined planning process, but the particular application of it in a given area may well focus on transit projects that meet local needs, with

inter-jurisdictional services not addressed. In rural areas the emphasis is often on local projects, and often transit services that would allow passengers to shop or obtain services elsewhere are not included. A related, and significant problem, is that an inter-jurisdictional service that might need funding from two or three areas to be feasible is desired by one area that is far from a regional center with needed facilities, but that the areas closer to the regional center do not want to use their TDA to fund a joint service, thinking that their passengers can ride on a service funded by the other jurisdictions.

The farebox recovery requirements of TDA are sometimes cited when rural intercity projects are found to have low projected farebox revenue, below the ten percent requirement, during the analysis. In practice, a number of rural intercity projects in the state have farebox recovery rates well above ten percent, and in some cases the intercity projects are seen to bring up the farebox recovery rate of the entire system to enable it to meet the ten percent requirement.

Given these issues with the use of TDA funding, it was also noted by some survey respondents that other sources of local match in rural areas are very limited, with little support for local taxes or use of general revenues to go beyond the available TDA.

Finally, an issue that has been present in S.5311(f) since its inception affects private carriers that might be potential applicants, in that they have no source for the required match. Particularly for operating projects, it is not attractive to a private firm to have to come up with half of the net operating deficit out of other company funds—it means that any S.5311(f) service is by definition a money-loser, even with the federal funding. Recent changes in FTA match policy to allow the in-kind value of capital used on unsubsidized connecting service could help address this, but Caltrans would need to make program changes to allow for this program option.

Options: Local Match

The options for addressing local match issues include continued reliance on the existing sources only, or making some program changes that might improve their ability to meet rural intercity needs. They could also include new funding sources.

One option discussed would involve Caltrans seeking legislation to provide for new additional state funding to provide some (or all) of the local match requirement for rural intercity projects. This would have a basis in the policy rationale that these services are part of the state's responsibility, like the highway and passenger rail networks. While there is some policy basis for such a program, at a time in which the state's transit programs are being reduced to meet general state budget deficits, it does not seem feasible to seek new legislation at this time. Although the amount of funding needed is small (to match the available federal money), the constituency is also small, and the needed coalition for passage would likely have to be much larger.

A second option could potentially be based on existing legislation. SB 45, discussed in Chapters 1 and 3, designates several networks in California as primarily state responsibility, and it ties state funding to the support for the maintenance and upgrading of these networks, the IRRS, the Focus network, and the High Emphasis (HE) routes. SB 45 states that public transit

services associated with these networks are also a state responsibility. These networks were used for a comparison with the existing and conceptual intercity bus networks in Chapter 3, and most of the existing network is located on the IRRS. However, there are many routes on the IRRS not served by the intercity bus network. Similarly, there are Focus routes that are unserved by intercity bus, and HE routes that are not served. Potentially a case could be made that existing legislation makes a state role in funding service on these routes legitimate, and SB 45 funds could be used to provide state support for local match on services on these routes that are not provided for by the market place. An issue, of course, is that these routes were not designated because of a determination that they would have intercity bus ridership, but because of other reasons. However, the congruity between the IRRS, Focus, and HE routes and the conceptual network suggests that many of these corridors would address unmet rural intercity needs.

A third option would be for Caltrans to develop guidance and permit the use of the new FTA funding formula with value of capital on connecting intercity bus service used as "in-kind" match. Under the FTA guidance, projects would require participation by the connecting carrier allowing the use of their "in-kind" capital match, and it is likely that they would want to provide their support for projects that offer the potential for actually feeding ridership to them, and they might well require that the applicant be an NBTA member or an interline partner. An issue for Caltrans is that these projects would utilize operating assistance at higher percentage rates because there is no actual local cash match—so the entire net operating deficit would have to be covered by S.5311(f). In addition, if this option is allowed, many existing projects might be tempted to switch to it so that they would not have to provide local match. Maintenance of effort requirements for existing projects would be needed. In addition, it would seem prudent to focus this funding source on match for private carriers that have no local government source of local match. It is a federal pilot program, and the option for Caltrans is to make it a California pilot demonstration program as well.

ISSUE: FMCSA COMPLIANCE

Carriers providing for-hire transportation using commercial vehicles across state lines are supposed to have operating authority from the FMCSA. This involves application for authority and certain levels of liability insurance. It also can involve safety requirements, though that varies with the type of carrier (public or private). Public entities are exempt from requirements for the USDOT number and FMCSA vehicle safety inspections, but private non-profits must have both a USDOT number (safety and registration) and MC number (operating authority and required insurance levels). General Caltrans S.5311(f) guidance calls for applicants to meet applicable requirements, but it does not spell out the requirements. The combination of FTA and FMCSA requirements for S.5311 operators crossing state lines is confusing at best, and Caltrans is not currently in a position to provide technical assistance on this issue, or determine operator compliance. Caltrans is not the agency responsible for determining FMCSA compliance, but is required to monitor FTA subrecipients.

Private intercity carriers do require S.5311(f) operators to meet FMCSA requirements if they want an interline agreement for joint ticketing and information (see Greyhound Rural

Feeder Service guide as an example). So, if the S.5311(f) program were to include a requirement for interline ticketing, FMCSA compliance would be involved.

Options: FMCSA Compliance

Caltrans could require proof of compliance (or plans to comply with follow-up by Caltrans staff) as part of the S.5311(f) application for routes or services involved with interstate service or interline agreements. Caltrans could provide guidance or technical assistance to applicants and current grantees to ensure compliance, or could support the use of RTAP funds to obtain technical assistance from consultants with expertise in this area. Currently the national RTAP program is making such assistance available. Finally, Caltrans S.5311(f) guidance could note that the costs for higher insurance levels to allow interlining or meet FMCSA requirements are an eligible S.5311(f) expense.

ISSUE: CALTRANS $200,000 PER YEAR PROJECT LIMITATION

Issue: Caltrans Limits on Annual Per Project Funding under S.5311(f)

In the development of this program, Caltrans initiated annual limits on the available funding per project in order to make sure that the limited available funding was not utilized on a very few relatively large capital projects, and to ensure that the funds were distributed among more projects. However, the $200,000 per project limit is small enough to prevent the purchase of an intercity coach (which can easily run to $450,000), or even more than a few small buses (three at $85,000 exceeds the limit). Several operating projects have requested exceptions to the rule. As operating costs rise (due to fuel costs or other factors), long distance routes with low ridership may need higher levels of funding in a given year, or projects adding frequencies based on ridership growth may be capped by these limits.

Options: $200,000 Limitations

One option is to remove the dollar limit per project, but restrict capital projects in some other way, for example restricting funding to the percentage of a facility project that actually supports rural intercity services to vehicles used on routes/services receiving operating funds under the program. For operating projects, one could lift the cap, but institute requirements related to performance, or meeting identified need.

Other options include continuing the limitation, but revising the guidance wording so that the role of the evaluation committee is to provide a recommendation to Caltrans, and Caltrans has final word in selecting projects (and could therefore provide higher amounts as exceptions to the general guidance, based on need or compelling argument). In other words, formalize the exception process.

A third option is to retain the caps, but raise the limit somewhat to allow for the longer/more frequent services. This could be based on an estimate of the net deficit of operating

the CREST route as a single project, or the net deficit of operating Sage Stage services five or seven days per week.

ISSUE: UNSERVED AREAS/ROUTES DESPITE AVAILABILITY OF S.5311(F) FUNDING

This issue appeared in part because of the assessment of the current network, which identified some routes or services that are seen as needed by local planners or based on the statewide assessment, but for which there are no applicants. The lack of applicants for funding to provide these services is in spite of the fact that the state has adequate S.5311(f) funding to provide the federal share for more service, particularly if some of the potential changes are made to focus the program on operating projects.

Some of the reasons for this have been discussed as part of the other issues above, including:

- A perception that funding is for maximum of one (or three years) with no clear policy on continuity,
- A competitive grant application process with potential for loss of continuing operating funding,
- Local match issues—lack of TDA funding for multi-jurisdictional services,
- Perceptions of need, but routes that are deemed infeasible in the TDA unmet needs process (fare recovery estimated under 10%), and
- Perceptions of need, but routes that are not addressed in the local TDA process because they are seen to be serving other jurisdictions.

Options: Unserved Routes

One option would be to restructure the program (either entirely or partially) to make Caltrans the recipient, and then Caltrans could contract for service that meets identified needs and fills gaps in the network. Such a program could be modeled on the Amtrak feeder bus program, where Caltrans selects needed feeders and contracts for needed service. In this case, the DMT would become the contractor. DMT could use the "in-kind" match approach if no state match was available. DMT could contract with local transit operators (who have local match) or private carriers (who have in-kind match). This change would allow for state initiatives on projects of statewide importance, but lacking an applicant (statewide information system, for example).

An alternative would be to continue the current process, but provide incentives in the grant application/evaluation process to encourage applicants to fill gaps, for example providing

extra points in the evaluation for serving particular corridors, or extra funding from a higher cap. This could be linked to the designation of a "preferred network" by Caltrans, or could use the IRRS/HE/Focus route network of SB 45 as a basis for favoring applications to provide service in particular areas.

A third option is to provide technical assistance to applicants in these areas to help them determine if this is the correct program, if there is actually any demand, etc.

ISSUE: DESPITE COVERAGE, INTERCITY SERVICE IS NOT A NETWORK

Issue: Lack of Network Connectivity

The assessment of the existing services, including the review of connectivity by S. 5311(f) recipients revealed that Greyhound and Amtrak (and other carriers) often serve different stations or locations in the same city—even when public dollars have been spent to build an "intermodal" terminal. There is no interlining or common information system between Greyhound and Amtrak, much less with the other carriers. S.5311(f) connecting services are largely invisible to the public—they are not in the Greyhound or Amtrak schedule systems, and are known only to local riders if their connections to intercity services have been included in local timetables and telephone information systems. While many places in the state have intercity service available, it is likely that the public is unaware of it because they go only to a specific information source, which does not have information about all the services (which are all open to the public).

Options: Lack of Network Connectivity

One option is to fund trip-planning systems and other information sources that would include all services. There have been efforts to develop internet-based information systems that would include user information on all the services, and interest has currently shifted to using Google Transit as a platform to accomplish this. Google provides the internet site and a format for data, and the operators can upload their schedules, stop locations, fares and other information to Google to allow for user access. Google does not charge the operator, but maintaining current data is the responsibility of the operator. On a statewide basis Caltrans could fund a consultant or firm to collect and upload data for all the services, and to maintain that data. This would create a network information system that is unlikely to result if individual operators are left to include (or not) their information, and to maintain it.

A second option is for Caltrans to pro-actively work to shift all carriers to public intermodal terminals. This is not strictly a rural issue, and in many cases local operators have the most significant roles, but a declared policy favoring inclusion and focusing whatever state resources are involved on intermodalism would be desirable.

A third option, discussed above, would be to require S.5311(f) recipients to join the NBTA, become interline partners, and thereby get their schedule information into the national

Greyhound telephone/internet system. This would be only a partial solution, as the Amtrak information system would still not reflect the S.5311(f) carriers. A related requirement, also previously discussed, to increase network connectivity would involve requiring S.5311(f) recipients to connect at intercity bus stations, and revise their scheduling to provide for timely intercity bus connections.

PROGRAM OPPORTUNITIES

Opportunity: Google Transit (or Other Trip-Planners)

As described above, Google Transit will take transit schedule and route data, and make it available to the public to provide trip-planning information. Google does not charge the user or the transit operator, but the transit provider is responsible for formatting, uploading, and updating their own schedule information. Caltrans could contract for a data broker to obtain all the intercity schedules, upload, and maintain the data—including S.5311(f) providers, Greyhound, other carriers, and Amtrak. This could be a state-initiated project, contracted like a planning study, or Caltrans could provide funding to a grantee for them to contract for this service. At this point estimating the cost is difficult, because no one in this country has developed such a business.

Opportunity: New FTA Funding Rules—The Pilot Program

Also mentioned above, the FTA has initiated a Pilot Program to allow the value of capital (50% of fully-allocated operating cost per mile, times annual miles) on connecting unsubsidized service to be used as local operating match. A letter of support/commitment from the carrier providing the match is required. It is likely that the unsubsidized carrier providing the match would want to be sure that the service being funded actually provides feed traffic (connects at common station, scheduled to support connection, interline tickets) and is marketed as such. Greyhound may want to focus on services from places they abandoned recently, but know could produce some ridership. As discussed above, allowing a Caltrans pilot program to use this source could provide for some service in corridors for which there is carrier interest and no local match, and could support participation by private for-profit firms.

Opportunity: Greyhound Rural Feeder Program

Greyhound is interested in S.5311(f) funding usage by rural public operators that will provide feed traffic to them. It has packaged information about interline ticketing agreements (NBTA), their own MAX ticketing/data system, terminal licenses, insurance requirements, fare development, FMCSA requirement, etc. on its website for access by rural transit operators (and states). Together this makes a complete package supporting connectivity between rural public transit operators and Greyhound. Information about these options could be provided to current S.5311(f) grantees, potential applicants, and other rural transit operators. Caltrans could provide technical assistance to rural transit operators in setting up such connections, either by supporting

assistance available from the national RTAP program through American Public Works Association, or directly through staff or consultants.

CONCLUSIONS

The discussion in this chapter presented a number of issues and options regarding the current program, based on previous assessments and input during the study process. These issues, options and opportunities have been presented to Caltrans program staff and the study advisory committee, and input from them is reflected in the program recommendations presented in the next chapter.

CHAPTER 8

INTEGRATION OF PROGRAM RECOMMENDATIONS INTO DEPARTMENTAL, LOCAL, AND REGIONAL PLANNING PRACTICES AS AN ACTION PLAN

This chapter addresses Task 4 of the original scope for this project, which calls for the "Integration of Study Results into Departmental, Local, and Regional Planning Practices as an Action Plan." There are four specified subtasks which will be addressed in this chapter:

- Subtask 4.A — Methodologies and Standard Policy
- Subtask 4.B — Goals, Objectives, Policies, Measures, and Strategies
- Subtask 4.C — Section 5311(f) Program Strategy
- Subtask 4.D — Follow-Up Strategies and Application Review Criteria

Each of these is addressed in turn. The recommendations in this chapter are based on the analysis of the early chapters, the outreach findings, and the discussions with Caltrans and the Advisory Committee following the presentation of the issues and options found in Chapter 6.

SUBTASK 4.A — METHODOLOGIES AND STANDARD POLICY

Transportation Development Act Process

As part of this project, the study team undertook an analysis of TDA unmet needs statements to determine if this well-defined process is including rural intercity needs among those addressed, and if the results could be used to identify intercity needs. In addition, this review looked at the relationship of the unmet needs process to the decisions made regarding the use of TDA transit funding for local match for intercity services under S.5311(f). In general, the review indicated that there was no consistency in the way in which rural intercity needs were addressed, or in the application of definitions of adequacy or feasibility to these needs. Although the legislation is fairly specific in terms of the TDA process, Caltrans does oversee this planning effort and can provide some guidance.

Recommendation: TDA Guidance

Include in the annual guidance for the TDA process the rural and intercity transit needs among those addressed, providing definitions of intercity. The guidance should also include information on the purpose and availability of S.5311(f) funding to address these service needs. In addition, Caltrans could provide information from this study on the routes or services identified during this process as potentially having unmet needs. Finally, the guidance could include information about the existing S.5311(f) projects including farebox recovery rates, to demonstrate that intercity projects can potentially meet or exceed TDA farebox recovery requirements.

Increase Technical Assistance in Project Development, Implementation, and Monitoring

The Caltrans Rural Intercity Program currently has as its major focus a process that includes the development and issuance of an annual grant application, regional presentations regarding the application, an evaluation process (that includes staff review and then scoring by a committee), selection of projects, and contracting with the successful applicants. There are two Caltrans staff members directly responsible for this process, approximately one full-time equivalent position. In addition, District staff reporting to the DMT support the program by providing application information and screening applications before they are sent to headquarters. However, there is limited staff time and expertise to provide specific technical assistance to agencies that might consider applying, or to assist selected agencies in implementation, or in monitoring or evaluating projects once underway.

Recommendation: Provide Technical Assistance

Caltrans should provide additional workshops and technical assistance in the program, including assistance to potential applicants as they develop projects to help them adequately address program goals (such as assisting them in the development of routes and schedules that provide for meaningful connections, and in developing estimates of costs and revenues). In addition, the Caltrans technical assistance role should provide technical assistance in dealing with implementation issues, such as obtaining proper regulatory authority, or working out interline and terminal license agreements, etc. Finally, the Caltrans role should include expanded monitoring to allow staff to perform site visits and ensure FTA compliance with both the general regulations and those specific to S.5311(f).

Given that the existing staff with intercity expertise is essentially fully utilized, and that the District staff has limited expertise with regard to these types of projects, Caltrans could address this recommendation by procuring outside technical assistance from consultants or others, or by defining additional positions. At the moment, the national Rural Transit Assistance Program (RTAP) has the ability to provide some expertise in the development of interline agreements and meeting FMCSA requirements, and this is available essentially without cost to the state. Beyond that, it is likely that support for specific additional positions will need to be developed by demonstrating the amount of work involved, and that is probably best done by contracting for consultant technical assistance/monitoring.

Another aspect of providing technical assistance is to continue providing S.5311(f) planning funds for local studies that develop projects that address program goals. A number of such studies were reviewed for this project, but some were not directed to the examination of intercity needs and the development of intercity projects per se, but rather had a more general regional transit focus. Caltrans rural intercity program, with its revised goals and definitions, will be in a position to provide a general outline for a rural intercity study, guidance on what constitutes rural intercity service, the role of connectivity and how to design it, information sources, planning tools or techniques, and data sources. This study will also provide information on unmet needs.

Therefore, Caltrans should continue to fund rural intercity planning projects, but work to ensure that they are focused on intercity goals and projects. This may require more staff participation in study scope development and as part of the project advisory or review committee.

A related aspect of increased technical assistance addresses the potential for assisting applicants to participate in the Greyhound Rural Feeder Program, or in joining the NBTA to be able to offer interline ticketing. Currently the national RTAP program is able to make available specific technical assistance with these areas. Caltrans should determine the best way to offer this assistance to its grantees and applicants, whether through CalACT meetings, special workshops, or even site visits. Caltrans guidance on this should note that the costs of interlining—possible increases in insurance, a special printer, ticket stock, etc. are eligible S.5311(f) project expenses.

Intercity Needs as Part of the Public Transit-Human Service Transportation Coordinated Services Planning Process

Caltrans is currently initiating a state-wide effort to develop the Public Transit–Human Service Transportation Coordinated Services plans required by FTA as part of Section 5310 (Elderly Individuals and Individuals with Disabilities Program), Section 5316 (JARC Program), and Section 5317 (New Freedom Program). Early guidance from FTA included intercity bus transportation needs as a potential need to be identified in this planning process, though the final guidance did not explicitly include intercity needs.

Recommendation: Include Rural Intercity Needs in the Assessment

While these plans do not specifically address intercity bus needs, this process represents another opportunity for local communities to consider if their residents have adequate connections to urban areas and the national transportation network. While these plans are intended to develop strategies to address identified needs, and potentially projects under the three programs that they specifically address, raising the need for long-distance transportation to regional centers and transportation hubs could help identify projects that might be appropriate for S.5311(f) funding. It should also be noted that a potential strategy for addressing such needs by human service clients could include purchasing tickets for human service clients on available intercity services, or using human service transportation funding as revenue for a S.5311(f) project, or as part of the local match. S.5311(f) services are required to be open to the general

public, but agency clients could certainly be among the riders, and agency funds could be used to help provide the availability of a service that addressed intercity connectivity and needs for long-distance human service trips.

Intermodal Terminals

The analysis of connectivity conducted for this project revealed few places where the various intercity passenger services connect, much less where the schedules are designed to facilitate connection. The ability of passengers to use all of these services as a network would be greatly enhanced if they served common facilities, so that transfers between modes and carriers could be made in the same facility. As it is, in many cases rural feeders will need to make multiple stops in a destination city to connect with different intercity bus carriers, local public transit, or rail services.

Recommendation: Pro-Active Policy Favoring Intermodal Facilities that Include Intercity Bus Services

While the DMT does not have a major role in the development and operation of intermodal facilities (except through S.5311(f)), the rail passenger program is involved in the development of facilities to serve its rail passenger and feeder bus services. Caltrans should articulate a policy favoring the development of intermodal terminals that include the private intercity bus operators and the S.5311(f) services as well as local public transit, Amtrak feeder buses, Amtrak, and other rail passenger services. This is not a change in policy, as this goal is reflected in the Caltrans S.5311(f) Intercity Bus Program guidance regarding facilities, and in existing Caltrans statutory guidance. It is understandable that each project is unique, and the inclusion of various providers involves a host of issues including site location, capacity, operating arrangements, and cost—but it should be clear that the state policy is that these publicly-funded facilities should be comprehensive transportation centers including both public and private providers of service to the public.

FMCSA Compliance

As previously discussed, several current S.5311(f) recipients provide service across state lines, and some recipients of S.5311 funding only provide interstate service. The current Caltrans Intercity Bus Program guidance refers applicants to the FMCSA website to determine if there are FMCSA requirements for their services, but it does not require that the operators have the correct operating authority and registration. If they do not, they are potentially exposed to enforcement actions by the FMCSA, and possibly would face liability if an accident occurred on one of these routes and an injured party found that the operator did not have appropriate authority. In addition, if the program is revised to encourage operators to enter into formal interline agreements with Greyhound or other carriers, they will require that their interline partners have appropriate FMCSA authority, insurance, and registration to be carrying persons making interstate trips (even if the vehicle does not cross the state line).

Recommendation: Require that Applicants Have Appropriate Authority

This recommendation would change the language in the application to require compliance with FMCSA for any interstate services funded with S.5311(f). Caltrans will need to provide for more technical assistance to work with providers on determining what authority they need, and the appropriate insurance requirements. These requirements vary with the size of the vehicle, whether the agency is a public entity or not, and whether the entity is a recipient of FTA funding or not. It is further complicated in California by Highway Patrol regulations that require a contractor to have authority (as they employ the drivers, schedule them, and monitor their logs), so it is not strictly the case that the operator obtains the authority.

An applicant not already providing interstate service is not likely to go through the regulations to determine the appropriate steps prior to winning a grant, so the application should be modified to include a question about the applicant's understanding of the need for FMCSA authority and demonstrating their intention to obtain whatever is required. The application could provide a limited summary of the requirements, though the most understandable comprehensive guidance requires a complete Transit Cooperative Research Program (TCRP) synthesis publication. It is likely that Caltrans staff will need to become familiar with these regulations. If a subrecipient with a S.5311(f) contract is required to have FMCSA authority, Caltrans should followup after grant award to make sure that it was obtained.

SUBTASK 4.B — GOALS, OBJECTIVES, POLICIES, MEASURES, AND STRATEGIES

Revise Program Goals

The current Caltrans S.5311(f) State Program Emphasis states:

"In California, the primary emphasis of the FTA Section 5311(f) program is to support the three National Objectives. The project should emphasize coordination and connectivity by providing a meaningful connection, with and between multi-transportation modes such as airport, rail, water (ferry/taxi), and local transit (bus and/or taxi) between non-urbanized areas and urbanized areas."

This emphasis does not define "meaningful connection", and it does not clearly focus on the federal goal to provide connections from rural areas to the national network of intercity bus service. The connection to this federal goal is indirect, as it is listed as Objective #1 under National Program Objectives.

The assessment of connectivity to the national intercity bus network reveals that this National Objective is not being met, and that many of the projects must have been designed to address the State Program Emphasis without reference to the National Objectives.

Recommendation: Revise Language to Make Clear that the Federal and State Program Emphasis is Connectivity to the National Intercity Bus Network

Change in Primary Program Emphasis

The FTA guidance found in FTA C 9040.1F, Section 7 makes clear that for projects to be eligible for this funding: "Connection to the national network of intercity bus service is an important goal of Section 5311(f) and services funded must make meaningful connections wherever feasible." The FTA guidance goes on to note that a meaningful connection means both service to the intercity bus station or terminal, and scheduling with regard to intercity bus timetables. Service that only incidentally stops at an intercity bus terminal among other stops in a destination city without regard to schedule connections is not eligible for S.5311(f). Therefore, a recommendation for a change in language for the Caltrans program State Program Emphasis:

In California, the primary emphasis of the FTA Section 5311(f) program is to support the three National Objectives. The project should demonstrate that it will address Objective #1 by providing for a meaningful connection to the national network of intercity bus services wherever feasible, and as a primary aspect of service design. Projects achieving this objective may also be designed to offer connections to other modes or meet broader transportation needs between non-urbanized areas and urbanized areas, addressing the other National Objectives.

Definition of Meaningful Connection

In the following section on Eligibility, additional guidance can be provided regarding the definition of Meaningful Connection:

Meaningful Connection to the national network of intercity bus service*: Services funded under this program should be designed to provide service to the same physical location served by intercity bus carriers (either into the station grounds or bus docks, or the street immediately adjacent to the facility), on schedules that would require that an outbound connecting passenger wait no longer than two hours before being able to depart on connecting intercity bus service, or inbound connecting passengers would not have to wait more than two hours for a departing rural intercity service funded under this program.*

National Network of Intercity Bus Service: *Intercity bus services operated by firms that are members of the NBTA. In California this includes Greyhound Lines/Cruzeiro and Orange Belt Stages.*

Feasibility of Meaningful Connection

The FTA guidance requires the meaningful connection **wherever feasible**. It is possible or even likely that Caltrans will receive applications in which the extra distance required to connect with an NBTA carrier makes the project infeasible (the higher costs could not be funded by the available local match plus federal funding, for example). Or no service design could be developed that would allow passenger connections without overnight stays. Or service designed to provide for a direct connection to the national network would result in the driver exceeding the

ten hour limit on the hours of service, requiring a second driver (and rendering the project financially infeasible). The applicant will need to make the case that such a scheduled connection is infeasible in order to justify a project that addresses the other National Objectives, but does not provide for the meaningful connection to the national network of intercity bus service. This might be done by demonstrating that because of the places served, only connections to other intercity modes or carriers, or to other destinations or on different schedules, are feasible. But the guidance will need to shift the onus of demonstrating infeasibility to the applicant to overcome this shift in emphasis.

Schedule Window for Meaningful Connection

The proposed language has suggested that the schedule window for a meaningful connection be a four-hour window around a scheduled arrival/departure of a national network bus, with the rural feeder arriving no more than two hours before the scheduled connection, and leaving no later than two hours afterwards. This window is based on recognition that buses can be late (both intercity and rural intercity feeders), and that S.5311(f) recipients do not have the funding to offer a guaranteed connection (like California's Amtrak feeder buses), which would be optimal. It is possible that a broader window may be needed to make more projects feasible, as rural operators may need to offer more time at the destination to attract additional riders who are not making the intercity connection.

Service Design to Address Additional Markets

Program guidance could also include language to the effect that:

If a meaningful connection is provided (or is determined to be infeasible), eligible projects may also include service to other points in a destination city, including stops at other modal terminals (other bus carriers, local transit, rail passenger terminals, airports) or other key destinations (such as a major medical facility).

In the examination of S.5311(f) funded projects around the country, it is apparent that rural services designed only to provide the FTA required meaningful connection may not have sufficient ridership to support continuation. The most successful of these projects provide the meaningful connection to the national intercity bus network, and offer stops at other modal terminals, and serve other needs (by stopping at major medical facilities, for example). Project design, including routing and scheduling, to provide both for the meaningful connection and serve other needs, can be difficult. The Caltrans program will need to recognize this by allowing for services to address these additional markets, if the meaningful connection is successfully addressed.

Commuter Service

Another issue to be addressed in the program guidance is the specific federal ban on funding commuter service under Section 5311(f). The existing guidance makes this quite clear, but there are applications (and some funded projects) that are clearly designed to serve commuter trips. The definitions of commuter service to be found in various publications do not lend

themselves to the definition of a specific test. In general, commuter services are provided during peak hours, with increased frequency in the peak direction, to serve daily work and school trips. Key destinations would be major employment sites, schools, and transportation hubs. The reason FTA placed this restriction is because there are other federal funding sources that can be used to support work trips, including S.5311, S.5307, JARC, and CMAQ—but none other for rural intercity service. The absolute test of whether a service is a commuter service is survey data regarding the percentage of passengers whose trip purpose is work or school.

Caltrans has already attempted to address this issue in its Cycle 25 awards by providing S.5311(f) funding only for the portion of a service that is not deemed to be commuter service, either based on the percentage of anticipated commute riders, or on the service schedules. If a service can provide work trips incidentally while also meeting the meaningful connection requirement, it may be one way of making an overall project feasible (including the need to obtain local support for providing match)—but the Caltrans approach may be appropriate in a case where an applicant has designed a service that provides for a meaningful connection mid-day only, and additional trips are included in the morning and evening peaks (to serve work trips). In that case the cost of the work trips should be covered by some other funding source.

Additional Definitions

The study process has requested that one result be more precise definitions for many of the program eligibility requirements. However, as we have already noted, the FTA has generally avoided specific definitions of terms such as “meaningful connection”, “commuter service”, “limited stops”, “not in close proximity”. It may be easier to focus on whether or not a project meets the test of the meaningful connection to the national network of intercity bus services, or to what degree it does, than to attempt to quantify definitions to be able to exclude projects as ineligible. In a sense setting such thresholds is likely to be arbitrary, and will result in a frequent need for applicants to justify their exceptions. However, some additional efforts at defining terms related to this program may make it easier for applicants to design appropriate projects, or project evaluators to detect projects that should be funded by other programs.

Recommended Definitions

The definition of meaningful connection was presented above. It represents a threshold definition in terms of defining the connection in terms of a physical location and a schedule. The level of connectivity of a project could be higher, with projects offering a higher level of connectivity scored higher:

Fully Connected Rural Intercity Service

- *A fully connected service uses a common terminal (can enter the property with a terminal license) with a carrier that is part of the national network, and within the facility, signage and other information is available to customers about the connecting service.*

- *Services are scheduled to require no more than a two-hour wait for outbound or inbound passengers.*

- *Interline service agreements between the feeder and the intercity carrier allow through tickets to be issued, and provide for baggage liability.*

- *Schedule, fare and other information is available to both local and distant users.*

Evaluation of projects should provide full points to projects offering full connectivity, with scoring adjusted downward on projects offering partial connectivity—i.e. if connections are offered within three hours, or within five hours, or only the same day, etc.; or if information is provided only to local riders, or if there are no interline agreements and there is separate ticketing. A rubric could be developed to assist scoring, if Caltrans desires.

Another characteristic of an eligible intercity project would be that it has limited stops:

Limited Stop: Service stops only at key transfer points and major activity centers (urban areas) along the route, as contrasted with numerous local stops spaced at regular intervals along a route (e.g. stops every block, or half-mile). For an intercity service a minimum distance between stops outside the destination zone could be set at one mile.

An issue that arises in part from federal guidance is the question of how many stops an intercity service might be allowed in a destination city before it becomes a local public transit service. A possible definition:

Maximum number of stops at destination: Five = intercity bus station, Amtrak station, airport, transit transfer point, major hospital.

These definitions, if adopted by Caltrans, should be included in the application and provided to the evaluators as part of the scoring procedures. Potential applicants should be made aware of them through workshop presentations, in the application and associated guidance, and through technical assistance in project development.

SUBTASK 4.C — SECTION 5311(F) PROGRAM STRATEGY

Recommended Section 5311(f) Intercity Bus Consultation Process

As called for in the revised FTA Circular C 9040.1F, Nonurbanized Area Formula Program Guidance and Grant Application Instructions, Chapter VIII, Intercity Bus, 4. Consultation Process Requirements, California would incorporate additional steps into its annual S.5311(f) program process to make sure that full consultation is provided. It should be noted that California has not ever certified that there are unmet intercity needs under this program, and that this process is not being conducted as part of a process that would anticipate certification.

The California process includes the following elements:

1) **Identification of intercity carriers**: This would involve use of Russell's Guide, the California Public Utilities Commission, Yellow Pages, the Bus Industry Directory, and the California Bus Association membership list and other public sources to develop a list of carriers licensed to serve the state which should be consulted. The private for-profit operators of OTRBs who are part of the national intercity bus network by virtue of interlining with Greyhound, are most easily identified through Russell's Guide and the Greyhound website. Other potential operators could include intrastate carriers (such as airport or tour operators) registered with the Public Utilities Commission or airport management. Finally, it is obvious that there are a number of operators focusing on the Hispanic market, some of whom advertise in local papers and phone books. Any or all of these may be providing service that would meet the definition of intercity. The carriers providing regular-route intercity service have been identified as part of the current statewide intercity bus study, but the annual consultation process will revisit this list.

2) **Issuance of a solicitation document**: All of these carriers, plus local/regional transportation planning bodies, and local/regional public transportation providers, will be sent a document explaining the S.5311(f) program as implemented in the state, including the service types it covers, the types of funding available, and requirements on providers (PUC registration, USDOT number from the FMCSA, proof of insurance, etc.). This solicitation should include questions regarding existing services provided by the carrier, and potential needs for assistance in different categories. Opinions about unmet needs for service (for example, a new route between A and B), capital/facilities (for example, accessible buses or intermodal stations, etc.), and marketing/information should be solicited. Intercity/regional needs identified by transit operators or in regional plans should be included. This is a general solicitation, and is not a specific request for funds. Respondents should be asked to respond in any case, either indicating an interest in receiving a grant application, or noting that they have been contacted, but are not interested.

3) **Compilation of a report**: This information should be compiled in a report summarizing the responses, and reviewed by Caltrans. Caltrans should develop priorities among the suggested intercity needs that it can identify as more likely to receive funding. Caltrans priorities are being developed as part of the statewide intercity bus plan, and will generally include:

   - Maintaining a minimal level of existing intercity services (one daylight round-trip per day, for example) on the existing identified network.
   - Restarting or replacing service linking rural areas that formerly received intercity service with the remaining intercity network, if identified as high or moderate needs areas and included on the defined state network (as developed in the plan).
   - Providing new regional feeder services connecting rural areas with remaining intercity service points, where identified based on the identified state network.

- Providing vehicle capital that will benefit California residents by supporting continued intercity service (through improved attractiveness, reliability and reduced maintenance costs) and increasing accessibility for peoople with disabilities.
- Providing information or marketing of existing and new intercity services and connections with local transit or other modes.
- Service to intermodal terminal facilities (in rural areas or in urban areas in proportion to the amount of service coming from rural areas) linking local transit, intercity bus services, Amtrak (or other) rail passenger service, and airport ground transportation.

These are being developed in the current plan document, and could well involve further refinement or modification in future years. This list, in priority order, focuses first on maintaining existing service, then on getting back access that has been lost, then on elements that would support the entire network such as buses, information, and terminals.

Caltrans is currently completing a statewide planning study that includes analysis of potential intercity need based on demographic data including overall population, demographics reflecting the transportation disadvantaged, population density, existing and past services, potential demand, and connection opportunities. It will further define these policy goals, and will be available for consideration by those firms or systems receiving the solicitation.

4) **Distribution of the S.5311(f) Intercity Program Application**: Caltrans has an annual grant application specifically for this program, and it would then be distributed to any respondents requesting it or showing interest. Along with the application, additional material on the results of the solicitation and state priorities will be provided, along with the forms specifically tailored to the program. Compliance requirements ranging from audit to drug and alcohol testing, should be clearly spelled out as part of this application or supplement.

5) **Solicitation of proposals**: The application should be sent to interested parties, as identified from the initial solicitation.

6) **Conduct a meeting**: Caltrans currently conducts regional meetings presenting the program and the annual grant application. Interested parties, including the self-identified private carriers, would be invited to any of the meetings conducted by Caltrans staff. At the meeting, previous input, state priorities, the grant application, and compliance requirements would all be presented and discussed. It may be necessary for Caltrans to provide for additional technical assistance or information in response to individual requests, and the state would do that (as it does now).

7) **Document consultation process**: The results of the above steps will be documented in terms of the firms contacted, their response (or lack of it), who requests applications, who attends the meeting, and who eventually replies.

8) **Evaluate resulting project applications**: This would involve a process that Caltrans is already performing, with some additions to reflect the results of the consultation process. It could involve follow-up interviews.

This overall process is conducted every year, though potentially the statewide plan process underway may recommend a shift to a two-year cycle, in that case the process would take place as part of the new revised grant cycle.

Limit Capital Project Eligibility

The current Caltrans program has a funding cap of $200,000 per project per year, in part to keep the limited funding from being consumed on a very limited number of projects. In addition, it has been noted that facility capital projects have sometimes had only a tangential relationship to rural intercity services (e.g. fencing for a bus garage that maintains some vehicles used in S.5311(f) service as part of an overall fleet). Given the apparent unmet service need identified in previous chapters, and the estimated additional costs of meeting this need, a Caltrans policy change is recommended.

Recommendation: Limit Capital Project Eligibility

This recommendation would change the program guidance to eliminate facility capital as an eligible category for the California program. Existing facility projects for which a commitment has been made will be grandfathered in, eligible to keep receiving annual funding (assuming the projects meet all other requirements). There would be no additional projects, no maintenance facilities (except for incremental costs specifically related to rural intercity service).

Thus, under the revised program, eligible capital projects would focus on items that directly support rural intercity services:

- Vehicles
- Signs, benches, shelters (only at intercity stops in rural areas)
- Computers/printers/software and communication equipment specifically for rural intercity services

For the most part, the substantial investment in intermodal passenger facilities should be made in Urbanized Areas, where there are multiple modes (intercity bus, rural bus, local public transit, passenger rail) that could and should connect, and the scale of the services provided warrants off-street facilities. A possible exception to the restriction on using S.5311(f) for intermodal facilities could allow the use of this funding for aspects of an intermodal specifically required for the rural intercity project to offer connections, such as funding for a bus bay, a shelter, signage, etc. Another factor is that other sources of funding are available for intermodal passenger facilities in Urbanized Areas.

With regard to maintenance facilities, rural intercity services at the scale permitted by an annual funding cap are seen to be incremental services involving additional vehicles or service hours operated by a provider that is also operating other services. Construction of facilities

specifically to support S.5311(f) service would not generally be warranted, and again, other sources of funding are available.

Increase the Per Project Cap

Currently there is a per project cap of $200,000 under the existing program, designed to ensure that a limited number of large projects do not consume all the available funding. However, this amount may limit the ability of applicants to serve long routes, or to offer additional frequencies. Some applicants have requested specific exceptions.

Recommendation: Raise the Cap

A recommended short-term change would be to raise the cap to $300,000 per project.

State Program Network Information Initiative

This program recommendation relates to the finding that although the combined networks of the various providers offer coverage, they do not constitute a usable network. The mobility of California's travelers could be greatly enhanced if there was a single source of information on all the intercity services, particularly if it included software to facilitate trip-planning. The developing trip planner platform offered by Google suggests that a possible way to achieve this information system at relatively low cost would be to fund an entity to upload and maintain intercity service schedules, fares, and stop information in the format needed by Google (or other web sites if they also wish to offer a comparable transit information service). Without a sponsored, dedicated effort to include all this information and maintain it, users would likely find partial and obsolete information. They would quickly determine that this is not a useful information source, and mobility would not be enhanced.

Recommendation: Fund a Statewide Intercity Information System

It is recommended that Caltrans fund a statewide effort to improve the information available about the intercity bus services and the rural feeders funded under S.5311(f). This would consist of three projects:

- Dedicated statewide collection, formatting, and uploading of intercity service data to internet trip-planning sites,
- Provision of printed timetable and route information about the rural intercity services, and
- A statewide trailblazer sign program to direct passengers to intercity bus terminals.

The first project would involve contracting with an entity to collect, upload, and maintain intercity transportation schedule, fare, and stop data to support the usable operation of an intercity trip-planning component of Google Transit or any similar internet trip-planning site. This could be accomplished directly, through a Request for Proposal (RFP) from Caltrans DMT utilizing S.5311(f) planning funds, or somewhat more indirectly by funding an application from a provider interested in performing this function or contracting for it. Some public transit

operators are already performing this function, and if those are providers of S.5311(f) services this project would not need to include their information. In addition, it would make sense for the Caltrans intercity rail passenger program to provide its service data, and potentially this project could be a joint effort.

A related, and less costly recommendation is that any S.5311(f) funded service be required to publish its schedules in Russell's Guide, and that it provide public timetables showing its intercity services and their intercity bus connections. Caltrans should publish a combined timetable of its funded services that could be distributed at/through intercity bus stations, including a map. Ideally distribution of this folder would be through the same channels as Amtrak California brochures (they are everywhere).

The third component of this activity would be funding the installation of trailblazer signs statewide to direct potential passengers to the intercity bus stops and terminals. A number of states have done this, and it would help passengers find stop locations as well as serve as a kind of marketing announcing that such service is available. This project would likely need to be conducted with the Districts, and incorporated into the general signage procedures for state highways. It could be funded as a S.5311(f) capital project, if the state sign program could not absorb the costs. Ideally the signs would include information on the carriers served at the stop, and the signs would have a common design/logo.

Explicitly Permit Operating Funding Beyond Third Year (No Set Time Limitation)

In practice the program already permits a project to receive funding for a fourth year or more, if the application is selected in the current round. However, many potential applicants are unaware of this. In addition, Caltrans has a concern about continuing to fund projects that do not perform. Revisions to guidance could address both of these issues.

Recommendation: Permit Successful Projects Continued Funding

This recommendation would include two aspects. One is publicizing that there is no longer a limit on the number of years that a project may receive funding, if it is meeting program goals. The second aspect is addressed elsewhere in terms of changes to the application and project scoring that would collect more defined data on project performance. Criteria would be added or included in the evaluation scoring sheet that would make it easier to determine if existing projects have ridership, and if the trend in performance is up, down, or steady. Existing projects that have low performance would receive low scores, and funding would not be awarded. A criteria addressing the past performance of the applicant in meeting other program management requirements (FTA compliance, connectivity, FMCSA, grants management/reporting, etc.). Again, unsatisfactory ratings would reduce the chances of receiving continued funding.

Another suggestion was related to the need to complete the entire application each year. A recommended means of addressing this would be to allow continuation projects, after an initial year and a site visit, to apply for two years, with reduced application/reporting for the second

year. The reduced application would show the new budget, and the basic project description, ridership, and performance data, and would note any changes in the service.

Create a Caltrans Program "Pilot Project"

As previously described, FTA currently has in effect a "Pilot Project" funding option permitting S.5311(f) applicants to count the value of the capital used (at 50% of the fully-allocated cost) in unsubsidized connecting services as "in-kind" match for operating projects. This approach is particularly of benefit in states where there is no state match provided for public transit, and it is extremely difficult to obtain local match for services in multiple jurisdictions. California is somewhat more fortunate in having the TDA program to provide funding to local areas for use as federal match, though in practice it is treated as if it is local funding. The disadvantage for the overall S.5311(f) program is that this "Pilot Project" funding method essentially provides federal funding for the entire operating deficit of the S.5311(f) portion of the project, so the federal share for California would in effect rise from 55.33 percent to 100 percent, consuming the limited funding more quickly. At the same time, this offers a tool that could be used to fund some projects for which there is no hope of obtaining local match—such as projects submitted by private firms.

Recommendation: Caltrans S.5311(f) Pilot Project

Caltrans guidance for the coming project year should describe this funding option and offer it as a state "pilot project", initially limited to one or two projects. It should be for new services only, so that existing S.5311(f) grantees do not simply shift current projects to a funding source not requiring local match. In order to keep the projects from using too much federal funding, it is recommended that there be a cap on the federal share of $300,000 per project per year. The criteria for selection should include whether it meets unmet need, has interlining/connectivity with a sponsoring carrier, the application includes a demonstration of inability to find other sources of local match, and projected performance. This pilot would initially operate as a grant program, similar to other projects, but with modified budgets and reimbursement forms (i.e., Caltrans would not contract for service directly). Applicants would need to be warned that this is a federal project currently limited to two years, and that reduced federal funding ratios might apply in the future. It might well be viewed as a way to start a project to demonstrate its viability in order to obtain local match in the future.

Potential Use of Funding Based on SB 45 and the IRRS

Previous sections of the study have noted that SB 45 designates a network in California as the Interregional Roads System, a network of state responsibility to ensure the movement of people and goods throughout the state. State funding is associated with this network, and the language of the legislation supports the provision of transportation services over this network. As part of this study, the existing intercity network was compared to the IRRS, Focus and High Emphasis Routes to determine the relationship between these networks. The Conceptual Network of intercity services was also compared to this network. The comparison suggests that many of the conceptual routes not currently served are actually on the IRRS, and the potential

exists for providing state funds under this program to use as local match or funding to initiate new services in these corridors.

Recommendation: Develop Potential Use of SB 45 Funding for Intercity Bus Services

The possibility of linking the IRRS and the intercity network to obtain additional funding for the rural intercity program is worth further exploration. As seen in analysis of funding in previous chapters, many of the conceptual routes could be addressed without a large amount of funding, and so the possibility of this source should be explored further. If such state funding were to become available, it would require some changes in the program to determine if the funding would be spread among all the projects (on the IRRS), perhaps by having the state provide half or all the local match, or if it would be available only for the new projects with the existing network expected to continue local match as a maintenance of effort.

SUBTASK 4.D — FOLLOW-UP STRATEGIES AND APPLICATION REVIEW CRITERIA

Revised Evaluation Criteria

Currently (Cycle 25) the evaluation framework for S.5311(f) proposals uses a scoring sheet that requires each reviewer to assign points reflecting their review of the proposal in four areas. Each area has three questions which can be scored from 0-12 points, and descriptive criteria are provided for each four point increment for each criterion. A perfect application would score 144 points (36 in each of the four sections). In the current evaluation sheet, up to 12 points can be awarded for an application that supports one (any one) of the three National Program Objectives (one of which is a meaningful connection to the national network of intercity bus services), and 12 points can be awarded for fully supporting the State Emphasis (which is currently multi-model connections from rural areas to urban areas). Section III addresses Connectivity, Coordination, and Continuation. One of the three criteria in that section is "Demonstrated system connectivity-directly and/or indirectly", which is worth 12 points. A second criteria is "Identified efforts to coordinate meaningful connections" also worth 12 points. The evaluation levels for these two criteria do not have any specific tests as to what constitutes a meaningful connection. Given the lack of specific tests and the low weight on these criteria, it is possible that projects with limited or no connectivity could be selected, if they score well on the other sections.

Recommendation: Revise Scoring to Reflect Specific Definitions

Given the proposed shift in the State Program Emphasis and more specific definitions, it is recommended that the project evaluation form be revised substantially to increase the weight given to the provision of a meaningful connection to the national network of intercity bus service (or to the most meaningful connection possible if that is not feasible). One complete section would be dedicated to the project description, anticipated or actual ridership, etc. A second section would be focused on the State Program Emphasis and the National Objectives. A third

section would focus on the budget and actual or anticipated performance. A fourth section would address the criteria regarding service maintenance, project management, local support, public outreach, and planning support. The review would be a two-part review, with a minimum threshold score for the first two sections—if the application does not provide an adequate description to allow assessment, it would not need to be reviewed further. If it did not address the meaningful connection adequately, it would not need further review.

Project Description

This section would be revised to include the current Section I.1, and the Section II.1 and 2 criteria would be combined. A new criterion relating to project information, would be included to reflect whether or not the application had a clear and understandable table or matrix providing basic information about the proposed service. The matrix would be included in the application. This would include:

- The route—text description and map,
- Planned stops,
- One-way route length,
- Schedule and frequency,
- Applicant name and contractor names (if any),
- Proposed vehicle type,
- Vehicle seating capacity,
- Vehicle ADA compliance,
- Vehicle baggage capacity,
- Fares,
- Planned annual total vehicle miles,
- Planned annual revenue vehicle miles,
- Planned annual total vehicle hours,
- Planned annual revenue hours,
- Total operating cost (from budget),
- Total estimated farebox revenue,
- Farebox recovery,
- Local match, by source,
- Actual (from previous year) or estimated ridership,
- Actual or estimated average revenue per trip,
- Actual or estimated net cost per trip,
- Average passenger trip-length (passenger-miles)

In an initial transition year these data would be collected and compiled for the reviewers in a spreadsheet. The rating would be based on the ability of the applicant to provide the data, and the plausibility of the information. In subsequent years, an additional criteria addressing anticipated performance would apply Unsatisfactory-Exceptional rankings to the levels of key performance measures:

- Anticipated or actual load factor (passenger-miles/seat-miles)
- Farebox recovery for this service
- Net cost per passenger trip (over or below a defined threshold)
- Local funding support
- Cost per hour and/or cost per mile

The primary performance comparison would be the farebox recovery. All rural intercity services would be compared only within intercity projects (intercity typically has higher farebox recovery, low boardings per hour or mile, high load factors)—and not with other S.5311 projects.

At the moment the lack of consistent data make setting the thresholds difficult, and the thresholds could well vary from year to year depending on the demand for funds and the anticipated performance of the applicants for that year.

Project Addresses Conceptual Network/IRRS or other Regional/Local Plan

This would be an additional criterion added in the Project Description section providing for additional points if a project addressed a need defined in the Conceptual Network on this plan or utilized the Interregional Road System designated under SB 45 (if this was determined to offer potential funding). "Unsatisfactory" would mean it had no relationship to any existing planning effort, "Satisfactory" would mean it was included in one of these, and "Exceptional" would be a project identified in a local plan, in the Conceptual Network, and on the IRRS.

Meaningful Connection

With regard to the meaningful connection criteria, the definitions of Unsatisfactory, Satisfactory, and Exceptional would be keyed to the definitions of connectivity described above. Lacking evidence of any connectivity **to the intercity bus network** would result in an Unsatisfactory rating. A service proposal showing a meaningful connection (defined in terms of service to the intercity bus terminal point and schedules resulting in no more than a two hour wait for inbound or outbound passengers) would be satisfactory. A full interline ticketing arrangement with inclusion in the intercity carrier's information systems would be Exceptional. This could combine the criteria on the State Emphasis and Demonstrated System Connectivity in one 24 point question. The third criterion in that section would address the other National Objectives regarding support for meeting intercity mobility needs of rural residents, and support for network development.

Existing Projects to Get Follow-Up Site Visits

Currently Caltrans DMT headquarters staff does not do systematic follow-up site visits to determine if the project was implemented as described, whether changes are needed, etc. FTA compliance reviews are performed by other staff, and they address a more limited menu of specific compliance requirements, rather than seeking to determine if a project is actually meeting the intended purpose.

Recommendation: Scheduled Site Visits

It is recommended that DMT staff, or consultants if needed, schedule periodic site visits to determine how projects are working. This would provide technical assistance, monitor the projects, determine if project goals are being met, and allow DMT to learn about good ideas that are working, as well as potential issues or problems. These visits could be coordinated with compliance site visits performed to meet FTA oversight requirements.

Stakeholder Input

There are currently two groups of stakeholders that have a significant role in the administration of the S.5311(f) program. One is the Bus Improvement Committee, which has functioned as the advisory committee for this study. This group has provided advice on program policies and management for a number of years. The other is the Evaluation Committee, a group that reads and scores the grant applications.

Recommendation for Continued Stakeholder Input

It is recommended that the Bus Improvement Committee continue to work with the DMT to refine and develop the program. Its composition should include representation from the private intercity bus industry, rural transit operators, the Districts, and the Amtrak program. Rural transit operator representation should reflect geographic equity, with representatives from different regions. Rural transit operators should be represented on the Evaluation Committee as well, though rural operators who are current or potential applicants would need to be excluded because of the conflict of interest. Because of the increasing emphasis on having a meaningful connection, representation from the national intercity bus network providers on Evaluation Committee might also make sense as long as these firms are not applicants.

ACTION PLAN

A preliminary plan for implementing these recommendations would involve activities over the next several years. In this case the Immediate Short-Term items are likely to take place over the next 18 months, the Medium-Term items would start during this period, but would likely take place over a three- to four-year period, and the Long-Term agenda items could begin in the near-term, but would likely be ongoing over a longer time horizon.

- Immediate Short-Term:
  - Revise application regarding goals, definitions, eligibility, etc.
  - Initiate Consultation Process
  - Revise workshop/outreach materials
  - Revise scoring rubric and materials
  - Initiate Pilot Project opportunities

- Medium-Term:
  - Initiate Statewide Intercity Information Program: Develop RFP, contracting process
  - Initiate Statewide Trailblazer Sign Program
  - Policy guidance through TDA program
  - Technical Assistance efforts

- Long-Term:
  - Policy efforts in support of intermodal terminals
  - Inclusion of rural intercity in any efforts to develop additional sources of state match, either as part of the SB 45 IRRS network, or with new legislation

- Minimum rural representation on FTA S.5311(f) grant evaluation committee

APPENDIX A

CONNECTIVITY ANALYSIS

CONNECTIVITY ANALYSIS

Table Summary of Rural Intercity Services in California

ID	System Name	Route	Corridor (Origin to Destination)	Connecting Services
1	Redwood Coast Transit Authority (RCTA)	Smith River to Arcata	Service between Smith River (Del Norte County) and Arcata (Humboldt County) along US 101.	Greyhound, Amtrak Thruway Bus, and Curry Public Transit (Oregon)
2	Blue Lake Rancheria Transit System	Blue Lake Rancheria to Arcata	Service between Blue Lake Rancheria and Arcata along US 299.	RCTA, Amtrak Thruway Bus, and Greyhound
3	Mendocino Transit Authority	65 CC Rider	Service between Mendocino and Santa Rosa along SR 20 and US 101.	Greyhound, Amtrak Thruway Bus, and Golden Gate Transit
4	Lake Transit	Route 4 and Route 7	Service between Clearlake-Lakeport-Ukiah along SR 29, SR 20 and US 101.	Greyhound, Amtrak Thruway Bus, and Mendocino Transit Authority
5	Marin Transit - West Marin Stage Coach	Route 61	Service between Bolinas and Marin City along SR 1 and Panoramic Hwy	Golden Gate Transit
6	Marin Transit - West Marin Stage Coach	Route 68	Service between San Rafael, Point Reyes, and Inverness along Sir Francis Drake Blvd and SR 1	Golden Gate Transit
7	Sage Stage	Alturas to Redding	Service between Alturas and Redding along SR 299	Amtrak, Amtrak Thruway, and Greyhound
8	Sage Stage	Alturas to Klammath Falls, OR	Service between Alturas and Klammath Falls, OR along SR 299 and SR 139.	Amtrak
9	Rio Vista Delta Breeze	Route 50	Service between Isleton to Fairfax along SR 160 and SR 12	Amtrak, BayLink, and Fairfield/Suisun Transit System
10	Rio Vista Delta Breeze	Route 52	Service between Isleton to Bay Point/Antioch along SR 160, SR 12, and SR 4.	Solano County Transit, Bay Area Rapid Transit, County Connection and Tri Delta Transit
11	San Mateo County Transit District (Sam Trans)	Route 294	Service between San Mateo and Pacifica along SR 92 and SR 1	Caltrain
12	San Benito County	Inter County - County Express (Greyhound)	Service between Holister and Gilroy along SR 25 and US 101	Greyhound
13	Monterey Salinas Transit	Route 23	Service between King City and Salinas along US 101	Greyhound and Amtrak Thruway Bus
14	Monterey Salinas Transit	Route 53	Service between King City, Monterey, and Pebble Beach along US 101 and SR 68	Amtrak Thruway Bus
15	San Luis Obispo Regional Transit Authority (SLORTA)	Route 10	Service between Santa Maria and San Luis Obispo/Cal Poly along US 101	Amtrak, Amtrak Thruway, and Greyhound
16	Kern Regional Transit	Mojave-Ridgecrest	Service between Mojave and Ridgecrest along SR 14	Carson Ridgecrest Eeastern Sierra Transit (CREST), Amtrak Thruway, and Greyhound
17	Kern Regional Transit	East Kern Express	Service between Bakersfield and Lancasater along SR 58 and SR 14	Greyhound, Amtrak
18	Inyo Mono Transit	CREST	Service between Reno and Ridgecrest along US 395	Greyhound, Amtrak Thruway, and Mojave Ridgecrest
19	Yosemite Area Regional Transportation System (YARTS)	SR 140 Route	Service between Merced and Yosemite along SR 140	Greyhound and Amtrak
20	Yosemite Area Regional Transportation System (YARTS)	Mammoth Lakes SR 120 Route	Service between Yosemite and Mammoth Lakes along SR 120 and SR 203	CREST
21	San Diego Metropolitan Transit System	Route 888	Service between El Cajon and Jacumba along Interstate 8 and SR 94	Greyhound and Crucero
22	San Diego Metropolitan Transit System	Route 891/892	Service between El Cajon and Borrego Springs along SR 78, SR 79, and SR 67	Greyhound and Crucero
23	San Diego Metropolitan Transit System	Route 894	Service between El Cajon and Morena Village along SR 94.	Greyhound and Crucero

Table 3a: Connections from 5311F service to National or Other Service

Column 1. "Connecting Service": Name of Provider and Route for National or Other Services
Column 2. "Destinations": Cities served by Connecting Service. In the case of Amtrak Thruway services, potential destinations are classified by connecting trai
Column 3. "5311F Arrival Time": Nearest arrival time previous to departure of Connecting Servic

Red = Time listed is on day previous to connectior
Column 4. "Connecting Service Departure Time"
Column 5. "Layover" = Column 4 - Column 3
Red = Layover > 5 hours
Orange = Layover > 3 hours
Column 6. "5311F Station": Closest stop along 5311F route to Connecting Service Statior
Column 7. "Connecting Service Station": Where customers board onto Connecting Service
Column 8. "Distance": Distance from 5311F Station to Connecting Service Statior
Red = Distance > 0.5 miles
Orange = Distance > 0.3 miles
Column 9."Transfer Feasibility": Feasibility or lack thereof, with pertinent issues listec

Red = Impossible or Nearly Impossible	Requires Overnight Stay = 5311F arrives prior to 2AM and Connecting Service departs after 4 AM
Orange = Marginally Feasible	Safety Issues = 5311F arrives after 10 PM and/or Connecting Service departs before 6 AM
Black = Feasible	Short Layover = Layover < 30 minutes + Greyhound Minimum Connection Time

Table 3b: Connections from National or Other Service to 5311F Servic

Column 1. "Incoming Service": Name of Provider and Route for National or Other Services
Column 2. "Destinations": Cities served by Incoming Service. In the case of Amtrak Thruway services, potential origins are classified by connecting trai
Column 3. "Incoming Service Arrival Time"
Column 4. "5311F Departure Time"
Orange = Time listed not the nearest departure time because layover would be impossibly sho
Red = Time listed is on the next 5311F service day after Incoming Service Arrival Tim
Column 5. "Layover" = Column 4 - Column 3
Red = Layover > 5 hours
Orange = Layover > 3 hours
Column 6. "Incoming Service Station": Where customers alight from Incoming Service
Column 7. "5311F Station": Closest stop along 5311F route to Incoming Service Statior
Column 8. "Distance": Distance from Incoming Service Station to 5311F Statior
Red = Distance > 0.5 miles
Orange = Distance > 0.3 miles
Column 9."Transfer Feasibility": Feasibility or lack thereof, with pertinent issues listec

Red = Impossible or Nearly Impossible	Requires Overnight Stay = Incoming Service arrives prior to 2AM and 5311F Service departs after 4 AM
Orange = Marginally Feasible	Safety Issues = Incoming Service arrives after 10 PM and/or Connecting Service departs before 6 AM
Black = Feasible	Short Layover = Layover < 10 minutes + (10 minutes per 50 miles of Incoming Service Route

Data Definitions for Connectivity Tables

Title: Name of the 5311F route being exmained

Overall Assessment

Table 1: Areas Served & Connections to other service

Line 1. "Serves": Lists the cities in which the 5311F bus stops along the route. The cities are listed in order along the route*Source: 5311F timetables from funding applications and internet.*
Line 2. "Connections to National Network": Lists the cities in which the 5311F route connects to the statewide or national intercity network*Source: 5311F timetables, Greyhound & Amtrak Timetables, Statewide Routes map, Russel's Guide*
Line 2a. "Connections to Xyz": Lists the cities in which certain 5311F routes connect to other 5311F routes (e.g. CREST Route) or to certain regional transit systems (e.g. CalTrain)*Source: 5311F timetables, Statewide Routes map*
Line 3. "Notes". Any other relevant information requiring explanation in full sentences

Table 2: Service Description

Column 1. "Direction": Direction can either be geographic (northbound, southound, eastbound, westbound) or can refer to 5311F route heading toward (inbound) or away (outbound) from major population centers
Column 2. "Itinerary": This column lists major stops along the 5311F route, in order, in both directions. Major stops are defined as the route termini, and all cities listed under "Connections
Column 3. "Frequency": Number of runs 5311F route makes per day in both directions, and days on which 5311F route runs. M = Monday, T = Tuesday, W = Wednesday, R = Thursday, F = Friday, S = Saturday, D = Sunda
Examples: "5x, daily" = 5 runs every day
"3x, RSD" = 3 runs on Thursday, 3 runs on Saturday, 3 runs on Sunday
Column 4. "Notes": Any other relevant information requiring explanation in full sentences

San Diego MTS Route 888

Overall Assessment	San Diego MTS Route 888 provides a twice-a-week connection between southeast San Diego county and the San Diego urban area. It also provides connections to Greyhound and Crucero service at the El Cajon Transit Center. The connection to Greyhound service to Phoenix and the connection from Crucero service from Calexico do involve long layovers in El Cajon. There is no easy way to solve this issue without additional service, for which there is no funding (and possibly not that much demand). Nevertheless, customers can take light rail to downtown San Diego and connect to further intercity services from there.

Serves	El Cajon, Alpine, Viejas, Descanso, Guatay, Pine Valley, Buckman Springs, Morena Village, Cameron Corners, Five Oak Springs, Boulevard, Jacumba
Connection with National Services	El Cajon

Direction	Itinerary	Frequency
Inbound	Jacumba to El Cajon	1x, MF
Outbound	El Cajon to Jacumba	1x, MF

Connections from MTS Route 888 Inbound to National Services Leaving From El Cajon								
Connecting Service	**Destinations**	**MTS Route 888 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**MTS Route 888 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Greyhound 6318: San Diego to Phoenix (AZ)	El Centro, Calexico, Yuma (AZ), Gila Bend (AZ), Tolleson (AZ), Phoeniz (AZ)	12:00 PM	7:45 AM	Overnight	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	Across the street	Requires overnight stay.
Crucero 7880: San Diego to Calexico	El Centro, Calexico	12:00 PM	1:30 PM	1 hour 30 minutes	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	Across the street	Feasible
Greyhound 6314: San Diego to Phoenix (AZ)	El Centro, Calexico, Yuma (AZ), Gila Bend (AZ), Phoeniz (AZ)	12:00 PM	6:00 PM	6 hours	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	Across the street	Extremely long layover time
Greyhound 6316: San Diego to Phoenix(AZ)	El Centro, Calexico, Yuma (AZ), Gila Bend (AZ), Phoenix	12:00 PM	11:15 PM	11 hours 15 minutes	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	Across the street	Extremely long layover time

Connections from National Services Arriving in El Cajon to MTS Route 888 Outbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**MTS Route 888 Departure Time**	**Layover**	**Incoming Service Station**	**MTS Route 888 Station**	**Distance**	**Transfer Feasibility**
Greyhound 6317: Phoenix to San Diego	Phoenix (AZ), Tolleson (AZ), Gila Bend (AZ), Yuma (AZ), Calexico, El Centro	12:35 AM	4:20 PM	1 to 4 nights	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	Across the street	Requires overnight stay.
Crucero 7881: Calexico to San Diego	Calexico, El Centro	11:55 AM	4:20 PM	4 hours 25 minutes	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	Across the street	Long layover time.
Greyhound 6315: Phoenix (AZ) to San Diego	Phoenix (AZ), Tolleson (AZ), Gila Bend (AZ), Yuma (AZ), Calexico, El Centro	1:55 PM	4:20 PM	2 hours 25 minutes	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	Across the street	Feasible
Greyhound 6319: Phoenix to San Diego	Phoenix (AZ), Gila Bend (AZ), Yuma (AZ), Calexico, El Centro	6:40 PM	4:20 PM	1 to 4 nights	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	Across the street	Requires overnight stay.

San Diego MTS Route 891/892

Overall Assessment	MTS Routes 891 and 892 provide a weekly connection to the San Diego urban area from northeast San Diego county. They also provide a connection to Crucero services to Calexico and El Centro at the El Cajon Transit Center. The connection to Greyhound service in El Cajon is somewhat less feasible, requiring an extremely long wait in one direction and too little time to ensure that a transfer can be made in the other. However, passengers can use light rail to connect to more services downtown.

Serves	El Cajon, Lakeside, Moreno, Ramona, Santa Ysabel, Julian (891), Banner (891), Shelter Valley (891), Lake Henshaw (892), Ranchita (892), Borrego Springs
Connection with National Services	El Cajon

Direction	Itinerary	Frequency
Inbound	Borrego Springs to Ramona to El Cajon	891: 1x, R 892: 1x, F
Outbound	El Cajon to Ramona to Borrego Springs	891: 1x, R 892: 1x, F

Connections from MTS Route 888 Inbound to National Services Leaving From El Cajon								
Connecting Service	**Destinations**	**MTS Route 891/892 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**MTS Route 891/892 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Greyhound 6318: San Diego to Phoenix (AZ)	El Centro, Calexico, Yuma (AZ), Gila Bend (AZ), Tolleson (AZ), Phoeniz (AZ)	10:35 AM	7:45 AM	Overnight	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	Across the street	Requires overnight stay.
Crucero 7880: San Diego to Calexico	El Centro, Calexico	10:35 AM	1:30 PM	2 hours 55 minutes	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	Across the street	Feasible
Greyhound 6314: San Diego to Phoenix (AZ)	El Centro, Calexico, Yuma (AZ), Gila Bend (AZ), Phoeniz (AZ)	10:35 AM	6:00 PM	7 hours 25 minutes	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	Across the street	Extremely long layover time.
Greyhound 6316: San Diego to Phoenix(AZ)	El Centro, Calexico, Yuma (AZ), Gila Bend (AZ), Phoenix	10:35 AM	11:15 PM	12 hours 40 minutes	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	Across the street	Extremely long layover time.

Connections from National Services Arriving in El Cajon to MTS Route 888 Outbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**MTS Route 891/892 Departure Time**	**Layover**	**Incoming Service Station**	**MTS Route 891/892 Station**	**Distance**	**Transfer Feasibility**
Greyhound 6317: Phoenix to San Diego	Phoenix (AZ), Tolleson (AZ), Gila Bend (AZ), Yuma (AZ), Calexico, El Centro	12:35 AM	2:30 PM	1 to 6 nights	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	Across the street	Requires overnight stay.
Crucero 7881: Calexico to San Diego	Calexico, El Centro	11:55 AM	2:30 PM	2 hours 35 minutes	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	Across the street	Feasible
Greyhound 6315: Phoenix (AZ) to San Diego	Phoenix (AZ), Tolleson (AZ), Gila Bend (AZ), Yuma (AZ), Calexico, El Centro	1:55 PM	2:30 PM	35 minutes	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	Across the street	Short layover time.
Greyhound 6319: Phoenix to San Diego	Phoenix (AZ), Gila Bend (AZ), Yuma (AZ), Calexico, El Centro	6:40 PM	2:30 PM	1 to 6 nights	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	Across the street	Requires overnight stay.

San Diego MTS Route 894

Overall Assessment	San Diego MTS Route 894 provides three connections per day between east San Diego county and the San Diego urban area. It also provides connections to Greyhound and Crucero service at the El Cajon Transit Center. The connection to Greyhound service from Crucero service from Calexico does involve a long layover in El Cajon. Nevertheless, customers can take light rail to downtown San Diego and connect to further intercity services from there.

Serves	El Cajon, Rancho San Diego, Jamul, Dulzura, Barrett Junction, Tecate, Potrero, Cameron Corners, Morena Village
Connection with National Services	El Cajon

Direction	Itinerary	Frequency	*Notes*
Inbound	Morena Village to Cameron Corners to El Cajon	3x, MTWRF	*Only one run per day goes to/from Morena Village. The other two start and end at Cameron Corners.*
Outbound	El Cajon to Cameron Corners to Morena Village	3x, MTWRF	

Connections from MTS Route 888 Inbound to National Services Leaving From El Cajon								
Connecting Service	**Destinations**	**MTS Route 888 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**MTS Route 888 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Greyhound 6318: San Diego to Phoenix (AZ)	El Centro, Calexico, Yuma (AZ), Gila Bend (AZ), Tolleson (AZ), Phoeniz (AZ)	4:00 PM	7:45 AM	Overnight	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	Across the street	Requires overnight stay.
Crucero 7880: San Diego to Calexico	El Centro, Calexico	12:17 PM	1:30 PM	1 hour 13 minutes	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	Across the street	Feasible
Greyhound 6314: San Diego to Phoenix (AZ)	El Centro, Calexico, Yuma (AZ), Gila Bend (AZ), Phoeniz (AZ)	4:00 PM	6:00 PM	2 hours	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	Across the street	Feasible
Greyhound 6316: San Diego to Phoenix(AZ)	El Centro, Calexico, Yuma (AZ), Gila Bend (AZ), Phoenix	4:00 PM	11:15 PM	7 hours 15 minutes	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	Across the street	Extremely long layover time.

Connections from National Services Arriving in El Cajon to MTS Route 888 Outbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**MTS Route 888 Departure Time**	**Layover**	**Incoming Service Station**	**MTS Route 888 Station**	**Distance**	**Transfer Feasibility**
Greyhound 6317: Phoenix to San Diego	Phoenix (AZ), Tolleson (AZ), Gila Bend (AZ), Yuma (AZ), Calexico, El Centro	12:35 AM	9:10 AM	Overnight	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	Across the street	Requires overnight stay
Crucero 7881: Calexico to San Diego	Calexico, El Centro	11:55 AM	4:00 PM	4 hours 5 minutes	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	Across the street	Long layover time
Greyhound 6315: Phoenix (AZ) to San Diego	Phoenix (AZ), Tolleson (AZ), Gila Bend (AZ), Yuma (AZ), Calexico, El Centro	1:55 PM	4:00 PM	2 hours 5 minutes	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	Across the street	Feasible
Greyhound 6319: Phoenix to San Diego	Phoenix (AZ), Gila Bend (AZ), Yuma (AZ), Calexico, El Centro	6:40 PM	9:10 AM	Overnight	El Cajon Greyhound Station (250 S Marshall Ave, El Cajon)	El Cajon Transit Center (W Palm Ave & S Marshall Ave, El Cajon)	Across the street	Requires overnight stay

Redwood Coast Transit Authority - Smith River to Arcata

Overall Assessment	RCTA's Smith River to Arcata System provides a workable daily connection from Del Norte County to both Greyhound and Amtrak services headed southbound toward San Francisco. On the other hand, connecting to RCTA coming from the south poses more problems. Even coming from Amtrak 6311, it is quite possible that one would have to stay overnight in Arcata in order to catch the RCTA bus. A nighttime run that would leave Arcata around 11:30 PM, arrive in Smith River around 2:30 AM, and leave again for Arcata around 3 AM might provide a way to solve the problems that appear in the table below. However, RCTA is reluctant to run nighttime buses for safety reasons, due to the isolated nature of the areas it serves.

Serves	Smith River, Crescent City, Arcata
Connections to National Network	Arcata

Direction	Itinerary	Frequency
Inbound	Smith River to Arcata	2x, MTWRFS
Outbound	Arcata to Smith River	2x, MTWRFS

Connections from RCTA Inbound to Services Leaving From Arcata								
Connecting Service	**Destinations**	**RCTA Arrival Time**	**Connecting Service Departure Time**	**Layover**	**RCTA Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 6316 to Trains 716, 532, 734, 541, 741	741, 541: Emeryville, Oakland, San Francisco, San Jose (741 only) 734, 532: Davis, Sacramento 716: Stockton, Modesto, Merced, Fresno, Hanford, Bakersfield, Los Angeles	5:15 PM	6:10 AM	Overnight	Arcata Transit Center (925 E St, Arcata)	Arcata Transit Center (925 E St, Arcata)	Same facility	Requires overnight stay
Greyhound 1483: Arcata to San Francisco	Eureka, Rio Dell, Willits, Ukiah, Santa Rosa, San Rafael, Oakland, San Francisco	9:27 AM	9:50 AM	23 minutes	Arcata Transit Center (925 E St, Arcata)	Arcata Transit Center (925 E St, Arcata)	Same facility	Short Layover Time
Amtrak Thruway Bus 6318 to Trains 718, 742, 542, 747, 547	718: Stockton, Modesto, Merced, Fresno, Hanford, Bakersfield, Los Angeles 742, 542: Davis, Sacramento 747, 547: Emeryville, Oakland, San Francisco, San Jose	9:27 AM	10:35 AM	1 hour 8 minutes	Arcata Transit Center (925 E St, Arcata)	Arcata Transit Center (925 E St, Arcata)	Same facility	Feasible

Connections from National Services Arriving in Arcata to RCTA Outbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**RCTA Departure Time**	**Layover**	**Incoming Service Station**	**RCTA Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway Bus 6311 from Trains 724, 526, 729, 533, 711	724, 526: San Jose (724 only), San Francisco, Oakland, Emeryville 729, 533: Sacramento, Davis 711: Los Angeles, Bakersfield, Hanford, Fresno, Merced, Modesto, Stockton	4:35 PM	5:15 PM	40 minutes	Arcata Transit Center (925 E St, Arcata)	Arcata Transit Center (925 E St, Arcata)	Same facility	Short Layover Time
Amtrak Thruway Bus 6313 from Trains 734, 532, 741, 541, 713	734, 532: San Jose, San Francisco, Oakland, Emeryville 741, 541: Sacramento, Davis 713: Los Angeles, Bakersfield, Hanford, Fresno, Merced, Modesto, Stockton	9:45 PM	10:10 AM	Overnight	Arcata Transit Center (925 E St, Arcata)	Arcata Transit Center (925 E St, Arcata)	Same facility	Requires overnight stay
Greyhound 1482: San Francisco to Arcata	San Francisco, Oakland, San Rafael, Santa Rosa, Ukiah, Willits, Rio Dell, Eureka	10:40 PM	10:10 AM	Overnight	Arcata Transit Center (925 E St, Arcata)	Arcata Transit Center (925 E St, Arcata)	Same facility	Safety Issues. Requires overnight stay.

Blue Lake Rancheria Transit System - Blue Lake Rancheria to Arcata

Overall Assessment	The BLRTS bus arrives in Arcata once an hour from 7:32 AM to 5:32 PM, except at 12:32 PM. Its main purpose appears to be to connect the Blue Lake Rancheria and Town of Blue Lake to Arcata. However, it also provides daily connectivity to most Greyhound and Amtrak services going south toward San Francisco. The holes in connectivity coming from the south are similar to those for the BLRTS service (see previous worksheet). It might be possibleto solve these through service expansion. BLRTS' schedule appears to be designed to accomodate a single vehicle, perhaps with a single driver. However, given budgetary restrictions on the service, and possible difficulty in finding another driver in such a rural area, it is hard to envison a feasible service expansion.

Serves	Blue Lake Rancheria, Blue Lake, Arcata
Connections to National Network	Arcata

Direction	Itinerary	Frequency
Inbound	Blue Lake Rancheria to Arcata	10x, daily
Outbound	Arcata to Blue Lake Rancheria	10x, daily

Connections from BLRTS Inbound to National Services Leaving From Arcata								
Connecting Service	Destinations	BLRTS Arrival Time	Connecting Service Departure Time	Layover	BLRTS Station	Connecting Service Station	Distance	Transfer Feasibility
Amtrak Thruway 6316 to Trains 716, 532, 734, 541, 741	741, 541: Emeryville, Oakland, San Francisco, San Jose (741 only) 734, 532: Davis, Sacramento 716: Stockton, Modesto, Merced, Fresno, Hanford, Bakersfield, Los Angeles	5:32 PM	6:10 AM	Overnight	Arcata Transit Center (925 E St, Arcata)	Arcata Transit Center (925 E St, Arcata)	Same Facility	Requires overnight stay
Greyhound Line 1483: Arcata to San Francisco	Eureka, Rio Dell, Willits, Ukiah, Santa Rosa, San Rafael, Oakland, San Francisco	8:32 AM	9:50 AM	1 hour 18 minutes	Arcata Transit Center (925 E St, Arcata)	Arcata Transit Center (925 E St, Arcata)	Same Facility	Feasible
Amtrak Thruway Bus 6318 to Trains 718, 742, 542, 747, 547	718: Stockton, Modesto, Merced, Fresno, Hanford, Bakersfield, Los Angeles 742, 542: Davis, Sacramento 747, 547: Emeryville, Oakland, San Francisco, San Jose	9:32 AM	10:35 AM	1 hour 3 minutes	Arcata Transit Center (925 E St, Arcata)	Arcata Transit Center (925 E St, Arcata)	Same Facility	Feasible

Connections from National Services Arriving in Arcata to BLRTS Outbound								
Incoming Service	Origins	Incoming Service Arrival Time	BLRTS Departure Time	Layover	Incoming Service Station	BLRTS Station	Distance	Transfer Feasibility
Amtrak Thruway Bus 6311 from Trains 724, 526, 729, 533, 711	724, 526: San Jose (724 only), San Francisco, Oakland, Emeryville 729, 533: Sacramento, Davis 711: Los Angeles, Bakersfield, Hanford, Fresno, Merced, Modesto, Stockton	4:35 PM	5:32 PM	57 minutes	Arcata Transit Center (925 E St, Arcata)	Arcata Transit Center (925 E St, Arcata)	Same Facility	Short Layover Time
Amtrak Thruway Bus 6313 from Trains 734, 532, 741, 541, 713	734, 532: San Jose, San Francisco, Oakland, Emeryville 741, 541: Sacramento, Davis 713: Los Angeles, Bakersfield, Hanford, Fresno, Merced, Modesto, Stockton	9:45 PM	7:32 AM	Overnight	Arcata Transit Center (925 E St, Arcata)	Arcata Transit Center (925 E St, Arcata)	Same Facility	Requires overnight stay
Greyhound Line 1482: San Francisco to Arcata	San Francisco, Oakland, San Rafael, Santa Rosa, Ukiah, Willits, Rio Dell, Eureka	10:40 PM	7:32 AM	Overnight	Arcata Transit Center (925 E St, Arcata)	Arcata Transit Center (925 E St, Arcata)	Same Facility	Safety Issues. Requires overnight stay.

Mendocino Transit CC Rider 65 - Ft.Bragg/Mendocino to Santa Rosa

Overall Assessment	Mendocino Transit's CC Rider 65 offers a daily connection from Ft. Bragg and Mendocino County to Amtrak Thruway service headed south from Santa Rosa. A good connection is also offered from Amtrak Thruway northbound to the CC Rider. Connections with Greyhound are sketchier, however. CC Rider 65 schedule information suggests that it is not really designed to connect to Greyhound. In addition, although it would be theoretically feasible to connect to the national network in Willits or Ukiah, it would require a lot of determination from the customer. As to connections in Santa Rosa, the CC Rider schedule indicates that the inbound bus arrives at its terminus at 10:55 AM and does not leave in the other direction before 2:40 PM. Therefore, it might be feasible to run the morning inbound service 2.5 to 3 hours later, thus improving the connection to Greyhound service southbound. This may not bring a net benefit to the customer, though, since layover time to Amtrak would be increased. Altogether, the best way to improve connectivity to the national network might be to provide additional service on the Fort Bragg to Ukiah segment only, with stops at both Amtrak and Greyhound stations.

Serves	Mendocino, Caspar, Ft. Bragg, Willits, Redwood Valley, Ukiah, Santa Rosa
Connections to National Network	Santa Rosa, Willits, Ukiah
Notes	*On weekdays, a bus runs between Mendocino and Caspar, and passengers must transfer to/from the main CC Rider line at Fort Bragg. On weekends, service is provided from Mendocino, Caspar and Fort Bragg with no transfers along the way.*

Direction	Itinerary	Frequency
Inbound	Mendocino to Ft. Bragg to Willits to Ukiah to Santa Rosa	1x, daily
Outbound	Santa Rosa to Ft. Bragg to Mendocino	1x, daily

SANTA ROSA CONNECTIONS

Connections from CC Rider 65 Inbound to National Services Leaving From Santa Rosa								
Connecting Service	Destinations	CC Rider 65 Arrival Time	Connecting Service Departure Time	Layover	CC Rider 65 Station	Connecting Service Station	Distance	Transfer Feasibility
Amtrak Thruway 6412 to Trains 712, 720, 524, 727, 529	712: Stockton, Modesto, Merced, Fresno, Hanford, Bakersfield, Los Angeles 720, 524: Davis, Sacramento 727, 529: Emeryville, Oakland, San Francisco, San Jose	10:55 AM	6:00 AM	Overnight	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Same Facility	Requires overnight stay.
Amtrak Thruway 6414 to Trains 714, 728, 528, 733, 535	712: Stockton, Modesto, Merced, Fresno, Hanford, Bakersfield, Los Angeles 720, 524: Davis, Sacramento 727, 529: Emeryville, Oakland, San Francisco, San Jose	10:55 AM	8:05 AM	Overnight	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Same Facility	Requires overnight stay.
Amtrak Thruway 6316 to Trains 716, 532, 734, 541, 741	741, 541: Emeryville, Oakland, San Francisco, San Jose (741 only) 734, 532: Davis, Sacramento 716: Stockton, Modesto, Merced, Fresno, Hanford, Bakersfield, Los Angeles	10:55 AM	11:40 AM	55 minutes	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Same Facility	Feasible
Greyhound Line 1483: Arcata to San Francisco	San Rafael, Oakland, San Francisco	10:45 AM	3:15 PM	4 hours 30 minutes	Santa Rosa Transit Mall (2nd St & Santa Rosa Ave, Santa Rosa)	Santa Rosa Greyhound Station (435 Santa Rosa Ave, Santa Rosa, CA)	0.3 miles	Long layover time. Some distance between stations.
Amtrak Thruway Bus 6318 to Trains 718, 742, 542, 747, 547	718: Stockton, Modesto, Merced, Fresno, Hanford, Bakersfield, Los Angeles 742, 542: Davis, Sacramento 747, 547: Emeryville, Oakland, San Francisco, San Jose	10:55 AM	4:10 PM	5 hours 15 minutes	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Same Facility	Extremely long layover time.
Amtrak Thruway 6446 to Trains 746, 546, 717, 551	746, 546: Davis, Sacramento 717, 551: Emeryville, Oakland, San Fransisco, San Jose	10:55 AM	5:55 PM	7 hours	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Same Facility	Extremely long layover time.

Connections from National Services Arriving in Santa Rosa to CC Rider 65 Outbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**CC Rider 65 Departure Time**	**Layover**	**Incoming Service Station**	**CC Rider 65 Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway Bus 6311 from Trains 724, 526, 729, 533, 711	724, 526: San Jose (724 only), San Francisco, Oakland, Emeryville 729, 533: Sacramento, Davis 711: Los Angeles, Bakersfield, Hanford, Fresno, Merced, Modesto, Stockton	11:35 AM	2:40 PM	3 hours 5 minutes	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Same Facility	Long layover time
Amtrak Thruway 6433 from Trains, 728, 528, 733, 535	728, 528: San Jose, San Francisco, Oakland, Emeryville 733, 535: Sacramento, Davis	1:35 PM	2:40 PM	1 hour 5 minutes	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Same Facility	Feasible
Amtrak Thruway Bus 6313 from Trains 734, 532, 741, 541, 713	734, 532: San Jose, San Francisco, Oakland, Emeryville 741, 541: Sacramento, Davis 713: Los Angeles, Bakersfield, Hanford, Fresno, Merced, Modesto, Stockton	4:45 PM	2:40 PM (next day)	Overnight	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Same Facility	Requires overnight stay.
Greyhound Line 1482: San Francisco to Arcata	San Francisco, Oakland, San Rafael, Santa Rosa, Ukiah, Willits, Rio Dell, Eureka	5:30 PM	2:50 PM (next day)	Overnight	Santa Rosa Greyhound Station (435 Santa Rosa Ave, Santa Rosa, CA)	Santa Rosa Transit Mall (2nd St & Santa Rosa Ave, Santa Rosa)	0.3 miles	Requires overnight stay. Some distance between stations.
Amtrak Thruway 6415 from Trains 742, 542, 747, 547, 715	742, 542: San Jose, San Francisco, Oakland, Emeryville 747, 547: Sacramento, Davis 715: Los Angeles, Bakersfield, Hanford, Fresno, Merced, Modesto, Stockton	8:05 PM	2:40 PM (next day)	Overnight	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Same Facility	Requires overnight stay.
Amtrak Thruway 6417 from Trains 746, 546, 749, 551, 717	746, 546: San Jose (546 only), San Francisco, Oakland, Emeryville 749, 551: Sacramento, Davis 717: Los Angeles, Bakersfield, Hanford, Fresno, Merced, Modesto, Stockton	10:55 PM	2:40 PM (next day)	Overnight	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Courtyard by Marriott (175 Railroad St, Santa Rosa)	Same Facility	Requires overnight stay.

UKIAH CONNECTIONS

Note	It is assumed that one would only connect in Ukiah or Willits to services providing a link to points north of Fort Bragg, since connections to and from points south are provided for in Santa Rosa.

Connections from CC Rider 65 Inbound to National Services Leaving From Ukiah

Connecting Service	Destinations	CC Rider 65 Arrival Time	Connecting Service Departure Time	Layover	CC Rider 65 Station	Connecting Service Station	Distance	Transfer Feasibility
Greyhound Line 1482: San Francisco to Arcata	Willits, Rio Dell, Eureka, Arcata	9:15 AM	6:35 PM	9 hours 20 minutes	Ross (550 E Perkins St, Ukiah)	Ukiah City Airport (1411 S State St, Ukiah)	1.9 miles	Extremely long layover. Long distance between stations.

Connections from National Services Arriving in Ukiah to CC Rider 65 Outbound

Incoming Service	Origins	Incoming Service Arrival Time	CC Rider 65 Departure Time	Layover	Incoming Service Station	CC Rider 65 Station	Distance	Transfer Feasibility
Greyhound 1483: Arcata to San Francisco	Arcata, Eureka, Rio Dell, Willits	2:00 PM	4:33 PM	2 hours 33 minutes	Ukiah City Airport (1411 S State St, Ukiah)	Ross (550 E Perkins St, Ukiah)	1.9 miles	Long distance between stations

WILLITS CONNECTIONS

Connections from CC Rider 65 Inbound to National Services Leaving From Ukiah

Connecting Service	Destinations	CC Rider 65 Arrival Time	Connecting Service Departure Time	Layover	CC Rider 65 Station	Connecting Service Station	Distance	Transfer Feasibility
Greyhound Line 1482: San Francisco to Arcata	Rio Dell, Eureka, Arcata	8:48 AM	7:40 PM	10 hours 52 minutes	Brown's Corner (1799 S Main St, Willits)	McDonald's (1499 S Main St, Willits)	0.5 miles	Extremely long layover. Some distance between stations.

Connections from National Services Arriving in Ukiah to CC Rider 65 Outbound

Incoming Service	Origins	Incoming Service Arrival Time	CC Rider 65 Departure Time	Layover	Incoming Service Station	CC Rider 65 Station	Distance	Transfer Feasibility
Greyhound 1483: Arcata to San Francisco	Arcata, Eureka, Rio Dell	1:30 PM	4:57 PM	3 hours 27 minutes	McDonald's (1499 S Main St, Willits)	Brown's Corner (1799 S Main St, Willits)	0.5 miles	Very long layover. Some distance between stations.

Lake Transit Route 4/7 - Clearlake/Lakeport to Ukiah

Overall Assessment	Lake Transit's Route 4 and 7 service provides communities in Lake County with a viable near-daily option to connect to both Greyhound and Amtrak in Ukiah. It should be noted that layover times between Lake Transit and Greyhound services are quite short, and may not always be sufficient to guarantee a connection. However, Lake Transit does provide a phone number to call if a customer's incoming Amtrak or Greyhound bus is running late.

Serves	Clearlake, Lower Lake, Rivieras, Kelseyville, Lakeport, Robinson Rancheria, Upper Lake, Blue Lakes, Calpella, Ukiah
Connections with National Network	Ukiah
Notes	*Clearlake to Lakeport segment is termed Route 4, Lakeport to Ukiah segment is termed Route 7. However, the same buses run on both routes. No transfer is necessary between Routes 4 and 7. Therefore, I have grouped them as one.*

Direction	Itinerary	Frequency	*Notes*
Inbound	Clearlake to Lakeport to Ukiah	4x, MTWRFS	*Of the 4 daily runs made by Lake Transit to Ukiah, three stop at Burger King and three stop at Ukiah City Airport.*
Outbound	Ukiah to Lakeport to Clearlake	4x, MTWRFS	

Connections from Lake Transit Inbound to National Services Leaving From Ukiat								
Connecting Service	**Destinations**	**Lake Transit Arrival Time**	**Connecting Service Departure Time**	**Layover**	**Lake Transit Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 6316 to Trains 716, 532, 734, 541, 741	741, 541: Emeryville, Oakland, San Francisco, San Jose (741 only) 734, 532: Davis, Sacramento 716: Stockton, Modesto, Merced, Fresno, Hanford, Bakersfield, Los Angeles	9:30 AM	10:20 AM	50 minutes	Burger King (711 E Perkins St, Ukiah)	Burger King (711 E Perkins St, Ukiah)	Same facility	Feasible
Greyhound Line 1483: Arcata to San Francisco	Santa Rosa, San Rafael, Oakland, San Francisco	1:50 PM	2:00 PM	10 minutes	Ukiah City Airport (1411 S State St, Ukiah)	Ukiah City Airport (1411 S State St, Ukiah)	Same facility	Short layover time.
Amtrak Thruway Bus 6318 to Trains 718, 742, 542, 747, 547	718: Stockton, Modesto, Merced, Fresno, Hanford, Bakersfield, Los Angeles 742, 542: Davis, Sacramento 747, 547: Emeryville, Oakland, San Francisco, San Jose	1:45 PM	2:45 PM	1 hour	Burger King (711 E Perkins St, Ukiah)	Burger King (711 E Perkins St, Ukiah)	Same facility	Feasible
Greyhound Line 1482: San Francisco to Arcata	Willits, Rio Dell, Eureka, Arcata	6:25 PM	6:35 PM	10 minutes	Ukiah City Airport (1411 S State St, Ukiah)	Ukiah City Airport (1411 S State St, Ukiah)	Same facility	Short layover time.

Connections from National Services Arriving in Ukiah to Lake Transit Outbounc								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**Lake Transit Departure Time**	**Layover**	**Incoming Service Station**	**Lake Transit Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway Bus 6311 from Trains 724, 526, 729, 533, 711	724, 526: San Jose (724 only), San Francisco, Oakland, Emeryville 729, 533: Sacramento, Davis 711: Los Angeles, Bakersfield, Hanford, Fresno, Merced, Modesto, Stockton	12:45 PM	1:45 PM	1 hour	Burger King (711 E Perkins St, Ukiah)	Burger King (711 E Perkins St, Ukiah)	Same facility	Feasible
Greyhound 1483: Arcata to San Francisco	Arcata, Eureka, Rio Dell, Willits	2:00 PM	4:20 PM	2 hours 20 minutes	Ukiah City Airport (1411 S State St, Ukiah)	Ukiah City Airport (1411 S State St, Ukiah)	Same facility	Feasible
Amtrak Thruway Bus 6313 from Trains 734, 532, 741, 541, 713	734, 532: San Jose, San Francisco, Oakland, Emeryville 741, 541: Sacramento, Davis 713: Los Angeles, Bakersfield, Hanford, Fresno, Merced, Modesto, Stockton	5:55 PM	6:22 PM	27 minutes	Burger King (711 E Perkins St, Ukiah)	Burger King (711 E Perkins St, Ukiah)	Same facility	Short layover time.
Greyhound Line 1482: San Francisco to Arcata	San Francisco, Oakland, San Rafael, Santa Rosa	6:35 PM	6:45 PM	10 minutes	Ukiah City Airport (1411 S State St, Ukiah)	Ukiah City Airport (1411 S State St, Ukiah)	Same facility	Short layover time.

West Marin Stage Route 61 (Southern Route)

Overall Assessment	This service does not provide any connections to the national intercity network. It provides parts of West Marin county with a connection to Golden Gate Transit to East Marin County and San Francisco.

Serves	Bolinas, Marin City
Connections with National Network	Does not connect to national network
Connections with Regional Transit	Marin City (Golden Gate Transit)
Notes	*Until April 2007, the southern route also included a two-day-a-week extension to Point Reyes. This extension was known as the coastal spur, and provided a link between The West Marin Stage Southern (61) and Northern (68) Route. The coastal spur is now run three days a week (TRS) as a separate route known as the Coastal Route, or Route 62.*

Direction	Itinerary	Frequency	Arrival and Departure Station
Inbound	Bolinas to Marin City	4x, daily	Gateway Shopping Center (Donahue St & Terners St, Marin City)
Outbound	Marin City to Bolinas	4x, daily	Gateway Shopping Center (Donahue St & Terners St, Marin City)

West Marin Stage Route 68 (Northern Route)

Overall Assessment	This service provides viable near-daily connections from Point Reyes National Seashore and communities in West Marin County to both Golden Gate Transit and Greyhound in San Rafael.

Serves	Inverness, Point Reyes, Lagunitas, San Anselmo, San Rafael
Connections with National Network	San Rafael
Connections with Regional Transit	San Anselmo, San Rafael (Golden Gate Transit)

Direction	Itinerary	Frequency
Inbound	Inverness to to San Anselmo to San Rafael	4x, MWF 5x, TRS
Outbound	San Rafael to San Anselmo to Inverness	4x, MWF 5x, TRS

Connections from West Marin Stage Route 68 Inbound to National Services Leaving From San Rafael

Connecting Service	Destinations	West Marin Stage Arrival Time	Connecting Service Departure Time	Layover	West Marin Stage Station	Connecting Service Station	Distance	Transfer Feasibility
Greyhound Line 1483: Arcata to San Francisco	Oakland, San Francisco	2:52 PM	4:05 PM	1 hour 13 minutes	San Rafael Transit Center (3rd St & Hetherton St, San Rafael)	Depot Dry Cleaning (850 Tamalpais St, San Rafael)	Across the street	Feasible
Greyhound Line 1482: San Francisco to Arcata	Santa Rosa, Ukiah, Willits, Rio Dell, Eureka, Arcata	2:52 PM	4:35 PM	1 hour 43 minutes	San Rafael Transit Center (3rd St & Hetherton St, San Rafael)	Depot Dry Cleaning (850 Tamalpais St, San Rafael)	Across the street	Feasible

Connections from National Services Arriving in San Rafael to West Marin Stage Route 68 Outbound

Incoming Service	Origins	Incoming Service Arrival Time	West Maring Stage Departure Time	Layover	Incoming Service Station	West Marin Stage Station	Distance	Transfer Feasibility
Greyhound Line 1483: Arcata to San Francisco	Arcata, Eureka, Rio Dell, Willits, Ukiah, Santa Rosa	4:05 PM	6:10 PM	2 hours 5 minutes	Depot Dry Cleaning (850 Tamalpais St, San Rafael)	San Rafael Transit Center (3rd St & Hetherton St, San Rafael)	Across the street	Feasible
Greyhound Line 1482: San Francisco to Arcata	San Francisco, Oakland	4:35 PM	6:10 PM	1 hour 35 minutes	Depot Dry Cleaning (850 Tamalpais St, San Rafael)	San Rafael Transit Center (3rd St & Hetherton St, San Rafael)	Across the street	Feasible

Sage Stage - Alturas to Redding

Overall Assessment	Sage Stage has a limited number of vehicles that run different routes on different days. Hence, there is only so much connectivity it can provide. However, within these limits, Sage Stage appears to provide very good service to Redding. This route provides connections from Modoc, Shasta and part of Lassen County to Greyhound service headed north toward Oregon and Washington state, as well as to Amtrak service headed south to Sacramento, the Bay Area and Los Angeles. In the other direction, there is also a workable connection between Greyhound service coming from LA and Sacramento to the outbound Sage Stage. The connections from Amtrak Thruway service arriving from the south and Greyhound service coming from Oregon and Washington to the outbound Sage Stage are more marginal. It might be possible to increase the number and reliability of connections made by this route by making it run 1 hour earlier in the morning and 20-30 minutes later in the evening.

Serves	as, Canby, Adin, Bieber, Fall River Mills, Burney, Re
Connections with National Network	Redding
Notes	*Passengers must reserve seats one day in advanc*

Direction	Itinerary	Frequency
Inbound	Alturas to Redding	1x, MF
Outbound	Redding to Alturas	1x, MF

Connections from Sage Stage Inbound to National Services Leaving From Redding								
Connecting Service	**Destinations**	**Sage Stage Arrival Time**	**Connecting Service Departure Time**	**Layover**	**Sage Stage Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak 11 - Coast Starlight Southbound	*Chico, Davis, Sacramento, Martinez, Emeryville, Oakland, San Jose, points south including Los Angeles*	*10:30 AM*	*2:21 AM*	*13 hours 51 minutes*	*Redding Transit Center (1530 Yuba St, Redding)*	*Redding Transit Center (1530 Yuba St, Redding)*	*Same Facility*	Safety issues. Extremely long layover time.
Greyhound 1420: Sacramento to Seattle	Weed, Medford (OR), Grants Pass (OR), Roseburg (OR), Eugene (OR), Salem (OR), Portland (OR), Seattle (WA)	10:30 AM	2:55 AM	14 hours 25 minutes	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Safety issues. Extremely long layover time.
Amtrak 14 - Coast Starlight Northbound	*Dunsmuir, Klamath Falls (OR), points north including Portland (OR) and Seattle (WA)*	*10:30 AM*	*3:14 AM*	*14 hours 44 minutes*	*Redding Transit Center (1530 Yuba St, Redding)*	*Redding Transit Center (1530 Yuba St, Redding)*	*Same Facility*	Safety issues. Extremely long layover time.
Greyhound 1431: Seattle to Sacramento	Sacramento	10:30 AM	4:50 AM	Overnight	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Safety issues. Requires overnight stay.
Amtrak Thruway 3714 to Trains 714, 733, 535	714: Merced, Fresno, Hanford, Bakersfield, Los Angeles 733, 535: Davis, Martinez, Emeryville, Oakland, San Fransisco, San Jose	10:30 AM	6:20 AM	Overnight	Redding Transit Center (1530 Yuba St, Redding)	Redding Transit Center (1530 Yuba St, Redding)	Same Facility	Requires overnight stay.
Greyhound 1430: Los Angeles to Seattle	Weed, Medford (OR), Grants Pass (OR), Roseburg (OR), Eugene (OR), Salem (OR), Woodburn (OR), Portland (OR), Seattle (WA)	10:30 AM	6:40 AM	Overnight	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Requires overnight stay.
Greyhound 1423: Seattle to Sacramento	Sacramento	10:30 AM	7:25 AM	Overnight	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Requires overnight stay.
Greyhound 1429: Seattle to Sacramento	Red Bluff, Chico, Oroville, Marysville, Sacramento	10:30 AM	9:50 AM	Overnight	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Requires overnight stay.
Amtrak Thruway 3716 to Trains 716, 741, 541	716: Merced, Fresno, Hanford, Bakersfield, Los Angeles 741, 541: Davis, Martinez, Emeryville, Oakland, San Fransisco, San Jose (741 only)	10:30 AM	9:50 AM	Overnight	Redding Transit Center (1530 Yuba St, Redding)	Redding Transit Center (1530 Yuba St, Redding)	Same Facility	Requires overnight stay.
Greyhound 1446: Los Angeles to Seattle	Weed, Medford (OR), Grants Pass (OR), Roseburg (OR), Eugene (OR), Salem (OR), Portland (OR), Seattle (WA)	10:30 AM	11:20 AM	50 minutes	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Feasible
Amtrak Thruway 3704 to Trains 704, 745, 545	704: Lodi, Stockton, Merced, Fresno, Hanford, Bakersfield, Los Angeles 745, 545: Davis, Martinez, Emeryville, Oakland, San Fransisco, San Jose	10:30 AM	12:15 PM	1 hour 45 minutes	Redding Transit Center (1530 Yuba St, Redding)	Redding Transit Center (1530 Yuba St, Redding)	Same Facility	Feasible
Amtrak Thruway 3718 to Trains 718, 749, 549	718: Merced, Fresno, Hanford, Bakersfield, Los Angeles 749, 549: Davis, Martinez, Emeryville, Oakland, San Fransisco, San Jose	10:30 AM	2:30 PM	4 hours	Redding Transit Center (1530 Yuba St, Redding)	Redding Transit Center (1530 Yuba St, Redding)	Same Facility	Long layover time.
Greyhound 1439: Portland to Sacramento	Red Bluff, Chico, Oroville, Marysville, Sacramento	10:30 AM	5:35 PM	5 hours 5 minutes	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Extremely long layover time.
Greyhound 1436: Sacramento to Seattle	Medford (OR), Eugene (OR), Salem (OR), Portland (OR), Seattle (WA)	10:30 AM	10:00 PM	11 hours 30 minutes	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Extremely long layover time.
Greyhound 1443: Seattle to Los Angeles	Sacramento, Los Angeles	10:30 AM	11:00 PM	12 hours 30 minutes	Redding Transit Center (1530 Yuba St, Redding)	Redding Transit Center (1530 Yuba St, Redding)	Same Facility	Safety issues. Extremely long layover time.
Greyhound 1440: Sacramento to Seattle	Medford (OR), Eugene (OR), Corvallis (OR), Salem (OR), Woodburn (OR), Portland (OR), Seattle (WA)	10:30 AM	11:55 PM	13 hours 25 minutes	Redding Transit Center (1530 Yuba St, Redding)	Redding Transit Center (1530 Yuba St, Redding)	Same Facility	Safety issues. Extremely long layover time.

Connections from National Services Arriving in Redding to Sage Stage Outbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**Sage Stage Departure Time**	**Layover**	**Incoming Service Station**	**Sage Stage Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 3717 from Trains 717, 744, 544	717: Los Angeles, Bakersfield, Hanford, Fresno, Merced 744, 544: San Jose, San Francisco, Oakland, Emeryville, Martinez, Davis	12:30 AM	1:30 PM	Overnight	Redding Transit Center (1530 Yuba St, Redding)	Redding Transit Center (1530 Yuba St, Redding)	Same Facility	Safety Issues. Requires overnight stay.
Amtrak 11 - Coast Starlight Southbound	*Dunsmuir, Klamath Falls (OR), points north including Portland (OR) and Seattle (WA)*	*2:21 AM*	*1:30 PM*	*11 hours 9 minues*	*Redding Transit Center (1530 Yuba St, Redding)*	*Redding Transit Center (1530 Yuba St, Redding)*	*Same Facility*	Safety Issues. Extremely long layover time.
Greyhound 1420: Sacramento to Seattle	Sacramento	2:40 AM	1:30 PM	10 hours 50 minutes	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Safety Issues. Extremely long layover time.
Amtrak 14 - Coast Starlight Northbound	*Chico, Davis, Sacramento, Martinez, Emeryville, Oakland, San Jose, points south including Los Angeles*	*3:14 AM*	*1:30 PM*	*10 hours 16 minutes*	*Redding Transit Center (1530 Yuba St, Redding)*	*Redding Transit Center (1530 Yuba St, Redding)*	*Same Facility*	Safety Issues. Extremely long layover time.
Greyhound 1431: Seattle to Sacramento	Seattle (WA), Portland (OR), Salem (OR), Eugene (OR), Roseburg (OR), Grants Pass (OR), Medford (OR)	4:30 AM	1:30 PM	9 hours	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Safety Issues. Extremely long layover time.
Greyhound 1430: Los Angeles to Seattle	Los Angeles, Sacramento	6:10 AM	1:30 PM	7 hours 20 minutes	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Extremely long layover time.
Greyhound 1423: Seattle to Sacramento	Seattle (WA), Portland (OR), Salem (OR), Eugene (OR), Medford (OR)	6:50 AM	1:30 PM	6 hours 40 minutes	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Extremely long layover time.
Greyhound 1429: Seattle to Sacramento	Seattle (WA), Portland (OR), Salem (OR), Eugene (OR), Roseburg (OR), Grants Pass (OR), Medford (OR), Weed	9:20 AM	1:30 PM	4 hours 10 minutes	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Long layover time.
Greyhound 1446: Los Angeles to Seattle	Los Angeles, Sacramento, Marysville, Oroville, Chico, Red Bluff	10:50 AM	1:30 PM	2 hours 40 minutes	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Feasible
Amtrak Thruway 3711 from Trains 711, 720, 524	711: Los Angeles, Bakersfield, Hanford, Fresno, Merced 720, 524: San Jose (524 only), San Francisco, Oakland, Emeryville, Martinez, Davis	1:30 PM	1:30-2:00 PM	0 - 30 minutes	Redding Transit Center (1530 Yuba St, Redding)	Redding Transit Center (1530 Yuba St, Redding)	Same Facility	Short layover time.
Amtrak Thruway 3701 from Trains 701, 728, 528	701: Los Angeles, Bakersfield, Hanford, Fresno, Merced, Stockton, Lodi 720, 524: San Jose, San Francisco, Oakland, Emeryville, Martinez, Davis	4:25 PM	1:30PM (next Monday or Friday)	1 to 4 nights	Redding Transit Center (1530 Yuba St, Redding)	Redding Transit Center (1530 Yuba St, Redding)	Same Facility	Requires overnight stay.
Greyhound 1439: Portland to Sacramento	Portland (OR), Woodburn (OR), Salem (OR), Corvallis (OR), Eugene (OR), Roseburg (OR), Grants Pass (OR), Medford (OR), Weed	5:05 PM	1:30PM (next Monday or Friday)	1 to 4 nights	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Requires overnight stay.
Greyhound 1436: Sacramento to Seattle	Sacramento, Marysville, Oroville, Chico, Red Bluff	9:30 PM	1:30PM (next Monday or Friday)	1 to 4 nights	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Requires overnight stay.
Amtrak Thruway 3715 from Trains 715, 736, 538	715: Los Angeles, Bakersfield, Hanford, Fresno, Merced 736, 538: San Jose, San Francisco, Oakland, Emeryville, Martinez, Davis	10:00 PM	1:30PM (next Monday or Friday)	1 to 4 nights	Redding Transit Center (1530 Yuba St, Redding)	Redding Transit Center (1530 Yuba St, Redding)	Same Facility	Requires overnight stay.
Greyhound 1443: Seattle to Los Angeles	Seattle (WA), Portland (OR), Woodburn (OR), Salem (OR), Corvallis (OR), Eugene (OR), Roseburg (OR), Grants Pass (OR), Medford (OR), Weed	10:30 PM	1:30PM (next Monday or Friday)	1 to 4 nights	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 1440: Sacramento to Seattle	Sacramento	11:25 PM	1:30 PM (next Monday or Friday)	1 to 4 nights	Redding Greyhound Station (1321 Butte St, Redding)	Redding Greyhound Station (1321 Butte St, Redding)	Same Facility	Safety Issues. Requires overnight stay.

Sage Stage - Alturas to Klamath Falls, OR

Overall Assessment	Sage Stage's service to Klamath Falls does not connect to much national intercity service. There is a good connection from the inbound Sage Stage to The Shuttle going to Medford, OR. The Shuttle connects to Greyhound in Medford with a 40-minute layover going north and a 1 hour 20 minute layover going south. Due to the scheduling of intercity services arriving in Klamath Falls, there are no good connections from these services to the Sage Stage outbound.

Serves	Alturas, Canby, Newell, Tulelake, Klamath Falls (OR)
Connections with National Network	Klamath Falls (OR)
Notes	*Passengers must reserve seats one day in advance.*

Direction	Itinerary	Frequency
Inbound	Alturas to Klamath Falls	1x, W
Outbound	Klamath Falls to Alturas	1x, W

Connections from Sage Stage Inbound to National Services Leaving From Klamath Falls								
Connecting Service	**Destinations**	**Sage Stage Arrival Time**	**Connecting Service Departure Time**	**Layover**	**Sage Stage Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak 14 - Coast Starlight Northbound	*Points north including Eugene (OR), Portland (OR) and Seattle (WA)*	*10:00 AM*	*8:25 AM*	*Overnight*	*Klamath Falls Amtrak Station (1600 Oak St, Klamath Falls, OR)*	*Klamath Falls Amtrak Station (1600 Oak St, Klamath Falls, OR)*	*Same Facility*	Requires overnight stay.
The Shuttle: Klamath Falls to Ashland	White City (OR), Medford (OR), Ashland (OR)	10:00 AM	10:30 AM	30 minutes	Klamath Falls Amtrak Station (1600 Oak St, Klamath Falls, OR)	Klamath Falls Amtrak Station (1600 Oak St, Klamath Falls, OR)	Same Facility	Feasible.
Amtrak 11 - Coast Starlight Southbound	*Dunsmuir, Redding, Chico, Sacramento, points south including Oakland, San Jose and Los Angeles*	*10:00 AM*	*10:00 PM*	*12 hours*	*Klamath Falls Amtrak Station (1600 Oak St, Klamath Falls, OR)*	*Klamath Falls Amtrak Station (1600 Oak St, Klamath Falls, OR)*	*Same Facility*	Extremely long layover time.

Connections from National Services Arriving in Klamath Falls to Sage Stage Outbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**Sage Stage Departure Time**	**Layover**	**Incoming Service Station**	**Sage Stage Station**	**Distance**	**Transfer Feasibility**
Amtrak 14 - Coast Starlight Northounf	*Dunsmuir, Redding, Chico, Sacramento, points south including Oakland, San Jose and Los Angeles*	*8:25 AM*	1:30 PM	*5 hours 5 minutes*	*Klamath Falls Amtrak Station (1600 Oak St, Klamath Falls)*	*Klamath Falls Amtrak Station (1600 Oak St, Klamath Falls)*	*Same Facility*	Extremely long layover time.
The Shuttle: Ashland to Klamath Falls	Ashland (OR), Medford (OR), White City (OR)	8:30 PM	1:30 PM	1 to 6 nights	Klamath Falls Amtrak Station (1600 Oak St, Klamath Falls)	Klamath Falls Amtrak Station (1600 Oak St, Klamath Falls)	Same Facility	Requires overnight stay.
Amtrak 11 - Coast Starlight Southbound	*Points north including Eugene (OR), Portland (OR) and Seattle (WA)*	*10:00 PM*	*1:30 PM*	*1 to 6 nights*	*Klamath Falls Amtrak Station (1600 Oak St, Klamath Falls)*	*Klamath Falls Amtrak Station (1600 Oak St, Klamath Falls)*	*Same Facility*	Requires overnight stay.

Sage Stage - Alturas to Susanville to Reno, NV

Overall Assessment	Although Sage Stage and Mt. Lassen Motor Transit both have a stop in Susanville, they are clearly not designed to connect to one another. It appears that this Sage Stage route is primarily meant to connect residents of Modoc and Lassen Counties with intercity services in Reno, NV. There are good connections from Sage Stage inbound to Greyhound and Amtrak services leading to the major populated centers of California. However, eastbound connections have very long layovers. On the outbound side, layover times from Greyhound and Amtrak to Sage Stage are pretty short. Connections may be more reliable if Sage Stage

Serves	Alturas, Likely, Madeline, Susanville, Reno
Connections with National Network	Susanville, Reno
Notes	*Passengers must reserve seats one day in*

Direction	Itinerary	Frequency
Inbound	Alturas to Susanville to Reno	1x, MWF
Outbound	Reno to Susanville to Alturas	1x, MWF

1. SUSANVILLE CONNECTIONS

Connections from Sage Stage Inbound to National Services Leaving From Susanville								
Connecting Service	**Destinations**	**Sage Stage Arrival Time**	**Connecting Service Departure Time**	**Layover**	**Sage Stage Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Mt. Lassen Motor Transit: Susanville to Red Bluff	Westwood, Chester, Childs Meadow, Mill Creek, Mineral, Ponderosa Sky Ranch, Paynes Creek	8:00 AM	2:00 PM	6 hours	Wal-Mart (2900 Main St, Susanville)	Susanville Senior Center (1700 Sunkist Ave, Susanville)	1.1 miles	Extremely long layover time. Long distance between stations.

Connections from National Services Arriving in Susanville to Sage Stage Outbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**Sage Stage Departure Time**	**Layover**	**Incoming Service Station**	**Sage Stage Station**	**Distance**	**Transfer Feasibility**
Mt. Lassen Motor Transit: Red Bluff to Susanville	Paynes Creek, Ponderosa Sky Ranch, Mineral, Mill Creek, Childs Meadow, Chester, Westwood	1:00 PM	3:30 PM	2 hours 30 minutes	Susanville Senior Center (1700 Sunkist Ave, Susanville)	Wal-Mart (2900 Main St, Susanville)	1.1 miles	Long distance between stations.

2. RENO CONNECTIONS

Connections from Sage Stage Inbound to National Services Leaving From Reno								
Connecting Service	**Destinations**	**Sage Stage Arrival Time**	**Connecting Service Departure Time**	**Layover**	**Sage Stage Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Greyound 8305: Reno to San Francisco	Truckee, Colfax, Roseville, Sacramento, Vallejo, Oakland, San Francisco	10:00 AM	5:30 AM	Overnight	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Safety Issues. Requires overnight stay.
Greyhound 1308: San Francisco to Salt Lake City	Winnemucca (NV), Battle Mtn. (NV), Elko (NV), Wendover (NV), Salt Lake City (UT)	10:00 AM	7:15 AM	Overnight	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Requires overnight stay.
Greyhound 1347: Salt Lake City to San Francisco	Sacramento, Vallejo, Oakland, San Francisco	10:00 AM	7:30 AM	Overnight	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Requires overnight stay.
Amtrak Thruway 3537 to Trains, 737, 537, 716	737, 537: Davis, Martinez, Emeryville, Oakland, San Francisco, San Jose 716: Merced, Fresno, Hanford, Bakersfield, Los Angeles	10:00 AM	7:55 AM	Overnight	Reno Amtrak Station (280 N Center St, Reno, NV)	Reno Amtrak Station (280 N Center St, Reno, NV)	Same Facility	Requires overnight stay.
Amtrak 5 - California Zephyr Westbound	*Truckee, Colfax, Roseville, Sacramento, Davis, Martinez, Emeryville*	*10:00 AM*	*9:14 AM*	*Overnight*	*Reno Amtrak Station (280 N Center St, Reno, NV)*	*Reno Amtrak Station (280 N Center St, Reno, NV)*	*Same Facility*	Requires overnight stay.
Greyhound 8307: Reno to San Francisco	Truckee, Colfax, Roseville, Sacramento, Vacaville, Vallejo, Oakland, San Francisco	10:00 AM	9:30 AM	Overnight	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Requires overnight stay.
Greyhound 8309: Reno to San Francisco	Sacramento, Vallejo, San Francisco	10:00 AM	11:00 AM	1 hour	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Feasible
Amtrak Thruway 3543 to Trains 743, 543, 704	743, 543: Davis, Martinez, Emeryville, Oakland, San Francisco, San Jose 704: Stockton, Merced, Fresno, Hanford, Bakersfield, Los Angeles	10:00 AM	11:10 AM	1 hour 10 minutes	Reno Amtrak Station (280 N Center St, Reno, NV)	Reno Amtrak Station (280 N Center St, Reno, NV)	Same Facility	Feasible
Greyhound 8311: Reno to San Francisco	Sacramento, Vacaville, Oakland, San Francisco	10:00 AM	12:30 PM	2 hours 30 minutes	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Feasible
Grehound 8315: Reno to San Francisco	Truckee, Colfax, Roseville, Sacramento, Vallejo, Oakland, San Francisco	10:00 AM	3:30 PM	5 hours 30 minutes	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Extremely long layover time.
Amtrak 6 - California Zephyr Eastbound	*Points east including Salt Lake City (UT), Denver (CO) and Chicago (IL)*	*10:00 AM*	*3:58 PM*	*5 hours 58 minutes*	*Reno Amtrak Station (280 N Center St, Reno, NV)*	*Reno Amtrak Station (280 N Center St, Reno, NV)*	*Same Facility*	Extremely long layover time.
Amtrak Thruway 3551 to Trains 751, 553	751, 553: Davis, Martinez, Emeryville, Oakland, San Francisco, San Jose	10:00 AM	4:30 PM	6 hours 30 minutes	Reno Amtrak Station (280 N Center St, Reno, NV)	Reno Amtrak Station (280 N Center St, Reno, NV)	Same Facility	Extremely long layover time.
Greyhound 8347: Reno to San Francisco	Sacramento, Oakland, San Francisco	10:00 AM	6:15 PM	8 hours 15 minutes	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Extremely long layover time.
Greyhound 1314: San Francisco to Salt Lake City	Winnemucca (NV), Battle Mtn. (NV), Elko (NV), Wendover (NV), Salt Lake City (UT)	10:00 AM	7:30 PM	9 hours 30 minutes	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Extremely long layover time.
Greyhound 1345: Denver to San Francisco	Sacramento, Oakland, San Francisco	10:00 AM	8:45 PM	10 hours 45 minutes	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Extremely long layover time.

Connections from National Services Arriving in Reno to Sage Stage Outbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**Sage Stage Departure Time**	**Layover**	**Incoming Service Station**	**Sage Stage Station**	**Distance**	**Transfer Feasibility**
Greyhound 8318: San Francisco to Reno	San Francisco, Oakland, Sacramento	12:55 AM	1:30 PM	Overnight	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 1308: San Francisco to Salt Lake City	San Francisco, Oakland, Sacramento	6:30 AM	1:30 PM	7 hours	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Extremely long layover time.
Greyhound 1347: Salt Lake City to San Francisco	Salt Lake City (UT), Wendover (NV), Elko (NV), Battle Mountain (NV), Winnemucca (NV)	6:50 AM	1:30 PM	6 hours 40 minutes	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Extremely long layover time.
Amtrak 5 - California Zephyr Westbound	*Points east including Salt Lake City (UT), Denver (CO) and Chicago (IL)*	*9:14 AM*	*1:30 PM*	*4 hours 16 minutes*	*Reno Amtrak Station (280 N Center St, Reno, NV)*	*Reno Amtrak Station (280 N Center St, Reno, NV)*	*Same Facility*	Long layover time.
Greyhound 8302: San Francisco to Reno	San Francisco, Oakland, Vallejo, Vacaville, Sacramento, Roseville, Colfax, Truckee	1:00 PM	1:30 PM	30 minutes	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Feasible
Amtrak Thruway 3524 from Trains 720, 524, 711	720, 524: San Jose (524 only), San Francisco, Oakland, Emeryville, Martinez, Davis 711: Los Angeles, Bakersfield, Hanford, Fresno, Merced	1:35 PM	1:30-1:45 PM PM	0-15 minutes	Reno Amtrak Station (280 N Center St, Reno, NV)	Reno Amtrak Station (280 N Center St, Reno, NV)	Same Facility	Short layover time.
Greyhound 8306: San Francisco to Reno	San Francisco, Oakland, Vallejo, Vacaville, Sacramento, Colfax	3:30 PM	1:30 PM	1 to 3 nights	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Requires overnight stay.
Amtrak 6 - California Zephyr Eastbound	*Truckee, Colfax, Roseville, Sacramento, Davis, Martinez, Emeryville*	*3:58 PM*	*1:30 PM*	*1 to 3 nights*	*Reno Amtrak Station (280 N Center St, Reno, NV)*	*Reno Amtrak Station (280 N Center St, Reno, NV)*	*Same Facility*	Requires overnight stay.
Amtrak Thruway 3528 from Trains 728, 528, 701	728, 528: San Jose, San Francisco, Oakland, Emeryville, Martinez, Davis 701: Los Angeles, Bakersfield, Hanford Fresno, Merced, Stockton	4:25 PM	1:30 PM	1 to 3 nights	Reno Amtrak Station (280 N Center St, Reno, NV)	Reno Amtrak Station (280 N Center St, Reno, NV)	Same Facility	Requires overnight stay.
Greyhound 8308: San Francisco to Reno	San Francisco, Oakland, Vallejo, Vacaville, Sacramento, Roseville, Colfax, Truckee	6:40 PM	1:30 PM	1 to 3 nights	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Requires overnight stay.
Greyhound 1314: San Francisco to Salt Lake City	San Francisco, Oakland, Sacramento	6:40 PM	1:30 PM	1 to 3 nights	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Requires overnight stay.
Amtrak Thruway 3534 from Trains 734, 532, 713	734, 532: San Jose, San Francisco, Oakland, Emeryville, Martinez, Davis 713: Los Angeles, Bakersfield, Hanford Fresno, Merced	7:25 PM	1:30 PM	1 to 3 nights	Reno Amtrak Station (280 N Center St, Reno, NV)	Reno Amtrak Station (280 N Center St, Reno, NV)	Same Facility	Requires overnight stay.
Greyhound 1345: Salt Lake City to San Francisco	Salt Lake City (UT), Wendover (NV), Elko (NV), Battle Mountain (NV), Winnemucca (NV)	8:00 PM	1:30 PM	1 to 3 nights	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Requires overnight stay.
Greyhound 8312: San Francisco to Reno	San Francisco, Oakland, Sacramento	9:40 PM	1:30 PM	1 to 3 nights	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Requires overnight stay.
Greyhound 8322: San Francisco to Reno	San Francisco, Oakland, Sacramento	11:40 PM	1:30 PM	1 to 3 nights	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Reno Greyhound Stn. (155 Stevenson St, Reno, NV)	Same Facility	Safety issues. Requires overnight stay.

Rio Vista Delta Breeze Route 50

Overall Assessment	Rio Vista Delta Breeze offers a weekly workable connection between Rio Vista and Amtrak service at the Suisun/Fairfield station. Although the connections offered are fairly well timed, the Delta Breeze service is pretty minimal. One point that particularly confuses me is what they do with their vehicle other than on Tuesday, when it operates Route 50, and Thursday, when it operates Route 52. In the meantime, a relatively easy way of improving connectivity of this route with the national network would be to delay the outbound departure by 45 minutes or so to ensure that passengers can connect from incoming Amtrak Thruway 3801.

Serves	Isleton, Rio Vista, Suisun City, Fairfield
Connections with National Network	Suisun City
Connections with Regional Transit	Isleton (SCT/Link), Suisun City (FTS), Fairfield (FTS, Baylink)

Direction	Itinerary	Frequency
Inbound	Isleton to Rio Vista to Suisun City to Fairfield	1x, T
Outbound	Fairfield to Suisun City to Rio Vista to Isleton	1x, T

Connections from RVDB Route 50 Inbound to National Services Leaving From Suisun City								
Connecting Service	**Destinations**	**RVDB Route 50 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**RVDB Route 50 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 3802 to Train 702	702: Lodi, Stockton, Merced, Fresno, Hanford, Bakersfield, Los Angeles	10:10 AM	5:10 AM	Overnight	Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)	Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)	Same Facility	Safety Issues. Requires overnight stay.
Amtrak Capitol Corridor Westbound	*Martinez, Richmond, Berkeley, Emeryville, Oakland, San Jose, San Francisco*	*10:10 AM*	*5:09 AM, 6:09 AM, 6:19 AM, 6:59 AM, 7:39 AM, 8:19 AM, 9:09 AM, 9:49 AM, 9:59 AM*	*Overnight*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Requires overnight stay.
Amtrak Capitol Corridor Eastbound	*Davis, Sacramento via Thruway 3714: Lodi*	*10:10 AM*	*5:38 AM, 6:48 AM, 7:38 AM, 8:28 AM, 8:53 AM, 10:03 AM*	*Overnight*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Requires overnight stay.
Amtrak Capitol Corridor Eastbound	*Davis, Sacramento via Thruway 3816: Lodi via Thruway 3528: Roseville, Rocklin, Auburn*	*10:10 AM*	*10:23 AM, 11:23 AM, 12:03 PM*	*0 to 3 hours*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Feasible
Amtrak Capitol Corridor Westbound	*Martinez, Richmond, Berkeley, Emeryville, Oakland, San Jose via Thruway: San Francisco*	*10:10 AM*	*10:49 AM, 11:19 AM, 12:49 PM*	*0 to 3 hours*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Feasible
Amtrak Capitol Corridor Eastbound	*Davis, Sacramento via Thruway: Roseville, Rocklin, Auburn via Thruway: Lodi*	*10:10 AM*	*1:23 PM, 1:33 PM, 2:33 PM, 3:03 PM*	*3 to 5 hours*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Long layover time.
Amtrak Thruway 3804 to Train 704	704: Lodi, Stockton, Merced, Fresno, Hanford, Bakersfield, Los Angeles	10:10 AM	2:45 PM	4 hours 35 minutes	Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)	Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)	Same Facility	Long layover time.
Amtrak Capitol Corridor Westbound	*Martinez, Richmond, Berkeley, Emeryville, Oakland, San Jose (except 2:49 and 5:19) via Thruway: San Francisco*	*10:10 AM*	*2:49 PM, 2:54 PM*	*3 to 5 hours*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Long layover time.
Amtrak Capitol Corridor Westbound	*Martinez, Richmond, Berkeley, Emeryville, Oakland, San Jose (except 7:19 and 9:49) via Thruway: San Francisco*	*10:10 AM*	*4:14 PM, 5:19 PM, 6:19 PM, 7:19 PM, 7:49 PM, 8:19 PM, 9:49 PM*	*5 to 12 hours*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Extremely long layover time.
Amtrak Capitol Corridor Eastbound	*Davis, Sacramento via Thruway 3640, 3642: Roseville, Rocklin, Auburn*	*10:10 AM*	*3:58 PM, 4:33 PM, 4:38 PM, 5:18 PM, 5:33 PM, 5:58 PM, 6:38 PM, 6:43 PM, 8:03 PM, 9:03 PM, 9:27 PM, 10:03 PM, 10:28 PM*	*5 to 12 hours*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Extremely long layover time.

Connections from National Services Arriving in Suisun City to RVDB Route 50 Outbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**RVDB Route 50 Departure Time**	**Layover**	**Incoming Service Station**	**RVDB Route 50 Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 3803 from train 703	703: Los Angeles, Bakersfield, Hanford, Fresno, Merced, Stockton, Lodi	12:10 AM	1:15 PM	Overnight	Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)	Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)	Same Facility	Safety Issues. Requires overnight stay.
Amtrak Capitol Corridor Westbound	*Sacramento, Davis (for certain trains, Auburn, Rocklin, Roseville)*	*5:09 AM, 6:09 AM, 6:19 AM, 6:59 AM*	*1:15 PM*	*5 to 8 hours*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Extremely long layover time.
Amtrak Capitol Corridor Eastbound	*Oakland, Emeryville, Martinez from Thruway: San Francisco*	*5:38 AM, 6:48 AM, 7:38 AM*	*1:15 PM*	*5 to 8 hours*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Extremely long layover time.
Amtrak Capitol Corridor Westbound	*Sacramento, Davis (for certain trains, Auburn, Rocklin, Roseville)*	*8:19 AM, 9:09 AM, 9:49 AM, 9:59 AM*	*1:15 PM*	*3 to 5 hours*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Long layover time.
Amtrak Capitol Corridor Eastbound	*Oakland, Emeryville, Martinez from Thruway: San Francisco*	*8:28 AM*	*1:15 PM*	*4 hours 47 minutes*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Long layover time.
Amtrak Capitol Corridor Eastbound	*San Jose, Oakland, Emeryville, Martinez from Thruway: San Francisco*	*8:53 AM, 10:03 AM*	*1:15 PM*	*3 to 5 hours*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Long layover time.
Amtrak Capitol Corridor Eastbound	*San Jose, Oakland, Emeryville, Martinez from Thruway: San Francisco*	*10:23 AM, 11:23 AM, 12:03 PM*	*1:15 PM*	*0 to 3 hours*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Feasible
Amtrak Capitol Corridor Westbound	*Sacramento, Davis*	*10:49 AM, 11:19 AM, 12:49 PM*	*1:15 PM*	*0 to 3 hours*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Feasible
Amtrak Thruway 3801 from Train 701	701: Los Angeles, Bakersfield, Hanford, Fresno, Merced, Stockton, Lodi	1:25 PM	1:15 PM	Overnight	Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)	Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)	Same Facility	Requires overnight stay.
Amtrak Capitol Corridor Eastbound	*Oakland, Emeryville, Martinez from Thruway: San Francisco*	*1:23 PM, 1:33 PM, 3:58 PM, 4:38 PM, 5:33 PM, 5:58 PM, 9:03 PM, 10:28 PM*	*1:15 PM*	*Overnight*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Requires overnight stay.
Amtrak Capitol Corridor Eastbound	*San Jose, Oakland, Emeryville, Martinez from Thruway: San Francisco*	*2:33 PM, 3:03 PM, 4:33 PM, 5:18 PM, 6:38 PM, 6:43 PM, 8:03 PM, 9:27 PM, 10:03 PM*	*1:15 PM*	*Overnight*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Requires overnight stay.
Amtrak Capitol Corridor Westbound	*Sacramento, Davis via Thruways 3543, 3649, 3551: Auburn, Rocklin, Roseville*	*2:49 PM, 2:54 PM, 4:14 PM, 5:19 PM, 6:19 PM, 7:19 PM, 7:49 PM, 8:19 PM, 9:49 PM*	*1:15 PM*	*Overnight*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Suisun/Fairfield Amtrak Station (Lotz Way & Main St, Suisun City)*	*Same Facility*	Requires overnight stay.

Rio Vista Delta Breeze Route 52

Overall Assessment	This service does not provide any connections to the national intercity network. It provides Rio Vista and Isleton with a weekly connection to cerain outer east bay local transit systems and a weekly connection to BART.

Serves	Isleton, Rio Vista, Antioch, Pittsburg
Connections with National Network	Does not connect to national network
Connections with Regional Transit	Isleton(SCT/Link), Antioch (County Connection, Tri Delta Transit), Pittsburg(BART, Tri Delta Transit)

Direction	Itinerary	Frequency
Inbound	Isleton to Rio Vista to Antioch to Pittsburg/Bay Point	1x, R
Outbound	Pittsburg/Bay Point to Antioch to Rio Vista to Isleton	1x, R

SamTrans Route 294 - Pacifica to Half Moon Bay to Hillsdale

Overall Assessment	This service does not provide any connections to the national intercity network. It provides residents of western San Mateo County with weekday connections with CalTrain.

Serves	Pacifica, Montara, Moss Beach, El Granada, Miramar, Half Moon Bay, San Mateo
Connections with National Network	Does not connect to national network
Connections with Regional Transit	San Mateo (connects to CalTrain at Hillsdale Shopping Center)
Notes	*SamTrans 294 runs on Saturday and Sunday, but does not serve San Mateo and does not connect to Caltrain. It runs between Pacifica and Half Moon Bay only.*

Direction	Itinerary	Frequency
Inbound	Pacifica to Half Moon Bay to San Mateo	9x, MTWRF
Outbound	San Mateo to Half Moon Bay to Pacifica	9x, MTWRF

San Benito County Express - Hollister to Gilroy Greyhound

Overall Assessment	Overall, this 5311F service provides ample weekend connections from Hollister to intercity services leading to and from the Bay Area, Sacramento, Fresno and Los Angeles. However, it is notable that the scheduling of the buses makes for a number of layovers too short to guarantee a connection, especially in the inbound direction. It seems that this problem could be remedied via a few minor tweaks to the San Benito County Express schedule.

Serves	Hollister, San Juan Bautista, Gilroy
Connections with National Network	Gilroy

Direction	Itinerary	Frequency	*Note*
Inbound	Hollister to Gilroy	6x, SD	*San Benito County Express also runs weekday routes to Gilroy, serving Gavilan College and Gilroy CalTrain station. However, these services operate on a different schedule and are*
Outbound	Gilroy to Hollister	6x, SD	

Connections from County Express Inbound to National Services Leaving From Gilroy								
Connecting Service	**Destinations**	**San Benito County Express Arrival Time**	**Connecting Service Departure Time**	**Layover**	**San Benito County Express Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Greyhound 6743: San Francisco to Los Angeles	Coalinga Jct, North Hollywood, Los Angeles	5:10 PM	12:01 AM	6 hours 51 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Safety Issues. Extremely long wait.
Greyhound 6876: Los Angeles to San Francisco	San Jose, Oakland, San Francisco	5:10 PM	5:30 AM	Overnight	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Safety Issues. Requires overnight stay.
Amtrak Thruway 6774 to Train 724	724: San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	5:10 PM	6:40 AM	Overnight	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Requires overnight stay.
Greyhound 6752: Los Angeles to San Francisco	San Jose, San Francisco	8:20 AM	8:25 AM	5 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Short layover time.
Greyhound 6779: San Francisco to Los Angeles	Los Banos, Madera, Fresno, Los Angeles	8:20 AM	8:50 AM	30 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible
Greyhound 6771: San Francisco to Los Angeles	Coalinga Jct, San Fernando, Glendale, Los Angeles	8:20 AM	10:00 AM	1 hour 40 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible
Amtrak Thruway 6784 to Train 734	734: San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento, Roseville	11:30 AM	11:40 AM	10 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Short layover time.
Greyhound 6774: Fresno to San Francisco	San Jose, San Francisco	11:30 AM	12:50 PM	1 hour 20 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible
Greyhound 6853: San Francisco to Los Angeles	Coalinga Jct, San Fernando, North Hollywood, Hollywood, Los Angeles	1:00 PM	2:55 PM	1 hour 55 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible
Greyhound 6770: Los Angeles to San Francisco	San Jose, San Francisco	1:00 PM	3:45 PM	2 hours 45 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible
Amtrak Thruway 6794 to Train 744	744: San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	3:40 PM	4:40 PM	1 hour	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible
Greyhound 6780: Fresno to San Francisco	San Jose, Oakland, San Francisco	5:10 PM	7:10 PM	2 hours	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible
Greyhound 6864: Los Angeles to San Francisco (only runs on Sundays)	San Jose, Oakland, San Francisco	5:10 PM	7:25 PM	2 hours 15 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible
Greyhound 6781: San Francisco to Fresno	Los Banos, Madera, Fresno	5:10 PM	7:30 PM	2 hours 20 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible
Transportes Intercalifornias	?	?	?	?	?	?	?	?

Connections from National Services Arriving in Gilroy to County Express Outbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**San Benito County Express Departure Time**	**Layover**	**Incoming Service Station**	**San Benito County Express Station**	**Distance**	**Transfer Feasibility**
Greyhound 6743: San Francisco to Los Angeles	San Francisco, San Jose	12:01 AM	8:40 AM	Overnight	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 6876: Los Angeles to San Francisco	Los Angeles, North Hollywood, Coalinga Jct	5:30 AM	8:40 AM	3 hours 10 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Safety issues. Long layover time.
Greyhound 6752: Los Angeles to San Francisco	Los Angeles, Santa Barbara, San Luis Obispo, Paso Robles, King City, Salinas	8:25 AM	8:40 AM	15 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Short layover time.
Greyhound 6779: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose	8:40 AM	10:05 AM	1 hour 25 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible.
Greyhound 6771: San Francisco to Los Angeles	San Francisco, San Jose	10:00 AM	11:35 AM	35 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible.
Amtrak Thruway 6773 from Train 723	723: Sacramento, Davis, Martinez, Emeryville, Oakland, Hayward, Fremont, Santa Clara, San Jose	10:00 AM	11:35 AM	1 hour 35 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible.
Greyhound 6774: Fresno to San Francisco	Fresno, Madera, Los Banos	12:50 PM	1:20 PM	30 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Short layover time.
Greyhound 6853: San Francisco to Los Angeles	San Francisco, Oakland, San Jose	2:55 PM	3:45 PM	50 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible.
Amtrak Thruway 6783 from Train 733	733: Sacramento, Davis, Martinez, Emeryville, Oakland, Hayward, Fremont, Santa Clara, San Jose	3:00 PM	3:45 PM	45 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible.
Greyhound 6770: Los Angeles to San Francisco	Los Angeles, Glendale, San Fernando, Coalinga Jct	3:45 PM	5:15 PM	1 hour 30 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible.
Amtrak Thruway 6237 from Train 737	737: Roseville, Sacramento, Davis, Martinez, Emeryville, Oakland, Hayward, Fremont, Santa Clara, San Jose	4:05 PM	5:15 PM	1 hour 10 minutes	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Feasible.
Amtrak Thruway 6791 from Train 741	741: Sacramento, Davis, Martinez, Emeryville, Oakland, Hayward, Fremont, Santa Clara, San Jose	6:40 PM	8:40 AM	Overnight	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Requires overnight stay.
Greyhound 6780: Fresno to San Francisco	Fresno, Madera, Los Banos	7:05 PM	8:40 AM	Overnight	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Requires overnight stay.
Greyhound 6864: Los Angeles to San Francisco (runs on Fridays and Sundays only)	Los Angeles, Hollywood, North Hollywood, San Fernando, Coalinga Jct	7:25 PM	8:40 AM	Overnight	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Requires overnight stay.
Greyhound 6781: San Francisco to Fresno	San Francisco, San Jose	7:25 PM	8:40 AM	Overnight	Gilroy Transit Center (7250 Monterey St, Gilroy)	Gilroy Transit Center (7250 Monterey St, Gilroy)	Same Facility	Requires overnight stay.
Transportes Intercalifornias	?	?	?	?	?	?	?	?

Monterey Salinas Transit Route 23 - Salinas to King City

Overall Assessment	Monterey Salinas Transit's Route 23 connects communities in south Monterey County with Salinas. The main attractions it serves in Salinas are the local college and mall. As a side benefit, it also allows for a certain amount of connectivity with national intercity services that serve Salinas. Although there are also regional and national intercity services that stop in King City, MST Route 23 is not designed to connect with them in any way.

Serves	Salinas, Chualar, Gonzales, Soledad, Greenfield, King City
Connections with National Network	Salinas, King City

Direction	Itinerary	Frequency	*Note*
Northbound	King City to Salinas	7x, daily	*5311F funding on this route is used to extend service to various times on weekdays and to fund Sunday service.*
Southbound	Salinas to King City	5x, daily	

KING CITY CONNECTIONS

Connections from MST 23 Southbound to National Services Leaving From King City								
Connecting Service	**Destinations**	**MST Route 23 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**MST Route 23 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4785 to Trains 720, 520	720, 520: Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 7:48 PM Sat-Sun: 7:44 PM	1:55 AM	6 hours	Mee Memorial Hospital (300 Canal St, King City)	MacDonalds (1350 Broadway Cir, King City)	1 mile	Safety issues. Extremely long wait. Long distance between stations.
Amtrak Thruway 4768 to Train 768	768: Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 7:48 PM Sat-Sun: 7:44 PM	2:15 AM	6 hours	Mee Memorial Hospital (300 Canal St, King City)	MacDonalds (1350 Broadway Cir, King City)	1 mile	Safety issues. Extremely long wait. Long distance between stations.
Greyhound 6756: Los Angeles to San Francisco	Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 7:58 PM Sat-Sun: 7:54 PM	4:10 AM	Overnight	Lynn St & N 1st St, King City	Garcia Mini Mart (316 S 1st St, King City)	0.2 miles	Safety issues. Requires overnight stay. Some distance between stations.
Greyhound 6752: Los Angeles to San Francisco (runs Saturdays, Sundays and Mondays only)	Salinas, Gilroy, San Jose, San Francisco	Mon-Fri: 7:58 PM Sat-Sun: 7:54 PM	6:50 AM	Overnight	Lynn St & N 1st St, King City	Garcia Mini Mart (316 S 1st St, King City)	0.2 miles	Requires overnight stay. Some distance between stations.
Amtrak Thruway 4784 to Train 784	784: Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 8:48 AM Sat-Sun: 7:44 PM	9:40 AM	Mon-Fri: 52 minutes Sat-Sun: Overnight	Mee Memorial Hospital (300 Canal St, King City)	MacDonalds (1350 Broadway Cir, King City)	1 mile	Mon-Fri: Long distance between stations Sat-Sun: Requires overnight stay. Long distance between stations.
Greyhound 6742: Los Angeles to San Francisco	Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 8:58 AM Sat-Sun: 7:54 PM	9:55 AM	Mon-Fri: 57 minutes Sat-Sun: Overnight	Lynn St & N 1st St, King City	Garcia Mini Mart (316 S 1st St, King City)	0.2 miles	Mon-Fri: Some distance between stations Sat-Sun: Requires overnight stay. Some distance between stations.
Amtrak Thruway 6234 to Trains 734, 532	734, 532: Oakland, Emeryville, Martinez, Davis, Sacramento, Roseville	Mon-Fri: 8:48 AM Sat-Sun: 7:44 PM	9:55 AM	Mon-Fri: 57 minutes Sat-Sun: Overnight	Mee Memorial Hospital (300 Canal St, King City)	MacDonalds (1350 Broadway Cir, King City)	1 mile	Mon-Fri: Long distance between stations Sat-Sun: Requires overnight stay. Long distance between stations.

Connections from MST 23 Southbound to National Services Leaving From King City (cont'd)								
Connecting Service	**Destinations**	**MST Route 23 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**MST Route 23 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4792 to Train 792	792: Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 10:48 AM Sat-Sun: 7:44 PM	11:30 AM	Mon-Fri: 42 minutes Sat-Sun: Overnight	Mee Memorial Hospital (300 Canal St, King City)	MacDonalds (1350 Broadway Cir, King City)	1 mile	Mon-Fri: Long distance between stations Sat-Sun: Requires overnight stay. Long distance between stations.
Greyhound 6725: San Francisco to Los Angeles	Paso Robles, San Luis Obispo, Santa Maria, Santa Barbara, Ventura, Oxnard, North Hollywood, Hollywood, Los Angeles	Mon-Fri: 10:58 AM Sat-Sun: 7:54 PM	11:35 AM	Mon-Fri: 37 minutes Sat-Sun: Overnight	Lynn St & N 1st St, King City	Garcia Mini Mart (316 S 1st St, King City)	0.2 miles	Mon-Fri: Some distance between stations Sat-Sun: Requires overnight stay. Some distance between stations.
Amtrak Thruway 4798 to Train 798	798: Grover Beach, Guadalupe, Lompoc, Goleta, Santa Barbara, Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, points south on Train 596 to San Diego	Mon-Fri: 10:48 AM Sat-Sun: 12:44 PM	2:05 PM	Mon-Fri: 3 hours 17 minutes Sat-Sun: 1 hour 21 minutes	Mee Memorial Hospital (300 Canal St, King City)	MacDonalds (1350 Broadway Cir, King City)	1 mile	Mon-Fri: Long layopver time. Long distance between stations. Sat-Sun: Long distance between stations.
Amtrak Thruway 4799 to Trains 744, 544	744, 544: Oakland, Emeryville, Martinez, Davis, Sacramento	Mon: 1:48 PM Sat-Sun: 12:44 PM	2:35 PM	Mon-Fri: 47 minutes Sat-Sun: 1 hour 41 minutes	Mee Memorial Hospital (300 Canal St, King City)	MacDonalds (1350 Broadway Cir, King City)	1 mile	Long distance between stations.
Greyhound 6726: Los Angeles to San Francisco	Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon: 1:58 PM Sat-Sun: 12:54 PM	2:40 PM	Mon-Fri: 42 minutes Sat-Sun: 1 hour 46 minutes	Lynn St & N 1st St, King City	Garcia Mini Mart (316 S 1st St, King City)	0.2 miles	Some distance between stations.
Greyhound 6731: San Francisco to Los Angeles	Paso Robles, San Luis Obispo, Santa Maria, Santa Barbara, Ventura, Oxnard, Hollywood, Los Angeles	Mon-Fri: 1:58 PM Sat-Sun: 12:54 PM	3:05 PM	Mon-Fri: 1 hour 7 minutes Sat-Sun: 2 hours 11 minutes	Lynn St & N 1st St, King City	Garcia Mini Mart (316 S 1st St, King City)	0.2 miles	Some distance between stations
Amtrak Thruway 4763 to Trains 748, 546	748, 546: Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 1:48 PM Sat-Sun: 12:44 PM	3:50 PM	Mon-Fri: 2 hours 2 minutes Sat-Sun: 3 hours 6 minutes	Mee Memorial Hospital (300 Canal St, King City)	MacDonalds (1350 Broadway Cir, King City)	1 mile	Mon-Fri: Long distance between stations Sat-Sun: Long layover time. Long distance between stations.
Greyhound 6739: San Francisco to Los Angeles	Paso Robles, San Luis Obispo, Santa Maria, Santa Barbara, Oxnard, Los Angeles	Mon-Fri: 4:58 PM Sat-Sun: 3:54 PM	6:10 PM	Mon-Fri: 1 hour 12 minutes Sat-Sun: 2 hours 16 minutes	Lynn St & N 1st St, King City	Garcia Mini Mart (316 S 1st St, King City)	0.2 miles	Some distance between stations.
Greyhound 6766: Los Angeles to San Francisco	Salinas, Watsonville, Santa Cruz, San Jose, Oakland, San Francisco	Mon-Fri: 4:58 PM Sat-Sun: 3:54 PM	6:45 PM	Mon-Fri: 1 hour 47 minutes Sat-Sun: 2 hours 51 minutes	Lynn St & N 1st St, King City	Garcia Mini Mart (316 S 1st St, King City)	0.2 miles	Some distance between stations.

Connections from National Services Arriving in King City to MST 23 Northbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**MST Route 23 Departure Time**	**Layover**	**Incoming Service Station**	**MST Route 23 Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4785 from Train 785	763: San Diego, Old Town, Solana Beach, Oceanside, San Clemente, San Jaun Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria	1:55 AM	Mon-Fri: 6:10 AM Sat-Sun: 8:10 AM	Overnight	MacDonalds (1350 Broadway Cir, King City)	Mee Memorial Hospital (300 Canal St, King City)	1 mile	Safety issues. Requires overnight stay.
Amtrak Thruway 4768 from Trains 749, 551	749, 551: Sacramento, Davis, Martinez, Emeryville	2:15 AM	Mon-Fri: 6:10 AM Sat-Sun: 8:10 AM	Mon-Fri: 3 hours 55 minutes Sat-Sun: 5 hours 55 minutes	MacDonalds (1350 Broadway Cir, King City)	Mee Memorial Hospital (300 Canal St, King City)	1 mile	Mon-Fri: Safety issues. Long layover time. Sat-Sun: Safety issues. Extremely long layover time.
Grehound 6756: Los Angeles to San Francisco	Los Angeles, Oxnard, Santa Barbara, San Luis Obispo, Paso Robles	4:10 AM	Mon-Fri: 6:05 AM Sat-Sun: 8:05 AM	Mon-Fri: 1 hour 55 minutes Sat-Sun: 3 hours 55 minutes	Garcia Mini Mart (316 S 1st St, King City)	Lynn St & N 1st St, King City	0.2 miles	Mon-Fri: Safety issues. Some distance between station. Sat-Sun: Safety issues. Long layover time. Some distance between stations.
Greyhound 6752: Los Angeles to San Francisco (runs Saturdays, Sundays and Mondays only)	Los Angeles, Santa Barbara, San Luis Obispo, Paso Robles	6:50 AM	Mon: 9:05 AM Sat-Sun: 8:05 AM	Mon: 2 hours 15 minutes Sat-Sun: 1 hour 15 minutes	Garcia Mini Mart (316 S 1st St, King City)	Lynn St & N 1st St, King City	0.2 miles	Some distance between stations.
Greyhound 6742: Los Angeles to San Francisco	Los Angeles, Oxnard, Santa Barbara, Santa Maria, San Luis Obispo, Paso Robles	9:55 AM	Mon-Fri: 11:05 AM Sat-Sun: 12:05 PM	Mon-Fri: 1 hour 10 minutes Sat-Sun: 2 hours 10 minutes	Garcia Mini Mart (316 S 1st St, King City)	Lynn St & N 1st St, King City	0.2 miles	Some distance between stations.
Amtrak Thruway 4792 from Trains 723, 523	723, 523: Sacramento, Davis, Martinez, Emeryville, Oakland	11:30 AM	Mon-Fri: 2:10 PM Sat-Sun: 12:10 PM	Mon-Fri: 2 hours 40 minutes Sat-Sun: 40 minutes	MacDonalds (1350 Broadway Cir, King City)	Mee Memorial Hospital (300 Canal St, King City)	1 mile	Long distance between stations.
Greyhound 6725: San Francisco to Los Angeles	San Francisco, Oakland, San Jose, Santa Cruz, Watsonville, Salinas	11:30 AM	Mon-Fri: 2:05 PM Sat-Sun: 12:05 PM	Mon-Fri: 1 hour 35 minutes Sat-Sun: 35 minutes	Garcia Mini Mart (316 S 1st St, King City)	Lynn St & N 1st St, King City	0.2 miles	Some distance between stations.
Amtrak Thruway 4798 from Trains 727, 529	727, 529: Roseville (529 only), Sacramento, Davis, Martinez, Emeryville, Oakland (727 only)	2:05 PM	Mon-Fri: 5:10 PM Sat-Sun: 4:10 PM	Mon-Fri: 3 hours 5 minutes Sat-Sun: 2 hours 5 minutes	MacDonalds (1350 Broadway Cir, King City)	Mee Memorial Hospital (300 Canal St, King City)	1 mile	Mon-Fri: Long layover time. Some distance between stations. Sat-Sun: Long distance between stations.

Connections from National Services Arriving in King City to MST 23 Northbound (cont'd)								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**MST Route 23 Departure Time**	**Layover**	**Incoming Service Station**	**MST Route 23 Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4799 from Train 799	799: Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria	2:35 PM	Mon-Fri: 5:10 PM Sat-Sun: 4:10 PM	Mon-Fri: 2 hours 35 minutes Sat-Sun: 1 hour 35 minutes	MacDonalds (1350 Broadway Cir, King City)	Mee Memorial Hospital (300 Canal St, King City)	1 mile	Long distance between stations.
Greyhound 6726: Los Angeles to San Francisco	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara, Santa Maria, San Luis Obispo, Paso Robles	2:40 PM	Mon-Fri: 5:05 PM Sat-Sun: 4:05 PM	Mon-Fri: 2 hours 25 minutes Sat-Sun: 1 hour 25 minutes	Garcia Mini Mart (316 S 1st St, King City)	Lynn St & N 1st St, King City	0.2 miles	Some distance between stations.
Greyhound 6731: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville, Salinas	3:05 PM	Mon-Fri: 5:05 PM Sat-Sun: 4:05 PM	Mon-Fri: 2 hours Sat-Sun: 1 hour	Garcia Mini Mart (316 S 1st St, King City)	Lynn St & N 1st St, King City	0.2 miles	Some distance between stations.
Amtrak Thruway 4763 from Train 763	763: San Diego, Solana Beach, Oceanside, San Jaun Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria	3:50 PM	Mon-Fri: 5:10 PM Sat-Sun: 4:10 PM	Mon-Fri: 1 hour 20 minutes Sat-Sun: 20 minutes	MacDonalds (1350 Broadway Cir, King City)	Mee Memorial Hospital (300 Canal St, King City)	1 mile	Mon-Fri: Some distance between stations. Sat-Sun: Short layover time. Some distance between stations.
Amtrak Thruway 6237 from Train 537	537: Sacramento, Davis, Martinez, Emeryville	5:35 PM	Mon-Fri: 8:10 PM Sat-Sun: 7:10 PM	Mon-Fri: 2 hours 35 minutes Sat-Sun: 1 hour 35 minutes	MacDonalds (1350 Broadway Cir, King City)	Mee Memorial Hospital (300 Canal St, King City)	1 mile	Long distance between stations.
Greyhound 6739: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville, Salinas	6:10 PM	Mon-Fri: 8:05 PM Sat-Sun: 7:05 PM	Mon-Fri: 1 hour 55 minutes Sat-Sun: 55 minutes	Garcia Mini Mart (316 S 1st St, King City)	Lynn St & N 1st St, King City	0.2 miles	Some distance between stations.
Greyhound 6766: Los Angeles to San Francisco	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara, Santa Maria, San Luis Obispo, Paso Robles	6:45 PM	Mon-Fri: 8:05 PM Sat-Sun: 7:05 PM	Mon-Fri: 1 hour 20 minutes Sat-Sun: 20 minutes	Garcia Mini Mart (316 S 1st St, King City)	Lynn St & N 1st St, King City	0.2 miles	Mon-Fri: Some distance between stations. Sat-Sun: Short layover time. Some distance between stations.
Amtrak Thruway 4769 from Train 769	769: San Diego, Solana Beach, Oceanside, San Jaun Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria	6:55 PM	Mon-Fri: 8:10 PM Sat-Sun: 8:10 PM	1 hour 15 minutes	MacDonalds (1350 Broadway Cir, King City)	Mee Memorial Hospital (300 Canal St, King City)	1 mile	Long distance between stations.

2 - SALINAS CONNECTIONS

Connections from MST 23 Northbound to National Services Leaving From Salinas								
Connecting Service	**Destinations**	**MST Route 23 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**MST Route 23 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4768 to Train 768	768: Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	9:42 PM	1:20 AM	3 hours 38 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Amtrak Station (30 Railroad Ave, Salinas)	0.3 miles	Safety issues. Some distance between stations. Long layover time.
Amtrak Thruway 4785 to Trains 720, 520	720, 520: Oakland, Emeryville, Martinez, Davis, Sacramento	9:42 PM	2:55 AM	5 hours 13 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Amtrak Station (30 Railroad Ave, Salinas)	0.3 miles	Safety issues. Some distance between stations. Extremely Long layover time.
Greyhound 6756: Los Angeles to San Francisco	Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	9:42 PM	5:05 AM	Overnight	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Greyhound Station (19 W Gabilan St, Salinas)	0.1 miles	Requires overnight stay.
Amtrak Thruway 4012 to Trains 712, 701	712: Fresno, Hanford, Bakersfield, Los Angeles 701: Modesto, Stockton, Sacramento	9:42 PM	7:05 AM	Overnight	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Amtrak Station (30 Railroad Ave, Salinas)	0.3 miles	Some distance between stations. Requires overnight stay.
Greyhound 6752: Los Angeles to San Francisco	Gilroy, San Jose, San Francisco	9:42 PM	7:45 AM	Overnight	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Greyhound Station (19 W Gabilan St, Salinas)	0.1 miles	Requires overnight stay.
Amtrak Thruway 4784 to Train 784	784: Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 7:42 AM Sat-Sun: 9:42 PM	8:45 AM	Mon-Fri: 1 hour 3 minutes Sat-Sun: Overnight	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Amtrak Station (30 Railroad Ave, Salinas)	0.3 miles	Mon-Fri: Some distance between station Sat-Sun: Some distance between stations. Requires overnight stay.
Greyhound 6725: San Francisco to Los Angeles	King City, Paso Robles, San Luis Obispo, Santa Maria, Santa Barbara, Ventura, Oxnard, North Hollywood, Hollywood, Los Angeles	Mon-Fri: 8:42 AM Sat-Sun: 9:42 AM	10:35 AM	Mon-Fri: 1 hour 53 minutes Sat-Sun: 53 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Greyhound Station (19 W Gabilan St, Salinas)	0.1 miles	Feasible
Amtrak Thruway 4792 to Train 792	792: Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 8:42 AM Sat-Sun: 9:42 AM	10:35 AM	Mon-Fri: 1 hour 53 minutes Sat-Sun: 53 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Amtrak Station (30 Railroad Ave, Salinas)	0.3 miles	Some distance between stations.
Greyhound 6742: Los Angeles to San Francisco	Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 8:42 AM Sat-Sun: 9:42 AM	10:50 AM	Mon-Fri: 2 hours 8 minutes Sat-Sun: 1 hour 8 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Greyhound Station (19 W Gabilan St, Salinas)	0.1 miles	Feasible
Amtrak Thruway 6234 to Trains 734, 532	734, 532: Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 8:42 AM Sat-Sun: 9:42 AM	10:55 AM	Mon-Fri: 2 hours 13 minutes Sat-Sun: 1 hour 13 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Amtrak Station (30 Railroad Ave, Salinas)	0.3 miles	Some distance between stations.

Connections from MST 23 Northbound to National Services Leaving From Salinas (cont'd)								
Connecting Service	**Destinations**	**MST Route 23 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**MST Route 23 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak 11 - Coast Starlight Southbound	*Paso Robles, San Luis Obispo, Santa Barbara, Ventura, Oxnard, Simi Valley, Van Nuys, Los Angeles*	*10:42 AM*	*11:48 AM*	*1 hour 6 minutes*	*Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)*	*Salinas Amtrak Station (30 Railroad Ave, Salinas)*	*0.3 miles*	Some distance between stations
Amtrak Thruway 4798 to Train 798	798: Grover Beach, Guadalupe, Lompoc, Goleta, Santa Barbara, Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, points south on Train 596 to San Diego	Mon-Fri: 12:42 PM Sat-Sun: 10:42 AM	1:10 PM	Mon-Fri: 28 minutes Sat-Sun: 2 hours 28 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Amtrak Station (30 Railroad Ave, Salinas)	0.3 miles	Some distance between stations.
Greyhound 6731: San Francisco to Los Angeles	King City, Paso Robles, San Luis Obispo, Santa Maria, Santa Barbara, Ventura, Oxnard, Hollywood, Los Angeles	Mon-Fri: 12:42 PM Sat-Sun: 1:42 PM	2:10 PM	Mon-Fri: 1 hour 28 minutes Sat-Sun: 28 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Greyhound Station (19 W Gabilan St, Salinas)	0.1 miles	Feasible
Amtrak Thruway 4004 to Trains 704, 717	704: Fresno, Hanford, Bakersfield, Los Angeles 717: Modesto, Stockton, Oakland, San Francisco	Mon-Fri: 12:42 PM Sat-Sun: 2:42 PM	3:30 PM	Mon-Fri: 2 hours 48 minutes Sat-Sun: 48 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Amtrak Station (30 Railroad Ave, Salinas)	0.3 miles	Some distance between stations.
Greyhound 6726: Los Angeles to San Francisco	Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 12:42 PM Sat-Sun: 2:42 PM	3:35 PM	Mon-Fri: 2 hours 53 minutes Sat-Sun: 53 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Greyhound Station (19 W Gabilan St, Salinas)	0.1 miles	Feasible
Amtrak Thruway 4799 to Trains 744, 544	744, 544; Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 12:42 PM Sat-Sun: 2:42 PM	3:35 PM	Mon-Fri: 2 hours 53 minutes Sat-Sun: 53 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Amtrak Station (30 Railroad Ave, Salinas)	0.3 miles	Some distance between stations.
Amtrak Thruway 4763 to Trains 748, 546	748, 546; Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 3:42 PM Sat-Sun: 2:42 PM	4:50 PM	Mon-Fri: 1 hour 8 minutes Sat-Sun: 2 hours 8 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Amtrak Station (30 Railroad Ave, Salinas)	0.3 miles	Some distance between stations.
Greyhound 6735: San Francisco to Los Angeles	King City, Paso Robles, San Luis Obispo, Santa Maria, Santa Barbara, Ventura, Oxnard, Los Angeles	Mon-Fri: 3:42 PM Sat-Sun: 2:42 PM	5:15 PM	Mon-Fri: 1 hour 33 minutes Sat-Sun: 2 hours 33 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Greyhound Station (19 W Gabilan St, Salinas)	0.1 miles	Feasible
Amtrak 14 - Coast Starlight Northbound	*San Jose, Oakland, Martinez, Davis , Sacramento, points including Redding, Portland (OR) and Seattle (WA)*	*Mon-Fri: 3:42 PM Sat-Sun: 5:42 PM*	*6:36 PM*	*Mon-Fri: 2 hours 54 minutes Sat-Sun: 54 minutes*	*Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)*	*Salinas Amtrak Station (30 Railroad Ave, Salinas)*	*0.3 miles*	Some distance between stations.
Greyhound 6766: Los Angeles to San Francisco	Watsonville, Santa Cruz, San Jose, Oakland, San Francisco	Mon-Fri: 6:42 PM Sat-Sun: 5:42 PM	7:40 PM	Mon-Fri: 58 minutes Sat-Sun: 1 hour 58 mintues	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Greyhound Station (19 W Gabilan St, Salinas)	0.1 miles	Feasible
Greyhound 6739: San Francisco to Los Angeles	Paso Robles, San Luis Obispo, Santa Barbara, Ventura, Oxnard, Los Angeles	9:42 PM	11:30 PM	1 hour 48 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Greyhound Station (19 W Gabilan St, Salinas)	0.1 miles	Feasible
Greyhound 6745: San Francisco to Los Angeles	Los Angeles	9:42 PM	11:30 PM	1 hour 48 minutes	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	Salinas Greyhound Station (19 W Gabilan St, Salinas)	0.1 miles	Feasible
Transportes Intercalifornias	?	?	?	?	?	?	?	?

Connections from National Services Arriving in Salinas to MST 23 Southbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**MST Route 23 Departure Time**	**Layover**	**Incoming Service Station**	**MST Route 23 Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4768 from Trains 749, 551	749, 551: Sacramento, Davis, Martinez, Emeryville	1:15 AM	Mon-Fri: 7:15 AM Sat-Sun: 10:15 AM	Overnight	Salinas Amtrak Station (30 Railroad Ave, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.3 miles	Safety issues. Some distance between stations. Requires overnight stay.
Amtrak Thruway 4785 from Train 785	763: San Diego, Old Town, Solana Beach, Oceanside, San Clemente, San Jaun Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria	2:50 AM	Mon-Fri: 7:15 AM Sat-Sun: 10:15 AM	Overnight	Salinas Amtrak Station (30 Railroad Ave, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.3 miles	Safety issues. Some distance between stations. Requires overnight stay.
Greyhound 6756: Los Angeles to San Francisco	Los Angeles, Oxnard, Santa Barbara, San Luis Obispo, Paso Robles	5:15 AM	Mon-Fri: 7:15 AM Sat-Sun: 10:15 AM	Mon-Fri: 2 hours Sat-Sun: 5 hours	Salinas Greyhound Station (19 W Gabilan St, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.1 miles	Mon-Fri: Safety issues Sat-Sun: Safety issues. Long layover time.
Greyhound 6752: Los Angeles to San Francisco	Los Angeles, Santa Barbara, San Luis Obispo, Paso Robles	7:50 AM	Mon-Fri: 9:15 AM Sat-Sun: 10:15 AM	Mon-Fri: 1 hour 25 minutes Sat-Sun: 2 hours 25 minutes	Salinas Greyhound Station (19 W Gabilan St, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.1 miles	Feasible
Greyhound 6725: San Francisco to Los Angeles	San Francisco, Oakland, San Jose, Santa Cruz, Watsonville	10:20 AM	Mon-Fri: 12:15 AM Sat-Sun: 11:15 AM	Mon-Fri: 1 hour 55 minutes Sat-Sun: 55 minutes	Salinas Greyhound Station (19 W Gabilan St, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.1 miles	Feasible
Amtrak Thruway 4792 from Trains 723, 523	723, 523: Sacramento, Davis, Martinez, Emeryville, Oakland	10:30 AM	Mon-Fri: 12:15 AM Sat-Sun: 11:15 AM	Mon-Fri: 1 hour 45 minutes Sat-Sun: 45 minutes	Salinas Amtrak Station (30 Railroad Ave, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.3 miles	Some distance between stations.
Greyhound 6742: Los Angeles to San Francisco	Los Angeles, Oxnard, Santa Barbara, Santa Maria, San Luis Obispo, Paso Robles	11:20 AM	Mon-Fri: 12:15 AM Sat-Sun: 2:15 PM	Mon-Fri: 55 minutes Sat-Sun: 1 hour 55 minutes	Salinas Greyhound Station (19 W Gabilan St, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.1 miles	Mon-Fri: Short layover time Sat-Sun: Feasible
Amtrak 11 - Coast Starlight Southbound	*San Jose, Oakland, Martinez, Davis , Sacramento, points including Redding, Portland (OR) and Seattle (WA)*	*11:48 AM*	Mon-Fri: 12:15 AM Sat-Sun: 2:15 PM	*Mon-Fri: 27 minutes* *Sat-Sun: 2 hours 27 minutes*	*Salinas Amtrak Station (30 Railroad Ave, Salinas)*	*Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)*	*0.3 miles*	Some distance between stations.
Amtrak Thruway 4798 from Trains 727, 529	727, 529: Roseville (529 only), Sacramento, Davis, Martinez, Emeryville, Oakland (727 only)	1:05 PM	Mon-Fri: 3:15 PM Sat-Sun: 2:15 PM	Mon-Fri: 2 hours 10 minutes Sat-Sun: 1 hour 10 minutes	Salinas Amtrak Station (30 Railroad Ave, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.3 miles	Some distance between stations.
Amtrak Thruway 4001 from Trains 712, 701	712: San Francisco, Oakland, Stockton, Modesto 701: Los Angeles, Bakersfield, Hanford, Fresno	1:15 PM	Mon-Fri: 3:15 PM Sat-Sun: 2:15 PM	Mon-Fri: 2 hours Sat-Sun: 1 hour	Salinas Amtrak Station (30 Railroad Ave, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.3 miles	Some distance between stations.
Greyhound 6731: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville	1:35 PM	Mon-Fri: 3:15 PM Sat-Sun: 2:15 PM	Mon-Fri: 1 hour 40 minutes Sat-Sun: 40 minutes	Salinas Greyhound Station (19 W Gabilan St, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.1 miles	Feasible

Connections from National Services Arriving in Salinas to MST 23 Southbound (cont'd)								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**MST Route 23 Departure Time**	**Layover**	**Incoming Service Station**	**MST Route 23 Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4799 from Train 799	799: Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria	3:30 PM	Mon-Fri: 6:15 PM Sat-Sun: 5:15 PM	Mon-Fri: 2 hours 45 minutes Sat-Sun: 1 hour 45 minutes	Salinas Amtrak Station (30 Railroad Ave, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.3 miles	Some distance between stations.
Greyhound 6726: Los Angeles to San Francisco	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara, Santa Maria, San Luis Obispo, Paso Robles	3:50 PM	Mon-Fri: 6:15 PM Sat-Sun: 5:15 PM	Mon-Fri: 2 hours 25 minutes Sat-Sun: 1 hour 25 minutes	Salinas Greyhound Station (19 W Gabilan St, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.1 miles	Feasible
Greyhound 6735: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville	4:35 PM	Mon-Fri: 6:15 PM Sat-Sun: 5:15 PM	Mon-Fri: 1 hour 40 minutes Sat-Sun: 40 minutes	Salinas Greyhound Station (19 W Gabilan St, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.1 miles	Feasible
Amtrak Thruway 6237 from Train 537	537: Sacramento, Davis, Martinez, Emeryville	4:35 PM	Mon-Fri: 6:15 PM Sat-Sun: 5:15 PM	Mon-Fri: 1 hour 40 minutes Sat-Sun: 40 minutes	Salinas Amtrak Station (30 Railroad Ave, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.3 miles	Some distance between stations.
Amtrak Thruway 4763 from Train 763	763: San Diego, Solana Beach, Oceanside, San Jaun Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria	4:45 PM	Mon-Fri: 6:15 PM Sat-Sun: 5:15 PM	Mon-Fri: 1 hour 30 minutes Sat-Sun: 30 minutes	Salinas Amtrak Station (30 Railroad Ave, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.3 miles	Mon-Fri: Some distance between stations. Sat-Sun: Short layover time. Some distance between stations.
Amtrak 14 - Coast Starlight Northbound	*Paso Robles, San Luis Obispo, Santa Barbara, Ventura, Oxnard, Simi Valley, Van Nuys, Los Angeles*	*6:36 PM*	*Mon-Fri: 7:15 AM* *Sat-Sun: 10:15 AM*	*Overnight*	*Salinas Amtrak Station (30 Railroad Ave, Salinas)*	*Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)*	*0.3 miles*	Requires overnight stay. Some distance between stations.
Amtrak Thruway 4769 from Train 769	769: San Diego, Solana Beach, Oceanside, San Jaun Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria	7:50 PM	*Mon-Fri: 7:15 AM* *Sat-Sun: 10:15 AM*	Overnight	Salinas Amtrak Station (30 Railroad Ave, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.3 miles	Requires overnight stay. Some distance between stations.
Greyhound 6766: Los Angeles to San Francisco	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara, Santa Maria, San Luis Obispo, Paso Robles	7:55 PM	*Mon-Fri: 7:15 AM* *Sat-Sun: 10:15 AM*	Overnight	Salinas Greyhound Station (19 W Gabilan St, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.1 miles	Requires overnight stay.
Amtrak Thruway 4017 from Trains 704, 717	704: Sacramento, Stockton, Modesto 717: Los Angeles, Bakersfield, Hanford, Fresno	9:25 PM	*Mon-Fri: 7:15 AM* *Sat-Sun: 10:15 AM*	Overnight	Salinas Amtrak Station (30 Railroad Ave, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.3 miles	Requires overnight stay. Some distance between stations.
Greyhound 6739: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville	11:00 PM	*Mon-Fri: 7:15 AM* *Sat-Sun: 10:15 AM*	Overnight	Salinas Greyhound Station (19 W Gabilan St, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.1 miles	Requires overnight stay.
Greyhound 6745: San Francisco to Los Angeles	San Francisco, Oakland, San Jose, Gilroy	11:15 PM	*Mon-Fri: 7:15 AM* *Sat-Sun: 10:15 AM*	Overnight	Salinas Greyhound Station (19 W Gabilan St, Salinas)	Salinas Transit Center (Central Ave & Lincoln Ave, Salinas)	0.1 miles	Requires overnight stay.
Transportes Intercalifornias	?	?	?	?	?	?	?	?

Monterey Salinas Transit Route 53 - King City to Monterey

Overall Assessment	Althought there are several Amtrak Thruway lines that end in Monterey, there is no reason for anyone going south to detour by Monterey to connect with Monteret Salinas Transit Route 53 given the services available in Salinas. Conversely, there is no compelling reason for trips originating in the Salinas Valley and headed northbound to detour via Monterey to take Thruway buses leading into the Bay area and Sacramento. In addition, the MST Route 53 does not connect with any of the intercity services that stop in King City. It appears that the main purpose of the MST 53 is to serve long distance commutes between the Salinas Valley and Monterey Bay.

Serves	King City, Greenfield, Soledad, Gonzales, Chualar, Monterey, Pebble Beach
Connections with National Network	King City, Monterey (see assessment above)

Direction	Itinerary	Frequency	Arrival and Departure Stations
Northbound	King City to Monterey to Pebble Beach	1x, daily	King City: Mee Memorial Hospital (300 Canal St, King City) Monterey: Monterey Transit Plaza (Pearl St & Murras Ave)
Southbound	Pebble Beach to Monterey to King City	1x, daily	King City: Mee Memorial Hospital (300 Canal St, King City) Monterey: Monterey Transit Plaza (Pearl St & Murras Ave)

San Luis Obispo RTA Route 10 - Santa Maria to San Luis Obispo

Overall Assessment	In general, SLORTA Route 10 provides excellent connectivity to national services leading to and from Santa Maria, Grover Beach and San Luis Obispo. The schedule has obviously been designed with the goal of connecting to Amtrak, Greyhound and Orange Belt. However, there is one scheduling issue: there is a recurring pattern of very short layovers between SLORTA Route 10 and national services. In many instances, this requires customers who want to be certain of making a connection to prolonging their trip time by two hours to take the previous or next Route 10 bus.

Serves	San Luis Obispo, Avila Beach, Shell Beach, Pismo Beach, Grover Beach, Arroyo Grande, Nipomo, Santa Maria
Connections with National Network	San Luis Obispo, Grover Beach, Santa Maria

Service Description		
Direction	**Itinerary**	**Frequency**
Northbound	Santa Maria to Grover Beach to San Luis Obispo	9x, MTWRF 3x, S
Southbound	San Luis Obispo to Grover Beach to Santa Maria	9x, MTWRF 3x, S

1 - SAN LUIS OBISPO CONNECTIONS

Connections from Route 10 Northbound to National Services Leaving From San Luis Obispo								
Connecting Service	**Destinations**	**SLORTA Route 10 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**MST Route 23 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4785 to Trains, 720, 520	720, 520: Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 7:50 PM Sat: 4:51 PM	12:10 AM	Mon-Fri: 3 hours 19 minutes Sat: 7 hours 19 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Safety issues. Long layover time. Sat: Safety issues. Extremely long layover time.
Greyhound 6739: San Francisco to Los Angeles	Santa Barbara, Oxnard, Los Angeles	Mon-Fri: 7:46 PM Sat: 4:47 PM	2:20 AM	Mon-Fri: 6 hours 34 minutes Sat: 9 hours 33 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Safety issues. Extremely long layover time.
Greyhound 6756: Los Angeles to San Francisco	Paso Robles, King City, Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 7:46 PM Sat: 4:47 PM	2:30 AM	Mon-Fri: 6 hours 44 minutes Sat: 9 hours 43 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Safety issues. Extremely long layover time.
Amtrak Thruway 4768 to Train 768	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Northridge, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan	Mon-Fri: 7:50 PM Sat: 4:51 PM	4:00 AM	Overnight	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 6752: Los Angeles to San Francisco	Paso Robles, King City, Salinas, Gilroy, San Jose, San Francisco	Mon-Fri: 7:46 PM Sat: 4:47 PM	5:10 AM	Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 6729: San Luis Obispo to Los Angeles	Santa Maria, Santa Barbara, Ventura, Oxnard, North Hollywood, Hollywood, Los Angeles	Mon-Fri: 7:46 PM Sat: 4:47 PM	6:40 AM	Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Requires overnight stay.
Amtrak 774 - Pacific Surfliner Southbound	*Grover Beach, Guadalupe, Lompoc, Goleta, Santa Barbara, Carpinteria, Ventura, Oxnard, Camarillo, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, San Juan Capistrano, Oceanside, Solana Beach, San Diego*	*Mon-Fri: 7:50 PM* *Sat: 4:51 PM*	*6:45 AM*	*Overnight*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Requires overnight stay.
Amtrak Thruway 4913 to Trains 712, 713 & Orange Belt Stages: Santa Maria to Visalia to Bakersfield	712: Bakersfield, Los Angeles 713: Fresno, Merced, Stockton, Martinez Emeryville, Oakland, San Francisco Orange Belt: Atascadero, Paso Robles, Kettleman City, Lemoore, Hanford, Goshen, Visalia, Porterville, Bakersfield	Mon-Fri: 7:30 AM Sat: 4:51 PM	8:00 AM	Mon-Fri: 30 minutes Sat: Overnight	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Amtrak Thruway 6234 to Trains 734, 532	734, 532: Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 7:30 AM Sat: 4:51 PM	8:15 AM	Mon-Fri: 45 minutes Sat: Overnight	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Greyhound 6742: Los Angeles to San Francisco	Paso Robles, King City, Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 7:26 AM Sat: 4:47 PM	8:15 AM	Mon-Fri: 49 minutes Sat: Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Amtrak Thruway 4764 to Train 784	784: Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 9:50 AM Sat: 8:51 AM	10:35 AM	Mon-Fri: 45 minutes Sat: 1 hour 44 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Feasible
Amtrak 4784 to Train 784	784: Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 9:50 AM Sat: 8:51 AM	11:25 AM	Mon-Fri: 1 hour 35 minutes Sat: 2 hours 34 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Feasible
Amtrak Thruway 4799 to Trains 744, 544	744, 544: Santa Clara, Fremont, Hayward, Oaklnad, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 11:50 AM Sat: 8:51 AM	12:50 PM	Mon-Fri: 1 hour Sat: 3 hours 59 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Long layover time

Greyhound 6726: Los Angeles to San Francisco	Paso Robles, King City, Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 11:46 AM Sat: 12:47 PM	1:00 PM	Mon-Fri: 1 hour 14 minutes Sat: 13 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Feasible

Connections from Route 10 Northbound to National Services Leaving From San Luis Obispo (cont'd)								
Connecting Service	**Destinations**	**SLORTA Route 10 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**MST Route 23 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4792 to Train 792	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Norwalk, Fullerton, Anaheim, Santa Ana, Irvine, Mission Viejo, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 11:50 AM Sat: 12:51 AM	1:30 PM	Mon-Fri: 1 hour 40 minutes Sat: 39 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Feasible
Greyhound 6725: San Francisco to Los Angeles	Santa Maria, Santa Barbara, Ventura, Oxnard, North Hollywood, Hollywood, Los Angeles	Mon-Fri: 11:46 AM Sat: 12:47 PM	1:50 PM	Mon-Fri: 2 hours 4 minutes Sat: 1 hour 3 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Feasible
Amtrak Thruway 4763 to Trains 748, 546	748, 546: Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 1:50 PM Sat: 12:51 PM	2:05 PM	Mon-Fri: 15 mintues Sat: 1 hour 14 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Feasible
Amtrak 11 - Coast Starlight Southbound	*Santa Barbara, Oxnard, Simi Valley, Van Nuys, Los Angeles*	*Mon-Fri: 1:50 PM* *Sat: 12:51 PM*	*3:20 PM*	*Mon-Fri: 1 hour 30 minutes* *Sat: 2 hours 29 minutes*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Feasible
Amtrak 14 - Coast Starlight Northbound	*Paso Robles, Salinas, San Jose, Oakland, Emeryville, Martinez, Davis, Sacramento, points north including Redding, Portland (OR) and Seattle (WA)*	*Mon-Fri: 1:50 PM* *Sat: 12:51 PM*	*3:43 PM*	*Mon-Fri: 1 hour 53 minutes* *Sat: 2 hours 52 minutes*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Feasible
Amtrak Thruway 4903 to Trains 704, 703 & Orange Belt: Santa Maria to Visalia to Bakersfield	704: Bakersfield, Los Angeles 703: Fresno, Merced, Stockton, Sacramento Orange Belt: Atascadero, Paso Robles, Kettleman City, Lemoore, Hanford, Goshen, Visalia, Porterville, Bakersfield	Mon-Fri: 1:50 PM Sat: 12:51 PM	3:55 PM	Mon-Fri: 2 hours 5 minutes Sat: 3 hours 4 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak 798 - Pacific Surfliner Southbound	*Grover Beach, Guadalupe, Lompoc, Goleta, Santa Barbara, Carpinteria, Ventura, Oxnard, Camarillo, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles via Train 596: Fullerton, Anaheim, Santa Ana, San Juan Capistrano, Oceanside, Solana Beach, San Diego*	*Mon-Fri: 3:50 PM* *Sat: 12:51 PM*	*4:25 PM*	*Mon-Fri: 35 minutes* *Sat: 3 hours 34 minutes*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Mon-Fri: Feasible Sat: Long layover time
Greyhound 6766: Los Angeles to San Francisco	Paso Robles, King City, Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 3:46 PM Sat: 4:47 PM	5:05 PM	Mon-Fri: 1 hour 19 minutes Sat: 18 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Feasible
Greyhound 6731: San Francisco to Los Angeles	Santa Maria, Santa Barbara, Ventura, Oxnard, Hollywood, Los Angeles	Mon-Fri: 3:46 PM Sat: 4:47 PM	5:15 PM	Mon-Fri: 1 hour 29 minutes Sat: 28 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Feasible
Greyhound 6735: San Francisco to Los Angeles	Santa Maria, Santa Barbara, Oxnard, Los Angeles	Mon-Fri: 7:46 PM Sat: 4:47 PM	8:20 PM	Mon-Fri: 34 minutes Sat: 3 hours 33 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Long layover time

Connections from National Services Arriving in San Luis Obispo to Route 10 Southbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**SLORTA Route 10 Departure Time**	**Layover**	**Incoming Service Station**	**SLORTA Route 10 Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4785 from Train 785	San Diego, Old Town, Solana Beach, Oceanside, San Clemente, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	12:05 AM	Mon-Fri: 8:45 AM Sat: 9:22 AM	Overnight	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 6739: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville, Salinas	1:40 AM	Mon-Fri: 8:50 AM Sat: 9:26 AM	Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 6756: Los Angeles to San Francisco	Los Angeles, Oxnard, Santa Barbara	1:55 AM	Mon-Fri: 8:50 AM Sat: 9:26 AM	Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Safety issues. Requires overnight stay.
Amrak Thruway 4768 from Trains 749, 551	749, 551: Sacramento, Davis, Martinez, Emeryville	4:00 AM	Mon-Fri: 8:45 AM Sat: 9:22 AM	Mon-Fri: 4 hours 45 minutes Sat: 5 hours 22 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Safety issues. Extremely long layover time.
Greyhound 6752: Los Angeles to San Francisco	Los Angeles, Santa Barbara	4:50 AM	Mon-Fri: 8:50 AM Sat: 9:26 AM	Mon-Fri: 4 hours Sat: 4 hours 36 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Safety issues. Long layover time.
Greyhound 6742: Los Angeles to San Francisco	Los Angeles, Oxnard, Santa Barbara, Santa Maria	7:40 AM	Mon-Fri: 8:50 AM Sat: 9:26 AM	Mon-Fri: 1 hour 10 minutes Sat: 1 hour 46 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Feasible
Greyhound 6726: Los Angeles to San Francisco	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara, Santa Maria	12:30 PM	Mon-Fri: 12:50 PM Sat: 1:26 PM	Mon-Fri: 20 minutes Sat: 56 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Mon-Fri: Short layover time Sat: Feasible
Amtrak 799 - Pacific Surfliner Northbound	*Los Angeles, Glendale, Burbank, Van Nuys, Northridge, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara, Goleta, Lompoc, Guadalupe, Grover Beach* *via Thruway: Santa Ana, Fullerton*	*12:45 PM*	*Mon-Fri: 2:45 PM* *Sat: 1:22 PM*	*Mon-Fri: 2 hours* *Sat: 37 minutes*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Feasible
Greyhound 6725: San Francisco to Los Angeles	San Francisco, Oakland, San Jose, Santa Cruz, Watsonville, Salinas, King City, Paso Robles	1:15 PM	Mon-Fri: 2:50 PM Sat: 5:26 PM	Mon-Fri: 1 hour 35 minutes Sat: 4 hours 11 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4792 from Trains 723, 523	723, 523: Sacramento, Davis, Martinez, Emeryville, Oakland	1:25 PM	Mon-Fri: 2:45 PM Sat: 5:22 PM	Mon-Fri: 1 hour 20 minutes Sat: 3 hours 57 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4763 from Train 763	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	2:00 PM	Mon-Fri: 2:45 PM Sat: 5:22 PM	Mon-Fri: 45 minutes Sat: 3 hours 22 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4912 from Trains 713, 712 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	713: Los Angeles, Bakersfield 712: San Francisco, Oakland, Emeryville, Martinez Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero	3:05 PM	Mon-Fri: 4:45 PM Sat: 5:22 PM	Mon-Fri: 1 hour 40 minutes Sat: 2 hours 17 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Feasible
Amtrak 11 - Coast Starlight Southbound	*Paso Robles, Salinas, San Jose, Oakland, Emeryville, Martinez, Davis, Sacramento, points north including Redding, Portland (OR) and Seattle (WA)*	*3:10 PM*	*Mon-Fri: 4:45 PM* *Sat: 5:22 PM*	*Mon-Fri: 1 hour 35 minutes* *Sat: 2 hours 12 minutes*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Feasible
Amtrak 14 - Coast Starlight Northbound	*Los Angeles, Van Nuys, Simi Valley, Oxnard, Santa Barbara*	*3:30 PM*	*Mon-Fri: 4:45 PM* *Sat: 5:22 PM*	*Mon-Fri: 1 hour 15 minutes* *Sat: 1 hour 52 minutes*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Feasible
Amtrak Thruway 4798 from Train 727, 527	727, 527: Roseville (527 only), Sacramento, Davis, Martinez, Emeryville 727 only: Oakland, Hayward, Fremont, Santa Clara	4:10 PM	Mon-Fri: 4:45 PM Sat: 5:22 PM	Mon-Fri: 35 minutes Sat: 1 hour 12 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Short layover time Sat: Feasible

Greyhound 6766: Los Angeles to San Francisco	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara, Santa Maria	4:35 PM	Mon-Fri: 5:25 PM Sat: 5:26 PM	Mon-Fri: 50 minutes Sat: 51 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Feasible
Greyhound 6731: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville, Salinas, King City, Paso Robles	4:45 PM	Mon-Fri: 9:25 PM Sat: 9:26 AM	Mon-Fri: 40 minutes Sat: Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay

Connections from National Services Arriving in San Luis Obispo to Route 10 Southbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**SLORTA Route 10 Departure Time**	**Layover**	**Incoming Service Station**	**SLORTA Route 10 Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4769 from Train 769	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	5:15 PM	Mon-Fri: 7:45 PM Sat: 9:22 AM	Mon-Fri: 2 hours 30 minutes Sat: Overnight	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Amtrak Thruway 6237 from Trains 737, 537	737, 537: Sacramento, Davis, Martinez, Emeryville, Oakland, Hayward, Fremont, Santa Clara	7:10 PM	Mon-Fri: 7:45 PM Sat: 9:22 AM	Mon-Fri: 35 minutes Sat: Overnight	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Short layover time Sat: Requires overnight stay
Greyhound 6735: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville, Salinas, King City, Paso Robles	7:50 PM	Mon-Fri: 8:50 AM Sat: 9:26 AM	Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Requires overnight stay.
Amtrak 775 - Pacific Surfliner Northbound	*San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara, Goleta, Lompoc, Guadalupe, Grover Beach*	*8:30 PM*	*Mon-Fri: 8:45 AM* *Sat: 9:22 AM*	*Overnight*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Requires overnight stay.
Greyhound 6754: Los Angeles to San Luis Obispo	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara, Santa Maria	9:25 PM	Mon-Fri: 8:50 AM Sat: 9:26 AM	Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Requires overnight stay.
Amtrak Thruway 4904 from Trains 703, 704 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	703: Los Angeles, Bakersfield 704: Sacramento, Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero	11:10 PM	Mon-Fri: 8:45 AM Sat: 9:22 AM	Overnight	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Safety issues. Requires overnight stay.

2 - GROVER BEACH CONNECTIONS

Note	Arrival and departure times given SLORTA Route 10 in Grover Beach are given for Ramona Ave & 9th St. According to SLORTA (phone conversation), the bus arrives at Amtrak a couple minutes prior or after at Amtrak, depending on which direction it is travelling. Because of this, I have rounded arrival times to the nearest five minutes.

Connections from Route 10 Southbound to National Services Leaving From Grover Beach

Connecting Service	Destinations	SLORTA Route 10 Arrival Time	Connecting Service Departure Time	Layover	MST Route 23 Station	Connecting Service Station	Distance	Transfer Feasibility
Amtrak 774 - Pacific Surfliner Southbound	*Guadalupe, Lompoc, Goleta, Santa Barbara, Carpinteria, Ventura, Oxnard, Camarillo, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, San Juan*	*Mon-Fri: 8:25 PM Sat: 5:50 PM*	*7:05 AM*	*Overnight*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Same Facility*	Requires overnight stay.
Amtrak Thruway 4913 to Trains 712, 713 & Orange Belt Stages: Santa Maria to Visalia to Bakersfield	712: Bakersfield, Los Angeles 713: Fresno, Merced, Stockton, Martinez Emeryville, Oakland, San Francisco Orange Belt: San Luis Obispo, Atascadero, Paso Robles, Kettleman City, Lemoore, Hanford, Goshen, Visalia, Porterville, Bakersfield	Mon-Fri: 6:55 AM Sat: 5:55 PM	7:35 AM	Mon-Fri: 40 minutes Sat: Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay.
Amtrak Thruway 6234 to Trains 734, 532	734, 532: Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 6:55 AM Sat: 5:55 PM	7:45 AM	Mon-Fri: 50 minutes Sat: Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay.
Amtrak Thruway 4764 to Train 784	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 9:25 AM Sat: 9:55 AM	11:00 AM	Mon-Fri: 1 hour 35 minutes Sat: 1 hour 5 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Feasible
Amtrak 799 - Pacific Surfliner Northbound	*San Luis Obispo via Thruway 4799: Paso Robles, King City, Salinas, San Jose, San Francisco, Oakland*	*Mon-Fri: 11:25 AM Sat: 9:55 AM*	*12:15 PM*	*Mon-Fri: 50 minutes Sat: 2 hours 20 minutes*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Same Facility*	Feasible
Amtrak Thruway 4763 to Trains 748, 546	748, 546: Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 11:25 AM Sat: 9:55 AM	1:35 PM	Mon-Fri: 2 hours 10 minutes Sat: 3 hours 40 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4792 to Train 792	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Norwalk, Fullerton, Anaheim, Santa Ana, Irvine, Mission Viejo, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 1:25 PM Sat: 9:55 AM	1:55 PM	Mon-Fri: 30 minutes Sat: 4 hours 10 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4903 to Trains 704, 703 & Orange Belt: Santa Maria to Visalia to Bakersfield	704: Bakersfield, Los Angeles 703: Fresno, Merced, Stockton, Sacramento Orange Belt: San Luis Obispo, Atascadero, Paso Robles, Kettleman City, Lemoore, Hanford, Goshen, Visalia, Porterville, Bakersfield	Mon-Fri: 1:25 PM Sat: 1:55 PM	3:30 PM	Mon-Fri: 2 hours 5 minutes Sat: 1 hour 35 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Feasible
Amtrak 798 - Pacific Surfliner Southbound	*Guadalupe, Lompoc, Goleta, Santa Barbara, Carpinteria, Ventura, Oxnard, Camarillo, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles via Train 596: Fullerton, Anaheim, Santa Ana, San Juan Capistrano, Oceanside, Solana Beach, San Diego*	*Mon-Fri: 3:25 PM Sat: 1:55 PM*	*4:45 PM*	*Mon-Fri: 1 hour 20 minutes Sat: 2 hours 50 minutes*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Same Facility*	Feasible
Amtrak 775 - Pacific Surfliner Northbound	*San Luis Obispo via Thruway 4775: Atascadero, Paso Robles*	*6:00 PM*	*7:55 PM*	*1 hour 55 minutes*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Same Facility*	Feasible

Amtrak Thruway 4785 to Trains, 720, 520	720, 520: Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 8:25 PM Sat: 6:00 PM	11:40 PM	Mon-Fri: 3 hours 15 minutes Sat: 5 hours 40 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Safety issues. Long layover time. Sat: Safety issues. Extremely long layover time.

Connections from Route 10 Northbound to National Services Leaving From Grover Beach								
Connecting Service	**Destinations**	**SLORTA Route 10 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**MST Route 23 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak 774 - Pacific Surfliner Southbound	*Guadalupe, Lompoc, Goleta, Santa Barbara, Carpinteria, Ventura, Oxnard, Camarillo, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, San Juan Capistrano, Oceanside, Solana Beach, San Diego*	*Mon-Fri: 7:15 PM Sat: 4:15 PM*	*7:05 AM*	Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	*Same Facility*	Requires overnight stay.
Amtrak Thruway 4913 to Trains 712, 713 & Orange Belt Stages: Santa Maria to Visalia to Bakersfield	712: Bakersfield, Los Angeles 713: Fresno, Merced, Stockton, Martinez Emeryville, Oakland, San Francisco Orange Belt: San Luis Obispo, Atascadero, Paso Robles, Kettleman City, Lemoore, Hanford, Goshen, Visalia, Porterville, Bakersfield	Mon-Fri: 6:55 AM Sat: 4:15 PM	7:35 AM	Mon-Fri: 40 minutes Sat: Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay.
Amtrak Thruway 6234 to Trains 734, 532	734, 532: Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 6:55 AM Sat: 4:15 PM	7:45 AM	Mon-Fri: 50 minutes Sat: Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay.
Amtrak Thruway 4764 to Train 784	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 9:15 AM Sat: 8:15 AM	11:00 AM	Mon-Fri: 1 hour 45 minutes Sat: 2 hours 45 mintues	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Feasible
Amtrak 799 - Pacific Surfliner Northbound	*San Luis Obispo via Thruway 4799: Paso Robles, King City, Salinas, San Jose, San Francisco, Oakland*	*Mon-Fri: 11:15 AM Sat: 9:15 AM*	*12:15 PM*	*Mon-Fri: 1 hour Sat: 4 hours*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Same Facility*	Feasible
Amtrak Thruway 4763 to Trains 748, 546	748, 546: Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 1:15 PM Sat: 12:15 PM	1:35 PM	Mon-Fri: 20 minutes Sat: 1 hour 20 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4792 to Train 792	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Norwalk, Fullerton, Anaheim, Santa Ana, Irvine, Mission Viejo, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 1:15 PM Sat: 12:15 PM	1:55 PM	Mon-Fri: 40 minutes Sat: 1 hour 40 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4903 to Trains 704, 703 & Orange Belt: Santa Maria to Visalia to Bakersfield	704: Bakersfield, Los Angeles 703: Fresno, Merced, Stockton, Sacramento Orange Belt: San Luis Obispo, Atascadero, Paso Robles, Kettleman City, Lemoore, Hanford, Goshen, Visalia, Porterville, Bakersfield	Mon-Fri: 3:15 PM Sat: 12:15 PM	3:30 PM	Mon-Fri: 15 minutes Sat: 3 hours 15 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Short layover time Sat: Long layover time
Amtrak 798 - Pacific Surfliner Southbound	*Guadalupe, Lompoc, Goleta, Santa Barbara, Carpinteria, Ventura, Oxnard, Camarillo, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles via Train 596: Fullerton, Anaheim, Santa Ana, San Juan Capistrano, Oceanside, Solana Beach, San Diego*	*Mon-Fri: 3:15 PM Sat: 4:15 PM*	*4:45 PM*	*Mon-Fri: 1 hour 30 minutes Sat: 30 minutes*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Same Facility*	Feasible
Amtrak 775 - Pacific Surfliner Northbound	*San Luis Obispo via Thruway 4775: Atascadero, Paso Robles*	*Mon-Fri: 7:15 PM Sat: 4:15 PM*	*7:55 PM*	Mon-Fri: 40 minutes Sat: 3 hours 40 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	*Same Facility*	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4785 to Trains, 720, 520	720, 520: Oakland, Emeryville, Martinez, Davis, Sacrament0	Mon-Fri: 7:15 PM Sat: 4:15 PM	11:40 PM	Mon-Fri: 4 hours 25 minutes Sat: 7 hours 25 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Safety issues. Long layover time. Sat: Safety issues. Extremely long layover time.

Connections from National Services Arriving in Grover Beach to Route 10 Southbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**SLORTA Route 10 Departure Time**	**Layover**	**Incoming Service Station**	**SLORTA Route 10 Station**	**Distance**	**Transfer Feasibility**
Amtrak 799 Pacific Surfliner	*Los Angeles, Glendale, Burbank, Van Nuys, Northridge, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara, Goleta, Lompoc, Guadalupe via Thruway: Santa Ana, Fullerton*	*12:15 PM*	Mon-Fri: 1:20 PM Sat: 1:50 PM	Mon-Fri: 1 hour 15 minutes Sat: 1 hour 35 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Feasible
Amtrak Thruway 4763 from Train 763	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	1:35 PM	Mon-Fri: 3:20 PM Sat: 1:50 PM	Mon-Fri: 1 hour 45 minutes Sat: 15 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Short layover time
Amtrak Thruway 4792 from Trains 723, 523	723, 523: Sacramento, Davis, Martinez, Emeryville, Oakland	1:55 PM	Mon-Fri: 3:20 PM Sat: 5:50 PM	Mon-Fri: 1 hour 25 mintues Sat: 3 hours 55 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4912 from Trains 713, 712 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	713: Los Angeles, Bakersfield 712: San Francisco, Oakland, Emeryville, Martinez Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero, San Luis Obispo	3:30 PM	Mon-Fri: 5:20 PM Sat: 5:50 PM	*Mon-Fri: 1 hour 50 mintues* *Sat: 2 hours 20 minutes*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Same Facility*	Feasible
Amtrak Thruway 4759 from Train 769	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	5:30 PM	Mon-Fri: 5:55 PM Sat: 5:50 PM	20-25 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Short layover time.
Amtrak Thruway 6237 from Trains 737, 537	737, 537: Sacramento, Davis, Martinez, Emeryville, Oakland, Hayward, Fremont, Santa Clara	7:30 PM	Mon-Fri: 8:20 PM Sat: 9:50 AM	Mon-Fri: 50 minutes Sat: Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Short layover time Sat: Requires overnight stay
Amtrak 775 - Pacific Surfliner Northbound	*San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara, Goleta, Lompoc, Guadalupe*	*7:55 PM*	Mon-Fri: 8:20 PM Sat: 9:50 AM	Mon-Fri: 25 minutes Sat: Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Amtrak Thruway 4904 from Trains 703, 704 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	703: Los Angeles, Bakersfield 704: Sacramento, Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero, San Luis Obispo	11:25 PM	Mon-Fri: 6:50 AM Sat: 9:50 AM	Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Safety issues. Requires overnight stay.
Amtrak Thruway 4785 from Train 785	San Diego, Old Town, Solana Beach, Oceanside, San Clemente, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	11:40 PM	Mon-Fri: 6:50 AM Sat: 9:50 AM	Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Safety issues. Requires overnight stay.

Connections from National Services Arriving in Grover Beach to Route 10 Southbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**SLORTA Route 10 Departure Time**	**Layover**	**Incoming Service Station**	**SLORTA Route 10 Station**	**Distance**	**Transfer Feasibility**
Amtrak 799 Pacific Surfliner	*Los Angeles, Glendale, Burbank, Van Nuys, Northridge, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara, Goleta, Lompoc, Guadalupe via Thruway: Santa Ana, Fullerton*	*12:15 PM*	*Mon-Fri: 1:10 PM Sat: 4:10 PM*	*Mon-Fri: 55 minutes Sat: 3 hours 55 minutes*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4763 from Train 763	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	1:35 PM	Mon-Fri: 3:10 PM Sat: 4:10 PM	Mon-Fri: 1 hour 35 minutes Sat: 2 hours 35 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Feasible
Amtrak Thruway 4792 from Trains 723, 523	723, 523: Sacramento, Davis, Martinez, Emeryville, Oakland	1:55 PM	Mon-Fri: 3:10 PM Sat: 4:10 PM	Mon-Fri: 1 hour 15 minutes Sat: 2 hours 15 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Feasible
Amtrak Thruway 4912 from Trains 713, 712 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	713: Los Angeles, Bakersfield 712: San Francisco, Oakland, Emeryville, Martinez Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero, San Luis Obispo	3:30 PM	Mon-Fri: 5:10 PM Sat: 4:10 PM	Mon-Fri: 1 hour 40 minutes Sat: 40 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	*Same Facility*	Feasible
Amtrak Thruway 4759 from Train 769	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	5:30 PM	Mon-Fri: 7:10 PM Sat: 8:10 AM	Mon-Fri: 1 hour 40 minutes Sat: Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Amtrak Thruway 6237 from Trains 737, 537	737, 537: Sacramento, Davis, Martinez, Emeryville, Oakland, Hayward, Fremont, Santa Clara	7:30 PM	Mon-Fri: 6:50 AM Sat: 8:10 AM	Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Requires overnight stay.
Amtrak 775 - Pacific Surfliner Northbound	*San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara, Goleta, Lompoc, Guadalupe*	*7:55 PM*	*Mon-Fri: 6:50 AM Sat: 8:10 AM*	*Overnight*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	Same Facility	Requires overnight stay.
Amtrak Thruway 4904 from Trains 703, 704 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	703: Los Angeles, Bakersfield 704: Sacramento, Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero, San Luis Obispo	11:25 PM	Mon-Fri: 6:50 AM Sat: 8:10 AM	Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Safety issues. Requires overnight stay.
Amtrak Thruway 4785 from Train 785	San Diego, Old Town, Solana Beach, Oceanside, San Clemente, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	11:40 PM	Mon-Fri: 6:50 AM Sat: 8:10 AM	Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Safety issues. Requires overnight stay.

3 - SANTA MARIA CONNECTIONS

Connections from Route 10 Southbound to National Services Leaving From Santa Maria								
Connecting Service	**Destinations**	**SLORTA Route 10 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**SLORTA Route 10 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4768 to Train 768	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Northridge, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan	Mon-Fri: 6:34 PM Sat: 3:34 PM	4:35 AM	Overnight	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 6742: Los Angeles to San Francisco	San Luis Obispo, Paso Robles, King City, Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 5:55 AM Sat: 3:15 PM	7:00 AM	Mon-Fri: 46 minutes Sat: Overnight	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Amtrak Thruway 4913 to Trains 712, 713 & Orange Belt Stages: Santa Maria to Visalia to Bakersfield	712: Bakersfield, Los Angeles 713: Fresno, Merced, Stockton, Martinez Emeryville, Oakland, San Francisco Orange Belt: Grover Beach, San Luis Obispo, Atascadero, Paso Robles, Kettleman City, Lemoore, Hanford, Goshen, Visalia, Porterville, Bakersfield	Mon-Fri: 6:14 AM Sat: 3:34 PM	7:10 AM	Mon-Fri: 56 minutes Sat: Overnight	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Amtrak Thruway 6234 to Trains 734, 532	734, 532: Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 6:14 AM Sat: 3:34 PM	7:25 AM	Mon-Fri: 1 hour 11 minutes Sat: Overnight	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Greyhound 6729: San Luis Obispo to Los Angeles	Santa Barbara, Ventura, Oxnard, North Hollywood, Hollywood, Los Angeles	Mon-Fri: 5:55 AM Sat: 7:15 AM	7:25 AM	Mon-Fri: 1 hour 11 minutes Sat: 10 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Short layover time
Amtrak Thruway 4764 to Train 784	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 10:34 AM Sat: 7:34 AM	11:25 AM	Mon-Fri: 51 minutes Sat: 3 hours 51 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Greyhound 6726: Los Angeles to San Francisco	San Luis Obispo, Paso Robles, King City, Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 10:15 AM Sat: 11:15 AM	11:50 AM	Mon-Fri: 1 hour 35 minutes Sat: 35 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Feasible
Amtrak Thruway 4763 to Trains 748, 546	748, 546: Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 12:34 PM Sat: 11:34 AM	1:10 PM	Mon-Fri: 36 minutes Sat: 1 hour 36 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Feasible
Amtrak Thruway 4792 to Train 792	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Norwalk, Fullerton, Anaheim, Santa Ana, Irvine, Mission Viejo, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 12:34 PM Sat: 11:34 AM	2:20 PM	Mon-Fri: 1 hour 46 minutes Sat: 2 hours 46 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Feasible
Greyhound 6725: San Francisco to Los Angeles	Santa Barbara, Ventura, Oxnard, North Hollywood, Hollywood, Los Angeles	Mon-Fri: 2:15 PM Sat: 11:15 AM	2:35 PM	Mon-Fri: 20 minutes Sat: 3 hours 20 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Short layover time Sat: Long layover time
Amtrak Thruway 4903 to Trains 704, 703 & Orange Belt: Santa Maria to Visalia to Bakersfield	704: Bakersfield, Los Angeles 703: Fresno, Merced, Stockton, Sacramento Orange Belt: Grover Beach, San Luis Obispo, Atascadero, Paso Robles, Kettleman City, Lemoore, Hanford, Goshen, Visalia, Porterville, Bakersfield	Mon-Fri: 2:34 PM Sat: 11:34 AM	3:05 PM	Mon-Fri: 31 minutes Sat: 3 hours 39 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Greyhound 6766: Los Angeles to San Francisco	San Luis Obispo, Paso Robles, King City, Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 2:15 PM Sat: 3:15 PM	3:55 PM	Mon-Fri: 1 hour 40 minutes Sat: 40 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Feasible
Greyhound 6731: San Francisco to Los Angeles	Santa Barbara, Ventura, Oxnard, Hollywood, Los Angeles	Mon-Fri: 4:15 PM Sat: 3:15 PM	6:05 PM	Mon-Fri: 1 hour 50 mintues Sat: 2 hours 50 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Feasible

Greyhound 6735: San Francisco to Los Angeles	Santa Barbara, Oxnard, Los Angeles	Mon-Fri: 6:15 PM Sat: 3:15 PM	9:10 PM	Mon-Fri: 2 hours 55 minutes Sat: 5 hours 55 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Extremely long layover time
Amtrak Thruway 4785 to Trains, 720, 520	720, 520: Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 6:34 PM Sat: 3:34 PM	11:15 PM	Mon-Fri: 4 hours 41 minutes Sat: 7 hours 41 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Mon-Fri: Long layover time Sat: Extremely long layover time.

Connections from National Services Arriving in Santa Maria to Route 10 Northbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**SLORTA Route 10 Departure Time**	**Layover**	**Incoming Service Station**	**SLORTA Route 10 Station**	**Distance**	**Transfer Feasibility**
Amrak Thruway 4768 from Trains 749, 551	749, 551: Sacramento, Davis, Martinez, Emeryville	4:35 AM	Mon-Fri: 7:31 AM Sat: 10:33 AM	Mon-Fri: 2 hours 56 minutes Sat: 5 hours 58 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Mon-Fri: Safety issues Sat: Safety issues. Extremely long layover time.
Greyhound 6742: Los Angeles to San Francisco	Los Angeles, Oxnard, Santa Barbara	6:55 AM	Mon-Fri: 7:43 AM Sat: 10:45 AM	Mon-Fri: 48 minutes Sat: 3 hours 50 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Long layover time.
Greyhound 6726: Los Angeles to San Francisco	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara	11:45 AM	Mon-Fri: 12:15 PM Sat: 2:45 PM	Mon-Fri: 30 minutes Sat: 3 hours	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Short layover time Sat: Long layover time
Amtrak Thruway 4763 from Train 763	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	1:10 PM	Mon-Fri: 2:03 PM Sat: 2:33 PM	Mon-Fri: 53 minutes Sat: 1 hours 23 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Feasible
Amtrak Thruway 4792 from Trains 723, 523	723, 523: Sacramento, Davis, Martinez, Emeryville, Oakland	2:20 PM	Mon-Fri: 4:03 PM Sat: 6:33 PM	Mon-Fri: 1 hour 43 minutes Sat: 4 hours 13 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Long layover time.
Greyhound 6725: San Francisco to Los Angeles	San Francisco, Oakland, San Jose, Santa Cruz, Watsonville, Salinas, King City, Paso Robles	2:30 PM	Mon-Fri: 4:15 PM Sat: 6:45 PM	Mon-Fri: 1 hour 45 minutes Sat: 4 hours 15 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Long layover time.
Greyhound 6766: Los Angeles to San Francisco	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara	3:50 PM	Mon-Fri: 4:15 PM Sat: 6:45 PM	Mon-Fri: 25 minutes Sat: 2 hours 55 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Feasible
Amtrak Thruway 4912 from Trains 713, 712 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	713: Los Angeles, Bakersfield 712: San Francisco, Oakland, Emeryville, Martinez Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero, San Luis Obispo, Grover Beach	3:55 PM	Mon-Fri: 6:03 PM Sat: 6:33 PM	Mon-Fri: 2 hours 8 minutes Sat: 2 hours 38 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Feasible
Amtrak Thruway 4769 from Train 769	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	4:35 PM	Mon-Fri: 6:03 PM Sat: 6:33 PM	Mon-Fri: 1 hour 28 minutes Sat: 1 hour 58 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Feasible
Greyhound 6731: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville, Salinas, King City, Paso Robles, San Luis Obispo	5:55 PM	Mon-Fri: 6:15 PM Sat: 6:45 PM	Mon-Fri: 20 minutes Sat: 50 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Short layover time.
Amtrak Thruway 6237 from Trains 737, 537	737, 537: Sacramento, Davis, Martinez, Emeryville, Oakland, Hayward, Fremont, Santa Clara	7:55 PM	Mon-Fri: 9:03 PM Sat: 10:33 AM	Mon-Fri: 1 hour 8 minutes Sat: 2 hours 38 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Feasible
Greyhound 6754: Los Angeles to San Luis Obispo	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara	8:40 PM	Mon-Fri: 9:15 PM Sat: 10:45 AM	Mon-Fri: 35 minutes Sat: Overnight	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Short layover time Sat: Requires overnight stay
Greyhound 6735: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville, Salinas, King City, Paso Robles, San Luis Obispo	9:00 PM	Mon-Fri: 9:15 PM Sat: 10:45 AM	Mon-Fri: 15 minutes Sat: Overnight	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Short layover time Sat: Requires overnight stay
Amtrak Thruway 4785 from Train 785	San Diego, Old Town, Solana Beach, Oceanside, San Clemente, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	11:15 PM	Mon-Fri: 7:31 AM Sat: 10:33 AM	Overnight	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Safety issues. Requires overnight stay.

Amtrak Thruway 4904 from Trains 703, 704 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	703: Los Angeles, Bakersfield 704: Sacramento, Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero, San Luis Obispo, Grover Beach	11:50 PM	Mon-Fri: 7:31 AM Sat: 10:33 AM	Overnight	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Safety issues. Requires overnight stay.

San Luis Obispo RTA Route 10 - Santa Maria to San Luis Obispo

Overall Assessment	In general, SLORTA Route 10 provides excellent connectivity to national services leading to and from Santa Maria, Grover Beach and San Luis Obispo. The schedule has obviously been designed with the goal of connecting to Amtrak, Greyhound and Orange Belt. However, there is one scheduling issue: there is a recurring pattern of very short layovers between SLORTA Route 10 and national services. In many instances, this requires customers who want to be certain of making a connection to prolonging their trip time by two hours to take the previous or next Route 10 bus.

Serves	San Luis Obispo, Avila Beach, Shell Beach, Pismo Beach, Grover Beach, Arroyo Grande, Nipomo, Santa Maria
Connections with National Network	San Luis Obispo, Grover Beach, Santa Maria

Service Description		
Direction	**Itinerary**	**Frequency**
Northbound	Santa Maria to Grover Beach to San Luis Obispo	9x, MTWRF 3x, S
Southbound	San Luis Obispo to Grover Beach to Santa Maria	9x, MTWRF 3x, S

1 - SAN LUIS OBISPO CONNECTIONS

Connections from Route 10 Northbound to National Services Leaving From San Luis Obispo								
Connecting Service	**Destinations**	**SLORTA Route 10 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**MST Route 23 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4785 to Trains, 720, 520	720, 520: Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 7:50 PM Sat: 4:51 PM	12:10 AM	Mon-Fri: 3 hours 19 minutes Sat: 7 hours 19 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Safety issues. Long layover time. Sat: Safety issues. Extremely long layover time.
Greyhound 6739: San Francisco to Los Angeles	Santa Barbara, Oxnard, Los Angeles	Mon-Fri: 7:46 PM Sat: 4:47 PM	2:20 AM	Mon-Fri: 6 hours 34 minutes Sat: 9 hours 33 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Safety issues. Extremely long layover time.
Greyhound 6756: Los Angeles to San Francisco	Paso Robles, King City, Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 7:46 PM Sat: 4:47 PM	2:30 AM	Mon-Fri: 6 hours 44 minutes Sat: 9 hours 43 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Safety issues. Extremely long layover time.
Amtrak Thruway 4768 to Train 768	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Northridge, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan	Mon-Fri: 7:50 PM Sat: 4:51 PM	4:00 AM	Overnight	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 6752: Los Angeles to San Francisco	Paso Robles, King City, Salinas, Gilroy, San Jose, San Francisco	Mon-Fri: 7:46 PM Sat: 4:47 PM	5:10 AM	Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 6729: San Luis Obispo to Los Angeles	Santa Maria, Santa Barbara, Ventura, Oxnard, North Hollywood, Hollywood, Los Angeles	Mon-Fri: 7:46 PM Sat: 4:47 PM	6:40 AM	Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Requires overnight stay.
Amtrak 774 - Pacific Surfliner Southbound	*Grover Beach, Guadalupe, Lompoc, Goleta, Santa Barbara, Carpinteria, Ventura, Oxnard, Camarillo, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, San Juan Capistrano, Oceanside, Solana Beach, San Diego*	*Mon-Fri: 7:50 PM* *Sat: 4:51 PM*	*6:45 AM*	*Overnight*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Requires overnight stay.
Amtrak Thruway 4913 to Trains 712, 713 & Orange Belt Stages: Santa Maria to Visalia to Bakersfield	712: Bakersfield, Los Angeles 713: Fresno, Merced, Stockton, Martinez Emeryville, Oakland, San Francisco Orange Belt: Atascadero, Paso Robles, Kettleman City, Lemoore, Hanford, Goshen, Visalia, Porterville, Bakersfield	Mon-Fri: 7:30 AM Sat: 4:51 PM	8:00 AM	Mon-Fri: 30 minutes Sat: Overnight	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Amtrak Thruway 6234 to Trains 734, 532	734, 532: Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 7:30 AM Sat: 4:51 PM	8:15 AM	Mon-Fri: 45 minutes Sat: Overnight	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Greyhound 6742: Los Angeles to San Francisco	Paso Robles, King City, Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 7:26 AM Sat: 4:47 PM	8:15 AM	Mon-Fri: 49 minutes Sat: Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Amtrak Thruway 4764 to Train 784	784: Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 9:50 AM Sat: 8:51 AM	10:35 AM	Mon-Fri: 45 minutes Sat: 1 hour 44 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Feasible
Amtrak 4784 to Train 784	784: Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 9:50 AM Sat: 8:51 AM	11:25 AM	Mon-Fri: 1 hour 35 minutes Sat: 2 hours 34 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Feasible
Amtrak Thruway 4799 to Trains 744, 544	744, 544: Santa Clara, Fremont, Hayward, Oaklnad, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 11:50 AM Sat: 8:51 AM	12:50 PM	Mon-Fri: 1 hour Sat: 3 hours 59 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Long layover time

Greyhound 6726: Los Angeles to San Francisco	Paso Robles, King City, Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 11:46 AM Sat: 12:47 PM	1:00 PM	Mon-Fri: 1 hour 14 minutes Sat: 13 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Feasible

Connections from Route 10 Northbound to National Services Leaving From San Luis Obispo (cont'd)								
Connecting Service	**Destinations**	**SLORTA Route 10 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**MST Route 23 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4792 to Train 792	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Norwalk, Fullerton, Anaheim, Santa Ana, Irvine, Mission Viejo, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 11:50 AM Sat: 12:51 AM	1:30 PM	Mon-Fri: 1 hour 40 minutes Sat: 39 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Feasible
Greyhound 6725: San Francisco to Los Angeles	Santa Maria, Santa Barbara, Ventura, Oxnard, North Hollywood, Hollywood, Los Angeles	Mon-Fri: 11:46 AM Sat: 12:47 PM	1:50 PM	Mon-Fri: 2 hours 4 minutes Sat: 1 hour 3 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Feasible
Amtrak Thruway 4763 to Trains 748, 546	748, 546: Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 1:50 PM Sat: 12:51 PM	2:05 PM	Mon-Fri: 15 mintues Sat: 1 hour 14 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Feasible
Amtrak 11 - Coast Starlight Southbound	*Santa Barbara, Oxnard, Simi Valley, Van Nuys, Los Angeles*	*Mon-Fri: 1:50 PM* *Sat: 12:51 PM*	*3:20 PM*	*Mon-Fri: 1 hour 30 minutes* *Sat: 2 hours 29 minutes*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Feasible
Amtrak 14 - Coast Starlight Northbound	*Paso Robles, Salinas, San Jose, Oakland, Emeryville, Martinez, Davis, Sacramento, points north including Redding, Portland (OR) and Seattle (WA)*	*Mon-Fri: 1:50 PM* *Sat: 12:51 PM*	*3:43 PM*	*Mon-Fri: 1 hour 53 minutes* *Sat: 2 hours 52 minutes*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Feasible
Amtrak Thruway 4903 to Trains 704, 703 & Orange Belt: Santa Maria to Visalia to Bakersfield	704: Bakersfield, Los Angeles 703: Fresno, Merced, Stockton, Sacramento Orange Belt: Atascadero, Paso Robles, Kettleman City, Lemoore, Hanford, Goshen, Visalia, Porterville, Bakersfield	Mon-Fri: 1:50 PM Sat: 12:51 PM	3:55 PM	Mon-Fri: 2 hours 5 minutes Sat: 3 hours 4 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak 798 - Pacific Surfliner Southbound	*Grover Beach, Guadalupe, Lompoc, Goleta, Santa Barbara, Carpinteria, Ventura, Oxnard, Camarillo, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles via Train 596: Fullerton, Anaheim, Santa Ana, San Juan Capistrano, Oceanside, Solana Beach, San Diego*	*Mon-Fri: 3:50 PM* *Sat: 12:51 PM*	*4:25 PM*	*Mon-Fri: 35 minutes* *Sat: 3 hours 34 minutes*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Mon-Fri: Feasible Sat: Long layover time
Greyhound 6766: Los Angeles to San Francisco	Paso Robles, King City, Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 3:46 PM Sat: 4:47 PM	5:05 PM	Mon-Fri: 1 hour 19 minutes Sat: 18 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Feasible
Greyhound 6731: San Francisco to Los Angeles	Santa Maria, Santa Barbara, Ventura, Oxnard, Hollywood, Los Angeles	Mon-Fri: 3:46 PM Sat: 4:47 PM	5:15 PM	Mon-Fri: 1 hour 29 minutes Sat: 28 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Feasible
Greyhound 6735: San Francisco to Los Angeles	Santa Maria, Santa Barbara, Oxnard, Los Angeles	Mon-Fri: 7:46 PM Sat: 4:47 PM	8:20 PM	Mon-Fri: 34 minutes Sat: 3 hours 33 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Long layover time

Connections from National Services Arriving in San Luis Obispo to Route 10 Southbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**SLORTA Route 10 Departure Time**	**Layover**	**Incoming Service Station**	**SLORTA Route 10 Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4785 from Train 785	San Diego, Old Town, Solana Beach, Oceanside, San Clemente, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	12:05 AM	Mon-Fri: 8:45 AM Sat: 9:22 AM	Overnight	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 6739: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville, Salinas	1:40 AM	Mon-Fri: 8:50 AM Sat: 9:26 AM	Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 6756: Los Angeles to San Francisco	Los Angeles, Oxnard, Santa Barbara	1:55 AM	Mon-Fri: 8:50 AM Sat: 9:26 AM	Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Safety issues. Requires overnight stay.
Amrak Thruway 4768 from Trains 749, 551	749, 551: Sacramento, Davis, Martinez, Emeryville	4:00 AM	Mon-Fri: 8:45 AM Sat: 9:22 AM	Mon-Fri: 4 hours 45 minutes Sat: 5 hours 22 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Safety issues. Extremely long layover time.
Greyhound 6752: Los Angeles to San Francisco	Los Angeles, Santa Barbara	4:50 AM	Mon-Fri: 8:50 AM Sat: 9:26 AM	Mon-Fri: 4 hours Sat: 4 hours 36 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Safety issues. Long layover time.
Greyhound 6742: Los Angeles to San Francisco	Los Angeles, Oxnard, Santa Barbara, Santa Maria	7:40 AM	Mon-Fri: 8:50 AM Sat: 9:26 AM	Mon-Fri: 1 hour 10 minutes Sat: 1 hour 46 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Feasible
Greyhound 6726: Los Angeles to San Francisco	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara, Santa Maria	12:30 PM	Mon-Fri: 12:50 PM Sat: 1:26 PM	Mon-Fri: 20 minutes Sat: 56 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Mon-Fri: Short layover time Sat: Feasible
Amtrak 799 - Pacific Surfliner Northbound	*Los Angeles, Glendale, Burbank, Van Nuys, Northridge, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara, Goleta, Lompoc, Guadalupe, Grover Beach via Thruway: Santa Ana, Fullerton*	*12:45 PM*	*Mon-Fri: 2:45 PM Sat: 1:22 PM*	*Mon-Fri: 2 hours Sat: 37 minutes*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Feasible
Greyhound 6725: San Francisco to Los Angeles	San Francisco, Oakland, San Jose, Santa Cruz, Watsonville, Salinas, King City, Paso Robles	1:15 PM	Mon-Fri: 2:50 PM Sat: 5:26 PM	Mon-Fri: 1 hour 35 minutes Sat: 4 hours 11 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4792 from Trains 723, 523	723, 523: Sacramento, Davis, Martinez, Emeryville, Oakland	1:25 PM	Mon-Fri: 2:45 PM Sat: 5:22 PM	Mon-Fri: 1 hour 20 minutes Sat: 3 hours 57 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4763 from Train 763	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	2:00 PM	Mon-Fri: 2:45 PM Sat: 5:22 PM	Mon-Fri: 45 minutes Sat: 3 hours 22 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4912 from Trains 713, 712 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	713: Los Angeles, Bakersfield 712: San Francisco, Oakland, Emeryville, Martinez Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero	3:05 PM	Mon-Fri: 4:45 PM Sat: 5:22 PM	Mon-Fri: 1 hour 40 minutes Sat: 2 hours 17 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Feasible
Amtrak 11 - Coast Starlight Southbound	*Paso Robles, Salinas, San Jose, Oakland, Emeryville, Martinez, Davis, Sacramento, points north including Redding, Portland (OR) and Seattle (WA)*	*3:10 PM*	*Mon-Fri: 4:45 PM Sat: 5:22 PM*	*Mon-Fri: 1 hour 35 minutes Sat: 2 hours 12 minutes*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Feasible
Amtrak 14 - Coast Starlight Northbound	*Los Angeles, Van Nuys, Simi Valley, Oxnard, Santa Barbara*	*3:30 PM*	*Mon-Fri: 4:45 PM Sat: 5:22 PM*	*Mon-Fri: 1 hour 15 minutes Sat: 1 hour 52 minutes*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Feasible
Amtrak Thruway 4798 from Train 727, 527	727, 527: Roseville (527 only), Sacramento, Davis, Martinez, Emeryville 727 only: Oakland, Hayward, Fremont, Santa Clara	4:10 PM	Mon-Fri: 4:45 PM Sat: 5:22 PM	Mon-Fri: 35 minutes Sat: 1 hour 12 minutes	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Short layover time Sat: Feasible

Greyhound 6766: Los Angeles to San Francisco	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara, Santa Maria	4:35 PM	Mon-Fri: 5:25 PM Sat: 5:26 PM	Mon-Fri: 50 minutes Sat: 51 minutes	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Feasible
Greyhound 6731: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville, Salinas, King City, Paso Robles	4:45 PM	Mon-Fri: 5:25 PM Sat: 9:26 AM	Mon-Fri: 40 minutes Sat: Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay

Connections from National Services Arriving in San Luis Obispo to Route 10 Southbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**SLORTA Route 10 Departure Time**	**Layover**	**Incoming Service Station**	**SLORTA Route 10 Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4769 from Train 769	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	5:15 PM	Mon-Fri: 7:45 PM Sat: 9:22 AM	Mon-Fri: 2 hours 30 minutes Sat: Overnight	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Amtrak Thruway 6237 from Trains 737, 537	737, 537: Sacramento, Davis, Martinez, Emeryville, Oakland, Hayward, Fremont, Santa Clara	7:10 PM	Mon-Fri: 7:45 PM Sat: 9:22 AM	Mon-Fri: 35 minutes Sat: Overnight	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Mon-Fri: Short layover time Sat: Requires overnight stay
Greyhound 6735: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville, Salinas, King City, Paso Robles	7:50 PM	Mon-Fri: 8:50 AM Sat: 9:26 AM	Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Requires overnight stay.
Amtrak 775 - Pacific Surfliner Northbound	*San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara, Goleta, Lompoc, Guadalupe, Grover Beach*	*8:30 PM*	*Mon-Fri: 8:45 AM* *Sat: 9:22 AM*	*Overnight*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)*	*Same Facility*	Requires overnight stay.
Greyhound 6754: Los Angeles to San Luis Obispo	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara, Santa Maria	9:25 PM	Mon-Fri: 8:50 AM Sat: 9:26 AM	Overnight	SLO Greyhound Station (150 South St, San Luis Obispo)	SLO Greyhound Station (150 South St, San Luis Obispo)	Same Facility	Requires overnight stay.
Amtrak Thruway 4904 from Trains 703, 704 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	703: Los Angeles, Bakersfield 704: Sacramento, Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero	11:10 PM	Mon-Fri: 8:45 AM Sat: 9:22 AM	Overnight	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	SLO Amtrak Station (Santa Rosa St & Railroad Ave, San Luis Obispo)	Same Facility	Safety issues. Requires overnight stay.

Amtrak Thruway 4785 to Trains, 720, 520	720, 520: Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 8:25 PM Sat: 6:00 PM	11:40 PM	Mon-Fri: 3 hours 15 minutes Sat: 5 hours 40 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Safety issues. Long layover time. Sat: Safety issues. Extremely long layover time.

Connections from Route 10 Northbound to National Services Leaving From Grover Beach								
Connecting Service	**Destinations**	**SLORTA Route 10 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**MST Route 23 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak 774 - Pacific Surfliner Southbound	*Guadalupe, Lompoc, Goleta, Santa Barbara, Carpinteria, Ventura, Oxnard, Camarillo, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, San Juan Capistrano, Oceanside, Solana Beach, San Diego*	*Mon-Fri: 7:15 PM Sat: 4:15 PM*	*7:05 AM*	Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	*Same Facility*	Requires overnight stay.
Amtrak Thruway 4913 to Trains 712, 713 & Orange Belt Stages: Santa Maria to Visalia to Bakersfield	712: Bakersfield, Los Angeles 713: Fresno, Merced, Stockton, Martinez Emeryville, Oakland, San Francisco Orange Belt: San Luis Obispo, Atascadero, Paso Robles, Kettleman City, Lemoore, Hanford, Goshen, Visalia, Porterville, Bakersfield	Mon-Fri: 6:55 AM Sat: 4:15 PM	7:35 AM	Mon-Fri: 40 minutes Sat: Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay.
Amtrak Thruway 6234 to Trains 734, 532	734, 532: Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 6:55 AM Sat: 4:15 PM	7:45 AM	Mon-Fri: 50 minutes Sat: Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay.
Amtrak Thruway 4764 to Train 784	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 9:15 AM Sat: 8:15 AM	11:00 AM	Mon-Fri: 1 hour 45 minutes Sat: 2 hours 45 mintues	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Feasible
Amtrak 799 - Pacific Surfliner Northbound	*San Luis Obispo via Thruway 4799: Paso Robles, King City, Salinas, San Jose, San Francisco, Oakland*	*Mon-Fri: 11:15 AM Sat: 8:15 AM*	*12:15 PM*	*Mon-Fri: 1 hour Sat: 4 hours*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Same Facility*	Feasible
Amtrak Thruway 4763 to Trains 748, 546	748, 546: Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 1:15 PM Sat: 12:15 PM	1:35 PM	Mon-Fri: 20 minutes Sat: 1 hour 20 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4792 to Train 792	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Norwalk, Fullerton, Anaheim, Santa Ana, Irvine, Mission Viejo, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 1:15 PM Sat: 12:15 PM	1:55 PM	Mon-Fri: 40 minutes Sat: 1 hour 40 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4903 to Trains 704, 703 & Orange Belt: Santa Maria to Visalia to Bakersfield	704: Bakersfield, Los Angeles 703: Fresno, Merced, Stockton, Sacramento Orange Belt: San Luis Obispo, Atascadero, Paso Robles, Kettleman City, Lemoore, Hanford, Goshen, Visalia, Porterville, Bakersfield	Mon-Fri: 3:15 PM Sat: 12:15 PM	3:30 PM	Mon-Fri: 15 minutes Sat: 3 hours 15 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Short layover time Sat: Long layover time
Amtrak 798 - Pacific Surfliner Southbound	*Guadalupe, Lompoc, Goleta, Santa Barbara, Carpinteria, Ventura, Oxnard, Camarillo, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles via Train 596: Fullerton, Anaheim, Santa Ana, San Juan Capistrano, Oceanside, Solana Beach, San Diego*	*Mon-Fri: 3:15 PM Sat: 4:15 PM*	*4:45 PM*	*Mon-Fri: 1 hour 30 minutes Sat: 30 minutes*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Same Facility*	Feasible
Amtrak 775 - Pacific Surfliner Northbound	*San Luis Obispo via Thruway 4775: Atascadero, Paso Robles*	*Mon-Fri: 7:15 PM Sat: 4:15 PM*	*7:55 PM*	Mon-Fri: 40 minutes Sat: 3 hours 40 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	*Same Facility*	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4785 to Trains, 720, 520	720, 520: Oakland, Emeryville, Martinez, Davis, Sacrament0	Mon-Fri: 7:15 PM Sat: 4:15 PM	11:40 PM	Mon-Fri: 4 hours 25 minutes Sat: 7 hours 25 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Safety issues. Long layover time. Sat: Safety issues. Extremely long layover time.

Connections from National Services Arriving in Grover Beach to Route 10 Southbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**SLORTA Route 10 Departure Time**	**Layover**	**Incoming Service Station**	**SLORTA Route 10 Station**	**Distance**	**Transfer Feasibility**
Amtrak 799 Pacific Surfliner	*Los Angeles, Glendale, Burbank, Van Nuys, Northridge, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara, Goleta, Lompoc, Guadalupe via Thruway: Santa Ana, Fullerton*	*12:15 PM*	Mon-Fri: 1:20 PM Sat: 1:50 PM	Mon-Fri: 1 hour 15 minutes Sat: 1 hour 35 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Feasible
Amtrak Thruway 4763 from Train 763	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	1:35 PM	Mon-Fri: 3:20 PM Sat: 1:50 PM	Mon-Fri: 1 hour 45 minutes Sat: 15 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Short layover time
Amtrak Thruway 4792 from Trains 723, 523	723, 523: Sacramento, Davis, Martinez, Emeryville, Oakland	1:55 PM	Mon-Fri: 3:20 PM Sat: 5:50 PM	Mon-Fri: 1 hour 25 mintues Sat: 3 hours 55 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4912 from Trains 713, 712 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	713: Los Angeles, Bakersfield 712: San Francisco, Oakland, Emeryville, Martinez Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero, San Luis Obispo	3:30 PM	Mon-Fri: 5:20 PM Sat: 5:50 PM	*Mon-Fri: 1 hour 50 mintues* *Sat: 2 hours 20 minutes*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Same Facility*	Feasible
Amtrak Thruway 4759 from Train 769	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	5:30 PM	Mon-Fri: 5:55 PM Sat: 5:50 PM	20-25 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Short layover time.
Amtrak Thruway 6237 from Trains 737, 537	737, 537: Sacramento, Davis, Martinez, Emeryville, Oakland, Hayward, Fremont, Santa Clara	7:30 PM	Mon-Fri: 8:20 PM Sat: 9:50 AM	Mon-Fri: 50 minutes Sat: Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Short layover time Sat: Requires overnight stay
Amtrak 775 - Pacific Surfliner Northbound	*San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara, Goleta, Lompoc, Guadalupe*	*7:55 PM*	Mon-Fri: 8:20 PM Sat: 9:50 AM	Mon-Fri: 25 minutes Sat: Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Amtrak Thruway 4904 from Trains 703, 704 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	703: Los Angeles, Bakersfield 704: Sacramento, Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero, San Luis Obispo	11:25 PM	Mon-Fri: 6:50 AM Sat: 9:50 AM	Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Safety issues. Requires overnight stay.
Amtrak Thruway 4785 from Train 785	San Diego, Old Town, Solana Beach, Oceanside, San Clemente, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	11:40 PM	Mon-Fri: 6:50 AM Sat: 9:50 AM	Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Safety issues. Requires overnight stay.

Connections from National Services Arriving in Grover Beach to Route 10 Southbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**SLORTA Route 10 Departure Time**	**Layover**	**Incoming Service Station**	**SLORTA Route 10 Station**	**Distance**	**Transfer Feasibility**
Amtrak 799 Pacific Surfliner	*Los Angeles, Glendale, Burbank, Van Nuys, Northridge, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara, Goleta, Lompoc, Guadalupe via Thruway: Santa Ana, Fullerton*	*12:15 PM*	*Mon-Fri: 1:10 PM Sat: 4:10 PM*	*Mon-Fri: 55 minutes Sat: 3 hours 55 minutes*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Amtrak Thruway 4763 from Train 763	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	1:35 PM	Mon-Fri: 3:10 PM Sat: 4:10 PM	Mon-Fri: 1 hour 35 minutes Sat: 2 hours 35 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Feasible
Amtrak Thruway 4792 from Trains 723, 523	723, 523: Sacramento, Davis, Martinez, Emeryville, Oakland	1:55 PM	Mon-Fri: 3:10 PM Sat: 4:10 PM	Mon-Fri: 1 hour 15 minutes Sat: 2 hours 15 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Feasible
Amtrak Thruway 4912 from Trains 713, 712 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	713: Los Angeles, Bakersfield 712: San Francisco, Oakland, Emeryville, Martinez Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero, San Luis Obispo	3:30 PM	Mon-Fri: 5:10 PM Sat: 4:10 PM	Mon-Fri: 1 hour 40 minutes Sat: 40 minutes	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	*Same Facility*	Feasible
Amtrak Thruway 4759 from Train 769	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	5:30 PM	Mon-Fri: 7:10 PM Sat: 8:10 AM	Mon-Fri: 1 hour 40 minutes Sat: Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Amtrak Thruway 6237 from Trains 737, 537	737, 537: Sacramento, Davis, Martinez, Emeryville, Oakland, Hayward, Fremont, Santa Clara	7:30 PM	Mon-Fri: 6:50 AM Sat: 8:10 AM	Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Requires overnight stay.
Amtrak 775 - Pacific Surfliner Northbound	*San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara, Goleta, Lompoc, Guadalupe*	*7:55 PM*	*Mon-Fri: 6:50 AM Sat: 8:10 AM*	*Overnight*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	*Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)*	Same Facility	Requires overnight stay.
Amtrak Thruway 4904 from Trains 703, 704 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	703: Los Angeles, Bakersfield 704: Sacramento, Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero, San Luis Obispo	11:25 PM	Mon-Fri: 6:50 AM Sat: 8:10 AM	Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Safety issues. Requires overnight stay.
Amtrak Thruway 4785 from Train 785	San Diego, Old Town, Solana Beach, Oceanside, San Clemente, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	11:40 PM	Mon-Fri: 6:50 AM Sat: 8:10 AM	Overnight	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Grover Beach Amtrak Station (180 W Grand Ave, Grover Beach)	Same Facility	Safety issues. Requires overnight stay.

3 - SANTA MARIA CONNECTIONS

Connections from Route 10 Southbound to National Services Leaving From Santa Maria								
Connecting Service	**Destinations**	**SLORTA Route 10 Arrival Time**	**Connecting Service Departure Time**	**Layover**	**SLORTA Route 10 Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4768 to Train 768	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Northridge, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan	Mon-Fri: 6:34 PM Sat: 3:34 PM	4:35 AM	Overnight	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 6742: Los Angeles to San Francisco	San Luis Obispo, Paso Robles, King City, Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 5:55 AM Sat: 3:15 PM	7:00 AM	Mon-Fri: 46 minutes Sat: Overnight	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Amtrak Thruway 4913 to Trains 712, 713 & Orange Belt Stages: Santa Maria to Visalia to Bakersfield	712: Bakersfield, Los Angeles 713: Fresno, Merced, Stockton, Martinez Emeryville, Oakland, San Francisco Orange Belt: Grover Beach, San Luis Obispo, Atascadero, Paso Robles, Kettleman City, Lemoore, Hanford, Goshen, Visalia, Porterville, Bakersfield	Mon-Fri: 6:14 AM Sat: 3:34 PM	7:10 AM	Mon-Fri: 56 minutes Sat: Overnight	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Amtrak Thruway 6234 to Trains 734, 532	734, 532: Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 6:14 AM Sat: 3:34 PM	7:25 AM	Mon-Fri: 1 hour 11 minutes Sat: Overnight	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Requires overnight stay
Greyhound 6729: San Luis Obispo to Los Angeles	Santa Barbara, Ventura, Oxnard, North Hollywood, Hollywood, Los Angeles	Mon-Fri: 5:55 AM Sat: 7:15 AM	7:25 AM	Mon-Fri: 1 hour 11 minutes Sat: 10 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Short layover time
Amtrak Thruway 4764 to Train 784	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 10:34 AM Sat: 7:34 AM	11:25 AM	Mon-Fri: 51 minutes Sat: 3 hours 51 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Greyhound 6726: Los Angeles to San Francisco	San Luis Obispo, Paso Robles, King City, Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 10:15 AM Sat: 11:15 AM	11:50 AM	Mon-Fri: 1 hour 35 minutes Sat: 35 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Feasible
Amtrak Thruway 4763 to Trains 748, 546	748, 546: Santa Clara, Fremont, Hayward, Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 12:34 PM Sat: 11:34 AM	1:10 PM	Mon-Fri: 36 minutes Sat: 1 hour 36 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Feasible
Amtrak Thruway 4792 to Train 792	Carpinteria, Ventura, Oxnard, Camarillo, Moorpark, Simi Valley, Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, Norwalk, Fullerton, Anaheim, Santa Ana, Irvine, Mission Viejo, San Juan Capistrano, Oceanside, Solana Beach, San Diego	Mon-Fri: 12:34 PM Sat: 11:34 AM	2:20 PM	Mon-Fri: 1 hour 46 minutes Sat: 2 hours 46 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Feasible
Greyhound 6725: San Francisco to Los Angeles	Santa Barbara, Ventura, Oxnard, North Hollywood, Hollywood, Los Angeles	Mon-Fri: 2:15 PM Sat: 11:15 AM	2:35 PM	Mon-Fri: 20 minutes Sat: 3 hours 20 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Short layover time Sat: Long layover time
Amtrak Thruway 4903 to Trains 704, 703 & Orange Belt: Santa Maria to Visalia to Bakersfield	704: Bakersfield, Los Angeles 703: Fresno, Merced, Stockton, Sacramento Orange Belt: Grover Beach, San Luis Obispo, Atascadero, Paso Robles, Kettleman City, Lemoore, Hanford, Goshen, Visalia, Porterville, Bakersfield	Mon-Fri: 2:34 PM Sat: 11:34 AM	3:05 PM	Mon-Fri: 31 minutes Sat: 3 hours 39 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Greyhound 6766: Los Angeles to San Francisco	San Luis Obispo, Paso Robles, King City, Salinas, Watsonville, Santa Cruz, San Jose, Hayward, Oakland, San Francisco	Mon-Fri: 2:15 PM Sat: 3:15 PM	3:55 PM	Mon-Fri: 1 hour 40 minutes Sat: 40 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Feasible
Greyhound 6731: San Francisco to Los Angeles	Santa Barbara, Ventura, Oxnard, Hollywood, Los Angeles	Mon-Fri: 4:15 PM Sat: 3:15 PM	6:05 PM	Mon-Fri: 1 hour 50 mintues Sat: 2 hours 50 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Feasible

Greyhound 6735: San Francisco to Los Angeles	Santa Barbara, Oxnard, Los Angeles	Mon-Fri: 6:15 PM Sat: 3:15 PM	9:10 PM	Mon-Fri: 2 hours 55 minutes Sat: 5 hours 55 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Extremely long layover time
Amtrak Thruway 4785 to Trains, 720, 520	720, 520: Oakland, Emeryville, Martinez, Davis, Sacramento	Mon-Fri: 6:34 PM Sat: 3:34 PM	11:15 PM	Mon-Fri: 4 hours 41 minutes Sat: 7 hours 41 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Mon-Fri: Long layover time Sat: Extremely long layover time.

Connections from National Services Arriving in Santa Maria to Route 10 Northbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**SLORTA Route 10 Departure Time**	**Layover**	**Incoming Service Station**	**SLORTA Route 10 Station**	**Distance**	**Transfer Feasibility**
Amrak Thruway 4768 from Trains 749, 551	749, 551: Sacramento, Davis, Martinez, Emeryville	4:35 AM	Mon-Fri: 7:31 AM Sat: 10:33 AM	Mon-Fri: 2 hours 56 minutes Sat: 5 hours 58 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Mon-Fri: Safety issues Sat: Safety issues. Extremely long layover time.
Greyhound 6742: Los Angeles to San Francisco	Los Angeles, Oxnard, Santa Barbara	6:55 AM	Mon-Fri: 7:43 AM Sat: 10:45 AM	Mon-Fri: 48 minutes Sat: 3 hours 50 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Long layover time
Greyhound 6726: Los Angeles to San Francisco	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara	11:45 AM	Mon-Fri: 12:15 PM Sat: 2:45 PM	Mon-Fri: 30 minutes Sat: 3 hours	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Short layover time Sat: Long layover time
Amtrak Thruway 4763 from Train 763	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	1:10 PM	Mon-Fri: 2:03 PM Sat: 2:33 PM	Mon-Fri: 53 minutes Sat: 1 hours 23 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Feasible
Amtrak Thruway 4792 from Trains 723, 523	723, 523: Sacramento, Davis, Martinez, Emeryville, Oakland	2:20 PM	Mon-Fri: 4:03 PM Sat: 6:33 PM	Mon-Fri: 1 hour 43 minutes Sat: 4 hours 13 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Long layover time.
Greyhound 6725: San Francisco to Los Angeles	San Francisco, Oakland, San Jose, Santa Cruz, Watsonville, Salinas, King City, Paso Robles	2:30 PM	Mon-Fri: 4:15 PM Sat: 6:45 PM	Mon-Fri: 1 hour 45 minutes Sat: 4 hours 15 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Feasible Sat: Long layover time.
Greyhound 6766: Los Angeles to San Francisco	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara	3:50 PM	Mon-Fri: 4:15 PM Sat: 6:45 PM	Mon-Fri: 25 minutes Sat: 2 hours 55 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Feasible
Amtrak Thruway 4912 from Trains 713, 712 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	713: Los Angeles, Bakersfield 712: San Francisco, Oakland, Emeryville, Martinez Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero, San Luis Obispo, Grover Beach	3:55 PM	Mon-Fri: 6:03 PM Sat: 6:33 PM	Mon-Fri: 2 hours 8 minutes Sat: 2 hours 38 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Feasible
Amtrak Thruway 4769 from Train 769	San Diego, Solana Beach, Oceanside, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Moorpark, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	4:35 PM	Mon-Fri: 6:03 PM Sat: 6:33 PM	Mon-Fri: 1 hour 28 minutes Sat: 1 hour 58 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Feasible
Greyhound 6731: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville, Salinas, King City, Paso Robles, San Luis Obispo	5:55 PM	Mon-Fri: 6:15 PM Sat: 6:45 PM	Mon-Fri: 20 minutes Sat: 50 minutes	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Short layover time.
Amtrak Thruway 6237 from Trains 737, 537	737, 537: Sacramento, Davis, Martinez, Emeryville, Oakland, Hayward, Fremont, Santa Clara	7:55 PM	Mon-Fri: 9:03 PM Sat: 10:33 AM	Mon-Fri: 1 hour 8 minutes Sat: 2 hours 38 minutes	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Feasible
Greyhound 6754: Los Angeles to San Luis Obispo	Los Angeles, Hollywood, North Hollywood, Oxnard, Ventura, Santa Barbara	8:40 PM	Mon-Fri: 9:15 PM Sat: 10:45 AM	Mon-Fri: 35 minutes Sat: Overnight	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Short layover time Sat: Requires overnight stay
Greyhound 6735: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, San Jose, Santa Cruz, Watsonville, Salinas, King City, Paso Robles, San Luis Obispo	9:00 PM	Mon-Fri: 9:15 PM Sat: 10:45 AM	Mon-Fri: 15 minutes Sat: Overnight	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Santa Maria Greyhound Station (Cypress St & Railroad Ave, Santa Maria)	Same Facility	Mon-Fri: Short layover time Sat: Requires overnight stay
Amtrak Thruway 4785 from Train 785	San Diego, Old Town, Solana Beach, Oceanside, San Clemente, San Juan Capistrano, Irvine, Santa Ana, Anaheim, Fullerton, Los Angeles, Glendale, Burbank, Van Nuys, Chatsworth, Simi Valley, Camarillo, Oxnard, Ventura, Carpinteria, Santa Barbara	11:15 PM	Mon-Fri: 7:31 AM Sat: 10:33 AM	Overnight	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Safety issues. Requires overnight stay.

Amtrak Thruway 4904 from Trains 703, 704 & Orange Belt Stages: Bakersfield to Visalia to Santa Maria	703: Los Angeles, Bakersfield 704: Sacramento, Stockton, Merced, Fresno Orange Belt: Bakersfield, Porterville, Visalia, Goshen, Hanford, Lemoore, Kettleman City, Paso Robles, Atascadero, San Luis Obispo, Grover Beach	11:50 PM	Mon-Fri: 7:31 AM Sat: 10:33 AM	Overnight	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	International House of Pancakes (205 S Nicholson Ave, Santa Maria)	Same Facility	Safety issues. Requires overnight stay.

Kern Regional Transit - Mojave Ridgecrest Express

Overall Assessment	The Mojave Ridgecrest Express connects seamlessly to the CREST route through the Sierras in Ridgecrest on Mondays, Wednesdays and Fridays. It also offers daily (except Sunday) connections with Amtrak service headed toward the Central Valley. Unfortunately, connections to Greyhound and Orange Belt service are not as good. There is also a specific problem for passengers attempting to go through Mojave in order to reach the CREST route. No national intercity services reach Mojave before 1 PM, at which time it is too late to take the Mojave Ridgecrest Express that connects with the CREST Route in Ridgecrest. Therefore, passengers are compelled to spend the night in either Mojave or Ridgecrest to take the CREST route bus on the next day. Although it should be noted that passengers could take the East Kern Express from Bakersfield to arrive in Mojave at 9:28 AM or 11:18 AM (see next worksheet), this would imply a three-tranfer trip from LA to the CREST route.

Serves	Mojave, California City, Inyokern, Ridgecrest
Connection with CREST Route	Ridgecrest
Connection with National Network	Mojave
Notes	*The Mojave Ridgecrest Express also runs TRS but only serves Mojave and California City.*

Direction	Itinerary	Frequency
Northbound	Mojave to California City to Ridgecrest	3x, MWF
Southbound	Ridgecrest to California City to Mojave	3x, MWF

1 - MOJAVE CONNECTIONS

Connections from Mojave Ridgecrest Express Southbound to National Services Leaving From Mojave								
Connecting Service	**Destinations**	**Kern Regional Transit Arrival Time**	**Connecting Service Departure Time**	**Layover**	**Kern Regional Transit Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4213 to Train 713	713: Hanford, Fresno, Merced, Stockton, Martinez, Emeryville, Oakland, San Francisco	MWF: 7:27 AM TR: 5:25 AM	8:30 AM	MWF: 1 hour 3 minutes TR: 3 hours 5 minutes	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Same Facility	MWF: Feasible TRS: Safety issues. Long layover time
Amtrak Thruway 4215 to Train 715	715: Hanford, Fresno, Merced, Stockton, Martinez, Emeryville, Oakland, San Francisco	MWF: 7:27 AM TRS: 9:10 AM	11:30 AM	MWF: 4 hours 3 minutes TRS: 2 hours 20 minutes	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Same Facility	MWF: Long layover time TRS: Feasible
Amtrak Thruway 4217 to Train 717	717: Hanford, Fresno, Merced, Stockton, Martinez, Emeryville, Oakland, San Francisco	MWF: 7:27 AM TRS: 9:10 AM	1:50 PM	MWF: 6 hours 23 minutes TRS: 4 hours 40 minutes	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Same Facility	MWF: Extremely long layover time TRS: Long layover time
Greyhound 6008: Los Angeles to Las Vegas	Barstow, Las Vegas	MWF: 7:27 AM TRS: 9:10 AM	1:50 PM	MWF: 6 hours 23 minutes TRS: 4 hours 40 minutes	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	McDonald's (16100 Sierra Hwy, Mojave)	0.2 miles	MWF: Extremely long layover time. Some distance between stations. TRS: Long layover time. Some distance between stations.
Greyhound 6007: Las Vegas to Los Angeles	Lancaster, Palmdale, San Fernando, North Hollywood, Hollywood, Los Angeles	MWF: 7:27 AM TRS: 9:10 AM	1:55 PM	MWF: 6 hours 28 minutes TRS: 4 hours 45 minutes	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	McDonald's (16100 Sierra Hwy, Mojave)	0.2 miles	MWF: Extremely long layover time. Some distance between stations. TRS: Long layover time. Some distance between stations.
Orange Belt Stages: Las Vegas to Hanford	Tehachapi, Bakersfield, Ducor, Terra Bella, Porterville, Strathmore, Lindsay, Exeter, Farmersville, Visalia, Goshen, Hanford	MWF: 7:27 AM TRS: 9:10 AM	2:00 PM	MWF: 6 hours 33 minutes TRS: 4 hours 50 minutes	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	McDonald's (16100 Sierra Hwy, Mojave)	0.2 miles	MWF: Extremely long layover time. Some distance between stations. TRS: Long layover time. Some distance between stations.
Orange Belt Stages: Hanford to Las Vegas	Boron, Barstow, Las Vegas	MWF: 2:57 PM TRS: 9:10 AM	4:00 PM	MWF: 1 hour 3 minutes TRS: 6 hours 50 mintues	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	McDonald's (16100 Sierra Hwy, Mojave)	0.2 miles	MWF: Some distance between stations TRS: Extremely long layover time. Some distance between stations
Amtrak Thruway 4203 to Train 703	703: Hanford, Fresno, Merced, Stockton, Sacramento	MWF: 2:57 PM TRS: 9:10 AM	4:15 PM	MWF: 1 hour 18 minutes TRS: 7 hours 5 minutes	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Same Facility	MWF: Feasible TRS: Extremely long layover time

Connections from National Services Arriving in Mojave to Mojave Ridgecrest Express Northbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**Kern Regional Transit Departure Time**	**Layover**	**Incoming Service Station**	**Kern Regional Transit Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 4202 from Train 702	702: Sacramento, Stockton, Merced, Fresno, Hanford	1:15 PM	MWF: 5:15 PM TRS: 5:20 PM	4 hours	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Same Facility	Long layover time.
Greyhound 6007: Las Vegas to Los Angeles	Las Vegas, Barstow	1:50 PM	MWF: 5:15 PM TRS: 5:20 PM	3 hours 30 minutes	McDonald's (16100 Sierra Hwy, Mojave)	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	0.2 miles	Long layover time. Some distance between stations.
Greyhound 6008: Los Angeles to Las Vegas	Los Angeles, Hollywood, North Hollywood, San Fernando, Palmdale, Lancaster	1:50 PM	MWF: 5:15 PM TRS: 5:20 PM	3 hours 30 minutes	McDonald's (16100 Sierra Hwy, Mojave)	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	0.2 miles	Long layover time. Some distance between stations.
Orange Belt Stages: Las Vegas to Hanford	Las Vegas, Barstow, Boron	2:00 PM	MWF: 5:15 PM TRS: 5:20 PM	3 hours 15 minutes	McDonald's (16100 Sierra Hwy, Mojave)	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	0.2 miles	Long layover time. Some distance between stations.
Orange Belt Stages: Hanford to Las Vegas	Hanford, Goshen, Visalia, Farmersville, Exeter, Lindsay, Strathmore, Porterville, Terra Bella, Ducor, Bakersfield, Tehachapi	4:00 PM	MWF: 5:15 PM TRS: 5:20 PM	1 hour 15 minutes	McDonald's (16100 Sierra Hwy, Mojave)	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	0.2 miles	Some distance between stations.
Amtrak Thruway 4212 from Train 712	712: San Francisco, Oakland, Emeryville, Martinez, Stockton, Merced, Fresno, Hanford	3:05 PM	MWF: 5:15 PM TRS: 5:20 PM	2 hours 15 minutes	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Same Facility	Feasible
Amtrak Thruway 4214 from Train 714	714: San Francisco, Oakland, Emeryville, Martinez, Stockton, Merced, Fresno, Hanford	5:30 PM	MWF: 4:20 AM TR: 4:30 AM	Overnight	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Same Facility	Requires overnight stay.
Amtrak Thruway 4216 from Train 716	716: San Francisco, Oakland, Emeryville, Martinez, Stockton, Merced, Fresno, Hanford	8:40 PM	MWF: 4:20 AM TR: 4:30 AM	Overnight	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Carl's Jr. Restaurant (15900 Sierra Hwy, Mojave)	Same Facility	Requires overnight stay.

2 - RIDGECREST CONNECTION

Connections from Mojave Ridgecrest Express Northbound to CREST Route Leaving from Ridgecrest								
Connecting Service	Destinations	Kern Regional Transit Arrival Time	Connecting Service Departure Time	Layover	Kern Regional Transit Station	Connecting Service Station	Distance	Transfer Feasibility
CREST Route (Ridgecrest to Reno), south leg: Ridgecrest to Mammoth	Same day: Pearsonville, Coso Junction, Olancha, Keeler, Lone Pine, Independence, Aberdeen, Big Pine, Bishop, Tom's Place, Crowley Lake, Mammoth Lakes Next day: June Lake, Lee Vining, Mono City, Bridgeport, Walker, Coleville, Topaz, Carson City, Reno	12:55 PM	1:30 PM	35 minutes	City Hall (100 W California Ave, Ridgecrest)	City Hall (100 W California Ave, Ridgecrest)	0	Feasible

Connections from CREST Route Arriving in Ridgecrest to Mojave Ridgecrest Express Southbound								
Incoming Service	Origins	Incoming Service Arrival Time	Kern Regional Transit Departure Time	Layover	Incoming Service Station	Kern Regional Transit Station	Distance	Transfer Feasibility
CREST Route (Reno to Ridgecrest), south leg: Mammoth to Ridgecrest	Same day: Pearsonville, Coso Junction, Olancha, Keeler, Lone Pine, Independence, Aberdeen, Big Pine, Bishop, Tom's Place, Crowley Lake, Mammoth Lakes Previous day: June Lake, Lee Vining, Mono City, Bridgeport, Walker, Coleville, Topaz, Carson City, Reno	11:45 AM	1:30 PM	1 hour 45 minutes	City Hall (100 W California Ave, Ridgecrest)	City Hall (100 W California Ave, Ridgecrest)	0	Feasible

Kern Regional Transit - East Kern Express

Overall Assessment	The following communities are all served by national or regional intercity carriers. All except Rosamond are served by at least two carriers, and Bakersfield and Mojave are served by three. In light of this, it seems that the primary function of the East Kern Express cannot be to provide connections to the wider intercity network, but rather to provide a link between these communities. However, it should be noted that the East Kern Express does provide an indirect connection to the CREST route via the Mojave Ridgecrest Express (see previous worksheet).

Serves	Bakersfield, Tehachapi, Mojave, Rosamond, Lancaster
Connections with National Network	Bakersfield, Tehachapi, Mojave, Rosamond, Lancaster

Direction	Itinerary	Frequency	Bakersfield Arrival/Departure Times	Mojave Arrival/Departure Times	Lancaster Arrival/Departure Times	*Notes*
Eastbound	Bakersfield to Tehachapi to Mojave to Rosamond to Lancaster	7x, MTWRF 3x, S	4:00 AM, 7:40 AM, 9:30 AM, 11:30 AM, 1:30 PM, 3:30 PM, 5:30 PM	5:33 AM, 9:28 AM, 11:18 AM, 1:18 PM, 3:18 PM, 5:18 PM, 7:18 PM	6:14 AM, 10:10 AM, 12:00 PM, 2:00 PM, 4:00 PM, 6:00 PM, 7:54 PM	*Trip 1 not included. Trips in green operate on Saturday. Connections to Amtrak in Bakersfield on trips 4, 5, 6 and 8 only.*
Westbound	Lancaster to Rosamond to Mojave to Tehachapi to Bakersfield	7x, MTWRF 3x, S	7:00 AM, 9:10 AM, 3:00 PM, 5:00 PM, 7:00 PM, 9:00 PM, 10:00 PM	5:22 AM, 7:16 AM, 11:15 AM, 1:05 PM, 3:05 PM, 5:05 PM, 7:05 PM, 8:33 PM	6:15 AM, 10:11 AM, 12:01 PM, 2:01 PM, 4:01 PM, 6:01 PM, 7:54 PM	*Trip 1 starts in Rosamond, does not serve Lancaster. Trip 3 does not go beyond Mojave (11:15 AM): no service to Bakersfield. Connection to Amtrak in Bakersfield by request on trips 1, 2, 4, 5 and 6 only. Trips in green operate on Saturday.*

Inyo Mono Transit - CREST Route: Ridgecrest to Reno, NV

Overall Assessment	The CREST route consists of two routes that run on more-or-less alternate days. The first route (south leg) runs between Ridgecrest and Mammorth Lakes, going throuh Bishop. The second route (north leg) runs between Bishop and Reno, going through Mammoth Lakes. The CREST Route provides a "lifeline" through the Sierras: there is no other intercity service in the region. The CREST is fairly cumbersome, though. Three issues come to mind. Firstly, CREST service requires long-distance passengers to spend the night in Bishop or Mammoth Lakes. This may work for tourists, but not necessarily for the transit dependent population. Secondly, the south leg of the CREST route ends in Ridgecrest. Passengers still need to make two more transfers before they can reach a major transportation center in Bakersfield or Lancaster. Finally, the north leg of the route ends at Reno airport, where passengers need to take a taxi or local transit in order to go downtown. Once again, the service appears well-designed for tourists and people who can afford to take airplanes, but not necessarily for the transit-dependent.

Serves	Ridgecrest, Pearsonville, Coso Junction, Olancha, Keeler, Lone Pine, Independence, Aberdeen, Big Pine, Bishop, Tom's Place, Crowley Lake, Mammoth Lakes, June Lake, Lee Vining, Mono City, Bridgeport, Walker, Coleville, Topaz, Gardnerville, Carson City, Reno
Connections with National Network	Carson City, Reno
Connection with Kern Transit	Ridgecrest

Direction	Itinerary	Frequency
Northbound, south leg (day 1)	Ridgecrest to Bishop to Mammoth	1x a day, MWF
Northbound, north leg (day 2)	Bishop to Mammoth to Reno	1x a day, MTRF
Southbound, north leg (day 1)	Reno to Mammoth to Bishop	1x a day, MTRF
Southbound, south leg (day 2)	Mammoth to Bishop to Ridgecrest	1x a day, MWF

1 - RENO CONNECTIONS

Connections from CREST Route Northbound to National Services Leaving From Reno								
Connecting Service	**Destinations**	**CREST Route Arrival Time**	**Connecting Service Departure Time**	**Layover**	**CREST Route Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Greyound 8305: Reno to San Francisco	Truckee, Colfax, Roseville, Sacramento, Vallejo, Oakland, San Francisco	11:45 AM	5:30 AM	Overnight	Reno/Tahoe Airport	Reno Greyhound Station (155 Stevenson St, Reno, NV)	3.1 miles	Safety Issues. Requires overnight stay. Long distance between stations.
Greyhound 1308: San Francisco to Salt Lake City	Winnemucca (NV), Battle Mtn. (NV), Elko (NV), Wendover (NV), Salt Lake City (UT)	11:45 AM	7:15 AM	Overnight	Reno/Tahoe Airport	Reno Greyhound Station (155 Stevenson St, Reno, NV)	3.1 miles	Requires overnight stay. Long distance between stations
Greyhound 1347: Salt Lake City to San Francisco	Sacramento, Vallejo, Oakland, San Francisco	11:45 AM	7:30 AM	Overnight	Reno/Tahoe Airport	Reno Greyhound Station (155 Stevenson St, Reno, NV)	3.1 miles	Requires overnight stay. Long distance between stations
Amtrak Thruway 3537 to Trains, 737, 537, 716	737, 537: Davis, Martinez, Emeryville, Oakland, San Francisco, San Jose 716: Merced, Fresno, Hanford, Bakersfield, Los Angeles	11:45 AM	7:55 AM	Overnight	Reno/Tahoe Airport	Reno Amtrak Station (280 N Center St, Reno, NV)	3.1 miles	Requires overnight stay. Long distance between stations
Amtrak 5 - California Zephyr Westbound	*Truckee, Colfax, Roseville, Sacramento, Davis, Martinez, Emeryville*	*11:45 AM*	*9:14 AM*	*Overnight*	Reno/Tahoe Airport	*Reno Amtrak Station (280 N Center St, Reno, NV)*	*3.1 miles*	Requires overnight stay. Long distance between stations
Greyhound 8307: Reno to San Francisco	Truckee, Colfax, Roseville, Sacramento, Vacaville, Vallejo, Oakland, San Francisco	11:45 AM	9:30 AM	Overnight	Reno/Tahoe Airport	Reno Greyhound Station (155 Stevenson St, Reno, NV)	3.1 miles	Requires overnight stay. Long distance between stations
Greyhound 8309: Reno to San Francisco	Sacramento, Vallejo, San Francisco	11:45 AM	11:00 AM	Overnight	Reno/Tahoe Airport	Reno Greyhound Station (155 Stevenson St, Reno, NV)	3.1 miles	Requires overnight stay. Long distance between stations

Amtrak Thruway 3543 to Trains 743, 543, 704	743, 543: Davis, Martinez, Emeryville, Oakland, San Francisco, San Jose 704: Stockton, Merced, Fresno, Hanford, Bakersfield, Los Angeles	11:45 AM	11:10 AM	Overnight	Reno/Tahoe Airport	Reno Amtrak Station (280 N Center St, Reno, NV)	3.1 miles	Requires overnight stay. Long distance between stations

Connections from CREST Route Northbound to National Services Leaving From Reno (cont'd)

Connecting Service	Destinations	CREST Route Arrival Time	Connecting Service Departure Time	Layover	CREST Route Station	Connecting Service Station	Distance	Transfer Feasibility
Greyhound 8311: Reno to San Francisco	Sacramento, Vacaville, Oakland, San Francisco	11:45 AM	12:30 PM	45 minutes	Reno/Tahoe Airport	Reno Greyhound Station (155 Stevenson St, Reno, NV)	3.1 miles	Short layover time. Long distance between stations.
Grehound 8315: Reno to San Francisco	Truckee, Colfax, Roseville, Sacramento, Vallejo, Oakland, San Francisco	11:45 AM	3:30 PM	2 hours 45 minutes	Reno/Tahoe Airport	Reno Greyhound Station (155 Stevenson St, Reno, NV)	3.1 miles	Long distance between stations.
Amtrak 6 - California Zephyr Eastbound	*Points east including Salt Lake City (UT), Denver (CO) and Chicago (IL)*	*11:45 AM*	*3:58 PM*	*4 hours 13 minutes*	Reno/Tahoe Airport	*Reno Amtrak Station (280 N Center St, Reno, NV)*	*3.1 miles*	Long layover time. Long distance between stations.
Amtrak Thruway 3551 to Trains 751, 553	751, 553: Davis, Martinez, Emeryville, Oakland, San Francisco, San Jose	11:45 AM	4:30 PM	4 hours 45 minutes	Reno/Tahoe Airport	Reno Amtrak Station (280 N Center St, Reno, NV)	3.1 miles	Long layover time. Long distance between stations.
Greyhound 8347: Reno to San Francisco	Sacramento, Oakland, San Francisco	11:45 AM	6:15 PM	6 hours 30 minutes	Reno/Tahoe Airport	Reno Greyhound Station (155 Stevenson St, Reno, NV)	3.1 miles	Extremely long layover time. Long distance between stations.
Greyhound 1314: San Francisco to Salt Lake City	Winnemucca (NV), Battle Mtn. (NV), Elko (NV), Wendover (NV), Salt Lake City (UT)	11:45 AM	7:30 PM	7 hours 45 minutes	Reno/Tahoe Airport	Reno Greyhound Station (155 Stevenson St, Reno, NV)	3.1 miles	Extremely long layover time. Long distance between stations.
Greyhound 1345: Denver to San Francisco	Sacramento, Oakland, San Francisco	11:45 AM	8:45 PM	9 hours	Reno/Tahoe Airport	Reno Greyhound Station (155 Stevenson St, Reno, NV)	3.1 miles	Extremely long layover time. Long distance between stations.

Connections from National Services Arriving in Reno to CREST Route Southbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**CREST Route Departure Time**	**Layover**	**Incoming Service Station**	**CREST Route Station**	**Distance**	**Transfer Feasibility**
Greyhound 8318: San Francisco to Reno	San Francisco, Oakland, Sacramento	12:55 AM	11:45 AM	Overnight	Reno Greyhound Station (155 Stevenson St, Reno, NV)	Reno/Tahoe Airport	3.1 miles	Safety issues. Requires overnight stay. Long distance between stations.
Greyhound 1308: San Francisco to Salt Lake City	San Francisco, Oakland, Sacramento	6:30 AM	11:45 AM	5 hours 15 minutes	Reno Greyhound Station (155 Stevenson St, Reno, NV)	Reno/Tahoe Airport	3.1 miles	Extremely long layover time. Long distance between stations.
Greyhound 1347: Salt Lake City to San Francisco	Salt Lake City (UT), Wendover (NV), Elko (NV), Battle Mountain (NV), Winnemucca (NV)	6:50 AM	11:45 AM	4 hours 55 minutes	Reno Greyhound Station (155 Stevenson St, Reno, NV)	Reno/Tahoe Airport	3.1 miles	Long layover time. Long distance between stations.
Amtrak 5 - California Zephyr Westbound	*Points east including Salt Lake City (UT), Denver (CO) and Chicago (IL)*	*9:14 AM*	*11:45 AM*	*3 hours 31 minutes*	*Reno Amtrak Station (280 N Center St, Reno, NV)*	Reno/Tahoe Airport	*3.1 miles*	Long layover time. Long distance between stations.
Greyhound 8302: San Francisco to Reno	San Francisco, Oakland, Vallejo, Vacaville, Sacramento, Roseville, Colfax, Truckee	1:00 PM	11:45 AM	1 to 3 nights	Reno Greyhound Station (155 Stevenson St, Reno, NV)	Reno/Tahoe Airport	3.1 miles	Requires overnight stay. Long distance between stations.
Amtrak Thruway 3524 from Trains 720, 524, 711	720, 524: San Jose (524 only), San Francisco, Oakland, Emeryville, Martinez, Davis 711: Los Angeles, Bakersfield, Hanford, Fresno, Merced	1:35 PM	11:45 AM	1 to 3 nights	Reno Amtrak Station (280 N Center St, Reno, NV)	Reno/Tahoe Airport	3.1 miles	Requires overnight stay. Long distance between stations.
Greyhound 8306: San Francisco to Reno	San Francisco, Oakland, Vallejo, Vacaville, Sacramento, Colfax	3:30 PM	11:45 AM	1 to 3 nights	Reno Greyhound Station (155 Stevenson St, Reno, NV)	Reno/Tahoe Airport	3.1 miles	Requires overnight stay. Long distance between stations.
Amtrak 6 - California Zephyr Eastbound	*Truckee, Colfax, Roseville, Sacramento, Davis, Martinez, Emeryville*	*3:58 PM*	11:45 AM	*1 to 3 nights*	*Reno Amtrak Station (280 N Center St, Reno, NV)*	Reno/Tahoe Airport	*3.1 miles*	Requires overnight stay. Long distance between stations.

Connections from National Services Arriving in Reno to CREST Route Southbound (cont'd)								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**CREST Route Departure Time**	**Layover**	**Incoming Service Station**	**CREST Route Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 3528 from Trains 728, 528, 701	728, 528: San Jose, San Francisco, Oakland, Emeryville, Martinez, Davis 701: Los Angeles, Bakersfield, Hanford Fresno, Merced, Stockton	4:25 PM	11:45 AM	1 to 3 nights	Reno Amtrak Station (280 N Center St, Reno, NV)	Reno/Tahoe Airport	3.1 miles	Requires overnight stay. Long distance between stations.
Greyhound 8308: San Francisco to Reno	San Francisco, Oakland, Vallejo, Vacaville, Sacramento, Roseville, Colfax, Truckee	6:40 PM	11:45 AM	1 to 3 nights	Reno Greyhound Station (155 Stevenson St, Reno, NV)	Reno/Tahoe Airport	3.1 miles	Requires overnight stay. Long distance between stations.
Greyhound 1314: San Francisco to Salt Lake City	San Francisco, Oakland, Sacramento	6:40 PM	11:45 AM	1 to 3 nights	Reno Greyhound Station (155 Stevenson St, Reno, NV)	Reno/Tahoe Airport	3.1 miles	Requires overnight stay. Long distance between stations.
Amtrak Thruway 3534 from Trains 734, 532, 713	734, 532: San Jose, San Francisco, Oakland, Emeryville, Martinez, Davis 713: Los Angeles, Bakersfield, Hanford Fresno, Merced	7:25 PM	11:45 AM	1 to 3 nights	Reno Amtrak Station (280 N Center St, Reno, NV)	Reno/Tahoe Airport	3.1 miles	Requires overnight stay. Long distance between stations.
Greyhound 1345: Salt Lake City to San Francisco	Salt Lake City (UT), Wendover (NV), Elko (NV), Battle Mountain (NV), Winnemucca (NV)	8:00 PM	11:45 AM	1 to 3 nights	Reno Greyhound Station (155 Stevenson St, Reno, NV)	Reno/Tahoe Airport	3.1 miles	Requires overnight stay. Long distance between stations.
Greyhound 8312: San Francisco to Reno	San Francisco, Oakland, Sacramento	9:40 PM	11:45 AM	1 to 3 nights	Reno Greyhound Station (155 Stevenson St, Reno, NV)	Reno/Tahoe Airport	3.1 miles	Requires overnight stay. Long distance between stations.
Greyhound 8322: San Francisco to Reno	San Francisco, Oakland, Sacramento	11:40 PM	11:45 AM	1 to 3 nights	Reno Greyhound Station (155 Stevenson St, Reno, NV)	Reno/Tahoe Airport	3.1 miles	Safety issues. Requires overnight stay. Long distance between stations.

2 - CARSON CITY CONNECTION

Connections from CREST Route Northbound to National Services Leaving From Carson City								
Connecting Service	**Destinations**	**CREST Route Arrival Time**	**Connecting Service Departure Time**	**Layover**	**CREST Route Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 3437 to Trains 737, 537, 716	737, 537: Sacramento, Davis, Martinez, Emeryville, Oakland, San Jose 716: Merced, Fresno, Hanford, Bakersfield, Los Angeles	10:50 AM	8:00 AM	Overnight	The Nugget (507 N Carson St, Carson City)	The Nugget (507 N Carson St, Carson City)	Same Facility.	Requires overnight stay.

Connections from National Services Arriving in Carson City to CREST Route Southbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**CREST Route Departure Time**	**Layover**	**Incoming Service Station**	**CREST Route Station**	**Distance**	**Transfer Feasibility**
Amtrak Thruway 3434 from Trains 734, 532, 713	734, 532: San Jose, Oakland, Emeryville, Martinez, Davis, Sacramento 713: Los Angeles, Bakersfield, Hanford, Fresno, Merced	7:10 PM	1:45 PM	Overnight	The Nugget (507 N Carson St, Carson City)	The Nugget (507 N Carson St, Carson City)	Same Facility.	Requires overnight stay.

3 - RIDGECREST CONNECTION

Connections from CREST Route Southbound to Kern Regional Transit in Ridgecrest								
Connecting Service	**Destinations**	**CREST Route Arrival Time**	**Connecting Service Departure Time**	**Layover**	**CREST Route Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Mojave Ridgecrest Express Southbound	Inyokern, California City, Mojave	11:45 AM	1:30 PM	1 hour 45 minutes	Ridgecrest City Hall (100 W California Ave, Ridgecrest)	Ridgecrest City Hall (100 W California Ave, Ridgecrest)	0	Feasible

Connections from Kern Regional Transit Arriving in Ridgecrest to CREST Route Northbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**CREST Route Departure Time**	**Layover**	**Incoming Service Station**	**CREST Route Station**	**Distance**	**Transfer Feasibility**
Mojave Ridgecrest Express Northbound	Mojave, California City, Inyokern	12:55 PM	1:30 PM	35 minutes	Ridgecrest City Hall (100 W California Ave, Ridgecrest)	Ridgecrest City Hall (100 W California Ave, Ridgecrest)	0	Feasible

Yosemite Area Regional Transportation System - Hwy 140 Route: Merced to Yosemite

Overall Assessment	There are multiple daily connections between Amtrak and Greyhound services in Merced and YARTS service leading to Mariposa county and Yosemite National Park.

Serves	Yosemite National Park, El Portal, Midpines, Mariposa, Catheys Valley, Merced
Connections with National Network	Merced

Direction	Itinerary	Frequency	*Notes*
Inbound	Yosemite to Midpines to Merced	7x, MTWRF (6x in winter) 6x, SD	*On weekdays, the first morning run in this direction starts in Midpines and goes to Merced, without serving Yosemite. On all days, there is one afternoon run that goes from Yosemite to Midpines to Mariposa, and does not serve Merced.*
Outbound	Merced to Mariposa to Yosemite	6x, MTWRF 5x, SD	*The first two morning runs in this direction start in Mariposa and go to Yosemite, without serving Merced.*

Connections from YARTS Inbound to National Services Leaving From Merced								
Connecting Service	**Destinations**	**YARTS Arrival Time**	**Connecting Service Departure Time**	**Layover**	**YARTS Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Greyhound 6888: Los Angeles to Sacramento	Modesto, Stockton, Sacramento	Summer: 11:02 PM Winter: 8:27 PM	12:10 AM	Overnight	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Requires overnight stay.
Greyhound 6868: Los Angeles to Sacramento	Turlock, Modesto, Stockton, Lodi, Sacramento	Summer: 11:02 PM Winter: 8:27 PM	3:30 AM	Overnight	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Requires overnight stay.
Greyhound 1443: Portland (OR) to Los Angeles	Madera, Fresno, Bakersfield, Pasadena, Glendale, Los Angeles	Summer: 11:02 PM Winter: 8:27 PM	5:40 AM	Overnight	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Requires overnight stay.
Amtrak 711- San Joaquin Northbound	*Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, Oakland via Thruway: San Francisco*	*From Midpines: 7:38 AM From Yosemite, Summer: 10:52 PM From Yosemite, Winter: 8:17 PM*	*7:45 AM*	*From Midpines: 7 minutes From Yosemite: Overnight*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	From Midpines: Guaranteed Connection From Yosemite: Requires overnight stay
Amtrak 702 - San Joaquin Southbound	*Madera, Fresno, Hanford, Corocoran, Wasco, Bakersfield via Thruway: Los Angeles*	*From Midpines: 7:38 AM From Yosemite, Summer: 10:52 PM From Yosemite, Winter: 8:17 PM*	*8:46 AM*	*From Midpines: 1 hour 8 minutes From Yosemite: Overnight*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	From Midpines: Guaranteed Connection From Yosemite: Requires overnight stay
Greyhound 6838: Los Angeles to Sacramento	Turlock, Modesto, Stockton, Sacramento	From Midpines: 7:47 AM From Yosemite, Summer: 11:02 PM From Yosemite, Winter: 8:27 PM	9:05 AM	From Midpines: 1 hour 18 minutes From Yosemite: Overnight	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	From Midpines: Feasible From Yosemite: Requires overnight stay
Amtrak 701- San Joaquin Northbound	*Turlock, Modesto, Stockton, Lodi, Sacramento*	*From Midpines: 7:38 AM From Yosemite, Summer: 10:52 PM From Yosemite, Winter: 8:17 PM*	*10:08 AM*	*From Midpines: 2 hours 30 minutes From Yosemite: Overnight*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	From Midpines: Guaranteed Connection From Yosemite: Requires overnight stay
Amtrak 712 - San Joaquin Southbound	*Madera, Fresno, Hanford, Corocoran, Wasco, Bakersfield via Thruway: Los Angeles*	*From Midpines: 7:38 AM From Yosemite, Summer: 10:52 PM From Yosemite, Winter: 8:17 PM*	*10:31 AM*	*From Midpines: 2 hours 53 minutes From Yosemite: Overnight*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	From Midpines: Feasible From Yosemite: Impossible without overnight stay in Merced
Greyhound 6881: Sacramento to Los Angeles	Fresno, Bakersfield, North Hollywood, Hollywood, Los Angeles	From Midpines: 7:47 AM From Yosemite, Summer: 11:02 PM From Yosemite, Winter: 8:27 PM	11:15 AM	From Midpines: 3 hour 28 minutes From Yosemite: Overnight	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	From Midpines: Long layover time From Yosemite: Requires overnight stay
Amtrak 714 - San Joaquin Southbound	*Madera, Fresno, Hanford, Corocoran, Wasco, Bakersfield via Thruway: Los Angeles*	*12:27 PM*	*12:59 PM*	*32 minutes*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	Guaranteed connection

Connections from YARTS Inbound to National Services Leaving From Merced (cont'd)								
Connecting Service	**Destinations**	**YARTS Arrival Time**	**Connecting Service Departure Time**	**Layover**	**YARTS Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak 713- San Joaquin Northbound	*Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, Oakland via Thruway: San Francisco*	*12:27 PM*	*1:20 PM*	*53 minutes*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	Guaranteed connection
Greyhound 6825: San Francisco to Los Angeles	Madera, Fresno, Goshen Jct., Tualre, Delano, Bakersfield, San Fernando, North Hollywood, Los Angeles	12:37 PM	1:35 PM	58 minutes	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Feasible
Greyhound 6854: Los Angeles to Sacramento	Modesto, Stockton, Lodi, Sacramento	12:37 PM	2:10 PM	1 hour 33 minutes	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Feasible
Greyhound 6858: Los Angeles to San Francisco	Turlock, Modesto, Tracy, Hayward, Oakland, San Francisco	12:37 PM	2:55 PM	2 hours 18 minutes	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Feasible
Amtrak 716 - San Joaquin Southbound	*Madera, Fresno, Hanford, Corocoran, Wasco, Bakersfield via Thruway: Los Angeles*	*12:27 PM*	*4:03 PM*	*3 hours 36 minutes*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	Long layover time
Amtrak 715- San Joaquin Northbound	*Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, Oakland via Thruway: San Francisco*	*12:27 PM*	*4:19 PM*	*3 hours 52 minutes*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	Long layover time
Greyhound 6818: Los Angeles to Sacramento	Turlock, Modesto, Stockton, Sacramento	12:37 PM	5:05 PM	4 hours 28 minutes	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Long layover time
Amtrak 704 - San Joaquin Southbound	*Madera, Fresno, Hanford, Corocoran, Wasco, Bakersfield via Thruway: Los Angeles*	*6:23 PM*	*6:31 PM*	*8 minutes*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	Guaranteed connection
Greyhound 6867: San Francisco to Tijuana (MX)	Fresno, Goshen Jct., Visalia, Tulare, Bakersfield, Los Angeles, points south including Tijuana (MX)	12:37 PM	6:35 PM	5 hours 58 minutes	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Extremely long layover time.
Greyhound 6820: Los Angeles to Sacramento (operates Fridays and Sundays only)	Modesto, Stockton, Lodi, Sacramento	12:37 PM	6:45 PM	6 hours 8 minutes	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Extremely long layover time.
Amtrak 717- San Joaquin Northbound	*Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, Oakland via Thruway: San Francisco*	*6:23 PM*	*6:49 PM*	*26 minutes*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	Guaranteed connection
Amtrak 718 - San Joaquin Southbound	*Madera, Fresno, Hanford, Corocoran, Wasco, Bakersfield via Thruway: Los Angeles*	*8:17 PM*	*8:47 PM*	*30 minutes*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	Guaranteed connection

Connections from YARTS Inbound to National Services Leaving From Merced (cont'd)								
Connecting Service	**Destinations**	**YARTS Arrival Time**	**Connecting Service Departure Time**	**Layover**	**YARTS Station**	**Connecting Service Station**	**Distance**	**Transfer Feasibility**
Amtrak 703-San Joaquin Northbound	*Turlock, Modesto, Stockton, Lodi, Sacramento*	*8:17 PM*	*9:05 PM*	*48 minutes*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	Guaranteed connection
Greyhound 6875: Sacramento to Tijuana (MX)	Fresno, Goshen Jct., Bakersfield, Los Angeles, points south including Tijuana (MX)	8:27 PM	9:25 PM	58 minutes	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Feasible
Greyhound 6839: San Francisco to Los Angeles	Madera, Fresno, Bakersfield, Los Angeles	8:27 PM	9:40 PM	1 hour 13 minutes	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Feasible
Greyhound 6813: Sacramento to Los Angeles	Fresno, Bakersfield, Hollywood, Los Angeles	Summer: 11:02 PM Winter: 8:27 PM	11:25 PM	Summer: 23 minutes Winter: 2 hours 58 minutes	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Summer: Short layover time Winter: Feasible

Connections from National Services Arriving in Merced to YARTS Outbound								
Incoming Service	**Origins**	**Incoming Service Arrival Time**	**YARTS Departure Time**	**Layover**	**Incoming Service Station**	**YARTS Station**	**Distance**	**Transfer Feasibility**
Greyhound 6888: Los Angeles to Sacramento	Los Angeles, Hollywood, North Hollywood, San Fernando, Bakersfield, Fresno, Madera	12:10 AM	7:00 AM	Overnight	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 6868: Los Angeles to Sacramento	Los Angeles, Bakersfield, Delano, Tulare, Goshen Jct., Fresno, Madera	3:25 AM	7:00 AM	Overnight	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Safety issues. Requires overnight stay.
Greyhound 1443: Portland (OR) to Los Angeles	Sacramento, Stockton, Modesto	5:35 AM	7:00 AM	1 hour 25 minutes	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Safety issues. Short layover time.
Amtrak 711- San Joaquin Northbound	*Los Angeles, Bakersfield, Wasco, Corcoran, Hanford, Fresno, Madera*	*7:45 AM*	*9:00 AM*	*1 hour 15 minutes*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	Guaranteed connection
Amtrak 702 - San Joaquin Southbound	*Sacramento, Lodi, Stockton, Modesto, Turlock*	*8:46 AM*	*9:00 AM*	*14 minutes*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	Guaranteed connection
Greyhound 6838: Los Angeles to Sacramento	Los Angeles, Bakersfield, Delano, Tulare, Visalia, Goshen Jct., Fresno, Madera	9:00 AM	10:30 AM	1 hour 30 minutes	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Feasible
Amtrak 701- San Joaquin Northbound	*Los Angeles, Bakersfield, Wasco, Corcoran, Hanford, Fresno, Madera*	*10:08 AM*	*11:00 AM*	*52 minutes*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	Guaranteed connection
Amtrak 712 - San Joaquin Southbound	*San Francisco, Oakland, Emeryville, Richmond, Martinez, Antioch, Stockton, Modesto, Turlock*	*10:31 AM*	*11:00 AM*	*29 minutes*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	Guaranteed connection
Greyhound 6881: Sacramento to Los Angeles	Sacramento, Lodi, Stockton, Modesto, Turlock	11:10 AM	5:25 PM	6 hours 15 minutes	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Extremely long layover time
Amtrak 714 - San Joaquin Southbound	*San Francisco, Oakland, Emeryville, Richmond, Martinez, Antioch, Stockton, Modesto, Turlock*	*12:59 PM*	*5:15 PM*	*5 hours 16 minutes*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	Extremely long layover time
Amtrak 713- San Joaquin Northbound	*Los Angeles, Bakersfield, Wasco, Corcoran, Hanford, Fresno, Madera*	*1:20 PM*	*5:15 PM*	*3 hours 55 minutes*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Merced Amtrak Station (324 W 24th St, Merced)*	*Same Facility*	Long layover time
Greyhound 6825: San Francisco to Los Angeles	San Francisco, Oakland, Hayward, Tracy, Modesto, Turlock	1:30 PM	5:25 PM	3 hours 55 minutes	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Long layover time
Greyhound 6854: Los Angeles to Sacramento	Los Angeles, Glendale, Pasadena, Bakersfield, Fresno, Madera	2:05 PM	5:25 PM	3 hours 20 minutes	Merced Greyhound Station (710 W 16th St, Merced)	Merced Greyhound Station (710 W 16th St, Merced)	Same Facility	Long layover time

Yosemite Area Regional Transportation System - Hwy 120 Route: Yosemite to Mammoth Lakes

Overall Assessment	The YARTS Highway 120 service runs seasonally from Yosemite National Park to Mammoth Lakes when the Tioga Pass through the Sierras is open. Its primary purpose is to bring tourists and visitors to Mono County into Yosemite National Park. There are no realistic connections to be made to and from YARTS Highway 120 service in terms of long-distance intercity bus travel. The two connections that are theoretically possible are both highly impractical from a non-touristic perspective. Connecting to YARTS Highway 140 service to Merced requires waiting all day at Yosemite, and connecting to CREST in Lee Vining requires spending the night at the motel.

Serves	Yosemite National Park, Lee Vining, June Lake, Mammoth Lakes
Connections with 5311F services	Yosemite (YARTS Hwy 140), Lee Vining (CREST)

Direction	Itinerary	Frequency
Eastbound	Yosemite to Lee Vining to Mammoth Lakes	1x, daily (July, Aug) 1x, SD (Jun, Sep)
Westbound	Mammoth Lakes to Lee Vining to Yosemite	1x, daily (July, Aug) 1x, SD (Jun, Sep)

APPENDIX B

FTA PILOT PROGRAM
(IN-KIND MATCH)

APPENDIX B

FTA PILOT PROGRAM

To: State Section 5311 Program Managers and Intercity Bus Industry Representatives

From: Mary Martha Churchman
Director, Office of Transit Programs
FTA Office of Program Management

RE: Implementation of Two Year Pilot of In-Kind Match for Intercity Bus

For many months, FTA has had ongoing conversations with intercity bus industry representatives, a private consultant working on intercity bus issues, and a State DOT to explore the possibility of capturing the value of unsubsidized intercity bus service as a source of in-kind local match for intercity bus projects funded with Section 5311(f). Greyhound and the American Bus Association submitted comments to the docket for the revisions to the Section 5311 program circular that reflected the outcome of those preliminary conversations, and several States submitted comments in support of the intercity bus industry's proposal.

On October 20, 2006, FTA executive management approved a two year pilot allowing States to use The capital costs of private sector intercity-bus service as in-kind match for the operating costs of connecting rural intercity bus feeder service funded under 49 U.S.C. 5311(f). The concept approved for implementation in the pilot is not quite as expansive as the original proposal.

Background:

Section 5311(f) of Title 49, U.S.C., requires each state to use 15% of its annual apportionment under Section 5311 to support intercity bus service, unless the Governor certifies that the intercity bus needs of the states are adequately met. SAFETEA-LU strengthened this requirement by requiring consultation with intercity bus operators prior to certification.

In the last several years Greyhound has terminated most of its rural service, but Greyhound and other private operators maintain service between larger cities. Smaller regional carriers and rural transit systems can help support the national network of intercity bus service and meet the mobility needs of rural residents by providing feeder service that connects rural communities to the closest city with intercity bus service.

Several States have conducted comprehensive state intercity bus needs assessments and identified corridors that could be supported by 5311(f) funding for feeder service, providing intercity connections to rural communities and increasing ridership and productivity to help sustain the unsubsidized intercity service provided by Greyhound and other operators.

However, even when the State was interested and willing to use 5311(f) funds to meet identified needs and the private operator needed and desired the connecting service, lack of sources of local match often impeded implementation of the feeder service.

A consultant working with Washington State came up with a creative financing scheme which Greyhound endorsed and promoted to FTA. While FTA rejected the original proposal to use the entire value of the unsubsidized intercity bus network in a State as a form of credit to be awardable for match, we continued to work with the advocates to refine the proposal. Greyhound, the American Bus Association, the consultant (Fred Fravel, of KFH group) and several states sought FTA's approval of the concept in comments submitted to the Docket for the proposed revisions to the Section 5311 program circular. FTA executive management discussed the proposal on October 20, 2006 and agreed to test a limited version of the concept in a two year pilot for Section 5311 grants obligated during FY 2007-2008.

When the Circular is finalized, we will respond to the comments in the preamble but not incorporate the provision in the Circular, since we are just agreeing to a two year test of the concept. Depending on whether the pilot proves that the concept is workable and beneficial, it could be extended and incorporated into later iterations of the Circular, or legislative changes could be proposed in the next authorization.

Implementation Instructions:

A. Defining the FTA Assisted Project

To use the capital provided by a private operator as in-kind match, the FTA assisted project must be defined as including both the feeder service and an unsubsidized segment of intercity bus network to which it connects.

B. Costs allowable as In-Kind Match

In order to be eligible to be used as in-kind match, a cost must be otherwise allowable under the project. Thus, to be eligible under Section 5311, the costs contributed by the private operator as in-kind match must connect the rural community to further points. Also, since FTA can only fund the net project cost and the private operator is presumed to be collecting at least enough in fares to cover the operating costs of the service, we are only allowing the capital costs of the unsubsidized service to be used as in-kind match. To simplify matters, we will use the percentages allowed in the capital cost of contracting guidance to determine how much of the private operator's

total costs are attributable to capital. (E.G., 50% where the operator provides and maintains all the equipment, less if FTA funded equipment is provided.)

C. Simplified Example of a Project:

1. Feeder Service – rural community A to intercity bus terminal in City B

Total Operating Costs	$15,000	Service operates 2 round trips per day, 5 days per week. 1000 miles total @ $15/mile.
Less Farebox Revenue	$5,000	Based on weekly ridership of 20 passengers who use the feeder to connect with intercity service at point B
Net Operating costs	$10,000	subsidized by 5311(f)

Note: City B may be either under or over 50,000 in population if the origin in Point A is a non-urbanized area.

2. Connecting Service – from Intercity bus terminal in City B to Big City C.

Total Operating Costs	$20,000	Documented fully allocated costs (both capital and operating) of unsubsidized privately operated service - 2 trips each day that connect with the feeder service. (ten trips per week) 500 hours of service @ $40/hour. (If there are more trips per day that do not connect with the feeder, those costs aren't counted.)
Less Operating Costs	$10,000	The operating portion of the fully allocated costs is not allowable as in-kind match because the private operator is not operating at a loss, so farebox revenues are presumed to cover all the operating costs. Capital cost of contracting ratios may be used to determine the percentage of the total unsubsidized cost of the private service attributable to capital – 50% if no FTA provided vehicles are used. The remainder is operating costs.
Value of Capital contributed by private operator	$10,000	May be used as In-Kind match

Note: Both City B and City C are on the route on which the private intercity bus operator provides scheduled service. In this example there is just one destination, but in other cases there may be additional segments of the network included in the calculation – for example, service from B to D as well as B to C.

3. FTA Assisted Project - Service from rural community A to Big City C

Operating Deficit Segment A-B	$10,000	Funded by 5311(f) – Federal Share
Capital Costs Segment B-C	$10,000	In-Kind Match – Local Share
Net Cost of project A-C	$20,000	Net Project Cost – included in program of projects and in TEAM Budget

Note: The example above assumes a 50/50 match ratio for operating assistance. The Federal share may be greater if a State is eligible to use the sliding scale match ratios.

D. Use of Private Capital as In-Kind match for Subsidized Private Sector Routes or Service Contracted from Private Operator:

A contribution of unsubsidized private capital can also be used to provide in-kind match when Section 5311(f) funds are used to subsidize an unprofitable rural intercity bus route that might otherwise be discontinued by the private operator. Section 5311(f) funds can be used to pay for the operating deficit and the local match can come from the capital costs contributed by the private operator. Or a State (or local transit agency) can contract with a private operator to provide rural intercity bus service, and pay for the operating deficit with Section 5311(f) funds, with the private operator providing in-kind match in the form of the value of the unsubsidized capital portion of the contracted service.

E. Excess or Insufficient In-Kind Match:

If there is excess in-kind match available from the value of the capital costs, it cannot be used to increase the Federal share above the actual operating deficit of the project. In the simplified example above, if the capital costs of the connecting service were $12,000, the Federal share of the project provided in Section 5311(f) funds would still be $10,000 because that is what is needed to pay the operating deficit of the feeder service. Only $10,000 of the capital costs are used for in-kind match.

On the other hand, if the value of the unsubsidized capital contribution does not provide sufficient in-kind match to equal the Section 5311(f) funds needed to cover the operating deficit, the State or local agency has to produce the difference in cash. In the simplified example above, if the capital costs of the unsubsidized service were only $8000, the $10,000 operating deficit of the feeder service could be paid with $8000 in Section 5311(f) funds and $2000 in cash from other sources.

F. Period of Availability of the In-Kind Match

Once included in an approved grant obligated within the two year pilot period, the capital contribution described in the application may be used as in-kind match until the Federal share is fully expended.

F. Documentation Required in State's Application for Section 5311:

When applying to use the unsubsidized capital as in-kind match, the State must provide supplemental information with its Section 5311 grant application.

1. For each Section 5311(f) project using the match, the State must provide a detailed description of the feeder service and the connecting

service, identifying locations served by each, and the connections. Only those runs that actually connect with the feeder service can be used for match. For example, if the private operator makes four trips per day through point B but the feeder service only operates twice daily, only the capital costs of the two daily connecting trips can be used as in-kind match.

2. Itemize the total and net costs of each segment used in the project description (for example A-B and B-C, by actual place names, and level of service.) The value of the in-kind match must be based on the documented fully allocated costs incurred by the private operator in providing the connecting service, with reasonable calculations by methods such as costs per mile, or costs per hour. Capital Cost of Contracting percentages may be used to determine the amount of fully allocated costs attributable to capital, unless the operator can provide documentation that the capital costs (including preventive maintenance) are higher. The detailed information may be presented in table form, as in the simplified example above.

3. If the capital costs do not provide sufficient match for the entire operating deficit of the feeder service, additional cash match is required, and should be documented in the application.

4. The application should include documentation that the private operator has consented to the arrangement, documented the costs of the private service being used for in-kind match, and acknowledged that the private service is part of the FTA project and thus is covered by the labor warranty and other Federal requirements.

G. Regional Review and Processing of Grant Application:

When a State applies to use this source of in-kind match during the two year pilot in FY 2007 or 2008, the FTA region will review the documentation to ensure that the project as defined is eligible for Section 5311(f) assistance and that sufficient local match is provided by the in-kind capital contribution to match the operating assistance provided.

H. Assessment of Pilot Project:

I invite States and industry to comment about the implementation of the pilot as it proceeds. Your observations about any procedural issues and reflections on the impact of the pilot in increasing the rural intercity bus connections are welcome at any time, but we particularly invite you to submit an assessment of the two year pilot in July, 2008, as FTA considers next steps.

APPENDIX C

INTERCITY SERVICES IN THE TDA UNMET NEEDS PROCESS

MEMORANDUM

March 19, 2007

TO: Fred Fravel

FROM: Heather Menninger Mayeda and Judith Norman

SUBJ: Unmet Transit Needs Process and Relationships with Statewide Rural Intercity Bus Needs

This considers the opportunities and issues presented by the unmet transit needs process as it relates to the Section 5311 (f) program of address intercity bus transportation needs in California. Some comment on the unmet needs documentation is also included.

Unmet Needs State Regulation

California's Transportation Development Act (TDA) governs the flow of state funding to public transportation programs throughout the state. It establishes the unmet transportation needs finding process as one of the responsibilities of the local Transportation Planning Agency in their oversight role. This includes responsibility for the city and county operating entities (claimants) as well as various planning and audit functions that ensure the proper use of state funding.

The TDA unmet needs process establishes that "Prior to making any allocation not directly related to public transportation services, specialized transportation services or facilities provided for the exclusive use of pedestrians and bicycles"... various activities must be undertaken. This includes consultation with the social services transportation advisory council, identification of needs within the jurisdiction and an annual assessment of the size and location of groups likely to be transit dependent including seniors, persons with disabilities and persons of limited means, including CalWorks recipients, an analysis of the potential alternative transportation services or improvements that would meet these needs, and an identification of unmet transit needs that are ***reasonable to meet*** (Section 99401.5, emphasis added).

Transportation planning agencies are required to annually adopt resolutions regarding findings of unmet transportation needs and needs that are reasonable to meet. Where such findings are made, the unmet transit needs shall be funded before any allocation is made for streets and roads within the jurisdiction (Section 99401.5 (e)). The TDA further requires that this annual process be documented and submitted to the Department of Transportation, before August 15 of the fiscal year of the allocation. This documentation is to include notice of the hearing and proof of publication, minutes and documentation of the planning agencies definitions of "unmet transit needs" and "reasonable to meet" and a copy of the adopted resolution regarding the unmet needs findings.

Review of Unmet Needs Documentation

To consider whether there is information in the unmet needs process that is potentially of value to this Intercity bus study, members of the project team conducted an open-ended review of documents submitted to the Caltrans was made in late December 2006. This involved reading a sample of the unmet needs submitted documentation to identify what might have specific relevance to this study and whether further review of these materials was indicated.

Attached as Appendix A are the notes taken from a review of 14 case files, including submittals by:

- Amador County (2004);
- Colusa County (2005, 2003);
- Butte County (2004);
- Calaveras County (2006);
- Del Norte County (2000);
- El Dorado County (2006);
- Fresno Council of Governments (2006);
- Glenn County (2003);
- Humboldt County (2006);
- San Bernardino County (2006);
- San Luis Obispo County (2006);
- San Joaquin Council of Governments (2005); and
- Stanislaus Council of Governments (2004).

Initially files were reviewed in alphabetical order. In addition, a sampling of files from those most recently received and waiting to be filed were also reviewed.

The files were reviewed to identify comments and issues that might overlap with intercity and inter-regional transportation needs of concern to this study.

Overview of Findings

Inter-Regional Trips There are frequent comments noted in the unmet needs files having to do with transportation needs between communities. These included some inter-regional services that were being tested for viability, as an example Amador County's service to Sacramento (Nov. 2004) or Colusa County trips between Williams and Marysville (Jan. 2005) and between Meridian in Sutter County with notations of no connections available between Colusa County and Sutter County (March 2003).

In Butte County there was need for intercity service between Chico and Oroville and between Oroville and Gridley but concern that such services could not generate sufficient fare box return to meet the minimum required standards (Feb. 2004).

In Calaveras County needs were identified to connect residents with Calaveras and with other destinations in Tuolumne County, coming from the Cooperopolis community (April 2006). Within Calaveras County decisions were taken of needs "reasonable to meet" and while it was

noted that discussions were ongoing between the two counties around mechanisms to meet those inter-county trip needs.

Glenn County identifies the need for services between communities, Willows and Orland, and between Glenn County and Tehama County (July 2003).

Days and Hours of Service on Inter-Regional Trips Issues of time and days of service operation are noted in the unmet needs documentation. Some services are operating but not sufficiently early to meet identified needs. For example, the San Joaquin Council of Governments notes there is need for transportation around non-traditional work hours (swing shift, graveyard shift) where there has been observed the greatest levels of growth in work transportation needs:

> "Greatest increase in work-related travel begins between the times of 12 a.m. through 3:59 a.m., most likely represents the bulk of the traffic going over the Altmont Pass. The departure work times of 12 a.m. through 3:59 a.m. and 4 a.m. though 12 p.m. represent the time blocks most likely associated with swing and graveyard shifts. As compared to the other entire home to work departure times, the potential work-related ridership associated with non-traditional working hours is greater than any other work-related needs."
> (*page VI-3, Analysis and Determination of Unmet Transit Need, 2004/2005, San Joaquin Council of Governments*)

Days of service are also an issue, as in weekend service between cities, as noted in multiple instances. Comparability with or the availability of , intercity bus carrier routes is not known but may very well issues as well.

Other Operational Issues In two instances, there were specific references to Greyhound services. In San Bernardino County (Oct. 2006), the Greyhound schedule between Victorville and San Bernardino was detailed and identified as the solution to inter-city trip needs, in lieu of a public transit solution that was not deemed reasonable to meet.

In Colusa County (Jan. 2005), it was noted that trips for homeless people are needed to the Greyhound station in Marysville. There is an issue too with needing to purchase tickets, in Williams, with only cash allowed as these are purchased directly from the driver. Human services agencies want to purchase tickets on behalf of their consumers but cannot give them cash directly. Agency staff were casting about for some type of solution on the ticket purchase issue.

<u>Definitions of Unmet Needs and Reasonable to Meet</u>

As could be expected, as the definitions of unmet need and what is reasonable to meet are locally developed, there is considerable variation in the nature of what is an unmet need and what is a need that is reasonable to meet. Caltrans has, at various times, considered this, including creating a compiled summary of the definitions used in the pamphlet "Unmet Transit Needs and Reasonable to Meet: Definitions" (undated).

One definition of direct relevance to this study effort was that of Humboldt County which specifically excludes inter-regional trip needs simply because they cannot be financially ascribed to any particular jurisdiction that is receiving TDA funds. Their specific language is as follows:

> In that the unmet transit needs process is confined to public transit programs and considers public comment with respect to TDA funded public transit levels within specific jurisdictional boundaries, this report will not address or make recommendations regarding sidewalks, street and road needs or interregional transportation corridors beyond specific areas of jurisdictional responsibility. It is the further recommendation of this report that the expressed needs of contiguous or near contiguous communities be examined through use of the special studies resources programmed in the Overall Work Program (*page 6, TDA Unmet Transit Needs Report of Findings, FY 2006-07, Humboldt County Association of Governments, Adopted July 2006.*)

This articulates an interesting conflict between funding sources that are directed to individual jurisdictions and the need for regional planning efforts. The TDA speaks to regional planning needs indirectly in that it assigns the unmet needs process to the regional Transportation Planning Agency.

Comment on the Unmet Needs Documentation

There was considerable variation in the thoroughness and timeliness of the TDA required unmet needs process documentation. Some counties, like San Luis Obispo, provided extensively detailed levels of analysis and carefully travel through the analytic processes of applying criteria for reasonable to meet to selected testimony. Counties, like San Bernardino, were consistent over time, fully documenting their annual processes and submitting reports in a timely fashion.

In other instances, documentation was missing, very incomplete and reports were years-out-of date, or rather years overdue.

That said, there is a potential wealth of information in these reports. But the degree of variation in types of analysis, methods of organization of the information, types and quantities of information provided makes using them in any statewide analytic effort problematic. While potentially there is value to a careful, regional and sub-regional analysis, there is no straightforward way in which to extract the valuable information. Furthermore, some of these issues are time-related, may show up in one year's process and not the next, resurfacing again in the third year. This too is difficult to capture in the current variation in structure and content of these reports.

One mechanism by which to allow for both variation that is a consequence of reasonable local processes, but still inform a statewide picture, would be to establish a standardized cover or fact sheet to be completed by the submitting agency. Specifically, a summary that identifies key themes in the unmet needs, noting whether these are repeating issues or new issues.

The purposes of such a summary would need to be carefully considered and the requested data categories made consistent with these purposes. This would enable this annual process to inform and contribute to other statewide planning efforts and strengthen Caltrans' understanding of issues and concerns that are generated through the annual unmet transportation needs process.

APPENDIX A

12/26/06

5311 Caltrans Intercity Project
Review of Caltrans Documentation on Unmet Transit Needs

Amador County – November 2004

Public Hearing November 17, 2004

Chair noted that service to Sacramento County (from Amador County) was the latest unmet need to be implemented.

> "Interregional service to Sacramento is considered a "demonstration project" which is unable to operate inside the cost per passenger and average operating cost figures identified in Item F above ($57/ hour and $8 per passenger), however the service is considered reasonable to meet given the following specific circumstances (1) 5311 f funding, (2) the unique relationship that exits for coordinated service with Calaveras COG; and (3) the unique relationship that exists for coordinated service with Sacramento COG, the Sacramento Board of Supervisors and Regional Transit." From Resolution No 04-29

Unmet needs identified related to later evening services, Saturday services, taxi voucher service to unnamed destinations. Identifies the "taxi-voucher" service, also considered a demonstration project that will sunset after 2005/2006 unless proven to be effective.

> Resolution FY 2005/2006, February 2, 2005 finds no unmet needs that can be reasonably met, aside from the institution of the above-mentioned interregional service and the taxi voucher program.

Colusa County – January 2005

SSTAC Unmet needs discussion, January 5, 2005: service needs on additional days (weekends) and additional times (later evenings).

- New housing development in Maxwell and Arbuckle; can Colusa Transit meet this need?
- Evening service for: Peer Court/ Probation Dept. needs for service 5 p.m. to 10 p.m. once a week; from Arbuckly to Williams and Maxwell, to the courthouse in Colusa for Peer Court.
- Run from Stonyford to Colusa -- changed from Thursday to Wednesday [medical trips]
- Trips for homeless people to the Greyhound Station in Marysville; currently the tickets can only be purchased at the Marysville office with a voucher. To purchase a ticket from the Williams Greyhound, it is on a cash basis only and can be purchased from the driver. Need expressed by others for the same sort of service. Agency staff cannot give cash to the clients and their staff to transport people to Marysville, taking them away from their jobs. The volume would be approximately one or two clients per month.

- Recommendations included:
  1. Changing the times for departure on the first Colusa/Williams route.
  2. Changing the day from Thursday to Wednesday for the Stonyford route.
  3. Continue to look for options for the out-of-county Medical trip needs.
  4. Think about how we will provide service in July after the contract with the current Cap provider retires and the contract is completed.

Butte County – February 2004

Documentation from the Hearings of February 2004, Butte County Association of Governments:
- Extending the hours of Oroville Area Transit System (OATS)
- Chico – Sundays; Saturdays; later evening services.
- CATS – rerouting of bus back to Sierra Sunrise Village during off-peak and to Hank Marsh Junior High during school arrival/ departure times; reinstitutes the service discontinued to Sierra Sunrise in order to provide the school transportation. Need to monitor to see if split schedule, between school needs and housing project needs, can be met over time.
- Chico CalState University at Chico – the University reimburses the transit provider for some service, with students receiving a free pass.
- Range of other issues (bus shelters, bus passes, seat belts on buses, bike routes, day passes location for sales; changes to routes adversely affecting some riders)

Chico Clipper service
- Requests to expand service (Keefer Road – well outside the Chico Clipper service area)

Oroville needs and service
- later evenings and weekend service; increased service frequency.
- Does intercity runs between Chico/ Oroville (all weekend) and Gridley/ Oroville (Saturday) Would not generate sufficient fare box return to meet minimum required standards.

➢ Found during 2002/2003 and 2003/2004 Oroville Transit Needs Assessment that extending hours was an unmet need that was reasonable to meet. Extending hours would allow employees to commute to and from work more effectively, in both directions. "However, there were not sufficient funds in the Oroville transit budget to be able to implement this additional service this past year However, because it is still considered reasonable to meet, this finding for extended hours is being carried forward to be included in this assessment."

OATS overcrowding of buses by high school kids, after school lets out.
Oroville Express – many compliments.
Extend the service area (Dunstone Drive, Oroville)

Paradise – issues of accessibility of stops
Make another run between Paradise to Oroville in the mid to late afternoon. Expand Paradise express to the entire Town of Paradise – unmet need not reasonable to meet.

Butte County

- Route Butte County Transit (BCT) through the community of Durham. Seen significant growth but currently no form of public transit exists to/ from this community. Employment trip needs; elderly population growth.
- Bus between Durham and Yuba City needed to make it easier to access schools. Existing Chico-Oroville runs ins on a tight schedule; even a few minutes to include Durham would require an overhaul of the current schedule; There is a morning bus from Durham to Chico and back in the afternoon; one bus.
- Would like to see another scheduled from Chico to Oroville around 10 a.m.
- Need transit to Stirling City; no transit.
- Need bus connections to Yuba City from surrounding communities, including Cohasset.

Reiterates unmet needs (but are not considered reasonable to meet…)

- Sunday service on CATS
- Full weekend hour on CTAS, BCT
- Saturday service on OATS
- More frequent service on CATS, BCT, OATS
- Later hours on BCT, CATS
- Increased capacity on dial-a-ride systems
- Fixed route and dial-a-ride service to outlying areas.
-

Calaveras County Council of Governments – April 2006

Report of Unmet Transit Needs, 2006/2007, April 2006
Extensive process of taking testimony, identifying need, determining whether it is an unmet need in terms of the definition, whether it is an unmet need that can be reasonably met.

Definitions – Public transportation services…. "which are not currently available to identified groups like to be transit dependent or transit disadvantaged, including individuals eligible for paratransit and other specialized transportation and persons of limited means, including recipients under the CalWORKS program."

Unmet transit needs specifically exclude… 1) minor operational improvements or changes; 2) improvements funded or scheduled for implementation in the fiscal year following the Unmet Needs hearing; and 2) future needs

Criteria for Reasonable to Meet -- ….if implemented would not cause the claimant to incur expenses in excess of the maximum allocation of TDA funds STA, Section 53100 and other transit specific grants; 2) if implemented would allow the responsible operator

to meet the required farebox revenue to operating cost ratio of 10%; 3) must be monitored and evaluated after 6 months of operation.

Needs determined reasonable to meet through this process:

- service expansion to include the Copperopolis Community
- connections to Columbia College route arriving for 8 a.m. classes;
- earlier and later runs to Lodi for work in Valley communities
- transit service to and from special public events in the County.

"The Cooperopolis community represents roughly ten percent of the county's total population. Previous service to Copperopolis was ended on May 3, 2001. Since that time the population has steadily increased and transit service becomes a growing need. Residents are requesting a route that connects them with Calaveras and Tuolumne County communities. Calaveras Transit performed a random mail survey of Copperopolis households and found strong support for transit services. Based on the results of the survey, it appears that adding a route from the Angels Camp transfer station to Copperopolis, serving communities in between, is warranted and economically feasible. This route will give Copperopolis area residents without personal vehicles access to Columbia College, as well as Calaveras Works Human Services and other government center based resources in San Andreas. In addition, conversations with Tuolumne County Transit to provide service from Copperopolis to Tuolumne communities could be initiated to fulfill those unmet need requests that are currently determined to be unreasonable to meet."

Commuter services for valley employment – modifications to Lodi route; coordination with Tuolumne County Transit routes.; Coordinate with Amador County Transportation regarding Foothill Commuter Services Project.

Improved Columbia College services – to connect students from many County communities. New schedule focused on arriving in time for 8 a.m. classes.

<u>Colusa County – March 2003</u>

Senior group trip needs, transit education needs.
Taxis accepting passes from social service agencies; need for a mechanism to bill for client trips
Longer weekday hours; longer weekend hours on Saturday; add Sunday service (hours were reduced in 1999).

- Transportation to Yuba City – GAIN program support; transport to Meridian (Sutter County); no connections between Sutter and Colusa Counties.

Definitions: Unmet Transit Need: A lack of transport or being transported when useful, required or desired. Reasonable to Meet: Not extreme or excessively expensive, but rather sensible and sane.

Del Norte County – June 2000 (letter, limited documentation)

Focus on 1999 Grand Jury findings related to TDA implementation and audit problems

El Dorado County – June 2006

Definitions –

1. Services which, if implemented, could meet a 10% farebox recover as specified in CCR. A minimum of 12 months is a reasonable time for a demonstration project to be evaluated.
2. Unmet transit needs may also consist of basic capital improvements that make transit more amenable to riders.
3. Service which, if implemented, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, STA, FTA funds and passenger fares which may be available to the claimant.

Adopted '06 finding that there are no unmet needs that can be reasonably met.

Unmet needs included:

- Extended evening hours' service in Cameron Park, say from 6 pm. to 7 p.m.
- Want connections to light rail, requesting connecting service from El Dorado Hills area to Cameron Park, Folsom, Folsom Lake College – El Dorado Center, El Dorado County Fairgrounds, downtown Placerville.
- Lack of dial-a-ride service in the Swansboro area (Highway 193 and Rock Creek Road).

Fresno Council of Governments – August 2006

Definitions of unmet transit needs "those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and/or documented through the COFCG's annual unmet transit needs public hearing process that have not been implemented or funded."

Reasonable to meet:

- which if implemented or funded, would not cause the responsible operator to exceed its appropriations limit;
- Which, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of LTF, available Federal funds, other related funds;
- Which, if implemented or funded would result in meeting the farebox recovery and local support requirements set forth by the PUC, Section 99268.
- Evaluation shall be based upon a feasibility analysis which includes but is not limited to: 1) forecast of anticipated ridership; 2) estimate of capital and operating costs; 3) estimate of fares and local support; 4) estimated fare which would be sufficient to meet the farebox recovery requirements but not so high that it would impose a financial burden on transit dependent patrons.

Findings for all the county's cities are that transportation needs are reasonably met or will be satisfied as set forth within the Regional Transportation Plan. Extensive discussion of needs within cities and some needs between cities but no needs or needs reasonable to meet identified.

Glenn County – July 2003

Identified unmet needs for

- services between cities of Willows and Orland, leaving Willows and arriving in Orland by 8 a.m.
- transportation connection to Tehama County.

Humboldt County Association of Governments – July 2006

Additional evening and/or Sunday general public transit services.
Additional evening and weekend dial-a-ride services in all rural areas.

- Dial-a-ride / lift services between Eureka and Arcata
- Service to outlying communities (Orrick, Garberville, Hudesville-Bidgeville)

"In that the unmet transit need process is confined to public transit programs and considers public comment with respect to TDA funded public transit levels within specific jurisdictional boundaries, this report will not address or make recommendations regarding sidewalks, street and road needs or interregional transportation corridors beyond specific areas of jurisdictional responsibility. It is the further recommendation of this report that the expressed needs of contiguous or near contiguous communities be examined through use of special studies resources programmed in the Overall Work Program." (page 6 TDA Unmet Transit Needs Report of Findings, FY 2006-07, Adopted July 2006, Humboldt County Association of Governments).

San Bernardino County – October 2006

Intercity service between Victorville and San Bernardino, between Barstow and San Bernardino, is referenced in relation to attempts to get a Greyhound fare subsidy program in place. Barstow has had one for some time, where the city purchased bulk quantities of tickets and resold them to consumers at a subsidized rate. The unmet needs documentation notes that there are six southbound trips on Greyhound, beginning at 5:20 a.m. and ending at 5:45 p.m. and three northbound trips beginning at 9:30 a.m. and ending at 6:45 p.m., between Victorville and San Bernardino. Staff urge the transit property to pursue obtaining bulk tickets for resale to VVTA consumers.

Intercity service between the Morongo Basin and Palm Springs is identified as in need of expanded service hours, to meet 2nd and 3rd shift needs for prospective riders working at the casinos. MBTA does operate service on three runs a day between Yucca Valley and Palm Springs but these run between the hours of 7 a.m. and 5 p.m. on weekdays only. There is limited Saturday and Sunday service between the 29 Palms Marine Base and Palm Springs.

San Luis Obispo County Council of Governments – FY 2006/ 2007

Definition of Unmet Transit Need

- Fills a gap in transit services
- Sufficient broad-based community support is demonstrated by persons who will likely use the service on a routine basis (at least 15 requests for general public service and 10 for disabled services)
- Is a current rather than a future need
- Is for service expansion (increased hours, increased frequency, new routes, significant modifications to existing routes and not operational in nature, such as minor route changes or bus stop changes.)

Definition of Reasonable to Meet – must meet all 4 criteria

- Farebox - Implementation will maintain the applicable system-wide farebox ratio (10% urban, 20% rural, 16.2% RTA).
- Fairness -- Service will not involve funding from a non-served entity.
- Comparable -- Service is comparable to other similar transit services or will be similar, base on the projected number of passengers per hour that the proposed service would carry.
- Funding Available -- The request is fundable with existing TDA funds, without reducing other transit services. The new, expanded or revised service, if implemented, will not cause the operator to incur expenditures in excess of available TDA funds (if 100% of the TDA funds are being used for transit; no mandate can be imposed upon the operator… "The fact that an identified need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet." TDA PUC Section 99401.5(c))

Unmet needs that can reasonably be met (2006/07)

- Provide bus service to the Nipomo Mesa Area (within)
- Provide fixed route bus service from Ramada Drive (Villa Paseo in Templeton) to Paso Robles. Templeton shuttle scenario C – frequent shuttle service between Templeton Hospital and Paso Robles train station.
- Provide Sunday service on all RTA routes.

San Joaquin Council of Governments – FY 2004/2005

Unmet transit needs are defined as transportation services not currently provided to those residents who use public transportation to meet their life expectations. This includes trips for medical and dental services, shopping, employment, personal business, education, social services and recreation.

Identifies need for transport around non-traditional work hours (swing shift, graveyard shift) and greatest levels of growth for those time periods for work transport. "Greatest increase in work related travel begins between the times of 12 a.m. through 4:59 a.m., most like represents the

bulk of the traffic going over the Altamont Pass. The departure work times of 12 p.m. through 3:59 p.m. and 4 p.m. through 12 p.m. represent the time blocks most likely associated with swing and graveyard shifts. As compared to the other entire home to work departure times, the potential work-related ridership associated with non-traditional working hours is greater than any other work-related needs." (page VI-3, Analysis and Determination of Unmet Transit Need, 2004/2005, San Joaquin Council of Governments).

Stanislaus Council of Governments – July 2004

The service area for the Patterson Dial-a-Ride should be extended out of the City of Patterson to include much of the Patterson Colony.

Recreate direct transit between Riverbank Oakdale Transit Authority and the Modesto Amtrak station.

APPENDIX D

OUTREACH PLAN

MEMORANDUM

February 14, 2007

TO: Fred Lenhart, Caltrans

FROM: Fred Fravel, KFH Group, Inc.
Heather Menninger-Mayeda and Judith Norman, Judith Norman – Transportation Consultant, and Carol Landsman, Landsman Transportation Planning

SUBJ: **Proposed Locations for Outreach Workshops for Caltrans Statewide Rural Intercity Bus Study - Spring 2007**

This memo proposes four regions around the state as locations for the outreach portions of the study. It includes some discussion as to the rationale for suggesting these areas. Next steps and scheduling procedures are also presented.

Task One of the study included a telephone and email survey that has brought forward a number of intercity travel needs as identified by regional transportation planning agencies, metropolitan planning agencies and, in some instances transit providers. Task Three of the study is to enrich understanding of the issues identified through dialogue with stakeholders in four areas around the state.

This phase will serve to specifically identify areas of the network where Section 5311(f) funding should possibly be targeted. It will also educate stakeholders about how this funding source can and cannot be used, in relation to the draft Section 5311(f) Circular, which incorporates the revisions under SAFETEA-LU. This dialogue will also address possible Caltrans statewide program and policy changes.

With these purposes in mind, the following areas are proposed for outreach workshops:

1. **Northern counties, in the vicinity of Redding** so that western, coastal counties may attend as well as eastern Frontier counties.

2. **North central counties, in Modesto and Fresno**, so that central and north central and coastal counties may participate.

3. **South central counties, Bakersfield** so that Antelope Valley, northwestern Los Angeles County and Ventura County may participate

4. **South Inland Empire**, in either San Bernardino or Riverside to pull the Victor Valley, Coachella Valley, south western Riverside County, north San Diego County and possibly Imperial County

These locations were selected based on telephone survey input regarding the potential need for rural intercity transportation, and not so much focused on areas where there is already significant service. With regard to the northern and central parts of the state, while there exists north-south intercity bus service, the opportunity for lateral east-west travel is more limited. And some connections appear to be missing or in need of strengthening. Conducting two central state workshops is therefore indicated to consider, in dialogue, what needs can reasonably be met with Section 5311(f) funding, which cannot, and what direction this suggests for the statewide program. The counties north of Sacramento can be invited to a single workshop, building upon the strengths of existing frontier county experiences and drawing out opportunities in other far northern counties. Similarly, in southern California, needs both met and not addressed exist in the vast rural areas that constitute the counties of San Bernardino, Riverside, northern San Diego County and Imperial County. And in the rural areas north and west of the metropolitan Los Angeles area, need exists for improved connections to rail and air modes out of the region.

We propose to invite individuals, by telephone and in writing (by email), to encourage and build up participation. We anticipate using the contact lists built up through the first phase of the project and can augment that with Caltrans listings of other interested parties. With Caltrans agreement, we propose that the invitees include all of the RPTA's and the MPO's as well those transit operators with whom we spoke. It is probably appropriate to agree in advance as to the transit operators to be included. Private providers will also need to be involved, as they are potential providers and program participants. We will need to consult with Caltrans and the bus operators to see if it would be appropriate (or possible) to include regional bus company officials or even local agents.

We further propose at these workshops to present the following information items, to further discussion:

- The SAFETEA-LU federal requirements related to 5311(f), including examples of implementation in other states, notably Washington state,
- A review of the identified intercity carrier routes in each sub region and identified 5311(f) projects,
- Demographic data on population characteristics related to transit need in relationship to the existing network, and
- A short summary of the unmet transit needs documents (TDA and/or other local plans) for the most recent periods submitted, for the counties immediately surrounding the selected workshop sites to give back to participants needs that they may have identified or for which they have received testimony.

The purpose of providing this information is to present the information we already have regarding the services and needs in the region, and to serve as a common basis for discussion. We will develop a facilitation process around these materials to validate our understanding of the available services and the unmet needs, and to determine possible program impacts or policy changes needed to address these needs or concerns.

In terms of schedule our timing is to aim at the last week of April-early May, to allow time for developing invitation lists, identifying locations, getting invitations and other publicity out, and

developing presentation materials. Exact dates will depend on availability of meeting rooms, staff availability and Caltrans availability (depends on role of Caltrans staff in the meetings, yet to be determined). Ideally meetings would be scheduled close enough to minimize travel times and costs. In light of the recent successful Caltrans 5310 workshops around the State, we anticipate completing the workshops within a week's elapsed time.

APPENDIX E

WORKSHOP PUBLICITY

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INTRODUCTION

This attachment contains outreach methodology information – process, flyer information, and electronic correspondence. The first section discusses the steps executed in the invitation process. Invitation information was also submitted to Greyhound, with cover letter. The following section discusses the electronic announcement containing date and location information that was distributed. The third section contains the workshop information provided on a flyer. A flyer was distributed for each workshop site. Lastly, a list of participants from each forum is provided.

CALTRANS 5311(f) Outreach Workshop – Invitation Summary

Sent electronic invitations to:

40 - Individuals from the Caltrans MPO and RTPA list.

16 - Individuals from the Riverside County transit providers list per Tanya Love (RCTC)

34 – Individuals from Kern, Kings, and Madera Counties transit providers list from APTA and Bob Snoddy (KernCOG)

11 – Individuals from the Shasta County transit providers list from Dan Little (Shasta County RTPA)

7 – Individuals from the Stanislaus County transit providers list per Lark Downs (Stanislaus Council of Governments)

17 – Individuals from the San Bernardino County transit providers per Heather Menninger-Mayeda (c/o SANBAG/PASTACC)

18 – Individuals in the counties surrounding Shasta County were invited through contacts sourced from various online transportation documents and matrixes.

Reminder invitations were sent to everyone previously contacted during the week of the workshops.

Phone calls were made to the representative contacts for the Bakersfield, Modesto and Redding meetings to help encourage their constituents to participate in the workshops, and to help attract more consumers to attend the public forum meetings.

Phone calls were also made to the Greyhound stations within close proximity to the meeting locations to remind them to post the flyers they previously received.

All recipients were sent a copy of the meeting schedule, and copies of the corresponding public forum flyers to distribute to their consumers.

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Greyhound correspondence:

Sent cover letter, meeting schedules, and 10 flyers each to the following 26 Greyhound locations:

San Bernardino flyer
Temecula, Perris, Palm Springs, Claremont, Blythe, Riverside, San Bernardino, and Victorville

Bakersfield flyer
Bakersfield, Fresno, Delano, Porterville, Tulare, and Visalia

Modesto flyer
Modesto, Los Banos, Madera, Merced, Turlock, and Fresno

Redding flyer
Redding, Red Bluff, Chico, Willits, Truckee, and Arcata

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ELECTRONIC INVITATION

Hello Everyone,

As an element of the Caltrans Statewide Rural Intercity Bus Study, the consulting teams will be facilitating in cooperation with Caltrans, outreach workshops in four parts of the state. These meetings will be conducted to discuss intercity bus issues relative to the section 5311(f) funding program, involving public transit and Greyhound.

It will also educate stakeholders about how this funding source can and cannot be used, in relation to the revision of the program's guidance in the draft S.5311(f) Circular, following the revisions under SAFETEA-LU. This dialogue may also suggest changes and strategic direction for the program statewide, as administered by Caltrans.

*Attached to this email you will also find flyers for the Public Comment Forum portion of the workshop for distribution to your consumers.

With these purposes in mind, we invite you to attend one of the following outreach workshops:

Caltrans

Caltrans - 5311(f) - Outreach Workshops

Tuesday May 1st, 2007 – South Inland Empire

10:00am – 12:00pm - Outreach Workshop
1:00pm – 3:00pm - Public Comment Forum

Location:
San Bernardino Associated Governments
Superchief Room 2nd Floor
1170 W. 3rd St.
San Bernardino, CA 92410

Thursday May 3rd, 2007 – South Central Counties, Bakersfield

1:00pm – 3:00pm - Outreach Workshop
3:00pm – 5:00pm - Public Comment Forum

Location:
Kern Council of Governments
1401 19th St., 3rd Floor
Bakersfield, CA 93301

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Friday May 4th, 2007 – North Central Counties, Modesto

9:00am – 11:00am - Outreach Workshop
11:00am – 1:00pm - Public Comment Forum

Location:
County Administration Building
1010 10th Street Rm. 2005
Modesto, CA 95354

Monday May 7th, 2007 – Northern Counties, Redding

10:00am – 12:00pm – Outreach Workshop
1:00pm – 3:00pm – Public Comment Forum

Location:
Public Library (South of City Hall)
1100 Parkview Ave.
Redding, CA 96001

For confirmation or more information, please call
Dennis Brooks (JNTC/ A-M-M-A) (909) 621-3101 dbrooks800@earthlink.net
Judith Norman (JNTC) (310) 608-2005 bossclay@ca.rr.com or
Heather Menninger-Mayeda (A-M-M-A) (909) 621-3101 menninger@earthlink.net

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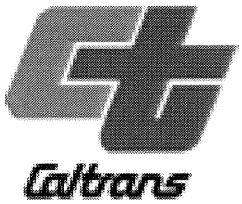
PUBLIC COMMENT FORUM - FLYER



A DISCUSSION ABOUT YOUR TRANSPORTATION NEEDS

Come join us to share
what works and what doesn't work...

About intercity bus transportation in your county

getting to work or other destinations at distances outside your local community...

This is part of a statewide effort to improve transportation for individuals needing and using intercity bus service operated by public operators and/or Greyhound. Can you take time to talk to us about your experiences, tell us what your needs are and what would make intercity bus service work better for you?

Please Join Us...

1pm to 3pm - Tuesday May, 1st 2007
San Bernardino Associated Governments
Second Floor Superchief Conference Room
1170 W. 3rd Street, San Bernardino, CA 92410

For confirmation or more information, please call
Judith Norman (310) 608-2005 -bossclay@ca.rr.com
Or Heather Menninger-Mayeda (909) 621-3101 menninger@earthlink.net

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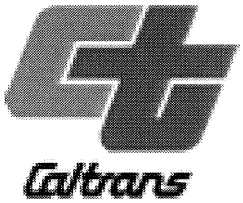

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Please Join Us...

3pm to 5pm – Thursday May, 3rd 2007
Kern Council of Governments
Third Floor
1401 19th Street, Bakersfield, CA 93301

For confirmation or more information, please call
Judith Norman (310) 608-2005 -bossclay@ca.rr.com
Or Heather Menninger-Mayeda (909) 621-3101 menninger@earthlink.net

DRAFT

Caltrans

A DISCUSSION ABOUT YOUR TRANSPORTATION NEEDS

Come join us to share
what works and what doesn't work...

About intercity bus transportation in your county

getting to work or other destinations at distances outside your local community...

This is part of a statewide effort to improve transportation for individuals needing and using intercity bus service operated by public operators and/or Greyhound. Can you take time to talk to us about your experiences, tell us what your needs are and what would make intercity bus service work better for you?

Please Join Us...

11am to 1pm - Friday May 4th 2007
County Administration Building
Room 2005
1010 10th Street, Modesto, CA 95354

For confirmation or more information, please call
Judith Norman (310) 608-2005 -bossclay@ca.rr.com
Or Heather Menninger-Mayeda (909) 621-3101 menninger@earthlink.net

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Caltrans

A DISCUSSION ABOUT YOUR TRANSPORTATION NEEDS

Come join us to share
what works and what doesn't work...

About intercity bus transportation in your county

getting to work or other destinations at distances outside your local community...

This is part of a statewide effort to improve transportation for individuals needing and using intercity bus service operated by public operators and/or Greyhound. Can you take time to talk to us about your experiences, tell us what your needs are and what would make intercity bus service work better for you?

Please Join Us...

1pm to 3pm - Monday May, 7th 2007
Public Library
South of City Hall
1100 Parkview Avenue, Redding, CA 96001

For confirmation or more information, please call
Carol Landsman (503) 253-2921 calandsman@aol.com

GREYHOUND COVER LETTER

DRAFT

A·M·M·A

A Menninger Mayeda Alternative

April 25, 2007

Dear Manager,

We are contacting you on behalf of Caltrans as part of the consulting team on the Statewide Rural Intercity Bus Study. As an element of this study, we will be facilitating outreach workshops in four parts of the state. These workshops will be conducted to discuss intercity bus issues in relation to the section 5311(f) funding program, involving public transit and Greyhound.

The workshops will also educate stakeholders about how this funding source can and cannot be used, in relation to the program's guidance in the draft S.5311(f) Circular, following the revisions under SAFETEA-LU. Additional dialogue with the general public may also suggest changes and strategic direction for the program statewide, as administered by Caltrans.

With these purposes in mind, we invite you to attend the outreach workshop and we are asking that you post or place these flyers as a seat drop in your facility, so that active riders may participate in the public portion of these meetings. Feel free to make additional copies if necessary and we greatly appreciate your participation and any assistance you are able to provide. Thank you.

Sincerely,

Dennis Brooks
Associate Planner
(JNTC/A-M-M-A)

306 LEE AVENUE CLAREMONT, CA 91711 – 909 621 3101 – FAX 909 621 9387
menninger@earthlink.net

APPENDIX F

ATTENDEES

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Caltrans 5311(f) Statewide Rural Intercity Bus Study - Participants

SANBAG Workshop May 1st, 2007

Name	Agency	Telephone	Email
Heather Menninger-Mayeda	A-M-M-A	909 621-3101	menninger@earthlink.net
Carol Landsman	LTP	508 253-2921	calandsman@aol.com
Fred Lenhart	Caltrans	916 654-7601	fred_lenhart@dot.ca.gov
Joe Meer	Moronga Basin Transit Agency	760 366-2986	joe@mbtabus.com
Dennis Brooks	A-M-M-A	909 621-3101	dbrooks800@earthlink.net
Cheryl Harrison	City of Barstow	760 255-5121	charrison@barstowca.org
Fred Fravel	KFH Group, Inc.	301 951-8660	ffravel@kfhgroup.com
Lorna Foster	Caltrans	909 383-4473	lorna_foster@dot.ca.gov
Beth Kranda	San Bernardino Assoc. Governments	909 884-8276	bkranda@sanbag.ca.gov

Bakersfield Workshop May 3rd, 2007

Name	Agency	Telephone	Email
Heather Menninger-Mayed	A-M-M-A	909 621-3101	menninger@earthlink.net
Reyes Barboza	KFH Group, Inc.	301-951-8660	rbarboza@kfhgroup.com
Gerald Ford	City of Mcfarland		
Seth Eberhard	Kings County Assoc. of Governments	559 582-3211 xt 2657	seberhar@co.kings.ca.us
Fred Lanhart	Caltrans	916 654-7601	fred_lenhart@dot.ca.gov
Bob Snoddy	Kern Council of Governments	661 861-2191	bsnoddy@kerncog.org
Marilyn Beardslee	Kern Council of Governments	661 861-2191	mbeardslee@kerncog.org
Linda Wilbanks	Kern Regional Transit	661 862-8894	
Rob Bull	Kern Council of Governments	661 861-2191	rbull@kerncog.org
Tony Hightower	Kern Council of Governments	661 861-2191	thightower@kerncog.org

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Caltrans 5311(f) Statewide Rural Intercity Bus Study – Participants

Modesto Workshop May 4th, 2007

Name	Agency	Telephone	Email
Heather Menninger-Mayeda	A-M-M-A	909 621-3101	menninger@earthlink.net
Reyes Barboza	KFH Group, Inc.	301-951-8660	rbarboza@kfhgroup.com
Ricahrd Poythress	Madera County Trans. Commission	559 675-0721	richard@maderactc.org
Troy Mcneil	Madera County Trans. Commission	559 675-0721	troy@maderactc.org
Fred Lenhart	Caltrans	916 654-7601	fred_lenhart@dot.ca.gov
Dick Whittington	Yosemite Area Regional Trans. System	209 723-3153 x311	dick@mcag.cog.ca.us
Ronaldo Hu	Caltrans	916 657-3955	
Mercy Lam	Caltrans	985 819-2045	mercy_lam@dot.ca.gov
Doralee Boles	Stanislaus County PW Transit	209 525-7504	bolesd@mail.co.stanislaus.ca.us
Brad Christian	Stanislaus County Public Works Transit	209 525-7538	chrstnb@co.stanislaus.ca.us
Jordan Young	Greyhound	559 779-3903	

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Caltrans 5311(f) Statewide Rural Intercity Bus Study – Participants

Redding Workshop May 7th, 2007

Name	Agency	Telephone	Email
Fred Lenhart	Caltrans DMT	916 654-7601	fred_lenhart@dot.ca.gov
Reyes Barboza	KFH Group, Inc.	301-951-8660	rbarboza@kfhgroup.com
Carol Landsman	LTP	508 253-2921	calandsman@aol.com
Dan Wayne	Shasta RTPA	530 225-5486	dwayne@co.shasta.ca.us
Sue Crowe	Shasta RTPA	530 245-6826	scrowe@co.shasta.ca.us
Barbara O'Keeffe	Tehama County	530 385-1462 x 3017	barbara@pobox.net
Pat Carr	Caltrans District 2	530 225-3238	pat.carr@dot.ca.gov
Debbie Ginn	Caltrans District 2	530 225-4671	debbie.ginn@dot.ca.gov
Linda Garner	Caltrans District 2	530 225-4732	linda_s_garner@dot.ca.gov
Kristen Logan	Public Health - Shasta County	530 245-6872	klogan@co.shasta.ca.gov
Les Daye	Trinity County Public Works		bearpaws@sunset.net
Holly Vidovich	Redding Citizen		hvmft@netzero.com
Terry Wigginton	Redding Citizen	530 864-0248	
Pam Couch	Modoc CTC	530 233-6422	pamcouch@frontiernet.net