Transit Consolidation Study History

• 2005 STA Board Retreat
• 2007 Phase I Began
  ▪ Extensive Outreach
  ▪ Identification of 6 Options
  ▪ Establishment of Transit Consolidation Steering Committee
• 2008 Phase II Began
  ▪ Analysis of Operators and 6 Options
STA Board Criteria for Transit Consolidation Study Options

- Cost-effectiveness
- Efficient use of resources – equipment, facilities, personnel
- Service efficiency
- Improved governance – accountability to public and community
- Streamlined decision making
- Ridership and productivity
- Service coordination
- Local community needs and priorities
- Protect local transit service
- Flexibility to meet local needs
What We Learned in Phase 1

- Positive aspects of current transit operations
  - Local asset
  - Focus on local trips
  - Source of civic pride and identity
  - Contracted operation seems to maximize
    - Cost effectiveness
    - Rider satisfaction with drivers
  - Engaged local transit management staff
What We Learned in Phase 1

• **Negative aspects of current transit operations**
  - Interregional coordination a challenge – fixed-route, paratransit
  - Smaller cities have highest percentage of interregional travel demand BUT least resources
  - Lack of formal interregional transit planning mandate
    - Funding agreement complexity
    - Grant applications
    - Less competitive participation in regional transit actions (MTC)
  - Transit accountability weaknesses
    - Service operated by one city in another city
    - Transit issues lost in council meeting agendas in some cities
    - Some jurisdictions have no transit accountability or oversight for some routes operating within them
Phase II Activities

- Preliminary and detailed review of facilities, staffing, paratransit, and financial status and projections
- Overall, transit operator funding will fall short
- Trends vary by operator
Additional Work since December
Steering Committee

- Operator review of Existing Operations Report
- Continued Option 1 Consolidation Discussions between Vallejo and Benicia
- Recommendations from Solano Paratransit Review and Alternatives Study
  - Results in New Option 4C – Interregional Fixed-Route Consolidation Only
Recent Financial Events

- Loss of STAF confirmed
- ARRA (Stimulus Package) for transit

<table>
<thead>
<tr>
<th>Year</th>
<th>Loss of STAF</th>
<th>Gain of ARRA</th>
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<tbody>
<tr>
<td>2009/10</td>
<td>- $3M</td>
<td>+ $2.5M</td>
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<tr>
<td>2010/11</td>
<td>- $3M</td>
<td>+ $2M</td>
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<tr>
<td>2011/12</td>
<td>- $3M</td>
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</tr>
<tr>
<td>2012/13</td>
<td>- $3M</td>
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</tr>
<tr>
<td>2013/14</td>
<td>- $3M</td>
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Summary of 7 Options

- Option 1: South County Consolidation
- Option 2: South/Central County Consolidation
- Option 4a: All Paratransit and Intercity Fixed Route Consolidation
- Option 4b: All Intercity Paratransit and Fixed Route Consolidation
- Option 4c: All interregional Fixed Route Consolidation
- Option 5: Functional Consolidation
- Option 6: Full Countywide Consolidation
Task 1 Report Findings

• Detailed Financial Projections
• Facilities Analysis
• Support Staff Analysis
• Paratransit Services
Follow-up to December Discussion

- Detailed review of potential financial projections in January
- Overall, transit operator funding will fall short
- Trends vary by operator

### Forecast of Costs and Revenues

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<tr>
<th>Fiscal Year</th>
<th>Annual Amount</th>
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<tr>
<td>FY 2008-09</td>
<td>$25,000,000</td>
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<tr>
<td>FY 2009-10</td>
<td>$26,000,000</td>
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<td>$28,000,000</td>
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<td>FY 2012-13</td>
<td>$29,000,000</td>
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### Year 2012/2013 Outlook

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<tr>
<th>Anticipated Shortfall/ Surplus</th>
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<tbody>
<tr>
<td>Benicia</td>
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<tr>
<td>Dixon</td>
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<tr>
<td>Fairfield/ Suisun City</td>
</tr>
<tr>
<td>Rio Vista</td>
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<tr>
<td>Vacaville</td>
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<tr>
<td>Vallejo</td>
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</table>

- Benicia: -26%
- Dixon: -18%
- Fairfield/ Suisun City: 1%
- Rio Vista: 7%
- Vacaville: 200%
- Vallejo: -31%
## Task 2 Findings by Option

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<thead>
<tr>
<th>Study Criteria</th>
<th>1</th>
<th>2</th>
<th>4a</th>
<th>4b</th>
<th>4c</th>
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<th>6</th>
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<tbody>
<tr>
<td>Cost effectiveness</td>
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<tr>
<td>Efficient use of resources – equipment, facilities, personnel</td>
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<td>Service efficiency</td>
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<tr>
<td>Streamlined decision making</td>
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<td>Ridership and productivity impacts</td>
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<tr>
<td>Service coordination</td>
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<td>◄</td>
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<td>Recognize local community needs and priorities</td>
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<td>◄</td>
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<tr>
<td>Protect local transit service as requested by local jurisdiction</td>
<td>►</td>
<td>◄</td>
<td>◄</td>
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<td>◄</td>
<td>◄</td>
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<tr>
<td>Flexibility to meet local needs</td>
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<tr>
<td>Capacity to deliver new service while maintain existing service</td>
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<td>◄</td>
<td>◄</td>
<td>◄</td>
<td>◄</td>
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<tr>
<td>Ability to leverage additional funding</td>
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<td>◄</td>
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<td>◄</td>
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<tr>
<td>Implementation needs/requirements (e.g., legal, financial)</td>
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<td>◄</td>
<td>◄</td>
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Recommendations for Consideration

• Option 1: South County Consolidation
• Option 4C: Interregional Service
• Option 4C: Paratransit Operations at Local Level
• Capital Projects
• Strategic Implementation for Next 3 Years
Option 1: South County Consolidation

- Vallejo Transit + Benicia Breeze

- Potential Advantages
  - Optimized route structure
  - Paratransit coordination improvements
  - Better regional leverage
  - Direct oversight by board
  - Dedicated TDA/STA funding

- Potential Disadvantages
  - Unavailability of other revenue sources outside of transit
  - Resolution of consolidation issues – fares / facilities / equipment / contracts
  - Less local control
Option 1: South County Consolidation

New Operator:
Local Bus
Intercity/Interregional Bus
Local Paratransit
Intercity/Interregional Paratransit
Recommendation: Option 1

- **South County JPA**
  - Strong community support for transit service
  - Strong local support among leaders
  - Same urbanized area
  - Shared near-term funding challenges
  - Benefits from shared facilities
  - Potential benefits from interlined service
  - Model of JPA for transit

- **JPA to operate all services**
  - Local service
  - Interregional service
  - Paratransit service

- **Capital projects to remain with Cities**
Option 4c: All Interregional Fixed Route Consolidation (No Paratransit)

- All Interregional Routes: Vallejo 78/80 + Fairfield and Suisun Transit 30/40/90
- All Local and Intercity Senior/Disabled Paratransit: Vallejo Transit RunAbout + Benicia Breeze RunAbout + Fairfield and Suisun Transit DART + Vacaville City Coach Special Services + Solano Paratransit will remain local

- Potential Advantages
  - Interregional coordination improvements
  - Direct oversight by board
  - Optimized interregional routing responsiveness
  - Dedicated TDA/STA funding through agreement
  - Suisun City and Solano County representation

- Potential Disadvantages
  - Unavailability of other revenue sources outside of transit
  - Resolution of consolidation issues – fares / facilities / equipment / contracts
  - No reduction in number of operators
  - No change in regional representation
Option 4c: Interregional Fixed Route Consolidation

New Operator or Agency:
Interregional Bus

Single Operator

Routes 30, 40, 78, 80, 90
Recommendation: Option 4C Interregional Service

• Routes 30, 40, 78, 80 and 90
• Provide service through one operator
• Provide direct oversight at elected official level
• Work towards details of oversight and management in next year
• Continue implementing capital projects through local jurisdictions
Recommendation: Options 4C Paratransit Operations

• Solano Paratransit Review and Alternatives Study Recommendations

• Initial recommendations include:
  ▪ Transition plan for decentralized service
  ▪ Dissolve Solano Paratransit
  ▪ Direct registered passengers to local providers

• STA role in paratransit
  ▪ Funding equipment
  ▪ Continued coordination with Paratransit Coordinating Committee
  ▪ Update Senior/Disabled Countywide Plan
STA Direction for Operations

- STA to lead coordination with Option 1 South County Consolidation
- STA to lead coordination with Option 4C Interregional Service
- STA role in paratransit
  - Funding equipment
  - Continued coordination with Paratransit Coordinating Committee
  - Update Senior / Disabled Countywide Plan
Capital Projects

- Continue to deliver by local jurisdictions (no change)
- STA and operators to help obtain funding as needed
Three-Year Implementation: 2009/2010

- Support South County consolidation transition into one bus option
- Develop transition plan for interregional service
- Implement dissolving Solano Paratransit
Three-Year Implementation: 2010/2011

- Implement South County consolidation
- Finalize interregional Implementation Plan
- Potential strategy for local funding source dedicated to operations
Three-Year Implementation: 2011/2012

- Implement new interregional oversight and operations
- Evaluate census for effects on local service delivery
  - Urbanized Area status
  - FTA program implementation
Upcoming External Issues

- Concern from continued loss of STAF and decline of TDA revenue
- Stimulus Package (ARRA) funds expire after 2 years
- Transit’s role in Climate Action Plan
- MTC’s Regional Transit Sustainability Study
Next Steps

- **June - STA Board Mtg**
  - Action on recommendations
  - Forward recommendations to affected agencies for their consideration and participation

- **Fall 2009 - Transit Consolidation Steering Committee**
  - Present consolidation progress
    - Option 1: South County consolidation
    - Option 4c: Interregional fixed-route consolidation
Recommendations

Approve the following:

1. Option 1: Consolidation of Benicia and Vallejo transit services;

2. Option 4c: Decentralize intercity paratransit service to local transit operators and continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board;

3. Forward the STA recommended transit consolidation recommendations to affected agencies for their consideration and participation;

4. Direct STA staff to work with the affected local transit staff to develop Implementation Plans for Option 1 and Option 4c; and