

- B. Fiscal Year (FY) 2013-14 Transportation Development Act (TDA) Matrix - June 2013** Liz Niedziela
Forward a recommendation to the STA TAC and Board to approve the FY 2013-14 Solano TDA Matrix – June 2013 as shown in Attachment A for City of Fairfield, Solano County Transit, Solano Transportation Authority, and City of Vacaville.
Pg. 5

- C. Compressed Natural Gas (CNG) Feasibility Study for Benicia** Robert Guerrero
Recommendation:
Forward the following recommendations to the STA TAC and Board:
1. Authorize the Executive Director to enter into an agreement with the City of Benicia to develop a Compressed Natural Gas (CNG) Feasibility Study; and
2. Approve dedicating \$10,000 in State Transit Assistance Funds (STAF) to match the City of Benicia’s contribution for the CNG Feasibility Study.
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6. ACTION NON-FINANCIAL

- A. Proposed STA Overall Work Plan (OWP) for Fiscal Years (FY) 2013-14 and 2014-15** Daryl Halls
Recommendation:
Forward a recommendation to the STA TAC and STA Board to approve STA’s OWP for FY 2013-14 and FY 2014-15 as specified in Attachment B. (1:55 – 2:10 p.m.)
Pg. 19

- B. Transit Sustainability Study – Financial Assessment of Solano County Transit Operators** Liz Niedziela
Recommendation:
Forward the following recommendation to the STA TAC and Board:
1. Assess the financial status of Solano County transit operators; and
2. Approve the Transit Agency Peer Review: Comparative Analysis. (2:10 – 2:20 p.m.)
Pg. 79

- C. Transit Corridor Study - SolanoExpress Service Design and Performance Metrics** Tony Bruzzone
Recommendation:
Forward a recommendation to the STA TAC and Board to approve the Intercity SolanoExpress Performance Measures as shown in Table 1. (2:20 – 2:30 p.m.)
Pg. 239

7. ACTION FINANCIAL

None.

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

- | | |
|--|----------------------------------|
| A. Coordinated Short Range Transit Plan Status Update and Coordination Report
(2:30 – 2:35 p.m.)
Pg. 249 | Nancy Whelan,
Project Manager |
| B. Mobility Management Plan Update and Discussion
(2:35 – 2:40 p.m.)
Pg. 253 | Sofia Recalde |
| C. Solano Napa Commuter Information Call Center
(2:40 – 2:45 p.m.)
Pg. 257 | Judy Leaks |
| D. Intercity Paratransit Memorandum of Understanding (MOU)
(2:45 – 2:50 p.m.)
Pg. 261 | Matt Tuggle |

INFORMATIONAL ITEMS – NO DISCUSSION

- | | |
|--|---------------|
| E. SolanoExpress Ridership Update
Pg. 263 | Liz Niedziela |
| F. Legislative Update
Pg. 277 | Jayne Bauer |
| G. SNCI Monthly Issues – Bike to Work Day Wrap-up
Pg. 293 | Judy Leaks |
| H. Other Funding Opportunities Summary
Pg. 295 | Sara Woo |
- 9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS** (2:50 – 2:55 p.m.) Liz Niedziela
- 10. TRANSIT OPERATOR COORDINATION ISSUES** (2:55 – 3:00 p.m.) Group
- 11. ADJOURNMENT**
The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, June 25, 2013.**

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**INTERCITY TRANSIT CONSORTIUM
Minutes of the Meeting of
April 23, 2013**

1. CALL TO ORDER

Wayne Lewis called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1:30 p.m. in the Solano Transportation Authority Conference Room.

Members Present:	Mona Babauta	SolTrans
	Janet Koster	Dixon Read-Ride
	Wayne Lewis, Chair	Fairfield and Suisun Transit
	Judy Leaks	SNCI
	Liz Niedziela	STA
	Brian McLean, Vice Chair	Vacaville City Coach
	Matt Tuggle	County of Solano

Members Absent:	Vacant	Delta Breeze
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Also Present:	Daryl Halls	STA
	Robert Macaulay	STA
	Sofia Recalde	STA
	Philip Kamhi	SolTrans
	Robert Guerrero	STA
	Johanna Masiclat	STA

Others Present: *(In Alphabetical Order by Last Name)*

Elizabeth Richards	Consultant
Nancy Whelan	NWC
Derek Wong	PMC

2. APPROVAL OF THE AGENDA

On a motion by Brian McLean, and a second by Mona Babauta, the SolanoExpress Intercity Transit Consortium approved the agenda.

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM STA STAFF AND OTHER AGENCIES

Daryl Halls distributed and reviewed a list of agenda items for future meetings of the Consortium.

5. CONSENT CALENDAR

On a motion by Brian McLean, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A.

A. Minutes of the Consortium Meeting of March 26, 2013

Recommendation:

Approve the Consortium Meeting Minutes of March 26, 2013.

6. ACTION – NON FINANCIAL ITEMS

A. Transit Sustainability Plan – Financial Assessment of Solano County Transit Operators

Derek Wong provided an overview on the development of the Transit Sustainability Plan. He reviewed the financial and operations data submitted by each transit operator that included financial audits, Transportation Development Act (TDA) claims, National Transit Database reports, and Short Range Transit Plan (SRTP)s. He noted that the Transit Sustainability Plan baseline financial data will be analyzed by Coordinated SRTP consultant team to develop a more comprehensive capital and operation financial outlook for the next ten years.

In addition to the Transit Sustainability Plan, Derek Wong reviewed the peer review that was conducted involving the five Solano County transit agencies (Dixon, Fairfield/Suisun City, Rio Vista, SolTrans, and Vacaville City Coach). He noted that the comparative analysis was submitted to the transit operators and the comments received from the Vacaville City Coach were incorporated in the review.

After discussion, the SolanoExpress Intercity Transit Consortium voted to bring back this item to the next meeting in May to allow more time for review.

7. ACTION FINANCIAL ITEMS

A. CNG Feasibility Study for Solano County

Robert Guerrero reviewed the CNG Feasibility Study scope proposed to initially analyze two separate CNG fueling stations in Vallejo for SolTrans usage. He noted that the draft scope can be expanded to assess additional users and other site locations should other cities decide to participate. He indicated that the proposed budget for this effort is \$40,000. SolTrans has offered to fund half of this effort and requested STA match the contribution. He added that STA staff is recommending a matching contribution of \$20,000 from State Transit Assistance Funds (STAF).

Recommendation:

Forward a recommendation to the STA Board to approve the following:

1. Authorize the Executive Director to enter into an agreement with SolTrans to develop a Compressed Natural Gas (CNG) Feasibility Study; and
2. Approve dedicating \$20,000 in State Transit Assistance Funds (STAF) to match SolTrans contribution for the CNG Feasibility Study.

On a motion by Brian McLean, and a second by Nathan Newell, the SolanoExpress Intercity Transit Consortium approved the recommendations.

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

A. Mobility Management Plan (MMP) Update and Discussion

1. Review of Comments from Committee Members

2. Discussion of ADA Countywide ADA Eligibility Pilot

3. Discussion of Transit Ambassador and Transit Training Programs

Sofia Recalde summarized and identified the individual transit operator's priorities. She reviewed the elements of the Mobility Management Plan and the needs and priorities in implementing various components of the Plan, specifically ADA eligibility and travel training program. She noted that the MMP would be edited to incorporate the revised recommendations, comments from the committee meetings, and the remaining transit operator comments.

Ms. Recalde commented that Soltrans is interested in developing a travel training program and is working with Vacaville City Coach to learn more about their program. She added that SolTrans will submit a list of resources needed to STA to develop a Travel Training Program.

Ms. Recalde also provided an update to the development of a Countywide ADA Eligibility Process. She noted that once the contract agreement with CARE Evaluators is executed, STA staff will invite the consultant and transit operators to discuss the details in implementing a Countywide In-Person Eligibility Program.

Mona Babauta asked if the consultants can put together a step by step appeals process.

B. Coordinated Short Range Transit Plan (SRTP) Update

Nancy Whelan distributed and reviewed a list of due dates and time frames in the review and comment process of the final draft of the STA Coordinated SRTP.

C. Intercity Transit Corridor Study Scope of Work Discussion

Wayne Lewis raised concerns regarding the proposed approach by the consultant, commenting that it is not feasible and too expensive.

Daryl Halls commented that he had similar concerns and that he had directed the consultants to look into a couple of other alternatives. He indicated these would be brought for future discussion.

D. Request for Guideline for Document Review by Consortium Members

Brian McLean distributed his requested process for document (and packet) review: STA Staff provided a response to each item. This was generally agreed to by the Committee Members.

9. TRANSIT OPERATOR COORDINATION ISSUES

10. ADJOURNMENT

The meeting adjourned at 3:45 p.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, May 28, 2013.**

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Date: May 17, 2013
To: SolanoExpress Intercity Transit Consortium
From: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2013-14 Transportation Development Act (TDA) Matrix - June 2013

Background:

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties.

After several years of growth, Solano TDA revenue began to decline after FY 2006-07. At its peak in FY 2006-07, the TDA available countywide was \$15.9 million. TDA funding then steadily declined for several years. By FY 2010-11, it decreased approximately 16% compared to the 2006-07 allocation from 15.9 million to \$13.3 million. Since FY 2010-11, TDA has been modestly increasing for Solano transit operators. The TDA fund estimate for FY 2013-14 is 15.1 million is now at a 5% decrease from FY 2006-07 funding. The Solano FY 2013-14 TDA fund estimates by jurisdiction are shown on the attached TDA matrix (Attachment A).

Discussion:

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. At this time, the TDA for the FY 2013-14 Matrix (Attachment B) will be submitted to the STA Board for approval June 12, 2013.

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted March 2012. The Intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2011-12 audited amounts were reconciled to the estimated amounts for FY 2011-12. The reconciliation amounts and the estimated amounts for FY 2013-14 are merged to determine the cost per funding partners.

Due to lower than planned costs, higher than planned fare revenues, and additional subsidies for the intercity routes in FY 2011-12, the reconciliation offset FY 2013-14 subsidy requirements from all funding partner. The offset amount for SolTrans resulted in a rebate of TDA funds to Dixon in the amount of \$1,114, FAST for \$112,547 and Vacaville for \$27,540.

City of Fairfield

The City of Fairfield is claiming \$5,671,898 in TDA funds. TDA funds in the amount of \$5,409,351 will be used for operating and the amount of \$262,547 will be used for capital projects. Fairfield capital projects include maintenance miscellaneous capital.

SolTrans

SolTrans is claiming \$4,607,501 in TDA funds. TDA funds in the amount of \$3,651,501 will be used for operating and the amount of \$956,000 will be used for capital projects. SolTrans' capital projects include vehicle maintenance, facility maintenance, bus facility maintenance, buses, information technology, security camera and farebox/clipper upgrade.

Solano Transportation Authority (STA)

STA is claiming \$585,884 in TDA funds TDA funds in the amount of \$463,884 will be used for Administration and Planning which was approved by the STA Board in May. TDA funds in the amount of \$72,000 will be claimed against Solano County as part of a fund swap as requested by Solano County pending STA Board approval on June 12, 2013 (Attachment C). TDA funds in the amount of \$50,000 will be claimed against Suisun City for operating and maintenance cost for the Suisun City AMTRAK station. A resolution for claiming against Solano County TDA and a draft agreement for Suisun City operating and maintenance funding will be presented to the STA Board in June 2013.

City of Vacaville

The City of Vacaville is requesting \$2,475,378 in TDA funds. TDA funds in the amount of \$1,325,966 will be used for operating and the amount of \$1,149,452 will be used for capital projects. Vacaville's capital projects include three (3) buses for expanded local service, two (2) paratransit bus replacements and transit amenities.

Fiscal Impact:

The STA is a recipient of TDA funds from each jurisdiction for the purpose of countywide transit planning. With the STA Board approval of the June TDA matrix, it provides the guidance needed by MTC to process the TDA claim submitted by the transit operators and STA.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2013-14 Solano TDA Matrix – June 2013 as shown in Attachment A for City of Fairfield, Solano County Transit, Solano Transportation Authority, and City of Vacaville.

Attachment:

- A. FY 2013-14 TDA Fund Estimate for Solano County
- B. FY 2013-14 Solano TDA Matrix – June 2013
- C. Solano County Request Letter

**FY 2013-14 FUND ESTIMATE
REGIONAL SUMMARY**

 Attachment A
 Res No. 4086
 Page 1 of 16
 2/27/2013

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2012	FY 2011-13	FY 2012-13	FY 2012-13	FY 2012-13	FY 2013-14	FY 2013-14	FY 2013-14
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	17,195,834	(64,128,191)	57,533,049	3,741,179	(2,450,969)	61,274,228	(2,450,969)	70,714,160
Contra Costa	12,658,809	(32,389,136)	33,569,164	1,932,329	(1,420,060)	37,986,598	(1,519,464)	50,818,239
Marin	894,628	(10,671,934)	10,186,399	490,412	(427,072)	10,890,811	(435,632)	10,927,612
Napa	14,217,688	(13,587,857)	6,180,000	320,000	(260,000)	6,695,000	(267,800)	13,297,031
San Francisco	6,325,595	(43,440,160)	39,194,100	1,401,930	(1,623,841)	42,610,680	(1,704,426)	42,763,877
San Mateo	5,180,236	(34,825,817)	32,583,185	2,704,110	(1,411,492)	35,287,295	(1,411,491)	38,106,027
Santa Clara	3,738,765	(85,267,332)	86,804,000	2,834,571	(3,585,543)	91,431,000	(3,657,240)	92,298,221
Solano	8,716,717	(17,856,314)	14,461,543	1,221,049	(627,304)	15,682,592	(627,304)	20,970,981
Sonoma	11,255,049	(16,497,485)	18,500,000	350,000	(754,000)	19,510,000	(780,400)	31,583,164
TOTAL	\$80,183,322	(\$318,664,226)	\$299,011,440	\$14,995,580	(\$12,560,281)	\$321,368,203	(\$12,854,726)	\$371,479,313

STA, AB 1107, & BRIDGE TOLL REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2012	FY 2011-13	FY 2012-13	FY 2013-14	FY 2013-14
Fund Source	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance Total					
Revenue-Based	12,863,411	(115,386,714)	110,103,133	102,525,536	110,105,366
Population-Based	57,952,875	(53,484,965)	40,446,429	37,708,787	82,623,125
SUBTOTAL	70,816,286	(168,871,679)	150,549,562	140,234,323	192,728,491
BART District Tax - AB 1107 (25% Share)	0	(67,000,000)	65,200,000	69,000,000	69,000,000
Bridge Toll Total					
AB 664 Bridge Revenues	39,726,567	(37,900,071)	10,789,000	10,789,000	23,404,496
MTC 2% Toll Revenue	7,897,641	(8,990,029)	4,127,000	8,750,000	11,784,612
5% State General Fund Revenue	12	(3,111,764)	3,116,461	3,147,625	3,152,334
SUBTOTAL	47,624,220	(50,001,864)	18,032,461	22,686,625	38,341,442
GRAND TOTAL	\$118,440,506	(\$285,873,543)	\$233,782,023	\$231,920,948	\$300,069,933

Please see Attachment A pages 2-14 for detailed information on each fund source.

- Balance as of 6/30/12 is from MTC FY 2011-12 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of June 30, 2012, and FY 2012-13 allocations as of January 31, 2013.

**FY 2013-14 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

Attachment A
Res No. 4086
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FY 2012-13 TDA Revenue Estimate Adjustment			FY 2013-14 TDA Estimate		
FY 2012-13 Generation Estimate Adjustment			FY 2013-14 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 11)	14,461,543		13. County Auditor Estimate	15,682,592	
2. Revised County Auditor Estimate (Feb, 11)	15,682,592		FY 2013-14 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,221,049	14. MTC Administration (0.5% of Line 13)	78,413	
FY 2012-13 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	78,413	
4. MTC Administration (0.5% of Line 3)	6,105		16. MTC Planning (3.0% of Line 13)	470,478	
5. County Administration (0.5% of Line 3)	6,105		17. Total Charges (Lines 14+15+16)	627,304	
6. MTC Planning (3.0% of Line 3)	36,631		18. TDA Generations Less Charges (Lines 13-17)	15,055,288	
7. Total Charges (Lines 4+5+6)		48,841	FY 2013-14 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,172,208	19. Article 3.0 (2.0% of Line 18)	301,106	
FY 2012-13 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	14,754,182	
9. Article 3 Adjustment (2.0% of line 8)	23,444		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		1,148,764	22. TDA Article 4 (Lines 20-21)	14,754,182	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		1,148,764			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2012	FY 2011-12	6/30/2012	FY 2011-13	FY 2012-13	FY 2012-13	FY 2012-13	6/30/2013	FY 2013-14	FY 2013-14
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	543,542	3,183	546,725	(420,016)	0	277,662	23,444	427,815	301,106	728,921
Article 4.5										
SUBTOTAL	543,542	3,183	546,725	(420,016)	0	277,662	23,444	427,815	301,106	728,921
Article 4/8										
Dixon	338,475	2,325	340,800	(647,899)	0	605,092	51,091	349,084	651,873	1,000,957
Fairfield	2,208,126	20,380	2,228,506	(5,634,090)	0	3,440,340	290,483	325,239	3,793,108	4,118,347
Rio Vista	206,824	1,578	208,402	(179,317)	0	243,973	20,600	293,658	264,500	558,158
Solano County	472,625	2,581	475,206	(556,879)	0	622,882	52,593	593,802	669,987	1,263,789
Suisun City	119,590	1,444	121,033	(1,046,746)	0	926,002	78,186	78,475	997,599	1,076,074
Vacaville	4,271,751	26,566	4,298,317	(4,355,562)	0	3,052,898	257,769	3,253,422	3,283,683	6,537,105
Vallejo/Benicia ⁴	555,785	4,526	560,312	(5,078,388)	0	4,714,233	398,043	594,200	5,093,431	5,687,631
SUBTOTAL³	8,173,175	59,400	8,232,575	(17,498,881)	0	13,605,420	1,148,765	5,487,880	14,754,181	20,242,061
GRAND TOTAL	\$8,716,717	\$62,583	\$8,779,300	(\$17,918,897)	\$0	\$13,883,082	\$1,172,209	\$5,915,694	\$15,055,287	\$20,970,981

- Balance as of 6/30/12 is from MTC FY 2011-12 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of June 30, 2012, and FY 2012-13 allocations as of January 31, 2013.
- Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
- Beginning in FY 2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

**FY 2013-14 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

Attachment A
Res No. 4086
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2/27/2013

FY 2012-13 STA Revenue Estimate Adjustment	FY 2013-14 STA Revenue Estimate
FY 2012-13 Original Generation Estimate ³ \$110,103,133	FY 2012-13 Projected Carryover \$7,579,830
FY 2012-13 Actual Generation	FY 2013-14 Original Generation Estimate ⁴ \$102,525,536
FY 2012-13 Generation Adjustment	FY 2013-14 Total Funds Available \$110,105,366

STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2012	FY 2011-13	FY 2012-13	6/30/2013	FY 2013-14	Total
Apportionment Jurisdictions	Balance	Outstanding	Revenue	Projected	Revenue	Available For
	(w/interest)¹	Commitments²	Estimate³	Carryover	Estimate⁴	Allocation
ACOMA - Corresponding to ACE	44,973	(44,832)	146,774	146,915	139,903	286,818
City of Benicia⁵	19,723	0	8,412	28,135	7,831	35,966
Caltrain	2,098,535	(6,300,132)	5,432,557	1,230,960	5,056,954	6,287,914
CCCTA	130,794	(764,730)	621,535	(12,401)	578,563	566,162
City of Dixon	439	(5,600)	4,791	(370)	4,460	4,090
ECCTA	85,311	(345,674)	275,272	14,909	256,239	271,148
City of Fairfield	927,271	(1,047,143)	123,196	3,324	114,678	118,002
GGBHTD	1,923	(4,820,900)	4,823,205	4,228	4,489,733	4,493,961
City of Healdsburg	7,765	0	4,904	12,669	4,565	17,234
LAVTA	233,752	(215,503)	247,613	265,862	230,493	496,355
NCTPA	10,753	(46,423)	49,391	13,721	45,976	59,697
City of Petaluma	42	0	0	42	21,093	21,135
City of Rio Vista	5,366	(8,681)	9,832	6,517	9,153	15,670
SamTrans	1,136,574	(4,987,662)	5,205,039	1,353,951	4,845,167	6,199,118
City of Santa Rosa	20	0	110,949	110,969	103,278	214,247
Sonoma County Transit	28,651	(194,657)	169,272	3,266	157,569	160,835
City of Union City	23,100	(70,544)	47,465	21	44,183	44,204
City of Vallejo - Ferry Service⁶	0	0	0	0	360,340	360,340
City of Vallejo - Motor Bus Service⁶	548,928	(1,126,201)	577,767	494	177,481	177,975
VTA	0	(13,318,870)	13,318,870	0	12,398,014	12,398,014
VTA - Corresponding to ACE	0	(190,685)	190,685	0	187,976	187,976
WCCTA	89,005	(372,904)	312,286	28,387	290,695	319,082
SUBTOTAL	5,392,925	(33,861,141)	31,679,815	3,211,599	29,524,344	32,735,943
AC Transit	1	(10,071,094)	10,071,444	351	9,376,254	9,376,605
BART	898,903	(24,878,292)	28,342,006	4,362,616	26,252,816	30,615,432
SFMTA	6,571,583	(46,576,187)	40,009,868	5,264	37,372,122	37,377,386
SUBTOTAL	7,470,486	(81,525,573)	78,423,318	4,368,231	73,001,192	77,369,423
GRAND TOTAL	\$12,863,411	(\$115,386,714)	\$110,103,133	\$7,579,830	\$102,525,536	\$110,105,366

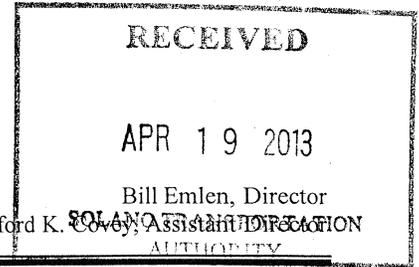
1. Balance as of 6/30/12 is from MTC FY 2011-12 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2012, and FY 2012-13 allocations as of January 31, 2013.
3. The FY 2012-13 STA revenue generation based on the \$420 million estimated in the enacted FY 2012-13 State Budget.
4. The FY 2013-14 STA revenue generation based on the \$392 million estimated in the proposed FY 2013-14 State Budget.
5. Beginning in FY 2012-13, the City of Benicia allocation will be distributed to SolTrans.
6. In FY 2012-13, the City of Vallejo's allocation will be distributed to SolTrans. Beginning in FY 2013-14, the City of Vallejo's allocation will be distributed between SolTrans and WETA based on an analysis of qualifying revenue, and pending determination of eligibility to claim STA funds.



ATTACHMENT C
XC: Chron/LN

SOLANO COUNTY
Department of Resource Management

Public Works Engineering
675 Texas Street, Suite 5500
Fairfield, CA 94533
www.solanocounty.com



Telephone No.: (707) 784-6765
Fax No.: (707) 784-2894

Bill Emlen, Director
Clifford K. Covey, Assistant Director
SOLANO TRANSPORTATION AUTHORITY

April 17, 2013

Solano Transportation Authority
Attn: Daryl Halls
1 Harbor Center
Suisun City, CA 94585

Re: FY 2012-2013 TDA Article 8 Claim

Dear Mr. Halls:

Attached is a summary of Solano County's TDA Article 8 claim amount for FY 12-13. The amount of the claim was determined as follows:

<u>Description</u>	<u>Amount</u>
TDA estimate from MTC	\$622,882
Plus projected carryover	<u>\$84,068</u>
Total Solano County funds available	\$706,950
Less Solano County funds authorized to be claimed by others (FY 12-13)	
City of Vacaville ADA Intercity Taxi Service	(\$5,999)
Fairfield – Suisun Transit Routes 20, 30, 40 and 90	(\$100,561)
SolTrans Route 78, 80 and 85	(\$41,322)
Solano Transportation Authority STA Planning	<u>(\$18,999)</u>
Total Solano County funds authorized to be claimed:	(\$166,879)
Funds claimed by Solano County	
Paratransit Services	(\$42,000)
Transit Coordination	<u>(\$30,000)</u>
Total funds claimed by Solano County	(\$72,000)
Unclaimed balance	\$468,071

Solano County is intentionally leaving a large unclaimed balance in FY 12-13 in order to roll the funds

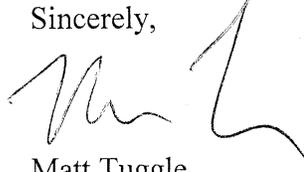
RAPWENG\Funding\TDA Article 8\FY 12-13\PCC Claim cover letter FY 12-13.doc					
Building & Safety	Planning Services	Environmental Health	Administrative	Public Works	Public Works
David Cliche	Mike Yankovich	Terry Schmidtbauer	Services	Engineering	Operations
Chief Building	Program Manager	Program Manager	Suganthi Krishnan	Matt Tuggle	Wayne Spencer
Official			Senior Staff Analyst	Engineering Manager	Operations Manager

over for start-up of the new consolidated Phase 1&2 intercity paratransit service in FY 13-14.

We also understand that the STA may pay Solano County an amount equivalent to its FY 12-13 claim, and reconcile this by claiming the same amount from the County's FY 13-14 TDA funds. This will simplify the process for both parties.

Feel free to call me at (707) 784-6072 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Tuggle', with a stylized flourish at the end.

Matt Tuggle
Engineering Manager

cc: Elizabeth Niedziela, STA



DATE: May 20, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Project Manager
RE: Compressed Natural Gas (CNG) Feasibility Study for Benicia

Background:

On May 8, 2013, the STA Board approved a 50% match to partner with Solano County Transit (SolTrans) to conduct a Compressed Natural Gas (CNG) Feasibility Study for two locations in the City of Vallejo. The City of Benicia is similarly interested in exploring the feasibility of implementing CNG technology for its city fleet and related support facilities. Their request letter is included as Attachment A.

Discussion:

The City of Benicia's request letter states that the city is prepared to commit a match of \$10,000 toward the estimated \$20,000 cost to complete the study. The CNG Feasibility Study scope is proposed to analyze a CNG fueling station in Benicia for city fleet and public usage. The draft scope can be expanded to assess additional users and other site locations should other cities or transit operators decide to request participation.

In summary, the Feasibility Study Scope includes the following deliverables:

- 1) Site evaluation related to CNG fuel accessibility (coordinated with PG&E)
- 2) Fueling needs assessment
- 3) Equipment recommendations
- 4) Plot Plan for each location
- 5) Photographs
- 6) Cost benefit analysis
- 7) Opportunities to serve operation and management costs

The draft scope of work for a CNG Feasibility Study is included as Attachment B. The proposed budget for one location is \$20,000. STA staff is recommending a matching contribution of \$10,000 from State Transit Assistance Funds (STAF).

The CNG Feasibility Study for the City of Benicia is a logical follow-up to the Alternative Fuels and Infrastructure Plan that is currently underway and can be added to the scope of work for the CNG Feasibility Study for SolTrans. The STA and its consultant, ICF International, are working on a draft plan for the Alt. Fuels and Infrastructure Technical Working Group to review in early June followed by the STA TAC review at their June 26th meeting.

Fiscal Impact:

The estimated budget for the CNG Feasibility Study is \$20,000. STA staff is recommending \$10,000 from State Transit Assistance Funds (STAF) to match a \$10,000 contribution from the City of Benicia.

Recommendation:

Forward the following recommendations to the STA TAC and Board:

1. Authorize the Executive Director to enter into an agreement with the City of Benicia to develop a Compressed Natural Gas (CNG) Feasibility Study; and
2. Approve dedicating \$10,000 in State Transit Assistance Funds (STAF) to match the City of Benicia's contribution for the CNG Feasibility Study.

Attachments:

- A. City of Benicia's CNG Feasibility Study Request Letter
- B. CNG Feasibility Study Scope of Work



THE CITY OF
BENICIA
CALIFORNIA

Public Works Department

May 22, 2013

Daryl Halls, Executive Director
Solano Transportation Authority
One Harbor Way
Suisun City, CA 94585

SUBJECT: Compressed Natural Gas Feasibility Study for Benicia

Dear Mr. Halls:

The City of Benicia is interested in exploring the feasibility of implementing Compressed Natural Gas (CNG) technology for its fleet and the related support facilities.

Benicia realizes that operating and capital costs associated with CNG technology may be lower than that of diesel and gasoline technology and any such costs savings would be of great benefit to the City. In addition, CNG technology may also help the City to reduce transportation related greenhouse gas (GHG) emissions.

It is our understanding the estimated cost to conduct a feasibility study for one location is \$20,000. At this time, the City is prepared to commit \$10,000 and requests that the Solano Transportation Authority (STA) pledge the remaining \$10,000 toward the total project cost. This request is similar to the STA Board action to match the Soltrans earlier this month for a separate CNG Feasibility Study.

We appreciate your consideration of the matter, and I am able to available to discuss it further at your earliest convenience via phone, (707) 746-4240 or email (mmorton@ci.benicia.ca.us).

Sincerely,

Melissa Morton
Public Works Director

Cc: Brad Kilger, City Manager

Compressed Natural Gas (CNG) Feasibility Study Scope

Seeking consultant services to conduct a feasibility study and site analysis at two locations in Vallejo for CNG Fueling Stations and analysis of maintenance facility needs for CNG buses and other vehicles. The overall purpose of the analysis and study is to provide a conceptual layout and preliminary cost opinion to construct each fueling facility, determine the cost/benefit for each, and to provide an estimate for retrofitting existing maintenance facility to accommodate CNG buses and other vehicles.

Scope of Services Includes:

1. Research and Data Acquisition: This phase will include collecting fueling pattern information for vehicles that will use each facility. The goal will be to list, by vehicle type, how much fuel each will use and when they would be fueling at the station. The vehicles should include those from the current fleet, those planned to be added over a period of time and an estimate of vehicles from the public or other agencies that would use the station. We will also need information for each site including location, property boundary and other facilities that are planned shown graphically.

From that information, a fueling assessment and fueling curve will be need to be developed from which to size the dryer, compressor(s), storage and to determine the number of fueling hoses.

Finally, the STA will coordinate acquiring site plans or graphical representations of each site to assist the consultant in setting up equipment and dispenser layouts.

2. Meeting and site visit for CNG Station study:

At the kickoff meeting the consultant is expected to bring preliminary layouts of each site along with conceptual construction budgets to serve as a means of refining scope. During the meeting the consultant will focus on refining scope, cover construction budget, the compressor and fuel management design decisions and solicit feedback about operation and maintenance issues, including existing maintenance facilities to accommodate CNG buses and other vehicles.

Following the meeting or meetings, the consultant will conduct site visits. During the site visits, consultants will confirm preferences regarding location and layout of the fueling islands, paths of vehicular travel, and layout of CNG maintenance facility and equipment. Consultant will also discuss fuel management preferences. While on site, the consultant will need access to existing utilities that would serve each site.

3. Request for Information from PG&E. Following the fueling needs calculation and site visits, the consultant will prepare a request to the gas company (PG&E) on behalf of the STA and Soltrans to confirm pressure and flow rate information from the proposed gas service. The purpose of the request is to see that gas at the flow rate and pressure is available to a given site prior to proceeding. This information is therefore critical to design of a station and should be obtained in a timely manner.

The consultant will also request information from PG&E for electrical service and from the phone or cable company for communication service to each site. The cost evaluation will include approximate cost of service for gas, power and communication to each site.

4. Study: The study will include the following elements:
- a. Gas company Feasibility Study. Gas company feasibility information made available from the request noted in item 1 above.
 - b. Fueling needs assessment. A spread sheet listing of the CNG fleet that will be served by the station along with their fueling capacity and total fueling storage requirements. It will also provide a fueling curve developed from the data and include equipment sizing calculations.
 - c. Equipment Recommendations. Recommendations for compressor and dryer sizing, pipe sizing, tube sizing, vessel sizing and configuration for fast fill, layout of proposed equipment and expansion considerations.
 - d. Maintenance Facility Recommendations. Recommendations for existing maintenance facility to accommodate CNG buses and other vehicles.
 - e. Plot Plan. A conceptual plot plan for each location. The plot plan will show location of the dryer, storage, compression, dispensing and electrical equipment and will also show location of the natural gas source, power sources and communication tie ins.
 - f. Photographs of each site.
 - g. Preliminary cost opinion for each fueling site and vehicle maintenance facility. (POPCC).
 - h. Cost Benefit Analysis. A cost benefit analysis will be performed for each fueling site.
 - i. Opportunities to serve O&M costs. Consultant to assess the cost of connection to transmission pressure and look for opportunities to take delivery of transmission pressure gas.

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DATE: May 21, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: Proposed STA Overall Work Plan (OWP) for Fiscal Years (FY) 2013-14
and FY 2014-15

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority plans, projects and programs. These tasks provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2012-13 and FY 2013-14 included a list of 42 priority projects, plans and programs.

Over the past dozen years, the STA's OWP has evolved. The emphasis in the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role with Solano's multiple transit operators. The past five years, STA has managed and developed a couple of mobility programs designed to improve mobility and access for seniors, people with disabilities, and school age children traveling to and from school.

The STA's project development activities include completing environmental documents, designing projects, and managing construction. In 2009, the STA's eight member agencies approved a modification to the STA's Joint Powers Agreement that authorized the STA to perform all aspects of project development and delivery, including right of way functions for specified priority projects, such as the North Connector, the Jepson Parkway, State Route (SR) 12 Jameson Canyon, and the I-80 Truck Scales Relocation Project.

In addition to planning and projects, STA also manages various programs including the Solano Napa Commuter Information (SNCI) Program, the Solano Safe Routes to Schools Program, Solano Abandon Vehicles Abatement (AVA) Program, SolanoExpress Transit Routes, SNCI's Guaranteed Ride Home Program and its commuter call center, the Lifeline Program (targeted for lower income communities), and the Transportation Planning and Land Use Solutions (T-Plus) Program that has evolved into assessment and planning of Priority Development Areas (PDAs) and Priority Conservation Areas.

The State Budget crisis continues to overshadow transportation funding in California. Four years ago, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF) for one year. In recent years, the State Transportation Improvement Program (STIP) has had little ~~ps~~ no new funds to be programmed or

allocated by the California Transportation Commission (CTC). The 2012 STIP for Solano County contained slightly over \$8 million for new capacity projects when historically \$20 to \$25 million would be available over this same timeframe. Five years ago, the federal government authorized American Recovery and Reinvestment Act (ARRA) funds that provided an one time infusion of federal funds for shovel ready projects and transit operations and capital. Solano County took advantage of these ARRA funds to deliver some critically needed and ready to go projects such as McGary Road, the State Park Road Overpass, and some street overlay projects. In addition, the ARRA funds provided two years of critically needed transit operating and capital funds which helped offset the one year loss of STAF. At the same time, the U.S. Congress did pass a two year authorization bill (MAP 21), but has been unable to develop consensus on the composition and scope of a long federal transportation authorization bill and there has been a elimination of federal earmarks. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Program.

Discussion:

Attached for review and comment by the STA TAC is the STA's draft OWP for FY 2013-14 and FY 2014-15. The role of the Transit Consortium as an advisory committee to the STA Board is to review and provide comments on the work tasks pertaining to transit services and ridesharing. Listed below is a summary of the OWP tasks pertaining to these items.

TRANSIT CENTERS

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are moving into the project development stage. The agency sponsor for each of these transit projects is one of the cities or has been transferred to SolTrans, the new transit joint powers authority as part of the transfer of assets to the new agency. Four of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor and either the city and/or SolTrans is the implementing agency.

The construction of Vallejo Station – Phase A was successfully completed last year.

Three additional projects have phases fully funded or are nearly funded and expect to be under construction in one to two years subject to a full funding plan.

- Fairfield/ Vacaville Rail Station – Phase 1
- Transit Center at Curtola/Lemon Street – Phase 1
- Benicia Intermodal Stations

Several of these projects are initial phases of larger planned projects that are not fully funded. The larger, long range transit centers are as follows:

- Vacaville Intermodal Station – Phase 2
- Vallejo Station – Phase B
- Fairfield Transit Center
- Dixon Rail Station
- Transit Center at Curtola/Lemon Street – Phases 2 and 3

STA PLANNING ACTIVITIES

The following planning studies were completed in FY 2012-13 or anticipated to be wrapped up by June of 2013.

- Regional Traffic Impact Fee (RTIF) Nexus Study (which recommends including 5% for transit centers)
- Financial Assessment of Solano Transit Operators
- Community Based Transportation Planning (CBTP) – Fairfield East

- Follow up to Countywide Transit Consolidation Study - SolTrans Transition

The following planning studies are currently underway and/or funded in the currently proposed budget.

- Comprehensive Transportation Plan Update (which includes the Transit Element)
- Updated Transit Ridership Survey
- Solano Coordinated Short Range Transit Plan (SRTP)
- Public Private Partnership Study of I-80 Transit Centers
- Alternative Fuels and Infrastructure Plan

The following plans are not currently funded in the STA budget, but will be discussed as part of STA Board future budget discussions.

- Solano Water Passenger Service Study
- Emergency Responders and Disaster Preparedness Study
- Update of Solano Rail Facilities and Service Plan

STA serves as the lead agency for the following programs with a transit emphasis and each of these programs are funded in the currently proposed budget, but in several instances the funding for the program is short term.

- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Napa Commuter Information (SNCI)

Several new tasks added to the draft OWP have derived from priorities set by the STA Board or have emerged following the Association of Bay Area Governments (ABAG)/Metropolitan Transportation Commission (MTC)'s One Bay Area Grant (OBAG) process and Plan Bay Area, the update of the Bay Area's Regional Transportation Plan (RTP). These include the following:

- Mobility Management Program implementation – specifically Countywide ADA Eligibility Assessment, Transit Ambassador Program and Travel Training, and a mobility management call center
- Provide Transit Consulting Services to Dixon and Rio Vista

As part of the development of the development of the FY 2013-14 & 2014-15 OWP, staff has combined and consolidated some of the tasks and updated the status, milestones and estimated completion dates for a number of the tasks. Recently, members of the TAC and Transit Consortium have expressed concerns about the volume of planning efforts currently included as part of STA's OWP and the shortage of staff resources needed to review these documents. In recognition of this concern, STA staff has focused this draft OWP on completing existing tasks included in the current OWP. These items will be covered at the Consortium meeting.

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve the STA's Overall Work Program for FY 2013-14 and FY 2014-15 as specified in Attachment B.

Attachment:

- A. STA's Overall Work Plan (Priority Projects) for FY 2012-13 and FY 2013-14
- B. STA's Draft Overall Work Plan for FY 2013-14 and FY 2014-15

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead - Projects	1.	<p><u>I-80/I-680/SR 12 Interchange</u></p> <p>A. Complete EIR/EIS B. Seek Funding and Build Logical Components</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Draft EIR/EIS circulation in August 2010. PDT and Resource Agencies have identified Preferred Alternative (Alt C Phase 1). Identification of construction packages has been completed. Initiation of Early Right of Way Acquisition for Initial Construction Package began in early 2012. Construction to begin on first construction package in 2013. “North Connector Project” West Segment to be combined with this Project due to revised alignment and new proposed interchange at SR 12 West. CTC approved fund swap of \$24M of CMIA funds for \$24 million of TCIF. <p><u>Milestones:</u> Draft EIR/EIS circulation -COMPLETED. LEDPA – COMPLETED Initiate Early Right-of-Way Acquisition (ICP)</p> <p><u>Estimated Completion Date (ECD):</u> Final Environmental Document August 2012 Start Construction Summer 2013</p>	STA	\$9M TCRP \$50M RM2 \$50.7 M Tolls \$24 M TCIF \$11 M STIP	X	X	<p>By Construction Package:</p> <p>#1) \$111 M #2) \$51 M #3) \$176 M #4 – 7) \$403</p>	Projects Janet Adams

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Projects	2.	<p><u>I-80/ I-680 Express Lanes</u></p> <p>A. Convert Existing I-80 HOV Lanes to Express Lanes (Red Top Rd to Air Base Pkwy)</p> <p>B. I-80 Air Base Pkwy to I-505</p> <p>C. I-80 Carquinez Bridge to SR 37</p> <p>D. I--680</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • CTC authorized Bay Area Regional Express Lanes • STA completed PSR Project (Red Top Rd to I-505) • PA/ED formally initiated in April 2012 <p><u>Milestones:</u></p> <p>PSR - COMPLETED</p> <p>PA/ED – March 2014</p>	STA PA/ED Design	\$16.4 M Bridge Tolls	X	X	A. \$30 M B. \$100 to \$150M C. \$6 M (PA/ED)	Projects Janet Adams
STA Lead Projects	3.	<p><u>I-80 EB Cordelia Truck Scales</u></p> <p>New EB Truck Scales with STA lead in partnership with CHP and Caltrans.</p> <p><u>Status:</u></p> <p>Construction began early 2012.</p> <p><u>Milestones:</u></p> <p>All early construction projects by the STA (tree removal, SID relocation and the Building Demo are completed. Caltrans opened bids in Dec 2011.</p> <p><u>ECD:</u></p> <p>PA/ED COMPLETED</p> <p>PS&E COMPLETED</p> <p>R/W ALL RIGHTS OBTAINED</p> <p>Begin Con 4/12</p> <p>End Con 12/13</p>	<p>STA</p> <ul style="list-style-type: none"> • PA/ED • Design <p>Caltrans</p> <ul style="list-style-type: none"> • R/W • Con 	\$49.8 M Bridge Tolls \$49.8 M TCIF	X	X	\$100.6 M	Projects Janet Adams

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Monitoring Projects	4.	<p><u>I-80 SHOPP Rehabilitation Projects</u></p> <p>A. <u>Tennessee Street to American Canyon</u> -- COMPLETED</p> <p>B. <u>American Canyon to Green Valley Road</u> -- COMPLETED</p> <p>C. <u>Air Base to Leisure Town OC</u> -- COMPLETED</p> <p>D. <u>SR 12 East to Air Base</u> -- COMPLETED</p> <p>E. <u>Leisure Town OC to SR 113 South</u> Construction to begin spring 2013</p> <p>F. <u>SR 113 South to Yolo County Line</u> -- COMPLETED</p>	Caltrans	SHOPP	X	X	\$124 M \$50 M	Projects Caltrans
STA Lead – Studies	5.	<p><u>I-80 Corridor Management Freeway Performance Initiative (FPI)</u></p> <p>This includes; ITS Elements, Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features).</p> <p><u>Status</u> The Study has been completed and set a foundation to initiate the discussions for Ramp Metering Implementation and other Operational Improvements implementation along the I-80 corridor. The SoHip Group continues to meet to work with MTC/Caltrans to develop the technical documentation that is necessary background to ramp metering MOUs. Caltrans has begun installing ramp metering and operational equipment.</p> <p><u>Milestones:</u> I-80 Corridor Management - COMPLETED</p> <p><u>ECD:</u> Operational Analysis – spring 2012 MOU – late summer/fall 2012</p>	STA		X	X	N/A	Projects Janet Adams/ Sam Shelton

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead Project	6.	<p><u>Traffic Operations from Carquinez Bridge to Hwy 37</u></p> <p><u>Status:</u> New proposal in preparation for Express Lanes.</p>	STA/Vallejo	To be funded and completed as part of the I-80 Express Lanes				Daryl Halls Janet Adams
STA Lead – Projects	7.	<p><u>Redwood Parkway – Fairgrounds Drive Improvement Project</u></p> <p>Improve I-80/Redwood Rd IC, Fairgrounds Dr, SR 37/Fairgrounds Dr. IC</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • STA, City and County began PA/ED 2010 • Initial Scoping Meeting January 2011. • All Technical Studies – completed • Draft ED expected for public comment in summer 2012. 	STA PA/ED	Federal Earmark	X	X	\$65M	STA Lead – Projects
STA Co-Lead Projects	8.	<p><u>SR 12 West (Jameson Canyon)</u></p> <p>Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project will be built with 2 construction packages.</p> <p><u>Status:</u> Construction groundbreaking April of 2012. Project under construction.</p> <p><u>ECD:</u> 2 to 3 years to complete construction.</p>	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark			\$134 M	Projects Janet Adams NCTPA Caltrans

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Projects	9.	<p>State Route (SR) 12 East SR 12 Corridor Study (I-80 to I-5). Study adoption scheduled for end of June 2012. Short-term priorities are SHOPP projects listed below and assisting City of Rio Vista with identifying locally-preferred bridge alignment.</p> <p>A. SR 12/Church Road PSR a. PSR completed, Summer 2010 b. Develop funding plan for SR 12/Church (new) c. Initiate PA/ED for SR 12/ Church Rd. with 2014 SHOPP/STIP</p> <p>B. SHOPP funded. Shoulder widening near Rio Vista segment to begin construction in 2013 pending resolution of right of way acquisition.</p> <p>C. SR 12/113 intersection improvements</p> <p>D. Drive as SHOPP project. (NEW) <ul style="list-style-type: none"> STA SHOPP Priority requested by the STA Board SR 12 from Liberty Island Road to Durin</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> SR 12/Church Rd. improvements and the SR 12/113 intersection improvements requested be included in the Caltrans SHOPP program. SR 12 Corridor Economic Study initiated Dec. 2011. Draft results ready in June 2012, final report in Sept. 2012. <p>SR 12/Church Road PSR – COMPLETED Rio Vista Bridge Study – COMPLETED SR 12 Walters Road to Currie Rd.– COMPLETED</p> <p><u>EDC:</u> SR 12 near Rio Vista scheduled for construction 2012-13 SR 12 Corridor Study scheduled for adoption in June 2012.</p>	<p>STA/MTC/SJ COG</p> <p>CT</p> <p>CT</p> <p>STA/Solano EDC</p>	<p>STA PPM Funds</p> <p>SHOPP</p> <p>SHOPP</p> <p>Rio Vista – Fed Earmark</p>	<p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p>	<p>\$250,000 \$ 0.5 M – (Support Cost)</p> <p>\$ 35 M – Capital Cost</p>	<p>Planning Robert Macaulay</p> <p>Projects Janet Adams</p>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Plans	10.	<p><u>SR 29 MIS</u></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Vallejo has received SGC grant for Sonoma Blvd master planning; STA will partner with City of Vallejo in the delivery of plan. Work with NCTPA on multi-county SR 29 plans. <p><u>EDC:</u> Depending on SGC grant terms</p>	<p>City of Vallejo</p> <p>NCTPA</p>		X	X	\$750,000	<p>Planning Robert Guerrero</p>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Programs	11.	<p><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></p> <p>A. Vallejo Station The Transfer Center - COMPLETED Phase A under construction</p> <p>B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal) <u>Status:</u> 1. Vacaville Transportation Ctr Phase 1 – COMPLETED 2. Curtola - began PA/ED with project development team proposal for project with Vallejo, SolTrans and STA participating. 3. Benicia Intermodal - begin construction summer 2012.</p> <p>C. Rail Improvements 1. Capitol Corridor Track Improvements COMPLETED 2. Fairfield Vacaville Rail Station Rail Station Phase 1- completed 95% PS&E. Scheduled to begin construction FY 2012-13.</p>	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC	RM 2	X	X	\$28 M \$20 M \$25 M	Projects Janet Adams Jessica McCabe
STA Lead Projects	12.	<p><u>City of Dixon - West B Street Undercrossing</u> Construct new pedestrian undercrossing to replace existing at grade RR crossing.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> STA Board and City of Dixon approved funding plan – May 2011 STA Board approved funding agreement with City of Dixon – STA to administer project on 	STA	\$1 M City of Dixon \$1.2 M STIP TE \$975k TDA Swap \$2.5 M OBAG	X	X	\$6.1 M	Projects Janet Adams/Jessica McCabe

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
		behalf of City. <ul style="list-style-type: none"> R/W initiated <u>Milestones:</u> ED – COMPLETED PS&E – COMPLETED <u>ECD:</u> Construction scheduled to begin in 2012-13.						
STA Lead – Projects	13.	<u>Jepson Parkway Project</u> A. Vanden Rd. B. Leisure Town Rd. C. Walters Rd. Extension <u>Status:</u> <ul style="list-style-type: none"> EIR/EIS completed June 2011 STA Approved MOU and Funding Agreements for first two segments (Cement Hill Rd/Vandon I/S to Leisure Town Rd./Elmira I/S) \$2.4 M STIP funds allocated for PS&E Design to be completed by June 2013 \$3.8 M STIP funds allocated for R/W Construction scheduled to start in FY 2014-15 Concept Plan Update initiated <u>Milestones:</u> PA/ED- COMPLETED MOU – COMPLETED Funding Agreements (Phase 1 & 2) - COMPLETED <u>ECD:</u> Concept Plan Update: 1/13 PS&E: 6/13 R/W: 6/14 Beg Con: FY 2014-15	STA Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local	X	X	\$185 M	Projects Janet Adams

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Projects	14.	<p><u>Travis Air Force Base Access Improvement Plan (South Gate)</u></p> <p>A. South Gate Access (priority)</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation Environmental Studies for South Gate completed Draft ED completed <p><u>EDC:</u> PA/ED: 6/12 PS&E: 12/12 R/W: 12/13 (if needed) Beg Con: 6/13 (no R/W), 6/14 (R/W)</p>	<p>STA Funding lead</p> <p>County Implementing lead</p>	<p>\$3.2M Federal Earmark</p> <p>South Gate Fully Funded</p>	X	X	South Gate \$3M	Projects Janet Adams/ Sam Shelton
STA Monitoring – Programs	15.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <p>A. Monitor and manage local projects. B. Develop Pilot Solano Project Mapper and Management Webtools</p> <p><u>Status:</u> Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. The new pilot Mapper project is being developed in partnership with Solano County GIS group. Expect a roll out of the draft project tool summer 2012.</p> <p>ECD: Ongoing activity.</p>	STA	STIP-PPM	X	X	N/A	Projects Jessica McCabe Sam Shelton

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead Studies	16.	<p><u>Private Public Partnerships (P3)</u> Feasibility Study to consider options for P3 within the County for I-80 transit centers. Study to consider a range of options for this financing/delivery of capital projects.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Scoping and partnerships for the Study developed • RFP to be issued May 2012 <p><u>ECD:</u> Spring 2013</p>	STA	\$150k STAF	X	X	\$150,000	Projects Sam Shelton
STA Lead – Studies	17.	<p><u>Regional Traffic Impact Fee (RTIF) Nexus Study</u></p> <ul style="list-style-type: none"> • Public Outreach • Technical Study • Options/Scenario <p><u>Status:</u></p> <ul style="list-style-type: none"> • The traffic demand model land use and 2010 base year have been updated • The initial county wide project list has been developed by working groups • Potential project packages and draft nexus study completed and under review. <p><u>ECD:</u> July 2012</p>	STA	PPM	X	X	\$300,000	Projects Sam Shelton/ Robert Macaulay

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead	19.	<p><u>Regional Transportation Plan Update</u></p> <p>A. RTP Call for Projects B. Participate in RTP update C. Support City-County Coordinating Council in Regional Housing Needs Allocation</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> MTC and ABAG have developed draft T2040 transportation networks and jobs and employment projections for RTP and SCS STA has participated on development of SubRHNA housing allocation New RTP will require development of PDA Investment strategies, more STA/local agency coordination of housing development information. <p><u>ECD:</u> April 2013</p>	MTC/STA	STA Planning	X	X		Planning Robert Macaulay

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	20.	<p><u>Development of STA’s Transportation for Sustainable Communities (TSC)</u></p> <p>A. TLC Corridor Studies</p> <ul style="list-style-type: none"> Update Jepson Parkway TLC Plan as part of Jepson Parkway design plan in 2012 <p>B. Implement priority TSC projects</p> <p>C. Develop standardized Complete Streets language for agency adoption</p> <p>D. Develop Priority Development Area (PDA) transportation investment and implementation plans (new)</p> <p>E. Develop Priority Development Areas (PCAs)</p> <ul style="list-style-type: none"> Open Space and Agricultural Access Plan & Priorities for Implementation (new) <p>F. Develop Complete Streets Plan and Priorities (new)</p> <p><u>Status:</u> TSC Plan adopted Spring 2012.</p>	STA	Regional TLC CMAQ STP Planning				<p>Planning Robert Guerrero</p> <p>Planning Sara Woo</p> <p>Planning Robert Macaulay</p>
STA Lead – Programs	21.	<p><u>Congestion Management Program (CMP)</u></p> <p><u>Status:</u> Bi-annual CMP update due in CY 2013. CMP will require major modifications to match new RTP/SCS, new residential and employment projections, add roadways to network, and begin multi-modal level of service analysis</p> <p><u>Milestones:</u> Final CMP approved by MTC 11/11.</p>	STA	STP Planning	X			<p>Planning Robert Macaulay</p>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	22.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u></p> <ul style="list-style-type: none"> A. Jepson Parkway Bikeway (next phase) – Roadway design to include TLC components B. Dixon West B Street Undercrossing C. Vacaville-Dixon Bike Route D. Bike Wayfinding Signs Implementation E. Bike Lockers Study <p><u>Status:</u> Update of Countywide Bicycle Master Plan adopted December 2011. ECD: Ongoing</p>	<p>County/ Fairfield/ Vacaville/ STA</p> <p>STA/Dixon County/STA</p>	<p>TDA Article 3; Bay Area Ridge Trail</p> <p>T-PLUS</p>			\$85,000	<p>Planning Robert Guerrero/ Sara Woo</p>
STA Lead – Programs	23.	<p><u>Countywide Pedestrian Plan and Implementation Plan</u></p> <ul style="list-style-type: none"> • Dixon West B Street Undercrossing • Implement Priorities of Pedestrian Plan <p><u>Status:</u></p> <ul style="list-style-type: none"> • Funding plan for West B Street Ped Crossing approved. • Update of Countywide Pedestrian Master Plan adopted January 2012. <p><u>ECD:</u> Ongoing</p>	Dixon STA	TDA-ART3 Regional Bike/Ped Program RM 2 Safe	X	X	\$3-\$5M (Capital Cost)	<p>Planning Sara Woo</p>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	24.	<p><u>STA Marketing/Public Information Program</u></p> <p>A. Website and Facebook pages B. Events C. STATUS D. Project Fact Sheets and Public Outreach 1. I-80 STATUS E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy H. Annual report</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • New web site design and hosting completed 4/11; successfully operated for 1+ year. • In-house individual project sheets developed. • Published Annual Report, STATUS, Rio Vista Corridor Study flyers. • 2011 Annual Awards held in Fairfield. • STA and Regional 511/SNCI Facebook pages launched. 	STA	TFCA Gas Tax Sponsors	X	X		Planning Jayne Bauer
STA Lead – Programs	25.	<p><u>Clean Air Fund Program and Monitoring</u></p> <p>A. BAAQMD/TFCA B. YSAQMD</p> <p>Funding Priorities are SNCI, SR2S, Benicia climate action plan implementation, and alternative fuel strategy</p> <p><u>Status:</u> Allocated annually</p>	STA YSAQMD	TFCA Clean Air Funds	X	X	\$290,000 Annually (TFCA) \$244,000 CY2012 (YSAQMD Clean Air)	Planning Robert Guerrero

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Programs	26.	<p><u>Solano Climate Action Program</u></p> <p>A. Completed county-wide greenhouse gas emission inventory</p> <p>B. GHG emission reduction plans for electrical use</p> <p>C. Develop GHG emission reduction and implementation plans for non electricity categories</p> <p><u>Status:</u> AECOM under contract to develop both plans. Grant funding obtained from Strategic Growth Council and PG&E</p> <p>Status: Energy CAP to be completed in 2012; non-energy plans in 2014.</p>	STA	PG&E and SGC grants			<p>PG&E Grant \$247,000</p> <p>SGC Grant \$275,000</p>	Planning Robert Macaulay

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	27.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></p> <ol style="list-style-type: none"> 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Evaluation 6. Funding of Program 7. Plan implementation <p><u>Status:</u></p> <ul style="list-style-type: none"> • Over \$2 million in SR2S funding obtained to date. • Two-Year Work SR2S Plan approved. • STA to continue to seek additional grant funds. • Incorporate Plan Update findings and new maps. • Implement Walking School Bus program. • Maintain SR2S website and Facebook pages • As of May 2012, 25 schools have held 33 events attended by 7,364 children; while 15 additional schools have 23 more events scheduled for school year ending June 2012. • Updated SR2S website and launched Facebook site. • First Walking School Bus was formed through pilot program. • Grant funding obtained to implement Walking School Bus Program • Need OBAG funds for SR2S • STA to update SR2S Plan and priorities in partnership with SR2S Committees. 	STA	STP Planning ECMAQ CMAQ TFCA-PM TFCA-Regional YSAQMD BAAQMD TDA FHWA SRTS	X	X	\$1.5 M Encouragement, Education and Enforcement	Transit/SNCI Judy Leaks/Danelle Carey

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Studies	28.	<p><u>Countywide Transit Coordination</u> <u>Countywide Transit Consolidation Study</u> Implementation of recommended options</p> <ol style="list-style-type: none"> Option 1: Benicia/Vallejo Transit Consolidation JPA and Transition Plan approved; SolTrans Board organized Option 4c: Interregional express bus route consolidation will be evaluated FY 2012-13 after the completion of the Coordinated SRTP <p><u>Status:</u></p> <ul style="list-style-type: none"> Option 1 -Implementation of Transition Plan underway. STA funding and coordinating transition team. SolTrans started operating July 1, 2011 Option 4c - FY 2011-12 after transition process completed, evaluation will begin. <p><u>ECD:</u> SolTrans agency began operating July 1, 2011.</p>	STA/ Vallejo/ Benicia	STAF	X	X	\$700,000	Transit/Liz Niedziela
		<p><u>Coordinated Short Range Transit Plan (SRTP)</u> Enhanced Coordination and Analysis</p> <ol style="list-style-type: none"> Sustainability Analysis Coordinated 10-year Capital Plan Coordinated Operating Plan Coordinated Fare Structure <p><u>Status:</u> Sustainability Analysis to be completed by Fall 2012; SRTP to start July 2012 and to be completed early 2013. The 10-year capital plan will major and minor capital as well as fleet replacement.</p>	STA/ Dixon/ Fairfield/ Rio Vista/ Solano County/ SolTrans/ Vacaville	STAF/MTC	X	X	\$190,000	
		<p><u>I-80/I-680/I-780/SR12 Transit Corridor Study Update</u> <u>Status:</u> Corridor Study to start as part of the completion of the SRTP and to be completed by June 2013.</p>	STA	STAF	X	X	\$150,000	

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Studies	29.	<p><u>Lifeline Program</u> <u>Community Based Transportation Plan (CBTP)</u> 1. Vacaville FY 2009-10; Adopted 2. East Fairfield/TAFB FY 2011-12</p> <p><u>Milestones:</u> E Fairfield CBTP is scheduled to be completed by Fall 2012.</p> <p><u>ECD</u> Vacaville Study completed Fall 2010</p> <p><u>Lifeline Funding Third Cycle</u> 1. Call for Projects 2. Project Selection 3. Monitor Projects</p> <p><u>Status:</u> Lifeline Call for Project and projects selection completed progress. Funds will be available FY 2012-13 and FY 2013-14. Monitor projects selected in prior and current award.</p>	STA/MTC	MTC/CBTP STAF	X	X	\$120,000	Transit/Liz Niedziela
			STA/MTC	STAF	X	X	\$16,000	

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	30.	<p><u>Paratransit Coordinating Council and Senior and People with Disabilities Mobility programs</u></p> <p>A. Manage PCC Committee</p> <p>B. FTA 5310 Call for Projects and Scoring Committee</p> <p>C. Coordinate Senior and People with Disabilities Transportation Advisory Committee (TAC)</p> <p>D. Solano Transportation Plan for Senior and People with Disabilities Updated</p> <p>E. Monitor Progress on Committee recommended priorities.</p> <p>F. Update Transportation Brochure for Seniors and People with Disabilities.</p> <p><u>Status:</u> PCC Work Plan was updated and includes making recommendations for 5310 funding, TDA claim review, additional outreach, and other items. Monitor Seniors and People with Disabilities TAC committee prioritized short-term strategies as identified in the Solano County Transportation Plan for Seniors and People with Disabilities. Update brochure early FY 2012-13 and then as needed.</p> <p><u>Milestone:</u> Solano Transportation Study for Senior and People with Disabilities - COMPLETED</p>	STA	TDA	X	X	\$100,000	Transit/Liz Niedziela

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	31.	<p><u>SolanoExpress/Intercity Coordination</u></p> <p>A. Multi-year intercity funding agreement B. TDA Fund Coordination C. RM2 Transit Operating Fund Coordination D. Solano Express Intercity Transit Marketing E. Manage Intercity Transit Consortium F. Intercity Ridership Study Update</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Intercity Transit Funding agreement being updated for FY2012-13. • Intercity Ridership is in process and to be completed July 2012 • Draft Intercity Transit Funding Formula for FY 2012-13 completed 	STA	TDA	X	X		Transit/Liz Niedziela
STA Lead – Programs	32.	<p><u>Solano County Mobility Management</u></p> <p>A. Develop Mobility Management Plan B. Implement Mobility Management Program C. Monitor Program</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Mobility Management Grant obtained to fund plan and program start-up • Mobility Management Plan to be developed by December 2012. • Mobility Program to be implemented January 2013. 	STA/ County/ Transit Operators	JARC/STAF	X	X	\$400,000	Transit/ Liz Niedziela
STA Lead – Programs	33.	<p><u>Solano Napa Commuter Information (SNCI) Program</u></p> <p>A. Employer Outreach Program B. Vanpool Program C. Incentives Program D. Emergency Ride Home (ERH) Program E. Employer Commute Challenge F. Campaigns/Events – Bike to Work Promo G. Coordination with Napa County</p>	STA	MTC/RRP TFCA ECMAQ	X X X X X X X	X X X X X X X	\$500,000	Transit/SNCI Judy Leaks

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
		<p>H. College Coordination</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Implement Spring Bike to Work campaign and continue to deliver overall services to Solano and Napa employers and the general public. Fifth Commute Challenge completed with reduced employer and employee participation 768 35 new vans were started to/from Solano/Napa counties and SSCI supported 191 vanpools New Facebook and website launched. 			X	X		
STA Co-Lead Programs	34.	<p><u>SolanoExpress Route Management</u></p> <p>A. Rt. 30/78/90</p> <ol style="list-style-type: none"> Performance &-Monitoring Funding Agreement Update <p>B. Countywide Intercity SolanoExpress Marketing & Capital Replacement</p> <p>C. Development of multi-year funding plan</p> <p><u>Status:</u></p> <p>STA coordinated with FAST on proposed service changes for Rt. 30/90 and SolTrans regarding Rt. 78.</p> <ul style="list-style-type: none"> Ridership increased for all three routes. Services to be evaluated as part of coordinated SRTTP 	STA	TDA RM2 Lifeline	X	X		Transit/Liz Niedziela

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Monitoring Projects	35.	<p><u>Capitol Corridor Rail Stations/Service</u></p> <p><u>Status:</u> Individual Station Status:</p> <p>A. Fairfield/Vacaville Train Station: First phases Fairfield/Vacaville station fully funded; design underway. Construction anticipated 2013/2014.</p> <p>B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. funding plan for downtown crossing improvements</p> <p>C. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations.</p> <p>D. Monitor Vallejo's Rail Service Plan for Mare Island</p> <p><u>ECD:</u> Updated Solano Passenger Rail Station Plan in 2012/13. Fairfield/Vacaville Station construction scheduled to begin in 2013/2014.</p>	City of Fairfield	RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds	X	X	\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.	Planning Robert Macaulay
			City of Dixon		X	X		
			STA City of Benicia	STP Planning, Vaca TDA, CCJPA		X	\$66,050	
			STA/ NCTPA	MTC Rail Program		X	X	

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Monitoring Projects	36.	<p><u>WETA Ferry Support and Operational Funds</u></p> <p>A. Vallejo Station B. Maintenance Facility Phase I & II C. Ferry Service Transition Plan</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Monitor project schedule and phasing plan for Vallejo Station. • Assist Vallejo in effort to relocate post office to facilitate Phase 2 • Vallejo Transit Center completed in 2011. Phases I of the Maintenance Facility are funded. • STA is supporting Vallejo's efforts on WETA Transition Plan and implementation issues. • Support Rt. 200 ferry complementary service and NCTPA VINE's new Ferry Feeder service. • Bus Transfer Center under construction. • Vallejo Station Phase A under construction with completion scheduled for Summer 2012. <p><u>Milestone</u> Vallejo Transfer Center – COMPLETED</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD	X	X	\$65M \$10.8M \$0.5M	Projects Jessica McCabe Sam Shelton Transit/Liz Niedziela

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2012-13	FY 2013-14	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Programs	37.	<p><u>Countywide Traffic Model and Geographic Information System</u></p> <p>A. Develop 2040 network, land uses and projections</p> <p>B. Maintenance of Model, including formalizing Model TAC and creation of Land use subcommittee</p> <p>C. Develop in-house modeling capacity</p> <p>D. Develop in-house GIS expertise</p> <p><u>Milestones:</u> Work started on new model to be consistent with RTP/SCS. Continue to use Cambridge Systematics as consultant.</p> <p><u>Status:</u> Land use and network consistent with draft 2040 RTP/SCS to be completed in second half of 2012. Traffic counts to support 2013 CMP update to be done in spring 2013.</p> <p>ECD: Model update 9/12.</p>	<p>STA, NCTPA STA</p> <p>STA</p>	<p>Funded by T-PLUS</p> <p>T-Plus</p>	X	X	<p>\$200,000</p> <p>\$24,000</p>	<p>Planning Robert Macaulay/ Robert Guerrero</p> <p>Projects Sam Shelton (GIS)</p>
STA Lead – Programs	38.	<p><u>Abandoned Vehicle Abatement Program</u></p> <p><u>Status:</u> Ongoing – 1,146 vehicles abated in the first 6 months of FY 2011-12.</p>	STA	DMV	X	X	09-10 \$254,180 county wide distribution	Projects/ Finance Susan Furtado

Completed Work in FY 2011-12

- I-80/I-680/SR 12 EIR/EIS – EXPECTED JUNE/JULY 2012 COMPLETED



Solano Transportation Authority
... working for you!

- Jepson Parkway FEIS – COMPLETED
- I-80 EB Cordelia Truck Scales PS&E and R/W COMPLETED
- I-80 Express Lanes PSR – COMPLETED
- Redwood Parkway/Fairgrounds Drive Draft EIR/EA – EXPECTED JUNE 2012 COMPLETED
- SR 12 Jameson Canyon PS&E and R/W COMPLETED
- B Street Undercrossing – ED and PS&E COMPLETED
- Vallejo Transit Facility – COMPLETED
- Solano Countywide Bicycle Plan – COMPLETED
- Solano Countywide Pedestrian Plan – COMPLETED
- Transportation for Sustainable Communities Plan – COMPLETED
- SR 12 Corridor Study – EXPECTED JUNE 2012 COMPLETION
- SolTrans Consolidation - COMPLETED

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2013-14	FY 2014-15	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead - Projects	1.	<p><u>I-80/I-680/SR 12 Interchange</u></p> <p>A. Manage Construction of Initial Construction Package (ICP)</p> <p>B. Seek Funding and Build Logical Components</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> EIR/EIS completed December 2012. Identification of 7 construction packages has been completed. Construction to begin on Initial Construction Package (ICP) in 2014. “North Connector Project” West Segment to be combined with this Project due to revised alignment and new proposed interchange at SR 12 West. Packages 2 and 3 are in design. Securing Funding for Packages 2 and 3 on-going task. <p><u>Milestones:</u> EIR/EIS -COMPLETED. LEDPA – COMPLETED</p> <p>ICP ready for construction pending CTC vote on June 11th</p> <p><u>Estimated Completion Date (ECD):</u></p> <p>Start Construction ICP 2014</p>	STA	\$9M TCRP \$50M RM2 \$50.7 M Tolls \$24 M TCIF \$11 M STIP	X	X	<p>By Construction Package:</p> <p>#1) \$111 M #2) \$61 M #3) \$176 M #4 – 7) \$403</p>	Projects Janet Adams

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2013-14	FY 2014-15	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Projects	2.	<p><u>I-80/ I-680 Express Lanes</u></p> <p>A. Convert Existing I-80 HOV Lanes to Express Lanes (Red Top Rd to Air Base Pkwy) – Segment 1</p> <p>B. I-80 Air Base Pkwy to I-505 – Segment 2</p> <p>C. I-80 Carquinez Bridge to SR 37 – Segment 3</p> <p>D. I--680</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • PA/ED formally initiated in April 2012 • Revenue Study Updated (Segments 1 & 2) • Seeking construction funding for Segments 1 & 2 • Seeking funding for environmental document – Segment 3 <p><u>Milestones:</u> PSR - COMPLETED Revised Forecast - Completed</p> <p><u>ECD:</u> PA/ED – March 2014 (Segments 1 & 2) PS&E – March 2015 (Segments 1 & 2)</p>	STA PA/ED Design	\$16.4 M Bridge Tolls	X	X	A. \$30 M B. \$130M C. \$8 M (PA/ED)	Projects Janet Adams
STA Lead Projects	3.	<p><u>I-80 EB Cordelia Truck Scales</u></p> <p>New EB Truck Scales with STA lead in partnership with CHP and Caltrans.</p> <p><u>Status:</u> Construction began early 2012.</p> <p><u>Milestones:</u> The new facility is expected to be opened in June 2013 with construction wrapping up in 2013. PA/ED COMPLETED PS&E COMPLETED R/W COMPLETED</p> <p><u>ECD:</u> Begin Con 4/12 End Con 12/13</p>	STA • PA/ED • Design Caltrans • R/W • Con	\$49.8 M Bridge Tolls \$49.8 M TCIF	X	X	\$100.6 M	Projects Janet Adams

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2013-14	FY 2014-15	EST. PROJECT COST	DEPT LEAD STAFF
STA Monitoring Projects	4.	I-80 SHOPP Rehabilitation Projects A. <u>Leisure Town OC to SR 113 South</u> Construction to begin spring 2013	Caltrans	SHOPP	X	X	\$50 M	Projects Caltrans
STA Lead – Studies	5.	<u>I-80 Corridor Management Freeway Performance Initiative (FPI)</u> This includes; ITS Elements, Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features). <u>Status</u> <ul style="list-style-type: none"> • Equipment installed on I-80 between Red Top Rd/Air Base Parkway • Construction underway along I-80 for FPI elements from State Route (SR) 37 to I-505. Construction to be completed by late 2013 • The SoHIP Group continues to meet to work with MTC/Caltrans to develop the technical documentation that is necessary background to ramp metering MOUs • Caltrans has begun installing ramp metering and operational equipment • Working with STA Board, SoHIP and Caltrans to implement to finalize I-80 corridor MOU • Board consideration of Ramp Metering Plan and MOU <u>Milestones:</u> <ul style="list-style-type: none"> • Draft Implementation Plan COMPLETED • Draft MOU COMPLETED <u>ECD:</u> Final Implementation Plan – summer 2013 Final MOU – Summer/2013	Caltrans STA MTC	Regional SRTP and State SHOPP Funds	X	X	N/A	Projects Janet Adams/ Robert Guerrero

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2013-14	FY 2014-15	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Projects	7.	<p><u>Redwood Parkway – Fairgrounds Drive Improvement Project</u> Improve I-80/Redwood Rd IC, Fairgrounds Dr, SR 37/Fairgrounds Dr. IC</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • STA, City and County began PA/ED 2010 • Initial Scoping Meeting January 2011 <p>Milestones:</p> <ul style="list-style-type: none"> • All Technical Studies – completed • Draft environmental document – COMPLETED • Funding needed for project design <p><u>ECD:</u></p> <ul style="list-style-type: none"> • Final ED – Summer 2013 (pending approval of MTC's Regional Transportation Plan 2035 - Plan Bay Area) 	STA PA/ED	Federal Earmark	X	X	\$65M	Projects Janet Adams
STA Co-Lead Projects	8.	<p><u>SR 12 West (Jameson Canyon)</u> Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project will be built with 2 construction packages.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Project under construction – over 50% complete • Construction groundbreaking April 2012. <p>Milestones:</p> <ul style="list-style-type: none"> • CTC awarded final construction funds to Napa job – May 2013 <p><u>ECD:</u> Open to traffic 2014</p>	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark			\$134 M	Projects Janet Adams NCTPA Caltrans

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2013-14	FY 2014-15	EST. PROJECT COST	DEPT LEAD STAFF
STA Lead – Projects	9.	<p>State Route (SR) 12 East SR 12 Corridor (I-80 to I-5). A. SHOPP funded. Shoulder widening near Rio Vista segment to begin construction in 2014 B. SR 12/Church Road PSR a. PSR completed, Summer 2010 b. Develop funding plan for SR 12/Church (new) c. Initiate PA/ED for SR 12/ Church Rd. in partnership with the City. C. STA Future SHOPP Priorities d. SR 12/SR 113 Intersection e. Somerset to Druin shoulders D. Follow-up to Industrial Park Access with County and Caltrans E. Construction of Corridor Partnership</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Caltrans has initiated the preliminary engineering on the SR 12/113 intersection improvements. • Supporting Rio Vista R/UDAT application. • MOU for implementation of SR 12 Corridor Study drafted • Working with County/Caltrans on follow-ups for Industrial Park • Follow-up with Rio Vista on SR12 Church environmental document <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • SR 12 Corridor Study – COMPLETED • SR 12 Economic Study - COMPLETED • SR 12/Church Road PSR – COMPLETED • Rio Vista Bridge Study – COMPLETED • SR 12 Walters Road to Currie Rd.– COMPLETED <p><u>EDC:</u> Near Rio Vista start construction 2013-14 SR 12 Corridor MOU 2013-14</p>	CT CT STA/Solano EDC	SHOPP SHOPP Rio Vista – Fed Earmark	X X	X 	\$250,000 \$ 0.5 M – (Support Cost) \$ 35 M – Capital Cost	Planning Robert Macaulay Projects Janet Adams
			52					

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2013-14	FY 2014-15	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Plans	10.	<p>SR 29 MIS Corridor Major Investment Studies</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Vallejo has received SGC grant for Sonoma Blvd master planning, and has completed their work on the plan. STA will work with Vallejo and SolTrans, Solano County and NCTPA to develop a corridor-wide SR 29 master plan. Work with NCTPA on SR 29 plans; with focus on integrating Napa and Solano segment and integrating transit plans with SolTrans Work with Caltrans to designate this corridor as a pilot corridor in the Bay Area Highway Design Manual update effort. <p><u>EDC:</u> Committees and funding plan - FY 13-14 Corridor Plan - FY 14-15</p>	<p>City of Vallejo</p> <p>Solano County</p> <p>NCTPA</p>		X	X	\$750,000	<p>Planning Robert Macaulay</p> <p>Projects Robert Guerrero</p>

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2013-14	FY 2014-15	EST. PROJECT COST	DEPT LEAD STAFF
STA Co-Lead Programs	11.	<p><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></p> <p>A. Vallejo Station The Transfer Center - COMPLETED Phase A - COMPLETED</p> <p>B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal) <u>Status:</u> 1. Vacaville Transportation Ctr Phase 1 – COMPLETED 2. Curtola - PA/ED - COMPLETED Project Development Team (PDT) – ORGANIZED (Soltrans/Vallejo/STA). Construction expected to begin in late 2013. 3. Benicia Intermodal - begin construction summer 2012.</p> <p>C. Rail Improvements 1. Capitol Corridor Track Improvements COMPLETED 2. Fairfield Vacaville Rail Station Rail Station Phase 1- completed 95% PS&E. Scheduled to begin construction FY 2013-14.</p> <p>D. Develop RM 2 Countywide Implementation Plan – July 2013</p> <p>E. Develop future Bridge Toll Project Priorities</p> <ul style="list-style-type: none"> • Curtola • Fairfield/Vacaville Intermodal Station • FTC • Vallejo Waterfront Parking Phase B • Express Lanes • I-80/I-680/SR 12 Interchange 	<p>STA Fairfield Vallejo Vacaville Benicia CCJPA MTC</p>	<p>RM 2</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p>	<p>\$28 M \$20 M \$25 M</p>	<p>Projects Janet Adams Jessica McCabe</p>

STA Lead Projects	12.	<p>City of Dixon - West B Street Undercrossing Construct new pedestrian undercrossing to replace existing at grade RR crossing.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Start construction summer 2013 The project is expected to be completed in 2013. <p><u>Milestones:</u> ED – COMPLETED PS&E – COMPLETED R/W - COMPLETED</p> <p><u>ECD:</u> Construction scheduled to begin in July 2013.</p>	STA	\$1 M City of Dixon \$1.2 M STIP TE \$975k TDA Swap \$2.5 M OBAG	X	X	\$6.775 M	Projects Janet Adams Jessica McCabe
STA Lead – Projects	13.	<p>Jepson Parkway Project A. Vanden Rd. B. Leisure Town Rd. C. Walters Rd. Extension</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> EIR/EIS completed June 2011 STA Approved MOU and Funding Agreements for first two segments (Cement Hill Rd/Vandon I/S (segment 1) to Leisure Town Rd./Elmira I/S (segment 2)) \$2.4 M STIP funds allocated for PS&E Design to be completed by June 2013 \$3.8 M STIP funds allocated for R/W Construction scheduled to start in FY 2015-16 Concept Plan Update initiated; admin draft plan document circulated for staff review Updating Funding Agreements Develop new Funding Agreement for Segment 3 STA to initiate R/W acquisition (segments 1 & 2) <p><u>Milestones:</u> PA/ED- COMPLETED STA MOUs with Fairfield, Vacaville and County – COMPLETED</p>	STA Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local	X	X	\$185 M	Projects Janet Adams

		<p>Funding Agreements (Phase 1 & 2) - COMPLETED Draft Concept Plan – COMPLETED Project Design to be completed by Vacaville and Fairfield</p> <p><u>ECD:</u> Concept Plan Update: 9/13 PS&E: 2/14 R/W: 6/14 Beg Con: FY 2015-16</p>						
STA Co-Lead Projects	14.	<p><u>Travis Air Force Base Access Improvement Plan (South Gate)</u> A. South Gate Access (priority)</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • County lead coordinating with STA, City of Suisun City, and Travis AFB for South Gate implementation • Environmental Studies for South Gate completed • Draft environmental document completed • County to complete the environmental document. • County to complete the R/W • County to initiate construction <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Draft environmental document - COMPLETED <p><u>EDC:</u> PA/ED: 6/12 PS&E: 12/12 R/W: 12/13 (if needed) Beg Con: 6/13 (no R/W), 6/14 (R/W)</p>	<p>STA Funding lead</p> <p>County Implementing lead</p>	<p>\$3.2M Federal Earmark</p> <p>South Gate Fully Funded</p>	X	X	South Gate \$3M	<p>Projects Janet Adams/ Robert Guerrero</p>

STA Monitoring – Programs	15.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <ul style="list-style-type: none"> A. Monitor and manage local projects. B. Develop Pilot Solano Project Mapper and Management Webtools C. Implement OBAG Projects <p><u>Status:</u></p> <ul style="list-style-type: none"> • Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. • New pilot Mapper project is being developed in partnership with Solano County GIS group. Expect a roll out of the draft project tool 2013/14. • Finalize OBAG Funding Agreements • Monitor OBAG project implementation • Monitor SR2S project implementation • Monitor pilot PCA project • Participate in PDT’s for projects to insure successful delivery <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • OBAG Projects approved by STA Board May 2013 • Draft OBAG Funding Agreement developed <p>ECD: FY 13-14</p>	STA	STIP-PPM	X	X	N/A	Projects Jessica McCabe
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STA Lead Studies	16.	<p><u>Private Public Partnerships (P3)</u> Feasibility Study to consider options for P3 within the County for I-80 transit centers. Study to consider a range of options for this financing/delivery of capital projects.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Scope updated to add 4 transit facilities increasing total to include 10 transit facilities • Initiate market response in June 2013 • Draft study September 2013 • Determine Phase 2 work based on recommendations from Feasibility Study <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Draft request for information for each project under development in preparation for submittal to private sector for review <p><u>ECD:</u> Fall 2013</p>	STA	\$210k STAF	X	X	\$210,000	Projects Jessica McCabe
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STA Lead – Studies	17.	<p><u>Regional Traffic Impact Fee (RTIF) Nexus Study</u></p> <ul style="list-style-type: none"> • Public Outreach • Technical Study • Options/Scenario • Working Group Implementation Plan <p><u>Status:</u></p> <ul style="list-style-type: none"> • Nexus Study/AB 1600 Study to be completed June 2013 • Project list, working groups and tentative fee amount identified • Proposal sent from STA to County to incorporate fee in update of County Public Facilities Fee • If fee adopted, next step is to set up governance structure, get working groups organized and develop Implementation Plan for each group. <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • RTIF recommendation forwarded to the STA Board to County Board of Supervisors to be included with their facility fee update – December 2012 • Project List/Packages – Adopted May 2013 • Draft Nexus Study – June 2013 <p><u>ECD:</u> July 2013</p>	STA	PPM	X	X	\$300,000	Projects Robert Guerrero
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STA Lead – Studies	18.	<p><u>Comprehensive Transportation Plan Update (CTP)</u> Adopted chapters – Introduction, Land Use, Past Achievements. <u>Status:</u></p> <ul style="list-style-type: none"> CTP under development for initial funds on introduction, quality and performance measures, land use chapter and project achievements <p>Arterials, Highways and Freeways <u>Status:</u></p> <ul style="list-style-type: none"> Adopted Goals, State of the System report, Goal Gap Analysis, updated Routes of Regional Significance, project list Developing annual ‘pothole report’ on status of roadway conditions <p>Alternative Modes <u>Status:</u></p> <ul style="list-style-type: none"> Adopted Goals, State of the System report, Goal Gap Analysis, Project List 3 Chapter Committees to be recommended Developing Alternative Fuels master plan <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Developed County Bike Plan Update Adopted County Pedestrian Plan Update Adopted new Transportation for Sustainable Communities Plan <p>Transit <u>Milestones:</u></p> <ul style="list-style-type: none"> Developed Goals, State of the System report, Goal Gap Analysis, Transit Capital List updated Adopted Safe Routes to Transit Plan <p><u>ECD:</u> Alt Modes Sept 2013; Transit Aug Dec 2013; Arterials Feb 2013.</p>	STA	Combination of STIP/STP fund swap and TDA fund swap	X	X		Planning Robert Macaulay/ Sara Woo
					X	X		
					X	X		
					X	X		
					X	X		
					X	X		

STA Co- Lead	19.	<p><u>Regional Transportation Plan Update</u></p> <p>A. Recommend Solano and regional projects for inclusion in Plan Bay Area B. Allocate local funding through OBAG process C. Support City-County Coordinating Council in Regional Housing Needs Allocation D. Participate in regional hearings held in Solano County</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • RTP released in March 2013; adoption in July by MTC. • OBAG Funding Agreement under development <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • OBAG projects and programs selected by STA Board in March 2013. • PDA Investment Strategy delivered to MTC in May 2013 <p><u>ECD:</u> Final RTP - July 2013 Solano Projects to be implemented - FY14-15 and FY 15-16</p>	MTC/STA	STA Planning	X	X		Planning Robert Macaulay
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STA Lead – Programs	20.	<p><u>Development of STA’s Transportation for Sustainable Communities (TSC)</u></p> <p>A. Develop Complete Streets Plan that can be used by member agencies for implementation language for agency adoption</p> <p>B. Develop Priority Development Area (PDA) transportation investment and implementation plan</p> <p>C. Develop Priority Development Areas (PCAs) implementation plan</p> <p>D. Implement PDA Planning and OBAG Planning grants (new)</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • PDA and OBAG Planning Grant agreements under development • PCA Assessment Plan under development and PCA Stakeholders Committee to be formed <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • PDA Implementation approved by the STA Board May 2013 • PDA and OBAG Planning Events approved by STA Board March 2013 <p><u>ECD:</u> FY 15-16</p>	STA	Regional TLC CMAQ STP Planning				Planning Sara Woo
STA Lead – Programs	21.	<p><u>Congestion Management Program (CMP)</u></p> <p><u>Status:</u> Bi-annual CMP update due in CY 2013. CMP will require major modifications to match new RTP/SCS, new residential and employment projections, add roadways to network, and begin multi-modal level of service analysis</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • CMP Update to be initiated <p><u>ECD:</u> FY 2013/14</p>	STA	STP Planning	X			Planning Robert Macaulay

<p>STA Lead – Programs</p>	<p>22.</p>	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u></p> <p>Complete and implement priorities of Bike Plan in partnership with BAC and Cities/County. Work with BAC Committee to update priorities list for future funding.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> A. Jepson Parkway Bikeway (next phase) B. Dixon West B Street Undercrossing C. Vacaville-Dixon Bike Route D. Bike Wayfinding Signs Implementation E. Bike Lockers Study <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Dixon West B Street Project fullyfunded with construction to begin June 2013 • Last phase of Vacaville Dixon Bike project funded by STA as part of OBAG, STA Article #3 and YSAQMD fund cycles • Bike signs and way finding signs – Phase 1 funded • Countywide Bicycle Plan Update - COMPLETED <p><u>ECD:</u> Deliver Phase 1 Wayfinding Signs - FY 13-14 Complete Phase 2 Wayfinding Signs Plan - FY 13-14 Update Priorities List FY 13-14</p>	<p>County/ Fairfield/ Vacaville/ STA</p> <p>STA/Dixon County/STA</p>	<p>TDA Article 3; Bay Area Ridge Trail</p> <p>OBAG</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>\$85,000</p>	<p>Planning Sara Woo</p>
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STA Lead – Programs	23.	<p><u>Countywide Pedestrian Plan and Implementation Plan</u></p> <ul style="list-style-type: none"> • Work with PAC Committee to update priorities list. • Staff to develop work plan to involve committee in review of PDA pedestrian elements <p><u>Status:</u> Dixon West B Street Undercrossing - Staff to work with PAC to include as part of PDA and PCA implementation</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Dixon West B Street Project to start construction June 2013 • Countywide Pedestrian Plan Update - COMPLETED <p><u>ECD:</u> PDA review work plan - FY 13-14 Update priorities list - FY 13-14</p>	Dixon STA	TDA-ART3 OBAG RM 2 Safe Routes to School	X	X		Planning Sara Woo
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STA Lead – Programs	24.	<p><u>STA Marketing/Public Information Program</u></p> <p>A. Website and Facebook pages B. Events C. Newsletter D. Project Fact Sheets and Public Outreach E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy H. Annual report I. STA website and Facebook pages J. Implemented Adobe Creative Suite platform for publications/presentations K. Published project flyers. L. 2012 Annual Awards held in Dixon. M.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • New web site design and hosting completed 4/11; successfully operated for 2+ year. • STA, SR2S, and SNCI Facebook pages being maintained. • In-house individual project sheets developed on as-need basis. • A STA Annual awards hosted every November <ul style="list-style-type: none"> ○ 2013 - Vacaville ○ 2014 – Vallejo <p>Milestones:</p> <ul style="list-style-type: none"> • 2012 Awards Program in Dixon • New Facebook Pages for SNCI and SR2S 	STA	TFCA Gas Tax Sponsors	X	X		Planning Jayne Bauer
STA Lead – Programs	25.	<p><u>Clean Air Fund Program and Monitoring</u></p> <p>A. BAAQMD/TFCA B. YSAQMD</p> <p>Board approved Funding Priorities for SNCI, SR2S, Alternative Fuels, and Climate Action Initiatives</p> <p><u>Status:</u> Allocated annually</p>	STA YSAQMD	TFCA Clean Air Funds	X	X	\$290,000 Annually (TFCA) \$244,000 CY2012 (YSAQMD Clean Air)	Planning Sara Woo New Associate Planner

STA Co- Lead Programs	26.	<p><u>Solano Climate Action Program</u></p> <p>A. D develop county-wide greenhouse gas emission inventory, GHG emission reduction plans for energy sector, and GHG emission reduction and implementation plans for non energy sectors</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • AECOM under contract to complete SGC-funded work. • PG&E project 95% completed • To Release Draft Caps • Adopt CAPs and countywide implementation strategy <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Completed Countywide Green House Gas Emission Inventory • Completed GHG emission reduction for energy sector. • Completed GHG emission reduction and implemented plans for non-energy sectors <p><u>EDC:</u> Draft CAPs - November 2013 Adopted CAPs and Implementation Strategy - FY 13-14 Energy CAP completed in 2012; non-energy plans in 2014.</p>	STA	PG&E and SGC grants	X X	 X	PG&E Grant \$285,000 SGC Grant \$275,000	Planning Robert Macaulay
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STA Lead – Programs	27.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></p> <ol style="list-style-type: none"> 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Evaluation 6. Funding of Program 7. Plan implementation <p><u>Status:</u></p> <ul style="list-style-type: none"> • Incorporate Plan Update findings and new maps • Update and maintain SR2S website and Facebook pages; Coordinate SR2S Community Committees • Continue Educational and Encouragement events like school assemblies, bike rodeos, walk and roll events • Expand SR2S Program to middle school and high school components with cities to implement selected engineering recommendations from plan update • Continue to expand Walking School Bus implementation • Continue to seek additional grant funds to fund elements of SR2S Program <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Over \$2 million in SR2S funding obtained to date • Obtained OBAG funding for SR2S Program (1.256M) and SR2S Engineering Projects (1.2M) • Obtained federal funding grant for Walking School Bus program • Draft SR2S Plan and priorities in partnership with SR2S Committees • As of May 2013, 20 schools have held 36 events attended by 9,287 children • Implemented start of new Walking School Bus program in January 2013. Four (4) WSB were started in first 4 months • 14 schools participated in International Walk to School Day in October • Coordinated Safe Routes to School Summit May 2013 • 	STA	STP Planning ECMAQ CMAQ TFCA-PM TFCA-Regional YSAQMD BAAQMD TDA FHWA SRTS	X	X	\$1.5 M Encouragement, Education and Enforcement	Transit/SNCI Judy Leaks/Danelle Carey	
				67					

		<u>EDC:</u> <ul style="list-style-type: none">• 2013 SR2S Plan Update by September 2013• SR2S Engineering Project completed by 2015							
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STA Lead – Studies	28.	<p>Countywide Transit Coordination STA works with MTC and transit operators to implement countywide and regional transit coordination strategies.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Transit Sustainability Study • Countywide Coordination SRTP • Enhance Transit Coordination Strategies • I-80/I-680/I-780/SR12 Transit Corridor Study Update • Provide Transit Consultant Services to the Cities of Rio Vista and Dixon <p><u>Milestones :</u> SolTrans Transition Completed Draft Transit Sustainability Study Completed Draft local SRTPs Completed Draft Transit Coordination Plan Completed</p> <p><u>ECD:</u> Transit Operator SRTPs - July 2013 Enhance Transit Coordination- August 2013 Transit Corridor Study - September 2013 Transit Consultant Services - 2014</p>	STA/ Dixon/ Fairfield/ Rio Vista/ Solano County/ SolTrans/ Vacaville	STAF	X	X	\$80,000	Transit/Liz Niedziela
			STA/ Dixon/ Fairfield/ Rio Vista/ Solano County/ SolTrans/ Vacaville	STAF/MTC	X	X	\$190,000	
			STA	STAF	X	X	\$150,000	

<p>STA Lead – Programs</p>	<p>30.</p>	<p><u>Paratransit Coordination Council and Seniors and People with Disabilities Transportation Advisory Committee</u> STA to staff and provide administrative support to advisory committees that advocate and address transportation needs for seniors, people with disabilities and low-income individuals, build community awareness and support, and locate funding sources to meet those needs.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Comments on Mobility Management Plan • Comments on Taxi Scrip Program • To review Transportation Guide for Seniors and People with Disabilities • Operators TDA Claims Review • FTA 5310 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • PCC Work plan approved in January 2013 • FTA 5310 FY 2012-13 call for projects and PCC subcommittee scoring of projects completed • PCC TDA claim review for FY 2012-13 completed • Prioritized strategies identified in Solano County Transportation Plan for Seniors and People with Disabilities • Recommended projects for OBAG funding • Recommended Scope of Work for Mobility Management Plan <p><u>ECD:</u> PCC Work plans - 2014 and 2015 FTA 5310 call for projects - 2014 and 2015 Mobility Management Plan - Sept. 2013 Final PCC Brochure 2013 Update Transportation Brochure for Seniors and People with Disabilities Brochure - July 2013</p>	<p>STA</p>	<p>TDA</p>	<p>X</p>	<p>X</p>	<p>\$60,000 \$30,000</p>	<p>Transit/Liz Niedziela</p>
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STA Lead – Programs	31.	<p><u>SolanoExpress/Intercity Coordination</u> Coordinate to implement recommended strategies as identified in the Countywide studies and agreements.</p> <p>A. Manage Intercity Transit Consortium B. Monitor Route 20, 30, 40, 78, 80, 85, 90 C. Funding Agreement Update D. RM2 Transit Operating Fund Coordination E. Solano Express Intercity Transit Marketing F. Intercity Ridership Study Update G. TDA Matrix - Reconciliation and Cost Sharing H. Development of multi-year funding plan I. Development of Intercity Bus Replacement Plan</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Solano Express Intercity Transit Marketing in process • TDA Matrix - Reconciliation and Cost Sharing to be approved June 2013 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Solano Express Capital Bus Replacement Plan Developed • 2012 Intercity Ridership Survey completed • Intercity Transit Funding agreement updated FY2012-13. <p><u>EDC:</u> Intercity Ridership Survey- Oct. 2014 Development of Transit Capital Plan and Bus Replacement Plan - 2014 Implement Clipper - 2014</p>	STA	TDA	X	X		Transit/Liz Niedziela
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STA Lead – Programs	32.	<p><u>Solano County Mobility Management</u></p> <p>A. Develop Mobility Management Plan B. Implement Mobility Management Programs C. Monitor Programs</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Finalize Mobility Management Plan • Implementation of Countywide In Person Eligibility • Coordinating with transit operators on travel training <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Draft Mobility Management Plan completed • Countywide In Person Eligibility Program (July 2013) <p><u>ECD:</u></p> <p>Mobility Management Plan - October - 2013 Evaluate In Person Eligibility Program - 2015 Develop Website – 2FY 13/14 Implement Travel Training Programs – FY 13-14 Implement Call Center - 2014 Analysis of CTSA Designation – FY 13-14</p>	STA/ County/ Transit Operators	JARC/STAF/ OBAG	X	X	\$800,000	Transit/ Liz Niedziela
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STA Lead – Programs	33.	<p><u>Solano Napa Commuter Information (SNCI) Program</u></p> <p>A. Employer Outreach Program B. Vanpool Program C. Incentives Program D. Emergency Ride Home (ERH) Program E. Employer Commute Challenge F. Campaigns/Events – Bike to Work Promo G. Coordination with Napa County H. College Coordination</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Continue to deliver overall rideshare services to Solano and Napa employers and general public • Continue to start new vanpools (with origin/destinations in Solano and Napa counties) each year • The second Napa Commute Challenge is underway • Help Implement Commute Benefits Program (SB 1339) with employers that have 50+ employees in Solano and Napa counties • Update SR2S’s Marketing Plan and Implementation Plan to increase public awareness of program • Continue to start SCNI Rideshare transit call center, and trip planning <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Implemented 2013 Bike to Work campaign. There were 4 new Energizer Stations bringing the total to 13 stations in Napa and 16 in Solano County due to Bike to Work efforts; 906 cyclists visited Energizer Stations • The sixth Solano Commute Challenge completed with 47 employers and 655 employees participating • 21 new vans were started to/from Solano/Napa counties through April 2013 and SNCI supported 193 vanpools Launched the first Napa Commute Challenge with 18 employers and 105 employees participating 	STA	MTC/RRP TFCA ECMAQ	X X X X X X X X	X X X X X X X X	\$500,000	Transit/SNCI Judy Leaks
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STA Monitoring Projects	34.	<u>Capitol Corridor Rail Stations/Service</u> <u>Status:</u> Individual Station Status: A. Fairfield/Vacaville Train Station: First phases Fairfield/Vacaville station fully funded; design underway. Construction anticipated 2013-14. B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. funding plan for downtown crossing improvements C. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations. D. Monitor Vallejo's Rail Service Plan for Mare Island <u>ECD:</u> Updated Solano Passenger Rail Station Plan in 2013/14. Fairfield/Vacaville Station construction scheduled to begin in 2013-14.	City of Fairfield	RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds	X	X	\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.	Planning Robert Macaulay
			City of Dixon		X	X		
			STA	STAF		X	\$75,000	Sara Woo
			City of Benicia	STP Planning, Vaca TDA, CCJPA		X	\$66,050	
		STA/ NCTPA	MTC Rail Program			X		

STA Monitoring Projects	35.	<p><u>WETA Ferry Support and Operational Funds</u></p> <p>A. Vallejo Station B. Maintenance Facility Phase I & II C. Ferry Service Transition Plan</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Monitor project schedule and phasing plan for Vallejo Station. • Assist Vallejo in effort to relocate post office to facilitate Phase 2 • Vallejo Transit Center completed in 2011. Phases I of the Maintenance Facility are funded. • STA is supporting Vallejo’s efforts on WETA Transition Plan and implementation issues. • Support Rt. 200 ferry complementary service and NCTPA VINE’s new Ferry Feeder service. • Bus Transfer Center under construction. • Vallejo Station Phase A under construction with completion scheduled for Summer 2012. <p><u>Milestone</u> Vallejo Transfer Center – COMPLETED WETA took over operation of Vallejo Ferry July 1, 2012.</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD	X	X	\$65M \$10.8M \$0.5M	Projects Jessica McCabe Sam Shelton Transit/Liz Niedziela
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STA Lead – Programs	36.	<p><u>Countywide Traffic Model and Geographic Information System</u></p> <p>A. Develop 2040 network, land uses and projections consistent with Plan Bay Area</p> <p>B. Maintenance of Model,</p> <p>C. Approve Model User Agreements as submitted</p> <p><u>Milestones:</u> Model up-to-date, ready for modification to account for Plan Bay Area. Truck counts included in model.</p> <p><u>Status:</u> Land use and network consistent with draft 2040 RTP/SCS to be completed in second half of 2013. Traffic counts to support 2013 CMP update to be delayed until Plan Bay Area completed.</p> <p>ECD: Model update for Plan Bay Area consistency FY 13/14.</p>	STA, NCTPA STA STA	Funded by T-PLUS T-Plus	X X	X X	\$24,000	Planning Robert Macaulay/ Sara Woo
STA Lead – Programs	37.	<p><u>Abandoned Vehicle Abatement Program</u></p> <p><u>Status:</u> Ongoing – 1,146 vehicles abated in the first 6 months of FY 2011-12.</p>	STA	DMV	X	X	09-10 \$254,180 county wide distribution	Projects/ Finance Susan Furtado
STA Lead – Planning	38	<p><u>New or Updated Countywide Master Plans</u></p> <p>Water Transit Plan – new</p> <p>Goods Movement Plan – new</p> <p>Airport surface access plan – new</p>	STA	OBAG STAF	X	X	\$50,000 Unfunded Unfunded	Planning/ Sara Woo Robert Macaulay Sara Woo

STA Lead - Planning	39	<p><u>Priority Conservation Area Plan</u> <u>Develop a PCA plan to implement the OBAG PCA Pilot Program</u></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Funding included in Plan Bay Area • First PA Project selected by STA Board <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Create PCA staff and policy steering committees • Develop and adopt PCA Plan <p><u>ECD:</u> Adopt PCA Plan FY 13-14</p>	STA, Solano County	OBAG PCA	X		\$75,000	Planning: Robert Macaulay, New Associate
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DATE: May 19, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, STA Transit Program Manager
RE: Transit Sustainability Study – Financial Assessment of Solano County
Transit Operators

Background:

The STA has several transit studies included as part of the STA Board’s adopted Overall Work Plan for Fiscal Years (FY) 2012-13 and 2013-14. These plans and studies are intertwined and coordinated with each to provide relevant information to the other studies such as the Alternative Fuel Study and the Public Private Partnerships (P3) at Transit Facilities Study.

A critical study that is precursor to the Coordinated Short Range Transit Plan (SRTP) is the Transit Sustainability Plan Update. The purpose of this Plan is to focus on the financial condition of the Solano County transit operators in a similar manner to MTC’s Transit Sustainability Project (TSP) financial assessment. The outcome of this effort is intended to provide an understanding of the present and future financial conditions and needs of the six Solano County transit operators: Dixon Read-Ride, Vacaville City Coach, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, Solano County and SolTrans.

Discussion:

Pacific Municipal Consultants (PMC) has evaluated the financial and operations data submitted by each operator. The data has included financial audits, Transportation Development Act (TDA) claims, National Transit Database reports, and SRTPs. The current financial condition of each operator was developed using financial and performance trends. Recent activities by the operators to improve efficiencies and implement cost savings measures were also reviewed. Separation of operations cost items such as labor, fuel, and maintenance was conducted to further explain cost trends.

Draft financial condition profiles as well as a baseline five-year forecast have been developed for each transit operator, including identifying financial and operating performance measures and trends for the past three years. A revenue analysis was also undertaken that reviews the relative stability of funding public transit. Meetings with the operators were conducted to discuss the initial and draft financial profiles and to seek additional input. All draft reports were reviewed and commented upon by the respective transit operator. The Transit Sustainability Plan baseline financial data when completed will be further analyzed by Coordinated SRTP consultant team to develop a more comprehensive capital and operation financial outlook for the next ten years.

In addition to the Transit Sustainability Plan, a peer review was conducted by the consultant involving the five Solano County transit agencies (Dixon, FAST, City, Rio

Vista, SolTrans, and Vacaville) with agencies of comparable size and service profile around the state. The transit systems profiled in this comparative analysis include those operated as part of city or county municipalities, and by independent transit agencies.

Each Solano County transit agency was analyzed with five other transit agencies. The sources of data for this comparable analysis include the Metropolitan Transportation Commission Statistical Summary of Bay Area Operators, Fiscal Years 2006-07 through 2010-11, the California State Controller's Office Transit Operators and Non-Transit Claimants Annual Reports, triennial performance audits, short-range transit plans (SRTPs) and transit agency staff. The comparable agencies were selected based on the following criteria:

- Agency structure/organization
- Service area size (square miles)
- Service area population
- Fleet size

The Transit Agency Peer Review: Comparative Analysis was submitted to the transit operators and the comments received from Vacaville City Coach were incorporated in the review.

At the April's Consortium meeting, two items were requested. The first request was to wait until the Short Range Transit Plan financial assessment is reviewed by the transit operators. The second request was to add some language to the Transit Sustainability Study to clarify the difference between the Transit Sustainability Study and the SRTP financial 10 year budget. The transit operators have received a draft of their SRTPs that includes the 10-year budget. In addition, STA staff has included the following in the Transit Sustainability Study: "The TSP provided the financial baseline for the Solano County Coordinated Short Range Transit Plan (SRTP). The baseline is the point from which the short range planning analysis begins. While the TSP five year forecast of costs and revenues formed the basis for the SRTPs, there are some differences between the two financial scenarios. Subsequent to the development of the TSP, several issues emerged and were resolved and new information became available, all of which are reflected in the SRTP. Additionally, the SRTP is required to cover the next ten years while the TSP covers the next five years.

During the course of the development of the TSP, the STA and transit operators agreed to a schedule and funding plan for replacing intercity buses. This funding agreement is included in the SRTPs. More detailed analysis of all capital needs and funding are included in the SRTP as well. In February 2013, after the TSP financial analysis was completed, new fund estimates for Transportation Development Act (TDA) funds became available. The new fund estimate was incorporated into the SRTPs, but the same growth factors were used to forecast future TDA revenues. These differences between the TSP and SRTP reflect the different points in time that the two documents were developed but the general conclusions of both studies regarding the baseline are similar." (Found in the Executive Summary on page v and in the Transit Sustainability Study on page 2).

The Transit Sustainability Study and Transit Agency Peer Review: Comparative Analysis are scheduled to be presented to the STA Board in June 2013 for approval.

Fiscal Impact:

State Transit Assistance Funds (STAF) has been approved by the STA Board for Financial Project Management Services in the amount not to exceed \$130,000. Transit Sustainability Study in the amount of \$60,000 was budgeted for this project. This project was completed within the budgeted amount.

Recommendation:

Forward the following recommendations to the STA TAC and Board:

1. Assess the financial status of Solano County transit operators; and
2. Approve the Transit Agency Peer Review: Comparative Analysis.

Attachment:

- A. Transit Sustainability Study including the Transit Agency Peer Review



TRANSIT SUSTAINABILITY STUDY



Draft



April 2013

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Executive Summary

The purpose of this study is to focus on the financial condition of the Solano County transit operators in a similar manner to the Metropolitan Transportation Commission's (MTC) Transit Sustainability Plan financial assessment. MTC has undertaken a TSP examining the needs for making Bay Area transit service sustainable and an approach for meeting sustainability requirements. The focus of the MTC TSP has been on the seven largest transit operators in the region, none of which are in Solano County.

The outcome of this effort for the Solano Transportation Authority (STA) is intended to provide a understanding of the present and future financial condition and needs of the Solano County transit operators: City of Dixon Read-Ride, Fairfield and Suisun City Transit (FAST), City of Rio Vista Delta Breeze, County of Solano Paratransit, Solano County Transit (SolTrans), and City of Vacaville City Coach.

The MTC TSP made a number of transit service recommendations for Solano County. They include to:

1. Adopt countywide Short Range Transit Plan
2. Complete SolTrans merger
3. Adopt coordinated fare policy
4. Consider expanding SolTrans to include additional member cities

Several of these recommendations have or are currently being implemented. The merger of Vallejo and Benicia transit systems into SolTrans was approved in Fall 2010 when the Joint Powers Agreement was adopted by the member agencies (City of Benicia, City of Vallejo, and the Solano Transportation Authority). STA is currently conducting a countywide SRTP that will develop a coordinated fare policy and enhance the integration of transit services of the five main transit operators.

Coming out of the recession, the Solano County transit agencies have been focusing on improving their respective service consistent with the three goals of the MTC TSP:

- Improve financial position through containing costs; cover a greater percentage of operating costs with a growing share of passenger fare revenues; and secure reliable streams of public funding.
- Improve service for the customer through strengthening the system so that it functions as an accessible, user-friendly and coordinated network for transit riders.
- Attract new riders to the system through strengthening the system so that it can attract and accommodate new riders in an era of emission-reduction goals, and is supported through companion land use and pricing policies.

Whether through consolidation to achieve cost efficiencies, adjusting operational service levels that are based on stable funding sources, and/or modifying transit routes to be more convenient and user-friendly, the Solano County operators are making effort to develop and implement the means to sustain their respective systems.

This financial conditions assessment used several means in the review and analysis of each Solano County transit operator. They include the following for each agency:

- Data collection and consistency review
- Cost driver analysis
- Financial and operations performance trend calculations
- Operator performance against existing Short Range Transit Plan standards
- Trends in operations and capital revenue, and capital expenditures
- Review of Transportation Development Act (TDA) funding balance
- Cost containment strategies
- Five-year operations and capital forecast

Data sources for the existing conditions assessment include annual State Controller Reports, Federal National Transit Database, TDA Claims, Short Range Transit Plans, transit staff reports, financial compliance audit reports, MTC Statistical Summary, and transit budgets. Meetings with each transit agency were also held as a supplement to the data sources.

In addition, a comparison was conducted that details financial and performance trends of the Solano transit operators with agencies of comparable size and service profile around the state. Each operator was analyzed with five other transit agencies that were selected based on criteria including agency structure/organization, service area size, service area population, and fleet size. The comparative analysis provides an additional frame of reference in conducting the existing conditions assessment of each operator.

As a caveat, each agency's service area differs with respect to size, demographics, and land uses. The agencies also differ with age and condition of their vehicle fleet and transit infrastructure, as well as modes of service provided. All of these factors can impact their respective operating costs.

Among the financial findings from the Solano County transit financial conditions assessment:

- Transit operators have been or are implementing transit services at levels reflective of more stabilized and recurring funding sources.

- Several cost savings measures have been put into place by various systems, including staff salary reductions/furloughs, alternative fuel use savings, service reductions, and route restructuring to improve efficiencies.
- Financial and performance reporting by the operators is largely consistent among the various reporting requirements to the State and Federal governments. Some discrepancies exist due to audited versus unaudited financial data.
- Administrative cost including for transit staff management salaries, benefits and overhead allocation was within a reasonable range as a proportion of total operations expenditures. These costs comprised about 10 percent or less of operating costs.
- Purchased transportation costs or wages for in-house operations were the largest cost drivers of each transit system. This is within industry norms.
- The smaller operators (Rio Vista and Dixon) have less financial and operational flexibility relative to the larger operators given their limited funding sources and smaller transit services. These systems will need to determine their respective paths to maintain sustainability into the future.
- The transit operators have unallocated TDA reserve funds, some more than others, over the next few years to cushion against funding shortfalls or uncertainties. The flexible use of TDA to offset either capital or operating expenditures provides time for transit service adjustments to be made and to reduce reliance on the reserves.
- Vacaville City Coach has a current dual financial capacity to expand transit service in the near term while also building its state and federal funding reserves.
- Alternative funding strategies that have not been used in the past for Vallejo and Benicia transit are being implemented by SolTrans to sustain operations and capital needs.

A five-year financial forecast was provided for each operator that estimates their respective levels of sustainability in providing current service. The forecast is conservative in that there are no assumptions for new revenue sources or significant growth in revenues. This reflects uncertainty with regard to economic improvements and relatively slow economic growth patterns on the local, state and federal levels. State TDA revenues, for example, are assumed to grow by the forecasted Consumer Price Index over the five-year period. Also, operating expenses are intended to provide a baseline condition that is premised on current service levels with no anticipation of significant expansion or adjustment by the operators.

Among the financial findings from the five-year forecast:

- With reduced or stabilized service levels implemented over the last several years, each of transit operators will be able to sustain current services through the forecast period. TDA carryover funds are used to help balance annual operating and capital expenses.
- The capital funding buildup for the operators is dependent in large part on the future growth of operations and the level of TDA needed to support this growth.
- One time transitional funds provided to SolTrans by MTC, as well as remaining federal grants being transferred from Vallejo to SolTrans, provide additional boosts to the revenues in the short term. Surplus operating revenues support SolTrans' strategy to bank operations savings to use for capital purchases as well as develop a reserve policy.
- SolTrans and Fairfield are employing a strategy to prolong the useful lives of vehicles, in particular the commuter fleet, through maintenance overhauls to defer capital replacement. These transit systems will face significant capital costs for commuter buses that will need to be replaced soon after the forecast period.
- Fairfield anticipates a significant cost decrease of almost \$1 million in the new operations contract that will take effect in FY 2014-15 in order to balance operating revenues and costs. While this was considered in development of the TSP, rather than show a significant decline in operating expenses, the TSP forecast holds fixed route and paratransit operating costs constant to reflect some level of savings from the new contract. The assumption about the cost of the new operations contract is one of the primary factors in whether FAST could continue operating its existing service and still have reserves for future bus replacements.
- Vacaville anticipates some service expansion early in the forecast to meet transit demand. This is expected to increase operations cost by about 4 percent from the prior year. The City will continue actions to save cost through contract operations and alternative fuel cost savings. TDA distributions and FTA grants are sufficient to cover annual expenditures for operations and capital, while building sizable surpluses over time in both fund sources.
- Rio Vista will continue using revenue sources such as local school district contracts and Greyhound bus ticket commissions to support transit. These revenue sources supplement actual passenger fare revenue which historically have not grown adequately to cover required farebox ratios.
- Dixon will rely on competitive federal grant funding to replace its vehicles in the latter part of the forecast. Other federal transit funds would be a backup to the competitive program for capital replacement.

The TSP provided the financial baseline for the Solano County Coordinated Short Range Transit Plan (SRTP). The baseline is the point from which the short range planning analysis begins. While the TSP five year forecast of costs and revenues formed the basis for the SRTPs, there are some differences between the two financial scenarios. Subsequent to the development of the TSP, several issues emerged and were resolved and new information became available, all of which are reflected in the SRTP. Additionally, the SRTP is required to cover the next ten years while the TSP covers the next five years.

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DRAFT

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DRAFT

Methodology

This financial conditions assessment used several means in the review and analysis of each Solano County transit operator. They include the following for each agency:

- Data collection and consistency review
- Cost driver analysis
- Financial and operations performance trend calculations
- Operator performance against existing Short Range Transit Plan standards
- Trends in operations and capital revenue, and capital expenditures
- Review of current Transportation Development Act (TDA) funding balance
- Cost containment strategies
- Five-year operations and capital forecast

Data sources for the assessment include annual State Controller Reports, Federal National Transit Database, TDA Claims, Short Range Transit Plans, transit staff reports, financial compliance audit reports, MTC Statistical Summary, and transit budgets. Meetings with each transit agency were also held as a supplement to the data sources.

In addition, a comparison was conducted that details financial and performance trends of the Solano transit operators with agencies of comparable size and service profile around the state. Each operator was analyzed with five other transit agencies that were selected based on criteria including agency structure/organization, service area size, service area population, and fleet size. The comparative analysis provides an additional frame of reference in conducting the existing conditions assessment of each operator.

As a caveat, each agency's service area differs with respect to size, demographics, and land uses. The agencies also differ with age and condition of their vehicle fleet and transit infrastructure, as well as modes of service provided. All of these factors can impact their respective operating costs.

City of Dixon Readi-Ride

The following tables provide a summary of the financial and performance data for City of Dixon Readi-Ride. Data sources used to comprise the tables include TDA Claims, Fiscal Audits, National Transit Database, Comprehensive Annual Financial Reports, MTC Statistical Summary, and State Controller Reports. A review of other data sources including the Short Range Transit Plan and internal reports was also conducted.

Data Consistency

A comparison of key financial and operations data was undertaken to determine the general accuracy of the recording and reporting by City of Dixon. With an understanding that various reports are submitted at different times on the state and federal levels, they are all prepared after the end of the fiscal year and ideally should match. The listing of the data provides comparison to show minor discrepancies that may exist among the various data sources that portray the financial health of the transit system. Overall, the data sources provide relatively consistent information. The variability in operating costs reported among data sources is likely attributable to the inclusion, or non inclusion, of city allocated costs to the transit program.

DIXON DATA CONSISTENCY - DEMAND RESPONSE

Performance Measure	Source	FY09	FY10	FY11	FY12
Total Operating Expenses	FTA National Transit Database	\$609,571	\$579,384	\$620,982	
	State Controller Report	\$665,691	\$628,736	\$620,983	
	Audited Financial	\$665,842	\$606,420	\$620,981	
	TDA Claim	\$664,706	\$602,267	\$620,984	\$611,255
Farebox Revenues	FTA National Transit Database	\$98,277	\$81,326	\$78,869	
	State Controller Report	\$98,277	\$81,326	\$78,869	
	Audited Financial	\$98,277	\$81,326	\$78,869	
	TDA Claim	\$98,277	\$81,326	\$78,869	\$85,000
Passengers	FTA National Transit Database	68,949	44,339	43,967	
	State Controller Report	68,949	46,266	43,967	
	Internal Reports	68,949	44,339	43,967	
	TDA Claim	68,949	44,339	43,967	47,914

DIXON DATA CONSISTENCY - DEMAND RESPONSE

Performance Measure	Source	FY09	FY10	FY11	FY12
Vehicle Service Hours	FTA National Transit Database	7,413	5,975	6,373	
	State Controller Report	7,413	7,149	7,276	
	Internal Reports	7,413	5,975	6,373	
	TDA Claim	7,413	6,411	6,373	7,800
Vehicle Service Miles	FTA National Transit Database	99,272	72,685	77,247	
	State Controller Report	104,800	79,572	79,498	
	Internal Reports	99,272	72,685	77,247	
	TDA Claim	99,272	78,432	77,247	79,900
Employee Full-Time Equivalents	FTA National Transit Database				
	State Controller Report	7.0	7.0	7.0	
	Dixon CAFR	7.7	6.2	6.8	
	TDA Claim	7.0	7.0	7.0	7.0

Note: Dixon Read-Ride performance measures are not contained in the annual MTC Statistical Summary.

Cost Drivers

Cost drivers are expense items necessary to provide a particular service. Cost drivers for Read-Ride have generally included administrative labor wages and benefits, and vehicle fuel. The percentage of administrative wages and benefits and fuel are derived relative to total operations costs. Salaries and wages include direct staffing costs to operate and manage the service, as well as city overhead costs that are reimbursed through transfers of transit funds to the general fund. As Read-Ride is operated in-house, labor and benefits costs are from city employees.

An approved overhead cost allocation plan is used as the basis to distribute general fund costs of city administrative and support services (e.g. city council, city manager, finance, clerk, etc.) to city programs like transit for reimbursement. Examples of the cost basis for support services charged to departments include total program budget, number of accounting transactions, and full time equivalents. Transit is also charged for use of the city corporation yard, however, transit funds through the American Reinvestment and Recovery Act (ARRA) were used in the expansion of the yard. Reimbursements for overhead costs charged to transit are about

\$73,000 per year, according to the city's updated cost allocation plan, and comprise about 9 to 10 percent of the transit operating budget.

Cost Drivers

Dixon Redit-Ride

	2009	2010	2011	2012
Salaries & Wages (direct and city admin. staff)	\$351,464	\$325,420	\$327,358	\$307,736
<i>% Change</i>		-7%	1%	-6%
Benefits	\$152,430	\$163,526	\$155,256	\$183,838
<i>% Change</i>		7%	-5%	18%
Fuel	\$46,573	\$31,077	\$44,864	\$50,000
<i>% Change</i>		-33%	44%	11%

Salaries & Wages as % of Total Operations Cost (minus depreciation)	53%	54%	53%	50%
Benefits as a % of Total Operations Cost (minus Depreciation)	23%	27%	25%	30%
Fuel as % of Total Operations Cost (minus depreciation)	7%	5%	7%	8%

Source: TDA Claims Actual for FYs 2009-2011, Estimated for FY 2012

A breakdown of audited operations costs between O&M and administration is provided for the period of FYs 2007-08 through 2010-11. Operations cost to run the service comprises about 85 percent of total cost (minus depreciation) while administrative costs comprise the remaining 15 percent. Depreciation expense is increasing due to the new replacement vehicles purchased.

Redit-Ride Functional Operations Expenses

	2008	2009	2010	2011
Operations and Maintenance	\$560,490	\$574,370	\$523,135	\$556,971
<i>% Change</i>		2%	-9%	6%
Administrative and General	\$93,318	\$91,472	\$83,285	\$64,010
<i>% Change</i>		-2%	-9%	-23%
Depreciation	\$36,832	\$28,693	\$22,198	\$57,963
<i>% Change</i>		-22%	-23%	161%
Total	\$690,640	\$694,535	\$628,618	\$678,944

Source: City of Dixon CAFR

A further division of operating expenses among other cost drivers is shown using audited data. Salaries and wages are the primary cost driver, with others including maintenance, supplies, and services. Trends in most expenses remained relatively stable or have incurred slight decreases over the past few years due to service hour cuts beginning in FY 2010. Administration

of the transit system decreased significantly in FY 2011 due in part to staff transitions in management oversight.

Readi-Ride Transit Operations Expenses

	2009	2010	2011
Salaries and Benefits	\$431,426	\$424,569	\$428,030
<i>% Change</i>		-2%	1%
Supplies and Materials	\$1,407	\$1,933	\$1,143
<i>% Change</i>		37%	-41%
Maintenance and Repair	\$100,336	\$85,234	\$99,102
<i>% Change</i>		-15%	16%
Power and Utilities	\$4,711	\$8,466	\$8,876
<i>% Change</i>		80%	5%
Contractual Services	\$36,490	\$2,893	\$19,820
<i>% Change</i>		-92%	585%
Administration	\$35,201	\$23,587	\$9,427
<i>% Change</i>		-33%	-60%
Miscellaneous	\$0	\$40	\$0
<i>% Change</i>			-100%
Cost Allocation Transfer (City Overhead Charge)	\$56,271	\$59,698	\$54,583
<i>% Change</i>		6%	-9%
Depreciation	\$28,693	\$22,198	\$57,963
<i>% Change</i>		-23%	161%
Total	\$694,535	\$628,618	\$678,944
		-9%	8%

Source: City of Dixon CAFR, TDA Fiscal Audit

Performance Trends

The following tables provide information on performance indicators and trends of the transit system. Industry performance measures are used including operating costs, fare revenues, ridership, revenue hours and miles, and full time equivalents. The general trend for fiscal years 2009 through 2011 shows less cost efficiency and effectiveness measured in cost per hour and per passenger, and farebox recovery. Subsidy per passenger also increased over the three year period. Service effectiveness measured by passengers per hour shows a decline. Although costs declined over the period, other measures such as fare revenue, ridership, and service hours/miles declined at a more rapid pace due to service reductions which impact the performance indicator trends.

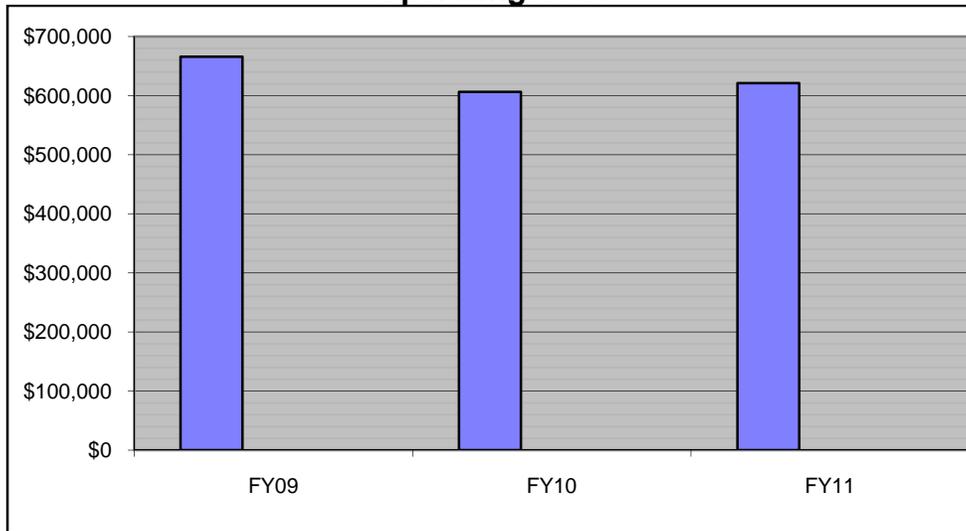
DIXON READI-RIDE PERFORMANCE INDICATORS

Statistics & Performance Indicators	FY 08-09	FY 09-10	FY 10-11	% Change FY09-FY11
Operating Costs	\$665,842	\$606,420	\$620,981	-6.7%
<i>Annual % Change</i>		-8.9%	2.4%	
Passengers	68,949	44,339	43,967	-36.2%
<i>Annual % Change</i>		-35.7%	-0.8%	
Vehicle Service Hours	7,413	5,975	6,373	-14.0%
<i>Annual % Change</i>		-19.4%	6.7%	
Vehicle Service Miles	99,272	72,685	77,247	-22.2%
<i>Annual % Change</i>		-26.8%	6.3%	
Employee FTEs	8	6	7	-11.7%
<i>Annual % Change</i>		-19.4%	9.5%	
Fare Revenue	\$98,277	\$81,326	\$78,869	-19.7%
<i>Annual % Change</i>		-17.2%	-3.0%	
Operating Cost per Passenger	\$9.66	\$13.68	\$14.12	46.3%
<i>Annual % Change</i>		41.6%	3.3%	
Operating Cost per Vehicle Service Hour	\$89.82	\$101.49	\$97.44	8.5%
<i>Annual % Change</i>		13.0%	-4.0%	
Passengers per Vehicle Service Hour	9.30	7.42	6.90	-25.8%
<i>Annual % Change</i>		-20.2%	-7.0%	
Passengers per Vehicle Service Mile	0.69	0.61	0.57	-18.1%
<i>Annual % Change</i>		-12.2%	-6.7%	
Veh. Service Hours per Employee FTE	965	965	940	-2.6%
<i>Annual % Change</i>		0.0%	-2.6%	
Fare per Passenger	\$1.43	\$1.83	\$1.79	25.9%
<i>Annual % Change</i>		28.7%	-2.2%	
Subsidy per passenger	\$8.23	\$11.84	\$12.33	49.8%
<i>Annual % Change</i>		43.9%	4.1%	
Farebox Recovery Ratio	14.8%	13.4%	12.7%	-14.0%
<i>Annual % Change</i>		-9.1%	-5.3%	
Percentage Change Consumer Price Index (Bay Area CPI)	1.8%	1.2%	1.7%	

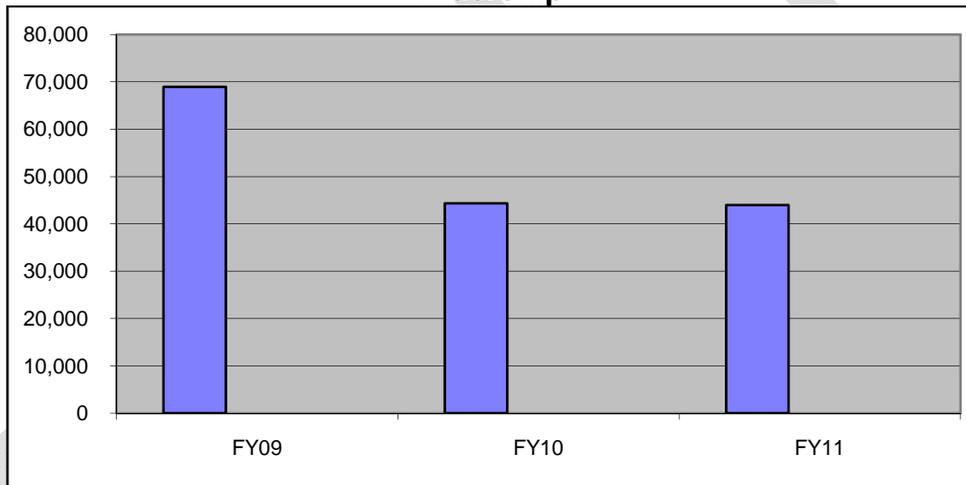
Source: Operating costs and fare revenue from TDA Fiscal Audit
 Passengers, Vehicle Service Hours/Miles are from National Transit Database Reports.
 Employee FTEs from Dixon CAFR

Graphical display of select performance indicators is shown below.

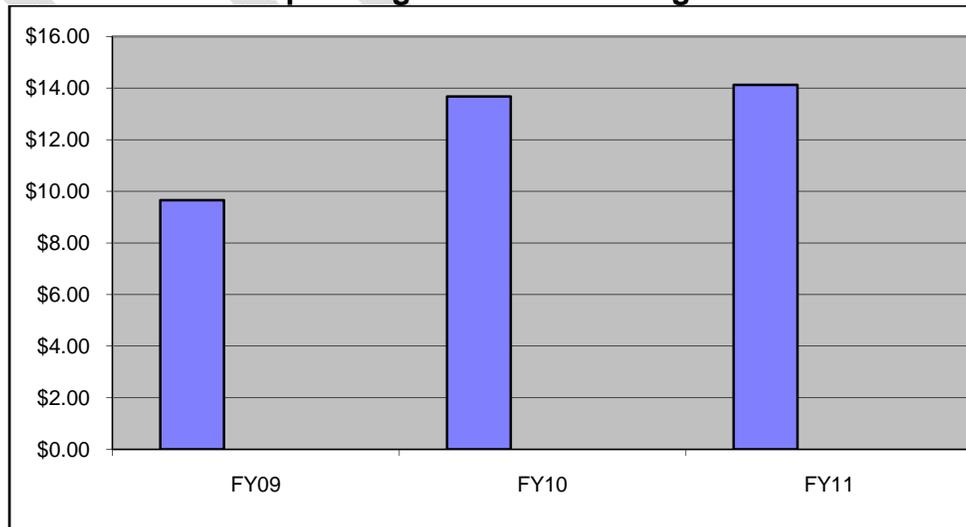
Operating Cost



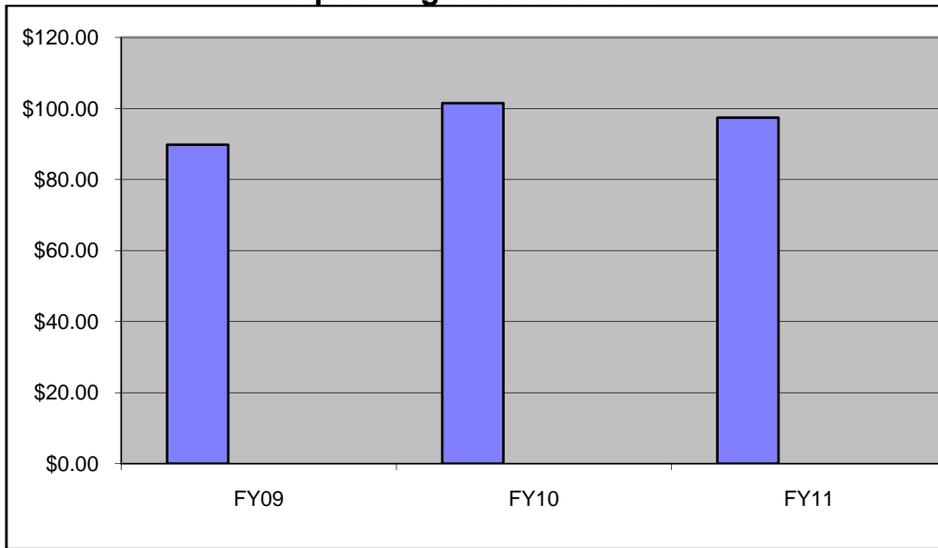
Ridership



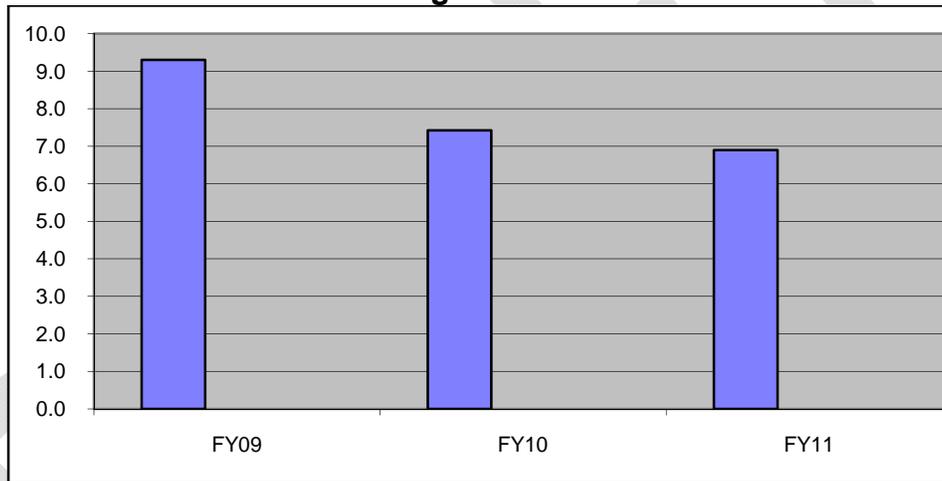
Operating Cost Per Passenger



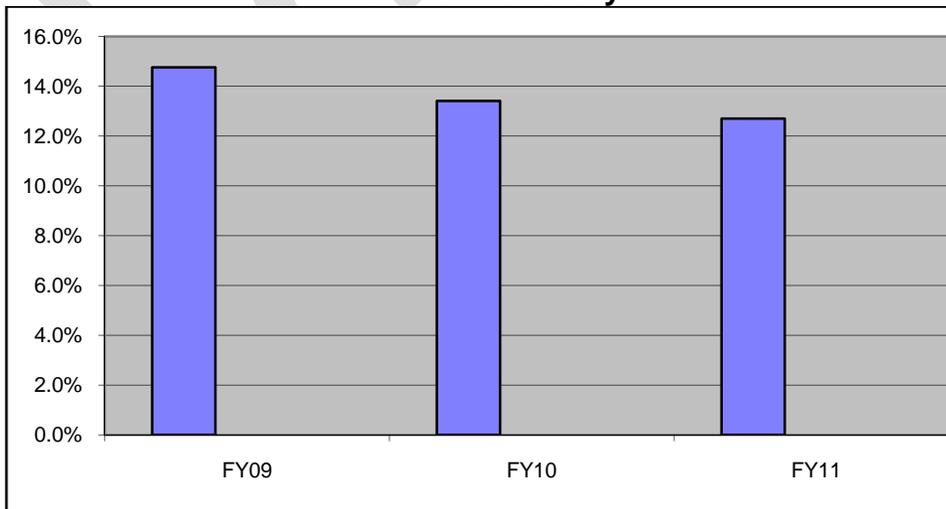
Operating Cost Per Hour



Passengers Per Hour



Farebox Recovery



Performance Against SRTP Standards

The SRTP for Dixon Read-Ride revised the performance goals for the transit system. A sampling of the goals and the current status of the system meeting the goals is shown.

Performance Measure	SRTP Standard	Readi-Ride Actual (FY 10-11)	Standard Met?
Operating Cost per Hour	Annual increase no greater than CPI	Readi-Ride increase: 2.4%; Bay Area CPI: 1.7%	No, however prior year cost declined by 8.9% while CPI increase was 1.2% which would meet standard.
Operating Cost per Passenger	Less than \$10.00 per trip	\$14.12	No
Passengers per Hour	8.0	6.9	No

Operating Revenues

Readi-Ride relies on a combination of local, state and federal funding sources for operations of the transit service. They include fare revenue, TDA, and rural federal funds through the FTA 5311 grant program. TDA, comprising of both the Local Transportation Fund (LTF) and State Transit Assistance Fund (STAF), has provided the bulk of funding. Using information from TDA Claims Actual, revenues are shown for a three year period (FYs 2008-09 through 2010-11). A summary of revenues by source type, including local, state and federal is also shown.

Operating Revenues

	FY 09	FY 10	FY 11
Fare Revenue	\$98,277	\$81,326	\$78,869
Other Local Funds		\$7,875	
TDA	\$434,950	\$420,233	\$300,434
STAF *	\$25,000	\$76,035	\$221,442
FTA 5311	<u>\$60,000</u>	<u>\$60,000</u>	<u>\$20,239</u>
Total	\$618,227	\$645,469	\$620,984
* STAF amounts include lifeline funds provided by STA.			
Source: TDA Claim Actuals			

Summary of Operating Revenues by Source Type

	FY 09	% of Total	FY 10	% of Total	FY 11	% of Total
Local Revenues (fares, other)	\$98,277	16%	\$89,201	14%	\$78,869	13%
State Funds (TDA)	\$459,950	74%	\$496,268	72%	\$521,876	84%
Federal	<u>\$60,000</u>	<u>10%</u>	<u>\$60,000</u>	<u>9%</u>	<u>\$20,239</u>	<u>3%</u>
Total	\$618,227	100%	\$645,469	100%	\$620,984	100%

Source: TDA Claims Actual

The SRTP prepared for Redit-Ride provides projections of operating revenues. The SRTP assumes that due to funding reductions, the transit system will have to rely almost exclusively on TDA revenues as the only non-fare revenue source. Dixon also contributes a share of its TDA revenues to fund intercity transit as part of the intercity cost sharing agreement, as well as intercity taxi scrip. Approximately 18 percent of Dixon's annual TDA apportionment is used to fund intercity transit services in FY 2012-13.

FTA 5311 grant funds have been used for both operating and capital. The primary reliance on TDA has led to development of SRTP service alternatives that provide reduced service hours and options that could significantly alter the way transit is delivered including possible transition to fixed route.

Capital Revenues

Dixon has been limited to a few funding sources for capital expenditures including vehicle replacement and facility improvement. Funding sources include TDA, Proposition 1B, and FTA 5311 ARRA funds. Using National Transit Database information, revenues are shown for a three year period (FYs 2008-09 through 2010-11). The large grant funds in FY 2011 were used for purchase of several vehicles for replacement (4 vehicles) and for dispatch and expansion of the corporation yard. In addition, according to the city's budget, in FY 11-12 Dixon received over \$21,000 in Proposition 1B funding for purchase of radio equipment. A summary of revenues by source type is also shown.

Capital Revenues by Source

	FY 09	FY 10	FY 11
TDA	\$13,583	\$93,009	\$1,087
Proposition 1B		\$66,546	
FTA 5311 ARRA	<u>\$48,460</u>	<u>\$48,000</u>	<u>\$606,472</u>
Total	\$62,043	\$207,555	\$607,559
Source: NTD			

Summary of Capital Revenues by Source Type

	FY 09	% of Total	FY 10	% of Total	FY 11	% of Total
State Funds (TDA)	\$13,583	22%	\$159,555	77%	\$1,087	0%
FTA	<u>\$48,460</u>	<u>78%</u>	<u>\$48,000</u>	<u>23%</u>	<u>\$606,472</u>	<u>100%</u>
Total	\$62,043	100%	\$207,555	100%	\$607,559	100%

Capital Expenses

Of the 9 vehicles in the transit fleet, 6 total vehicles were replaced in 2010 and 2011 according to the 2011 National Transit Database. Proposition 1B funds were the primary source for the vehicle purchases in 2010 (2 minivans), while federal ARRA funding was the primary source in 2011 (4 bus vehicles). One of the replacement vehicles is for an older vehicle that is currently being held on to as a spare and that would not need to be replaced upon its eventual retirement. Depending on the City's decision regarding the type and level of service to provide, vehicle purchases and auxiliary equipment such as bus shelters will need to be made, albeit facing a shortage of local matching revenue for federal capital grants.

The SRTP indicates that, despite the recent replacement of majority of the fleet, Dixon will need to replace all its vehicles over the next 10 years. Dixon has extended the useful lives of the cutaway style vehicles from 5 to 7 years. Two vehicles will require replacement in the next two years while the remaining vehicles will require replacement over the next five years. Federal grant funds could be used for capital purposes, as well as Proposition 1B revenues and matching TDA funds. As city staff is reviewing the potential of shifting to a fixed route type service, this will have implications as to what types of vehicles will be needed and to be purchased in the near future.

TDA Balance

Dixon's annual apportionment of Transportation Development Act Funds is about \$600,000. According to funding information provided by the Solano Transportation Authority based on data from the Metropolitan Transportation Commission, after allocation for transit expenses for FY 2012-13, a balance of approximately \$300,000 in TDA reserve funds remain for Dixon Redit-Ride.

Cost Containment

In August 2012, the Dixon City Council approved a new two-year Memorandum of Understanding (MOU) with the Public Employees Union, Local One, due to the expiration of the previous MOU in June 2012. The new MOU with the largest city union addresses key elements that could affect transit system expenses and includes the following:

- Two year MOU whose term will expire on June 30, 2014

- Four percent reduction in base pay over the life of the two year MOU (two percent per year)
- Increase in the amount paid by Local One members of the City's PERS pension cost of five percent over the two year MOU (two percent in the first year and three percent in the second year)

In a report to the City Council, City transit staff have proposed options for addressing funding constraints including working cooperatively through the STA to curb increases in the cost of providing intercity service, and pursuing funding sources in addition to the annual TDA allocation.

City transit staff will also examine options for improving operating efficiencies to Read-Ride operations. This may include the following:

- Staff reductions while maintaining curb-to-curb service resulting in increased response times to calls for services. Average response time is currently less than 10 minutes.
- Converting to a fixed or deviated fixed route system. This could be during all operating hours or only during peak periods to address school trips.
- Eliminating Saturday service.
- Reducing hours of service during the week.
- Increasing fares.

Five-Year Financial Forecast

A forecast of revenues and expenses for both operations and capital projects of Dixon Read-Ride is presented for the next five-years. With city staff input, the forecast provides a base scenario of maintaining and reducing levels of service to remain sustainable. The current general public dial-a-ride structure is assumed to be in tact during the forecast period. The S RTP prepared for Read-Ride in May 2009 also describes such a scenario of reduced service with the existing dial-a-ride structure. Any shift to an alternative service delivery method, such as a fixed route/ADA paratransit service or deviated fixed route, will result in different operating and financial conditions.

Operations costs are assumed to grow at 2 percent per year given recent trends with several expenditures items. Labor costs are reduced and stabilized after service reductions and the recent employee MOU, while vehicle maintenance costs are anticipated to stabilize due to the newer fleet from recent replacement. Overhead cost allocations to the general fund are expected to increase with the inclusion of building charges plus central government expenses in

the city's updated cost allocation plan. Fuel expenditures are also expected to continue to increase.

TDA funds and fare revenue are the primary sources to fund operations. Dixon's TDA forecast for operations is net of its contribution to the intercity funding agreement, intercity taxi, and for STA planning. FTA 5311 grant monies are reasonably available for operations and are based on the median amount of revenues received by the city. State Transit Assistance Funds are assumed to decline slightly from current year figures due to the Governor's proposed budget for FY 2013-14. Dixon received over \$500,000 in STA Lifeline funds for three years which are now depleted. Also, ARRA funds that were used to reduce intercity transit service contributions are depleted, resulting in a need to restore contribution levels by participating agencies such as Dixon.

It is assumed that TDA funds will grow marginally during the forecast period given some improvement that is expected in the economy in the coming years. While TDA revenues in Solano County have grown an average of almost 5 percent per year over the last 20 years (in actual dollars), the average figure factors in both economic peaks and valleys over a long time period. Because of the relatively short forecast period and to remain conservative, TDA growth rates are assumed to follow the forecasted Consumer Price Index for the San Francisco Consolidated Metropolitan Statistical Area (CMSA) developed by the State Department of Finance. The CPI forecast, which goes through FY 2015-16, assumes a 2 percent growth rate per year. The TSP forecast follows this trend. Also, accounting for continued level of some economic growth that is expected to occur slowly in the future, the TSP shows 3 percent growth per year for the last two years of the forecast.

Unallocated TDA funds for Dixon would be available in the short term to balance a shortfall in the level of service until the City makes a decision on whether to retain the current dial-a-ride system or move to another alternative.

Regarding the train station near downtown Dixon, the City funds most expenses from the Public Works Operating Budgets. A few expenses, interior utilities and alarm, are paid by the building tenant. No funds from transit are used to maintain the train station. The Market Lane Park and Ride Lot where Intercity Route 30 stops has no City funding at this time for pavement maintenance although the lot is 14 years old.

The baseline revenue service hours are based on the City of Dixon's FY 2012-13 TDA Claim. The claim indicates revenue service hours to be 7,500 for FY 2012-13. This is a reduction from the City's revenue service hour estimate of 7,800 for FY 2011-12 in the claim.

Federal 5310 capital funds, remaining Proposition 1B revenue based funds (the program is expected to sunset in 2017), and matching TDA funds are projected to be used for replacement vehicles and bus amenities. Three replacement vehicles are anticipated to be purchased during the next five years with existing funding sources. However, one minivan and four cutaway vehicles that will be at the end of their useful lives will also need replacement by FY 2018. The minivan will need replacement by FY 2017, and the cutaway vehicles in FY 2018. Replacement

of these vehicles will be dependent on the direction taken by the city on future service delivery and subsequent vehicle needs.

Vehicle replacement unit costs are based on the most recent MTC regional bus/van pricelist for FYs 2012-13 and FY 2013-14 for Transit Capital Priorities Call for Projects. Unit costs for cutaway vehicles are assumed at \$82,000, and minivans at \$55,000. The pricelist assumes a 2 percent annual growth in vehicle cost. The radio communications cost is based on the City of Dixon’s budget and Proposition 1B amount.

A listing of capital projects by year include:

- FY 2012-13: Procure radio equipment.
- FY 2013-14: Procure one replacement cutaway bus.
- FY 2014-15: Procure one replacement cutaway bus.
- FY 2016-17: Procure two replacement minivans.
- FY 2017-18: Procure four replacement cutaway buses.

The financial forecast data is expressed in year of expenditure. As shown in the forecast, Dixon will operate at an annual deficit under current conditions. However, TDA carryover funds are sufficient to cover the deficit through the forecast period; however the carryover will diminish over time. A combination of TDA, Proposition 1B, and federal 5310 revenues are anticipated to fund the vehicle replacements during the forecast.

Financial Projections - City of Dixon REDI Ride Capital and Operating

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Capital Expense						
Vehicle Replacement		\$82,000	\$84,000		\$117,000	\$355,000
Radio Equipment	\$21,000					
Total	\$21,000	\$82,000	\$84,000	\$0	\$117,000	\$355,000
Capital Revenue						
Transportation Development Act		\$16,000	\$17,000		\$23,000	\$60,900
Proposition 1B ⁽¹⁾	\$21,000					\$10,100
FTA 5310 ⁽²⁾		\$66,000	\$67,000		\$94,000	\$284,000
Total	\$21,000	\$82,000	\$84,000	\$0	\$117,000	\$355,000
Annual Net Surplus/Deficit - Capital	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Net Surplus/Deficit -	\$0	\$0	\$0	\$0	\$0	\$0

**Financial Projections - City of Dixon Read Ride
Capital and Operating**

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Capital						
Operating Expense						
Operations ⁽³⁾	\$647,000	\$660,000	\$673,000	\$686,000	\$700,000	\$714,000
Operating Revenue						
Fares ⁽⁴⁾	\$82,000	\$84,000	\$86,000	\$88,000	\$90,000	\$92,000
Transportation Development Act ⁽⁵⁾	\$500,000	\$510,000	\$520,000	\$530,000	\$546,000	\$562,000
State Transit Assistance Fund ⁽⁶⁾	\$5,200	\$4,900	\$4,900	\$4,900	\$4,900	\$4,900
FTA 5311 ⁽⁷⁾	\$32,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
Total	\$619,200	\$658,900	\$670,900	\$682,900	\$700,900	\$718,900
Annual Net Surplus/Deficit - Operations	-\$27,800	-\$1,100	-\$2,100	-\$3,100	\$900	\$4,900
Cumulative Net Surplus/Deficit - Operations	-\$27,800	-\$28,900	-\$31,000	-\$34,100	-\$33,200	-\$28,300
Transportation Development Act Carryover	\$297,000	\$269,200	\$252,100	\$233,000	\$229,900	\$207,800
Annual Operations Balance	-\$27,800	-\$1,100	-\$2,100	-\$3,100	\$900	\$4,900
TDA Capital Uses	\$0	-\$16,000	-\$17,000	\$0	-\$23,000	-\$60,900
Net Carryover	\$269,200	\$252,100	\$233,000	\$229,900	\$207,800	\$151,800

(1) Proposition 1B revenue program is expected to sunset in 2017.

(2) FTA Section 5310 is a competitive program for which Dixon Read Ride is eligible. FTA 5311 funds would be a backing to the competitive program for capital replacement.

(3) Operations cost grow by 2% per year based on recent historic growth, including increased overhead costs, stable labor costs, and stable vehicle maintenance costs from newer fleet.

(4) Fares increase 2% per year to reflect stable ridership after earlier service reductions.

(5) Transportation Development Act operating revenues are based on the claim amount made by the City for FY 2012-13. The revenues are net of Intercity Fund Agreement, Intercity Taxi, and STA Planning totaling an additional \$132,000 of Dixon's TDA. TDA grows by 2% annually for first three years, then 3% next two years, mirroring forecasted growth of SF CMSA CPI Forecast through FY 2015-16.

(6) STAF reduction of 6% between FYs 2013 and 2014 based on proposed FY 2013-14 State budget. Revenue is held constant in forecast since STAF is volatile based on unpredictable diesel fuel sales.

(7) FTA 5311 operating is based on historic revenues received by Dixon.

Fairfield and Suisun Transit (FAST)

The following tables provide a summary of the financial and performance data for Fairfield And Suisun Transit. Data sources used to comprise the tables include TDA Claims, Fiscal Audits, National Transit Database, Comprehensive Annual Financial Reports, MTC Statistical Summary, and State Controller Reports. A review of other data sources including the Short Range Transit Plan and internal reports was also conducted.

Data Consistency

A comparison of key financial and operations data was undertaken to determine the general accuracy of the recording and reporting by City of Fairfield. With an understanding that various reports are submitted at different times on the state and federal levels, they are all prepared after the end of the fiscal year and ideally should match. One exception is the SRTP data which are projections from when the study was prepared in early 2008. The listing of the data provides comparison to show discrepancies that may exist among the various data sources that portray the financial health of the transit system. Overall, the data sources provide relatively consistent information. The variability among some data sources is likely due to the aggregation of performance data. For example, DART data reported in the FTA National Transit Database for FY 2009 appears higher than other sources and likely contains all demand response systems including DART, Taxi, Senior Volunteer Program, and Solano Paratransit.

FAIRFIELD/SUISUN TRANSIT DATA CONSISTENCY - TOTAL SYSTEM

Performance Measure	Source	FY09	FY10	FY11	FY12
Total Operating Expenses	FTA National Transit Database	\$9,291,307	\$9,070,188	\$9,766,146	\$9,566,164
	State Controller Report	\$9,117,195	\$9,429,393	\$10,343,327	\$10,575,244
	Audited Financial Statements	\$9,117,195	\$9,429,393	\$9,990,668	\$10,510,428
	MTC Statistical Summary	\$8,219,000	\$8,999,000	\$9,649,000	
	TDA Claim	\$9,157,407	\$9,421,605	\$9,990,669	\$10,148,564
	SRTP	\$8,514,856	\$8,323,924	\$8,797,510	\$9,089,744
Farebox Revenues	FTA National Transit Database	\$2,105,682	\$1,995,436	\$2,092,434	\$2,093,503
	State Controller Report	\$2,229,362	\$2,137,093	\$2,112,479	\$2,254,357

	Audited Financial Statements	\$2,229,362	\$2,137,093	\$2,112,479	\$2,254,204
	MTC Statistical Summary	\$2,074,000	\$1,995,000	\$2,092,000	
	TDA Claim	\$2,229,060	\$2,137,093	\$2,112,478	\$2,254,357
	SRTP	\$1,842,759	\$1,829,214	\$1,859,252	\$1,889,820
Passengers	FTA National Transit Database	1,011,050	921,609	934,703	1,000,796
	State Controller Report	1,005,395	921,609	949,760	976,219
	MTC Statistical Summary	1,032,000	921,000	950,000	
	TDA Claims	1,045,630	962,853	989,197	1,005,818
	SRTP	942,749	941,109	951,461	961,926
Vehicle Service Hours	FTA National Transit Database	94,196	97,696	96,012	95,300
	State Controller Report	88,881	97,696	96,038	95,300
	MTC Statistical Summary	90,000	98,000	96,000	
	TDA Claims	103,619	97,629	96,038	102,229
	SRTP	94,941	86,058	86,058	86,058
Vehicle Service Miles	FTA National Transit Database	1,953,306	1,816,762	1,792,384	1,772,698
	State Controller Report	1,728,678	1,816,762	335,876	1,598,067
	MTC Statistical Summary	1,738,000	1,817,000	1,793,000	
	TDA Claims	1,958,564	1,816,713	1,792,876	1,987,246
	SRTP	1,813,814	1,655,121	1,655,121	1,655,121
Employee Full-Time Equivalents	FTA National Transit Database	0.0	0.0	0.0	0.0
	State Controller Report	7.0	103.0	71.0	93.0
	MTC Statistical Summary	82.0	72.0	72.0	
	TDA Claims	85.0	83.0	73.0	101.0
	SRTP	0.0	0.0	0.0	

FAIRFIELD/SUISUN TRANSIT DATA CONSISTENCY - FIXED ROUTE

Performance Measure	Source	FY09	FY10	FY11	FY12
Operating Cost	FTA National Transit Database	\$7,730,985	\$7,763,751	\$8,499,224	\$7,999,212
	State Controller Report	\$7,386,844	\$7,927,392	\$9,010,494	\$8,664,549
	MTC Statistical Summary	\$7,271,000	\$7,764,000	\$8,524,000	
	TDA Claim	\$7,271,208	\$7,763,751	\$8,499,224	\$8,442,843
	SRTP	\$6,757,158	\$7,158,208	\$7,591,262	\$7,841,296
Passenger Fares	FTA National Transit Database	\$2,018,979	\$1,914,965	\$2,028,003	2,010,583
	State Controller Report	\$2,019,282	\$1,914,965	\$2,028,003	2,214,307
	MTC Statistical Summary	\$2,019,000	\$1,915,000	\$2,028,000	
	TDA Claim	\$2,018,979	\$1,914,965	\$2,028,002	2,010,583
	SRTP	\$1,631,376	\$1,655,847	\$1,680,684	\$1,705,895
Passengers	FTA National Transit Database	982,682	899,223	914,632	976,219
	State Controller Report	984,584	899,223	929,638	976,219
	MTC Statistical Summary	1,011,000	899,000	930,000	
	TDA Claims	978,854	899,222	929,638	976,219
	SRTP	909,500	919,504	929,619	939,844
Vehicle Service Hours	FTA National Transit Database	78,152	84,628	84,763	81,516
	State Controller Report	78,202	84,628	84,764	81,516
	MTC Statistical Summary	79,000	85,000	85,000	
	TDA Claims	85,821	84,561	84,763	87,269
	SRTP	75,436	75,436	75,436	75,436

Vehicle Service Miles	FTA National Transit Database	1,680,148	1,617,616	1,621,661	1,598,398
	State Controller Report	1,577,572	1,617,616	164,661	1,598,067
	MTC Statistical Summary	1,587,000	1,618,000	1,622,000	
	TDA Claims	1,666,577	1,617,567	1,621,661	1,725,304
	S RTP	1,516,341	1,516,341	1,516,341	1,516,341
Employee Full-Time Equivalent	FTA National Transit Database				
	State Controller Report	0.0	96.0	65.0	93.0
	MTC Statistical Summary	72.0	65.0	65.0	
	TDA Claims	75.0	75.0	65.0	93.0
	S RTP				

FAIRFIELD/SUISUN TRANSIT DATA CONSISTENCY - DART

Performance Measure	Source	FY09	FY10	FY11	FY12
Operating Cost	FTA National Transit Database	\$1,560,322	\$1,306,437	\$1,266,922	\$1,246,423
	State Controller Report	\$1,730,351	\$1,502,001	\$1,332,833	\$1,910,695
	MTC Statistical Summary	\$948,000	\$1,235,000	\$1,125,000	
	TDA Claims	\$947,529	\$1,306,437	\$1,266,922	\$1,319,603
	S RTP	\$829,379	\$859,406	\$890,750	\$923,487
Passenger Fares	FTA National Transit Database	\$86,703	\$80,471	\$64,431	\$73,180
	State Controller Report	\$210,080	\$222,128	\$84,476	\$243,621
	MTC Statistical Summary	\$55,000	\$80,000	\$64,000	
	TDA Claims	\$54,954	\$80,471	\$64,431	\$73,180
	S RTP	\$60,294	\$62,103	\$63,966	\$65,885

Passengers	FTA National Transit Database	28,368	22,386	20,071	21,244
	State Controller Report	20,811	22,386	20,122	21,165
	MTC Statistical Summary	21,000	22,000	20,000	
	TDA Claims	20,811	23,780	21,470	21,991
	SRTP	21,369	21,605	21,842	22,082
Vehicle Service Hours	FTA National Transit Database	16,044	13,068	11,249	11,399
	State Controller Report	10,679	13,068	11,274	11,399
	MTC Statistical Summary	11,000	13,000	11,000	
	TDA Claims	10,680	13,068	11,275	12,568
	SRTP	10,622	10,622	10,622	10,622
Vehicle Service Miles	FTA National Transit Database	273,158	199,146	170,723	189,963
	State Controller Report	151,106	199,146	171,215	189,963
	MTC Statistical Summary	151,000	199,000	171,000	
	TDA Claims	151,106	199,146	171,215	208,773
	SRTP	138,780	138,780	138,780	138,780
Employee Full-Time Equivalent	FTA National Transit Database				
	State Controller Report	7.0	7.0	6.0	8.0
	MTC Statistical Summary	10.0	7.0	7.0	
	TDA Claims	10.0	8.0	8.0	8.0
	SRTP				

FAIRFIELD/SUISUN TRANSIT DATA CONSISTENCY - TAXI

Performance Measure	Source	FY09	FY10	FY11	FY12
Operating Cost	TDA Claims	\$262,291	\$298,046	\$172,823	\$330,669
	SRTP	\$235,841	\$242,916	\$250,203	\$257,709
Passenger Fares	TDA Claims	\$117,197	\$137,241	\$14,706	\$161,374
	SRTP	\$103,046	\$106,137	\$109,321	\$112,601
Passengers	TDA Claims	7,557	4,514	4,039	3,614
	SRTP				
Vehicle Service Hours	TDA Claims	5,534		710	1,219
	SRTP				
Vehicle Service Miles	TDA Claims	120,406		27,270	36,095
	SRTP				

FAIRFIELD/SUISUN TRANSIT DATA CONSISTENCY - SENIOR VOLUNTEER DRIVER PROGRAM

Performance Measure	Source	FY09	FY10	FY11	FY12
Operating Cost	TDA Claims	\$63,586	\$53,371	\$51,700	\$55,449
	SRTP	\$61,547	\$63,394	\$65,295	\$67,252
Passenger Fares	TDA Claims	\$6,181	\$4,416	\$5,339	\$9,220
	SRTP	\$4,978	\$5,127	\$5,281	\$5,439
Passengers	TDA Claims	33,395	35,337	4,039	4,275
	SRTP				

**FAIRFIELD/SUISUN CITY TRANSIT CONSISTENCY -
SOLANO PARATRANSIT**

Performance Measure	Source	FY09
Operating Cost	TDA Claims	\$612,793
	SRTP	\$630,931
Passenger Fares	TDA Claims	\$31,749
	SRTP	\$43,065
Passengers	TDA Claims	5,013
	SRTP	11,880
Vehicle Service Hours	TDA Claims	1,584
	SRTP	8,883
Vehicle Service Miles	TDA Claims	20,475
	SRTP	158,693
Employee Full-Time Equivalents	TDA Claims	
	SRTP	

Cost Drivers

Cost drivers are expense items necessary to provide a particular service. Cost drivers for FAST include operations, maintenance, fuel and administration. The largest operations expense is for purchased transportation (contracted service), and the most significant cost driver in recent years is the higher costs associated with the new operating contract that became effective July 1, 2008. A breakdown of these costs is contained in the following tables. Within administration are administrative salaries and benefits costs for direct city transportation employees plus overhead charges to the transit system for city administrative support. The decline in salaries in 2011 was attributed to changeovers in transit management and furloughing city employees eight hours every two weeks. The percentage of each cost factor is derived relative to total operations costs.

An approved overhead cost allocation plan is used as the basis to distribute general fund costs of city administrative and support services (e.g. city council, city manager, finance, clerk, etc.) to city programs like transit for reimbursement. Examples of the cost basis for support services charged to departments include program expenses, accounting amounts, and purchase orders.

Reimbursements for overhead costs charged to transit in the future will be about \$350,000 per year, according to the City's adopted 2012/2013 Budget. The majority of overhead costs are from public works management cost allocations that are based on the department's organizational structure from past years.

**Cost Drivers
Fairfield/Suisun Transit**

	2009	2010	2011	2012
Salaries	\$505,449	\$510,095	\$468,989	\$505,087
<i>% Change</i>		1%	-8%	8%
Benefits	\$279,313	\$300,946	\$268,689	\$269,622
<i>% Change</i>		8%	-11%	0%
Cost Allocation	\$370,000	\$396,000	\$412,000	\$364,000
<i>% Change</i>		7%	5%	-12%
Fuel	\$1,092,911	\$963,363	\$1,246,621	\$1,499,739
<i>% Change</i>		-12%	29%	20%

Salaries as a % of Total Operations Cost (minus depreciation)	6%	5%	5%	5%
Benefits as a % of Total Operations Cost (minus depreciation)	3%	3%	3%	3%
Cost Allocation as a % of Total Operations Cost (minus depreciation)	3%	3%	3%	3%
Fuel as a % of Total Operations Cost (minus depreciation)	12%	10%	12%	14%

Source: TDA Fiscal Audit FYs 09-12; TDA Claims Estimated FY 2012

A breakdown of audited operations costs between operations, maintenance and administration is provided for the period of FYs 2007-08 through 2011-12. Contracted operations cost to run the service comprises about 66 percent of total cost (minus depreciation), in-house maintenance cost comprises 21 percent while city administrative costs comprise the remaining 13 percent.

FAST Operations Expenses

	2008	2009	2010	2011	2012
Operations	\$5,471,767	\$6,053,483	\$6,198,312	\$6,566,423	\$7,310,336
<i>% Change</i>		11%	2%	6%	11%
Maintenance	\$1,678,352	\$1,703,607	\$1,881,464	\$2,124,756	\$1,867,135
<i>% Change</i>		2%	10%	13%	-12%
Administrative and	\$1,237,003	\$1,360,105	\$1,349,617	\$1,299,489	\$1,332,957
<i>% Change</i>		10%	-1%	-4%	3%
Depreciation	\$1,638,779	\$1,481,013	\$2,022,964	\$2,166,908	\$2,372,775
<i>% Change</i>		-10%	37%	7%	10%
Total	\$10,025,901	\$10,598,208	\$11,452,357	\$12,157,576	\$12,883,203

Source: TDA Fiscal Audit

A further division of operating expenses among other cost drivers is shown using audited data. With purchased transportation being the primary cost driver, others include in-house maintenance services, fuel, and insurance. Trends in expenses show variability, with several costs decreasing and then increasing on an annual basis, or vice versa, over the last three years. Others such as general administration remained relatively stable. Overall total operating expenses increased each year.

FAST Operations Expenses

	2009	2010	2011	2012
Services	\$2,094,157	\$2,211,166	\$2,597,590	\$2,381,010
<i>% Change</i>		6%	17%	-8%
Fuels and Lubricants	\$1,092,911	\$963,363	\$1,246,621	\$1,499,739
<i>% Change</i>		-12%	29%	20%
Casualty and Liability	\$219,993	\$237,185	\$247,237	\$257,387
<i>% Change</i>		8%	4%	4%
Utilities	\$23,248	\$62,636	\$51,073	\$36,972
<i>% Change</i>		169%	-18%	-28%
Purchased Transportation	\$4,300,819	\$4,544,111	\$4,482,676	\$4,924,411
<i>% Change</i>		6%	-1%	10%
Miscellaneous	\$25,962	\$61,395	\$65,982	\$77,952
<i>% Change</i>		136%	7%	18%
General Administration	\$1,360,105	\$1,349,617	\$1,299,489	\$1,332,957
<i>% Change</i>		-1%	-4%	3%
Depreciation	\$1,481,013	\$2,022,964	\$2,166,908	\$2,372,775
<i>% Change</i>		37%	7%	10%
Total	\$10,598,208	\$11,452,437	\$12,157,576	\$12,883,203
		8%	6%	6%

Source: TDA Fiscal Audit

Performance Trends

The following tables provide information on performance indicators and trends of the transit system. Industry performance measures are used including operating costs, fare revenues, ridership, revenue hours and miles, and full time equivalents. The general trend in fixed route and demand response services for fiscal years 2009 through 2012 shows less cost efficiency and effectiveness measured in cost per hour and per passenger, and farebox recovery. Subsidy per passenger also increased over the period although improving the last year. Service effectiveness measured by passengers per hour shows an overall decline but showing improvement in the last year. Although service hours increased along with growth in costs, the rate of the increase in hours was slower, thereby resulting in decreased cost effectiveness. Other measures such as fare revenue, ridership, and service miles either declined or grew at a slower pace than the growth in operating costs which impact the performance indicator trends.

FAIRFIELD/SUISUN TRANSIT PERFORMANCE INDICATORS - FIXED ROUTE

Statistics & Performance Indicators	FY 08-09	FY 09-10	FY 10-11	FY 11-12	% Change FY09-FY12
Operating Costs	\$7,271,2	\$7,763,75	\$8,499,22	\$8,664,549	19.2%
<i>Annual % Change</i>		6.8%	9.5%	1.9%	
Passengers	982,682	899,223	914,632	976,219	-0.7%
<i>Annual % Change</i>		-8.5%	1.7%	6.7%	
Vehicle Service Hours	78,152	84,628	84,763	81,516	4.3%
<i>Annual % Change</i>		8.3%	0.2%	-3.8%	
Vehicle Service Miles	1,680,14	1,617,616	1,621,661	1,598,067	-4.9%
<i>Annual % Change</i>		-3.7%	0.3%	-1.5%	
Employee FTEs	72.0	65.0	65.0	93.0	29.2%
<i>Annual % Change</i>		-9.7%	0.0%	43.1%	
Fare Revenue	\$2,018,9	\$1,914,96	\$2,028,00	\$2,214,307	9.7%
<i>Annual % Change</i>		-5.2%	5.9%	9.2%	
Operating Cost per Passenger	\$7.40	\$8.63	\$9.29	\$8.88	20.0%
<i>Annual % Change</i>		16.7%	7.6%	-4.5%	
Operating Cost per Vehicle Service Hour	\$93.04	\$91.74	\$100.27	\$106.29	14.2%
<i>Annual % Change</i>		-1.4%	9.3%	6.0%	
Passengers per Vehicle Service Hour	12.57	10.63	10.79	11.98	-4.8%
<i>Annual % Change</i>		-15.5%	1.6%	11.0%	
Passengers per Vehicle Service Mile	0.58	0.56	0.56	0.61	4.4%
<i>Annual % Change</i>		-5.0%	1.5%	8.3%	

Veh Service Hours per Employee FTE	1,085	1,302	1,304	877	-19.2%
<i>Annual % Change</i>		19.9%	0.2%	-32.8%	
Fare per Passenger	\$2.05	\$2.13	\$2.22	\$2.27	10.4%
<i>Annual % Change</i>		3.7%	4.1%	2.3%	
Subsidy per passenger	\$5.34	\$6.50	\$7.08	\$6.61	23.6%
<i>Annual % Change</i>		21.7%	8.8%	-6.6%	
Farebox Recovery	27.8%	24.7%	23.9%	25.6%	-8.0%
<i>Annual % Change</i>		-11.2%	-3.3%	7.1%	
Percentage Change Consumer Price Index (Bay Area CPI)	1.8%	1.2%	1.7%	2.8%	51.9%

Source: Operating Cost and Fares from TDA Claims Actual FY 09&10, NTD FY 11, State Controller Report FY12

FY 09-11 Passengers, Hours, and Miles from NTD, FY 12 from State Controller

FY 09-11 Employee FTEs from MTC Statistical Summary, FY 12 from State Controller

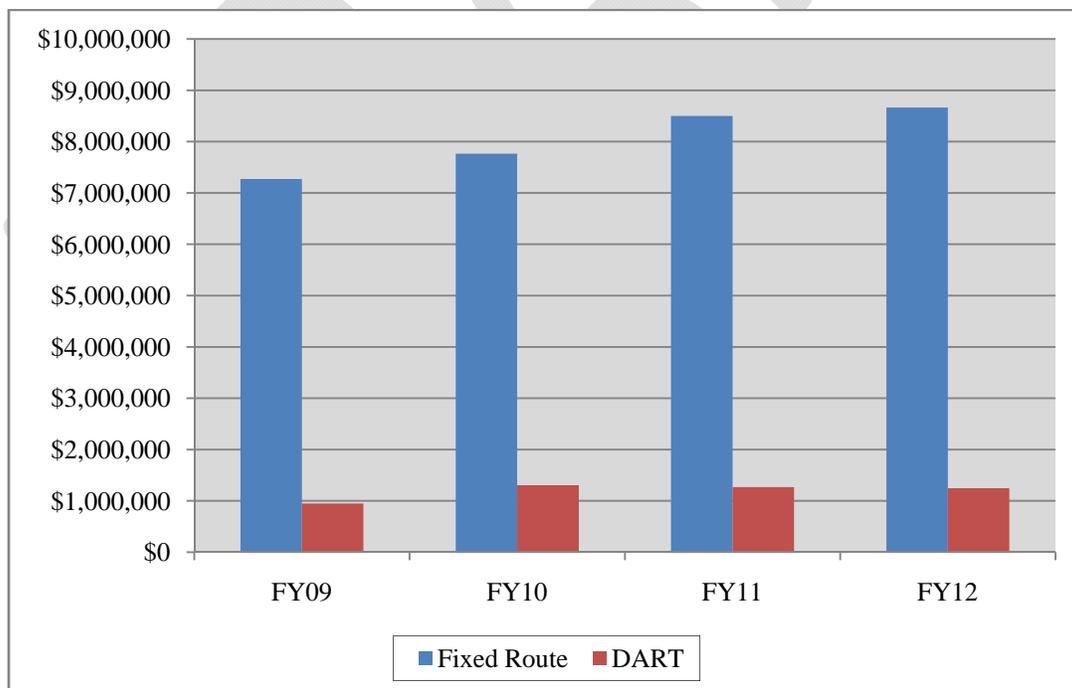
FAIRFIELD/SUISUN TRANSIT PERFORMANCE INDICATORS - DART

Statistics & Performance Indicators	FY 08-09	FY 09-10	FY 10-11	FY 11-12	% Change FY09-FY12
Operating Costs	\$947,529	\$1,306,43	\$1,266,9	\$1,246,423	31.5%
<i>Annual % Change</i>		37.9%	-3.0%	-1.6%	
Passengers	20,811	22,386	20,071	21,165	1.7%
<i>Annual % Change</i>		7.6%	-10.3%	5.5%	
Vehicle Service Hours	10,680	13,068	11,249	11,399	6.7%
<i>Annual % Change</i>		22.4%	-13.9%	1.3%	
Vehicle Service Miles	151,106	199,146	170,723	189,963	25.7%
<i>Annual % Change</i>		31.8%	-14.3%	11.3%	
Employee FTEs	10.0	7.0	7.0	8.0	-20.0%
<i>Annual % Change</i>		-30.0%	0.0%	14.3%	
Fare Revenue	\$54,954	\$80,471	\$64,431	\$73,180	33.2%
<i>Annual % Change</i>		46.4%	-19.9%	13.6%	
Operating Cost per Passenger	\$45.53	\$58.36	\$63.12	\$58.89	29.3%
<i>Annual % Change</i>		28.2%	8.2%	-6.7%	
Operating Cost per Vehicle Service Hour	\$88.72	\$99.97	\$112.63	\$109.34	23.2%
<i>Annual % Change</i>		12.7%	12.7%	-2.9%	
Passengers per Vehicle Service Hour	1.95	1.71	1.78	1.86	-4.7%
<i>Annual % Change</i>		-12.1%	4.2%	4.1%	

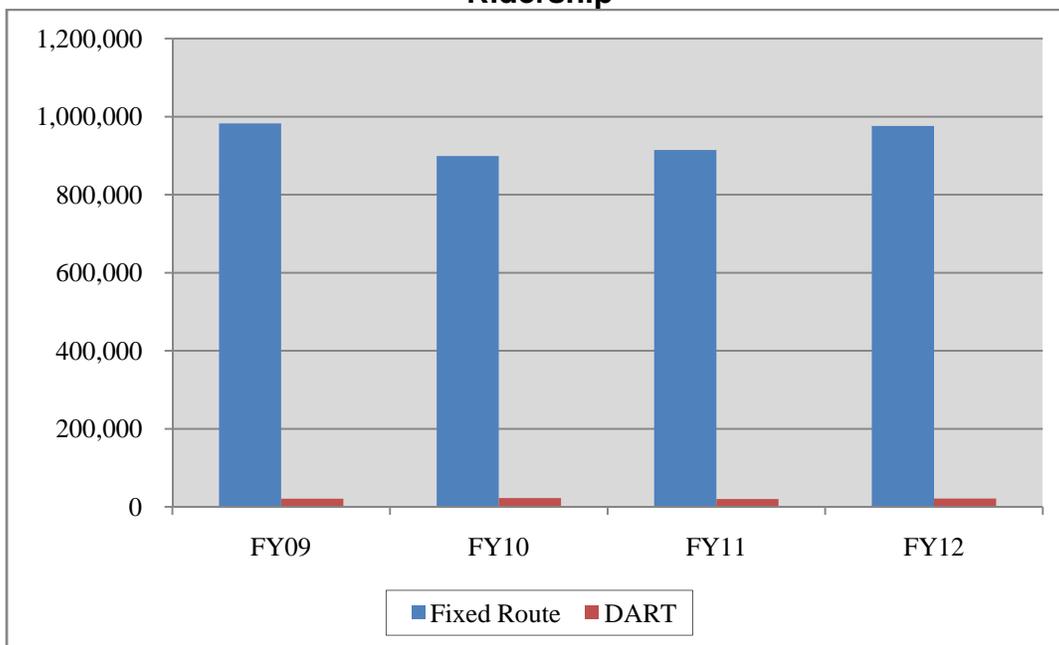
Passengers per Vehicle Service Mile	0.14	0.11	0.12	0.11	-19.1%
<i>Annual % Change</i>		-18.4%	4.6%	-5.2%	
Veh Service Hours per Employee FTE	1,068	1,867	1,607	1,425	33.4%
<i>Annual % Change</i>		74.8%	-13.9%	-11.3%	
Fare per Passenger	\$2.64	\$3.59	\$3.21	\$3.46	30.9%
<i>Annual % Change</i>		36.1%	-10.7%	7.7%	
Subsidy per passenger	\$42.89	\$54.76	\$59.91	\$55.43	29.2%
<i>Annual % Change</i>		27.7%	9.4%	-7.5%	
Farebox Recovery	5.8%	6.2%	5.1%	5.9%	1.2%
<i>Annual % Change</i>		6.2%	-17.4%	15.4%	
Percentage Change Consumer Price Index (Bay Area CPI)	1.8%	1.2%	1.7%	2.8%	51.9%

Source: Operating Cost, Passengers, Hours, Miles and Fares from TDA Claims Actual FY 09&10, NTD FY 11&12
FY 09-11 Employee FTEs from MTC Statistical Summary, FY 12 State Controller Report

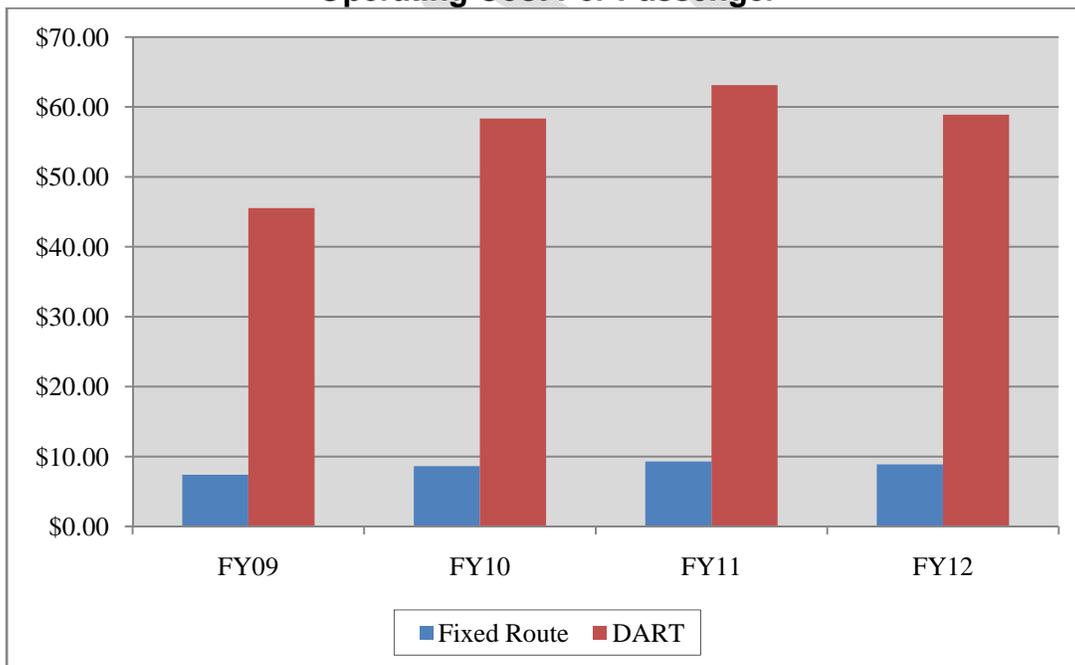
Operating Cost



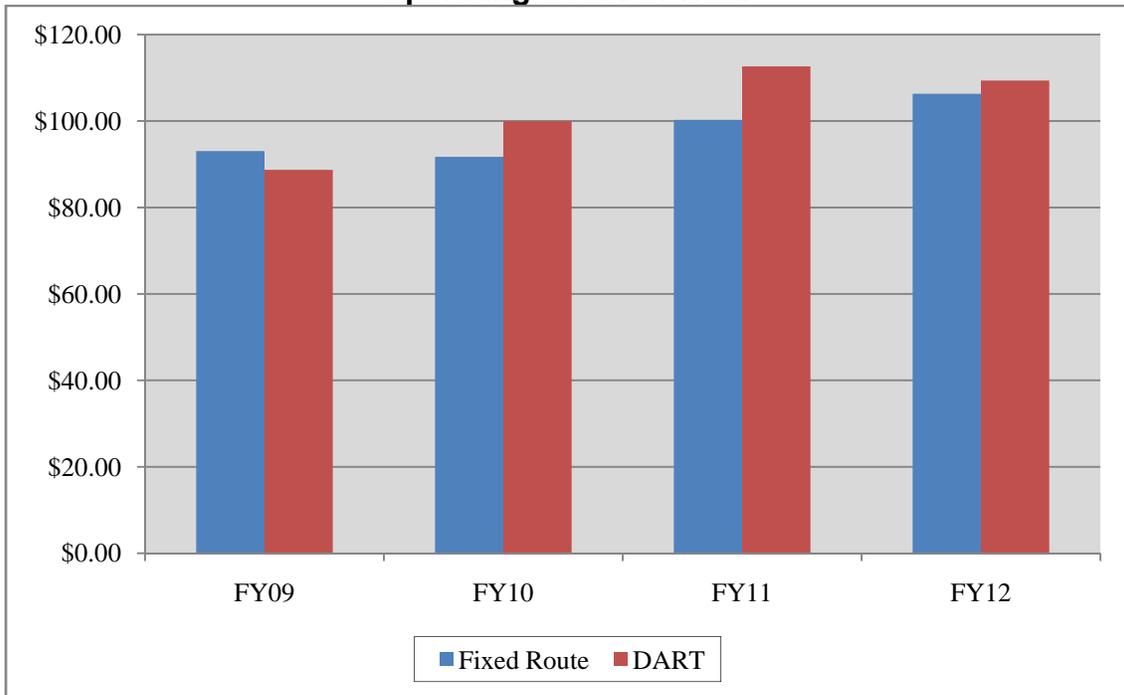
Ridership



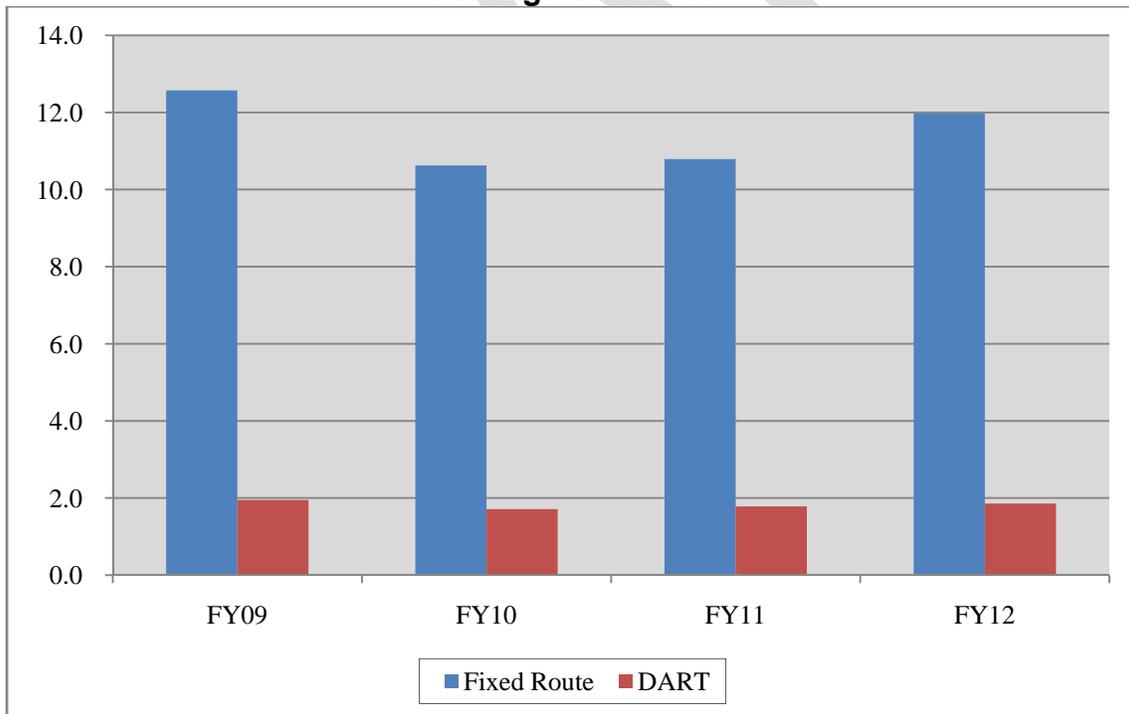
Operating Cost Per Passenger



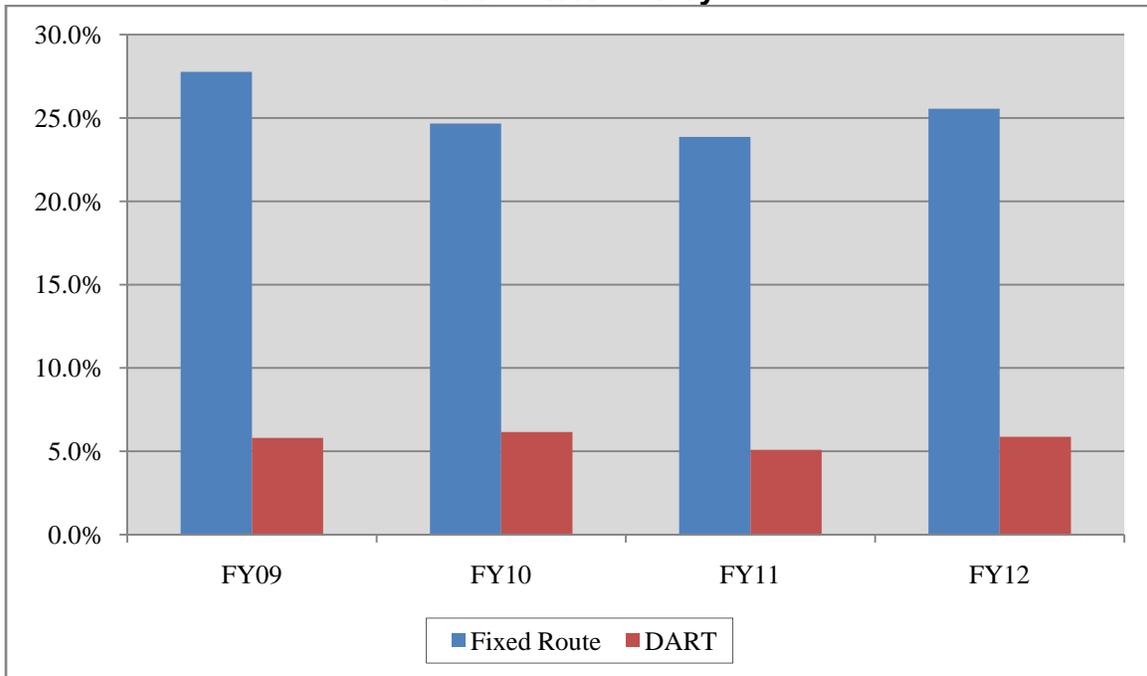
Operating Cost Per Hour



Passengers Per Hour



Farebox Recovery



Performance Against SRTP Standards

The SRTP for FAST provided projections of performance indicators for each transit mode. A sampling of performance indicators and the current status of fixed route and demand response meeting their respective projections are shown.

Performance Measure	SRTP Standard	FAST Actual (FY 10-11)	Standard Met?
Operating Cost per Hour			
<i>Fixed Route</i>	\$100.63	\$100.27	Yes
<i>DART</i>	\$83.86	\$112.63	No
Operating Cost per Passenger			
<i>Fixed Route</i>	\$8.17	\$9.29	No
<i>DART</i>	\$40.78	\$63.12	No
Passengers per Hour			
<i>Fixed Route</i>	12.3	10.8	No
<i>DART</i>	2.1	1.8	No

Operating Revenues

FAST relies on a combination of local, state and federal funding sources for operations of the transit service. They include fare revenue, Regional Measure 2, TDA, and urban federal funds through the FTA 5307 grant program. The contribution of funds from each level of government are distributed fairly equal, with each comprising roughly one-third of funds as recently as FY 10-11. As an operator in a small urbanized area, FAST is able to use all FTA 5307 formula funds for operations and reserve more flexible funds (e.g. TDA) for matching federal grants and for capital purchases like fleet replacement and facilities projects.

In addition to funding bus vehicle operations and maintenance, the city uses about \$400,000 annually in transit funds to maintain the Fairfield Transportation Center that serves various modes including bus transfers, and carpools and vanpools. Also, starting in FY 2012-13, the transit budget will contribute toward maintaining the three city park and ride lots (Red Top Road, Train Station, and Oliver Road). The park and ride maintenance costs are \$60,000 and will gradually increase to over a \$100,000 per year once the train station is fully operational.

Using information from TDA Claims, revenues are shown for a three year period (FYs 2008-09 through 2010-11). A summary of revenues by source type, including local, state and federal is also shown.

Operating Revenues

	FY 09	FY 10	FY 11
Fare Revenue	\$2,229,060	\$2,137,093	\$2,028,003
RM 2	\$711,035	\$711,035	\$711,035
Other Local Funds	\$239,239	\$179,028	\$7,773
TDA	\$4,101,703	\$3,576,127	\$3,712,382
STAF	\$265,120	\$47,603	
FTA 5307	\$2,530,711	\$2,811,756	\$2,497,847
FTA 5307 ARRA			\$682,498
FTA 5311			\$213,479
FTA 5316/5317	\$27,251		
Total	\$10,104,119	\$9,462,642	\$9,853,017

Source: TDA Claim Actuals FYs 09 & 10, Current Adjusted FY 11 for non-fare revenue; Fare revenue from MTC Stat. Summary

Summary of Operating Revenues by Source Type

	FY 09	% of Total	FY 10	% of Total	FY 11	% of Total
Local Revenues (fares, RM2, other)	\$3,179,334	31%	\$3,027,156	32%	\$2,746,811	28%
State Funds (TDA)	\$4,366,823	43%	\$3,623,730	38%	\$3,712,382	38%
Federal	<u>\$2,557,962</u>	<u>25%</u>	<u>\$2,811,756</u>	<u>30%</u>	<u>\$3,393,824</u>	<u>34%</u>
Total	\$10,104,119	100%	\$9,462,642	100%	\$9,853,017	100%

Source: TDA Claims

Capital Revenues

FAST has used several funding sources for capital expenditures including for vehicle replacement and facility improvement. Funding sources include FTA 5309 and 5307 ARRA, TDA, and State Proposition 1B. Federal ARRA funding is a one-time injection for capital projects, while Proposition 1B funding is set to expire by 2016. TDA reserve funds are drawn down to use as matching revenue for federal funds. Using National Transit Database information, revenues are shown for a three year period (FYs 2008-09 through 2010-11). The FTA 5309 funds have been used for design and construction of new transit facilities including the Fairfield/Vacaville Intermodal Train Station. A summary of revenues by source type is also shown.

Capital Revenues by Source

	FY 09	FY 10	FY 11
State Funds (TDA)	\$260,364	\$1,229,170	\$1,571,227
State Funds (Prop 1B)			\$324,399
FTA 5309	\$557,651	\$750,131	\$1,422,954
FTA 5307 ARRA			\$2,301,240
Total	\$818,015	\$1,979,301	\$5,619,820

Source: National Transit Database

Summary of Capital Revenues by Source Type

	FY 09	% of Total	FY 10	% of Total	FY 11	% of Total
State Funds	\$260,364	32%	\$1,229,170	62%	\$1,895,626	34%
FTA	<u>\$557,651</u>	<u>68%</u>	<u>\$750,131</u>	<u>38%</u>	<u>\$3,724,194</u>	<u>66%</u>
Total	\$818,015	100%	\$1,979,301	100%	\$5,619,820	100%

Capital Expenses

The SRTP for FAST identified a significant capital expenditure plan for a 10-year period that includes three transit center projects, facility improvements and vehicle replacements. The current age of the transit fleet remains a concern considering many active vehicles have or will surpass their useful lives. The oldest six buses date back to 1994 and 1996, but are scheduled to be replaced in 2013 and 2015. The majority of vehicles date to between 2002 and 2011. Nearly the entire intercity commuter fleet was purchased in 2003.

The City of Fairfield has budgeted for some vehicle replacement in the next year using primarily federal funds. However, the budget forecasts insufficient capital funds to replace all vehicles at the end of their useful lives and the city instead will continue to rely on vehicle maintenance. This will be the city's strategy to prolong the life of the older transit fleet through engine overhauls and other maintenance practices. As contained in the city's latest budget, the TDA cash balance for fixed route is anticipated to decline over the next five years as it is used for filling revenue gaps for operating and planned capital expenses. The future construction costs of the train station are not included in this analysis because no additional funding that could be used for transit operations or fleet replacement is budgeted for that project which will be funded primarily by toll bridge funds specifically designated for the project.

TDA Balance

The Fairfield/Suisun City annual apportionment of Transportation Development Act Funds is about \$4.4 million. According to funding information provided by the Solano Transportation Authority based on data from the Metropolitan Transportation Commission, after allocation for transit expenses for FY 2012-13, FAST has no remaining TDA balance held by MTC. However, Fairfield has retained over \$2.7 million in TDA in its own accounts and plans to return this amount to MTC for future TDA allocations. FAST also has active, uncommitted TDA allocations of over \$1.4 million that will be used to help fund planned capital expenditures beginning in FY 2012-13.

Cost Containment

A detailed service change proposal that significantly alters the local transit system was introduced in Spring 2012 that is anticipated to result in better efficiencies and a more user-friendly system. The Fairfield City Council approved the proposed service changes on August 21, 2012. FAST implemented the service changes that include replacing long, looping routes with those that follow a more lineal configuration in December 2012. The changes focus more on the local transit routes at the Fairfield Transportation Center, but also include timed transfers at the Solano Town Center, in Cordelia, and near the Wal-Mart on North Texas Street. While the changes are intended to increase service efficiencies and ridership, costs are expected to stabilize from the changes.

Transit management is currently working to reduce contract operations costs through negotiations with the private contractor. The existing operations contract became effective in

July 2008, and the city has exercised the two option years through FY 2013-14. A cost escalator clause included in the original contract has been a major cost driver in recent years, but the discussions with the contractor are focused on mitigating the impacts of this and other contract provisions.

The City of Fairfield implemented furloughs in the past three years resulting in a pay reduction of 10 percent. There have been no pay raises since implementation of furloughs.

Five-Year Financial Forecast

A forecast of revenues and expenses for both operations and capital projects for FAST is presented for the next five-years. The forecast is based in part on the City of Fairfield's FY 2013 budget and provides a base scenario that relies on stable funding streams for operations to sustain the transit system. TDA funds, Regional Measure 2, FTA 5307 grant monies, and fare revenue are the main revenue sources to fund operations. As FAST operates a number of Solano Express commuter routes, TDA contributions from other local jurisdictions are obtained through the intercity transit cost sharing agreement and are included in the fixed route bus revenue forecast.

Fairfield claimed all of its annual apportionment plus carryover, including the full amount for Suisun City, for transit services in FY 2013. Beginning in FY 2014, it is assumed the amounts claimed reflect only annual MTC apportionments, hence the decrease in TDA between FYs 2013 and 2014. However, Fairfield has retained over \$2.7 million in TDA in its own accounts and plans to return this amount to MTC for future TDA allocations. The \$2.7 million is shown separately in the forecast as TDA Reserves. FAST also has over \$1.4 million remaining in TDA capital allocations from previous years.

It is assumed that TDA funds will grow marginally during the forecast period given some improvement that is expected in the economy in the coming years. While TDA revenues in Solano County have grown an average of almost 5 percent per year over the last 20 years (in actual dollars), the average figure factors in both economic peaks and valleys over a long time period. Because of the relatively short forecast period and to remain conservative, TDA growth rates are assumed to follow the forecasted Consumer Price Index for the San Francisco Consolidated Metropolitan Statistical Area (CMSA) developed by the State Department of Finance. The CPI forecast, which goes through FY 2015-16, assumes a 2 percent growth rate per year. The TSP forecast follows this trend. Also, accounting for continued level of some economic growth that is expected to occur slowly in the future, the TSP shows 3 percent growth per year for the last two years of the forecast.

FAST will use \$50,000 per year of TDA to maintain the Suisun-Fairfield Train Station in Suisun City. This amount is subtracted from the total FAST TDA reserves at the bottom of the systemwide forecast each year.

FAST is currently in the first of two final option years for the operations contract which expires at the end of FY 2013-14. As part of structuring a new operations contract effective FY 2014-15, FAST transit management will work to negotiate lower cost rates. In this regard, the forecast

keeps operating costs constant between FYs 2014 and 2015 before incremental increases the following years.

Expenses designated to the fixed route system include local and commuter bus services, operations and maintenance of the Fairfield Transportation Center, and maintenance of three park and ride lots (Red Top Road, Fairfield/Vacaville Intermodal Train Station, and Oliver Road). Maintenance of the future train station park and ride lot is assumed beginning in FY 2014-15, while the other two lots incur expenses beginning in FY 2012-13. No maintenance expenses are included for the Fairfield/Vacaville Intermodal Train Station facilities exclusive of the park and ride lot.

The baseline revenue service hours are based on the FY 2011-12 City of Fairfield FAST National Transit Database. The NTD indicates revenue service hours to be 81,516 for fixed route and 11,399 for Dial-A-Ride.

On the capital side, as most TDA funds will be used to support operations, there is very little remaining for federal capital match requirements or procurements using TDA alone. Remaining capital TDA allocations from previous years will be used. State Transit Assistance Funds are projected to be available for capital projects, with over \$1 million targeted for bus procurements in FY 2013 using carryover from prior years. The annual STAF revenue estimate is projected to be reduced by 6 percent in FY 2014 compared to FY 2013 based on the proposed FY 2013-14 State budget. Revenue for both capital and operations is held constant in the forecast since STAF is volatile based on unpredictable diesel fuel sales. Proposition 1B revenues remaining for bus stop improvements, security projects and revenue-based formula funding to FAST totals about \$550,000.

A number of vehicles in the fleet will require replacement over the next five years based on age of the buses. FAST has indicated its strategy to prolong the useful lives of the vehicles through maintenance overhauls to defer capital replacement. This applies particularly to the commuter buses used for intercity service. Only three intercity buses are targeted for replacement during the five-year forecast using funding committed by the Solano Transportation Authority in procurements being managed by SolTrans. However, smaller older vehicles in the current fleet that have already had overhauls to extend bus lives are shown to be replaced in the forecast.

Vehicle replacement unit costs are based on the most recent MTC regional bus/van pricelist for FYs 2012-13 and FY 2013-14 for Transit Capital Priorities Call for Projects, unless vendor quotes were available. The pricelist assumes a 2 percent annual growth in vehicle cost. MTC Unit costs include cutaway vehicles at \$112,000-\$118,000 (Under/Over 26 feet), but FAST is in process of purchasing two 23-foot cutaway vehicles for \$70,000 each; minivans at \$54,000 although slightly used (less than 20,000 miles) Ford F-350 vans are readily available for under \$25,000; and transit diesel buses at \$517,000. Capital costs for maintenance shop equipment, small capital, and building improvements are provided by the City of Fairfield.

Eighteen vehicles ranging from minivans to paratransit vehicles to local fixed route buses are scheduled for replacement during the next five years. Additional local fixed route buses and large commuter buses are required to be replaced shortly after the forecast period. A listing of

vehicle replacement projects by year is shown. Maintenance shop equipment, small capital, and building improvements are funded per the City of Fairfield.

FY 12-13: Purchase of 6, 40 foot diesel-electric hybrid buses to replace 2-1994, 3-1996, and 1-2002 buses; 2, 23 foot paratransit vans; 2 support vehicles ; maintenance shop equipment; and small capital including engine replacements.

FY 13-14: Purchase 1 support vehicle; maintenance shop equipment and small capital including engine replacements.

FY 14-15: Purchase 1, 40 foot diesel-electric hybrid to replace the last 1996 bus; replacement of 1, 45 foot MCI through procurement managed by SolTrans; 2, 23 foot paratransit vehicles; maintenance shop equipment and small capital including engine replacements.

FY 15-16: Maintenance shop equipment and small capital including engine replacements.

FY 16-17: Replace 2, 45 foot MCIs through procurement managed by SolTrans; 1 support vehicle; maintenance shop equipment and small capital including engine replacements.

FY 17-18: Maintenance shop equipment and small capital including engine replacements.

The financial forecast data is expressed in year of expenditure. As shown in the forecast, FAST will operate with revenues and expenses in approximate balance for the forecast period. However, FAST will face significant costs for buses that will need to be replaced soon after the forecast period.

The adopted City of Fairfield budget anticipates a very significant cost decrease in the new operations contract that will take effect in FY 2014-15 in order to balance operating revenues and costs. The assumed decrease in the operations contract in the city's budget is almost \$1 million. While this was considered in development of the TSP, rather than show a significant decline in operating expenses, the TSP forecast holds fixed route and paratransit operating costs constant between FYs 2014 and 2015 to reflect some level of savings from the new contract. The assumption about the cost of the new operations contract in FY 2014-15 is one of the primary factors in whether FAST could continue operating its existing service and still have reserves for future bus replacements.

FAST management has indicated they are developing strategies to both reduce operating costs and increase operating revenues. In addition to the ongoing discussions with the current operations contractor for cost reductions in the final year of the current contract, FAST will structure the request for proposals (RFP) for a new contract to reduce costs. The most promising prospect for increasing operating revenues is the implementation of parking fees at the park and ride lots owned by the City. The City currently has two park and ride facilities with a total of 854 spaces and has funding for a third lot expected to open in early 2014 with estimated 180 spaces in design. The potential revenues that could be generated by restructuring advertising contracts is not expected to be a major factor in this size operation, so FAST will need to consider a combination of fare increases and service reductions if it not successful in reducing costs and generating parking revenues.

Financial Projections - Fixed Route Capital and Operating

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Capital Expense						
Vehicle Replacement ⁽¹⁾	\$4,450,000	\$130,000	\$1,750,700	\$100,000	\$2,096,100	\$100,000
Bus Stop Improvements	\$80,000	\$340,000	\$0	\$0	\$0	\$0
Maint. Shop Equipment	\$100,000	\$103,000	\$106,000	\$109,000	\$113,000	\$116,000
Misc. Small Capital	\$100,000	\$103,000	\$106,000	\$109,000	\$113,000	\$116,000
Facilities	\$820,000	\$1,912,000	\$3,700,000	\$1,150,000	\$100,000	\$0
Total	\$5,550,000	\$2,588,000	\$5,662,700	\$1,468,000	\$2,422,100	\$332,000
Capital Revenue						
Transportation Development Act	\$1,429,200	\$471,000	\$566,700	\$318,000	\$461,000	\$332,000
State Transit Assistance Fund ⁽²⁾	\$1,047,100	\$0	\$0	\$0	\$387,600	\$0
Proposition 1B	\$942,300	\$333,500	\$931,700	\$0	\$1,573,500	\$0
RM2		\$400,000	\$3,600,000	\$1,150,000		
Misc FTA (Earmarks, Lifeline, Grants)	\$631,400	\$1,383,600				
FTA 5309	\$1,500,000	\$0	\$0	\$0	\$0	\$0
FTA 5339	\$0	\$0	\$564,300			
Total	\$5,550,000	\$2,588,100	\$5,662,700	\$1,468,000	\$2,422,100	\$332,000
Annual Net Surplus/Deficit - Capital	\$0	\$100	\$0	\$0	\$0	\$0
Cumulative Net Surplus/Deficit - Capital	\$0	\$100	\$100	\$100	\$100	\$100
Operating Expense						
Fixed Route ⁽³⁾	\$8,389,000	\$8,641,000	\$8,641,000	\$8,900,000	\$9,167,000	\$9,442,000
Fairfield Transportation Center	\$336,000	\$338,000	\$340,000	\$342,000	\$344,000	\$346,000
Park & Ride Lots (Red Top, Oliver, Train Station)	\$60,000	\$62,000	\$108,000	\$117,000	\$126,000	\$129,000
Cost Allocation	\$307,000	\$312,000	\$307,000	\$310,000	\$316,000	\$325,000
Total	\$9,092,000	\$9,353,000	\$9,396,000	\$9,669,000	\$9,953,000	\$10,242,000
Operating Revenue						

Financial Projections - Fixed Route Capital and Operating

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Fares ⁽⁴⁾	\$2,110,000	\$2,152,000	\$2,195,000	\$2,239,000	\$2,284,000	\$2,330,000
Other Income	\$106,000	\$109,000	\$111,000	\$114,000	\$117,000	\$119,000
RM 2	\$711,000	\$711,000	\$711,000	\$711,000	\$711,000	\$711,000
Transportation Development Act ⁽⁵⁾	\$2,993,000	\$3,053,000	\$3,114,000	\$3,176,000	\$3,271,000	\$3,369,000
TDA Intercity Transit Cost Sharing	\$958,000	\$977,000	\$997,000	\$1,017,000	\$1,048,000	\$1,079,000
State Transit Assistance Fund	\$0	\$116,100	\$116,100	\$116,100	\$116,100	\$116,100
FTA 5307/5311 ⁽⁶⁾	\$2,569,000	\$2,452,000	\$2,452,000	\$2,452,000	\$2,452,000	\$2,452,000
Total	\$9,447,000	\$9,570,100	\$9,696,100	\$9,825,100	\$9,999,100	\$10,176,100
Annual Net Surplus/Deficit - Operations	\$355,000	\$217,100	\$300,100	\$156,100	\$46,100	-\$65,900
Cumulative Net Surplus/Deficit - Operations	\$355,000	\$572,100	\$872,200	\$1,028,300	\$1,074,400	\$1,008,500

(1) Vehicle replacement includes replacement of intercity service commuter buses using funding committed by the Solano Transportation Authority in procurements being managed by SolTrans.

(2) STAF for FY 2013 includes carryover of \$923,947 plus fiscal year revenue estimate of \$123,196. STAF reduction of 6% between FY 2013 revenue estimate of \$123,196 and 2014 based on proposed FY 2013-14 State budget. Reduced revenue shown as operating revenues. STA operating revenue held constant since STAF is volatile based on unpredictable diesel fuel sales.

(3) Fixed route operating costs increase by 3%, slightly above the forecasted growth in CPI for the San Francisco Consolidated Metropolitan Statistical Area (CMSA). Costs in FY 2014-15 remain the same as the prior year to reflect cost savings anticipated by FAST with a new operating contract.

(4) Fares grow at 2% per year.

(5) TDA revenues are net of STA Planning (\$127,000) and Intercity Service Agreement (SolTrans \$101,000). TDA grows by 2% annually for first three years, then 3% next two years, mirroring forecasted growth of SF CMSA CPI Forecast through FY 2015-16.

(6) FTA 5307 urban revenues of about \$2.4 million based on MTC estimates for FYs 2013 and 2014. FTA 5311 rural revenues of \$200,000 in FY 2013 based on STA allocation, and \$50,000 thereafter.

**Financial Projections - Paratransit and Local and Intercity Tax
Capital and Operating**

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Capital Expense						
Vehicle Replacement	\$140,000	\$0	\$180,000	\$0	\$0	\$0
Facilities	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$140,000	\$0	\$180,000	\$0	\$0	\$0
Capital Revenue						
Transportation Development Act	\$79,200	\$0	\$180,000	\$0	\$0	\$0
State Transit Assistance Fund	\$0	\$0	\$0	\$0	\$0	\$0
Proposition 1B	\$60,800	\$0	\$0	\$0	\$0	\$0
RM2	\$0	\$0	\$0	\$0	\$0	\$0
Misc FTA (Earmarks, Lifeline, Grants)	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5309	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5339	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$140,000	\$0	\$180,000	\$0	\$0	\$0
Annual Net Surplus/Deficit - Capital	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Net Surplus/Deficit - Capital	\$0	\$0	\$0	\$0	\$0	\$0
Operating Expense						
Paratransit ⁽¹⁾	\$1,279,000	\$1,317,000	\$1,317,000	\$1,357,000	\$1,398,000	\$1,440,000
Local Taxi	\$130,000	\$132,000	\$136,000	\$140,000	\$144,000	\$148,000
Intercity Taxi	\$150,000	\$153,000	\$158,000	\$163,000	\$168,000	\$173,000
Volunteer Driver	\$54,000	\$56,000	\$58,000	\$60,000	\$62,000	\$64,000
Cost Allocation Plan	\$39,000	\$35,000	\$40,000	\$40,000	\$41,000	\$42,000
Fairfield Transportation Center	\$64,000	\$66,000	\$68,000	\$70,000	\$72,000	\$74,000
Total	\$1,716,000	\$1,759,000	\$1,777,000	\$1,830,000	\$1,885,000	\$1,941,000
Operating Revenue						
Fares ⁽²⁾	\$131,000	\$134,000	\$137,000	\$140,000	\$143,000	\$146,000
Local Operating	\$246,000	\$246,000	\$246,000	\$246,000	\$246,000	\$246,000

**Financial Projections - Paratransit and Local and Intercity Tax
Capital and Operating**

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Transportation Development Act ⁽³⁾	\$1,391,000	\$1,419,000	\$1,447,000	\$1,476,000	\$1,520,000	\$1,566,000
Total	\$1,768,000	\$1,799,000	\$1,830,000	\$1,862,000	\$1,909,000	\$1,958,000
Annual Net Surplus/Deficit - Operations	\$52,000	\$40,000	\$53,000	\$32,000	\$24,000	\$17,000
Cumulative Net Surplus/Deficit - Operations	\$52,000	\$92,000	\$145,000	\$177,000	\$201,000	\$218,000

(1) Paratransit operating costs increase by 3%, slightly above the forecasted growth in CPI for the San Francisco Consolidated Metropolitan Statistical Area (CMSA). Costs in FY 2014-15 remain the same as the prior year to reflect cost savings anticipated by FAST with a new operating contract.

(2) Fares grow at 2% per year.

(3) TDA grows by 2% annually for first three years, then 3% next two years, mirroring forecasted growth of SF CMSA CPI Forecast through FY 2015-16.

**Financial Projections - Complete System (Fixed Route, Paratransit, Local Tax and Intercity Tax)
Capital and Operating**

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Capital Expense						
Vehicle Replacement ⁽¹⁾	\$4,590,000	\$130,000	\$1,930,700	\$100,000	\$2,096,100	\$100,000
Bus Stop Improvements	\$80,000	\$340,000	\$0	\$0	\$0	\$0
Maint. Shop Equipment	\$100,000	\$103,000	\$106,000	\$109,000	\$113,000	\$116,000
Misc. Small Capital	\$100,000	\$103,000	\$106,000	\$109,000	\$113,000	\$116,000
Facilities	\$820,000	\$1,912,000	\$3,700,000	\$1,150,000	\$100,000	\$0
Total	\$5,690,000	\$2,588,000	\$5,842,700	\$1,468,000	\$2,422,100	\$332,000
Capital Revenue						
Transportation Development Act	\$1,508,400	\$471,000	\$746,700	\$318,000	\$461,000	\$332,000
State Transit Assistance Fund	\$1,047,100	\$0	\$0	\$0	\$387,600	\$0

**Financial Projections - Complete System (Fixed Route, Paratransit, Local Taxi and Intercity Taxi)
Capital and Operating**

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Proposition 1B	\$1,003,100	\$333,500	\$931,700	\$0	\$1,573,500	\$0
RM2	\$0	\$400,000	\$3,600,000	\$1,150,000	\$0	\$0
Misc FTA (Earmarks, Lifeline, Grants)	\$631,400	\$1,383,600	\$0	\$0	\$0	\$0
FTA 5309	\$1,500,000	\$0	\$0	\$0	\$0	\$0
FTA 5339	\$0	\$0	\$564,300	\$0	\$0	\$0
Total	\$5,690,000	\$2,588,100	\$5,842,700	\$1,468,000	\$2,422,100	\$332,000
Annual Net Surplus/Deficit - Capital	\$0	\$100	\$0	\$0	\$0	\$0
Cumulative Net Surplus/Deficit - Capital	\$0	\$100	\$100	\$100	\$100	\$100
Operating Expense						
Operations	\$10,002,000	\$10,299,000	\$10,310,000	\$10,620,000	\$10,939,000	\$11,267,000
Fairfield Transportation Center	\$400,000	\$404,000	\$408,000	\$412,000	\$416,000	\$420,000
Park & Ride Lots	\$60,000	\$62,000	\$108,000	\$117,000	\$126,000	\$129,000
Cost Allocation	\$346,000	\$347,000	\$347,000	\$350,000	\$357,000	\$367,000
Total	\$10,808,000	\$11,112,000	\$11,173,000	\$11,499,000	\$11,838,000	\$12,183,000
Operating Revenue						
Fares	\$2,241,000	\$2,286,000	\$2,332,000	\$2,379,000	\$2,427,000	\$2,476,000
Other Income	\$106,000	\$109,000	\$111,000	\$114,000	\$117,000	\$119,000
Local Operating	\$246,000	\$246,000	\$246,000	\$246,000	\$246,000	\$246,000
RM 2	\$711,000	\$711,000	\$711,000	\$711,000	\$711,000	\$711,000
Transportation Development Act ⁽²⁾	\$4,384,000	\$4,472,000	\$4,561,000	\$4,652,000	\$4,791,000	\$4,935,000
TDA Intercity Transit Cost Sharing	\$958,000	\$977,000	\$997,000	\$1,017,000	\$1,048,000	\$1,079,000
State Transit Assistance Fund	\$0	\$116,100	\$116,100	\$116,100	\$116,100	\$116,100
FTA 5307/5311	\$2,569,000	\$2,452,000	\$2,452,000	\$2,452,000	\$2,452,000	\$2,452,000
Total	\$11,215,000	\$11,369,100	\$11,526,100	\$11,687,100	\$11,908,100	\$12,134,100
Annual Net Surplus/Deficit - Operations	\$407,000	\$257,100	\$353,100	\$188,100	\$70,100	-\$48,900

**Financial Projections - Complete System (Fixed Route, Paratransit, Local Taxi and Intercity Taxi)
Capital and Operating**

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Cumulative Net Surplus/Deficit - Operations	\$407,000	\$664,100	\$1,017,200	\$1,205,300	\$1,275,400	\$1,226,500
TDA Reserve ⁽³⁾	\$2,760,000	\$0	\$0	\$0	\$0	\$0
TDA Carryover ⁽⁴⁾	\$1,422,800	\$3,031,400	\$2,767,500	\$2,323,900	\$2,144,000	\$1,703,100
Annual Operations Balance	\$407,000	\$257,100	\$353,100	\$188,100	\$70,100	-\$48,900
TDA Suisun Transit Station Maintenance ⁽⁵⁾	-\$50,000	-\$50,000	-\$50,000	-\$50,000	-\$50,000	-\$50,000
TDA Capital Uses	-\$1,508,400	-\$471,000	-\$746,700	-\$318,000	-\$461,000	-\$332,000
Net Carryover	\$3,031,400	\$2,767,500	\$2,323,900	\$2,144,000	\$1,703,100	\$1,272,200

(1) Vehicle replacement includes replacement of intercity service commuter buses using funding committed by the Solano Transportation Authority in procurements being managed by SolTrans.

(2) TDA revenues are net of STA Planning (\$127,000) and Intercity Service Agreement (SolTrans \$101,000). Fairfield claimed all of its annual apportionment plus carryover, including the full amount for Suisun City, for transit services in FY 2013. Beginning in FY 2014, it is assumed the amounts claimed reflect only annual MTC apportionments and no carryover, hence the decrease in TDA between FYs 2013 and 2014.

(3) Fairfield has retained \$2.7 million in TDA reserves from past years that will be returned to MTC and included as part of future TDA carryover balances.

(4) Fairfield claimed all TDA funds for FY 12-13, so there is no unallocated carryover for that year. However, Fairfield has \$1.4 million of previously allocated TDA that can be used to reimburse capital project expenses. This amount is shown in the FY 2012-13 TDA Carryover.

(5) \$50,000 in annual TDA will be provided for maintenance of the Suisun-Fairfield Train Station in Suisun City.

City of Rio Vista Delta Breeze

The following tables provide an initial summary of the historic financial and performance data for Rio Vista Delta Breeze. Data sources used to comprise the tables include TDA Claims, Fiscal Audits, National Transit Database, Comprehensive Annual Financial Reports, MTC Statistical Summary, and State Controller Reports. A review of other data sources including the Short Range Transit Plan was also conducted.

Data Consistency

A comparison of key financial and operations data was undertaken to determine the general accuracy of the recording and reporting by City of Rio Vista staff. With an understanding that various reports are submitted at different times on the state and federal levels, they are all prepared after the end of the fiscal year and ideally should match. The listing of the data provides comparison to show discrepancies that exist among the various data sources that portray the financial health of the transit system.

RIO VISTA DATA CONSISTENCY - TOTAL SYSTEM

Performance Measure	Source	FY09	FY10	FY11	FY12
Total Operating Expenses	FTA National Transit Database	\$337,275	\$443,832	\$490,011	\$556,149
	State Controller Report	\$377,917	\$440,967	\$504,016	\$556,149
	Audited Financial Statements	\$313,658	\$386,135	\$509,083	
	MTC Statistical	\$337,000	\$444,000	\$472,000	
	TDA Claim	\$325,028	\$386,135	\$502,423	\$525,536
Farebox Revenues	S RTP		\$387,717	\$505,996	
	FTA National Transit Database	\$59,258	\$103,451	\$57,459	\$53,775
	State Controller Report	\$65,593	\$45,141	\$62,459	\$53,775
	Audited Financial Statements	\$65,668	\$108,038	\$114,935	
	MTC Statistical	\$59,000	\$63,000	\$62,000	
TDA Claim	\$71,353	\$68,783	\$60,866	\$42,125	
	S RTP		\$26,000	\$62,213	

RIO VISTA DATA CONSISTENCY - FIXED ROUTE

Performance Measure	Source	FY09	FY10	FY11	FY12
Operating Cost	TDA Claim	\$313,658	\$364,649	\$494,016	\$525,286
	MTC Statistical	\$337,000	\$444,000	\$472,000	
Passenger Fares	TDA Claim	\$65,668	\$58,038	\$57,459	\$42,000
	MTC Statistical	\$59,000	\$63,000	\$62,000	
Passengers	FTA National Transit Database	11,180	14,399	13,431	15,050
	State Controller Report	11,180	14,399	13,431	
	MTC Statistical	11,000	14,000	12,000	
	TDA Claims	11,196	14,648	13,431	
	SRTP	11,180	14,648	13,181	
Vehicle Service Hours	FTA National Transit Database	4,572	5,825	5,475	5,500
	State Controller Report	4,572	5,824	5,419	
	MTC Statistical	3,000	6,000	5,000	
	TDA Claims	3,130	5,825	5,475	
	SRTP			5,719	
Vehicle Service Miles	FTA National Transit Database	78,959	123,679	130,151	126,000
	State Controller Report	78,959	123,679	130,151	
	MTC Statistical	42,000	116,000	130,000	
	TDA Claims	42,138	123,679	130,151	
	SRTP			131,132	
Employee Full-Time Equivalents	FTA National Transit Database				10.0
	State Controller Report	6.0	8.0	10.0	
	MTC Statistical	6.0	12.0	12.0	
	TDA Claims	6.0	8.0	11.0	

RIO VISTA DATA CONSISTENCY - TAXI SCRIP

Performance Measure	Source	FY09	FY10	FY11	FY12
Operating Cost	TDA Claim	\$11,370	\$21,486	\$8,407	\$250
Passenger Fare	TDA Claim	\$5,685	\$10,745	\$3,407	\$125
Passengers	FTA National Transit Database	281	281	108	
	State Controller Report	119	281	99	
	TDA Claim	119	281	108	8
Vehicle Service Hours	FTA National Transit Database	259	259	108	
	State Controller Report	321	259	100	
	TDA Claim	321	259	108	3
Vehicle Service Miles	FTA National Transit Database	7,213	7,213	3,690	
	State Controller Report	3,018	7,213	3,390	
	TDA Claim	3,018	7,213	3,690	85
Employee Full-Time Equivalents	FTA National Transit Database				
	State Controller Report	2.0	2.0	2.0	
	TDA Claim	2.0	2.0	1.0	1.0

Cost Drivers

Cost drivers are expense items necessary to provide a particular service. Cost drivers for Delta Breeze include operations, maintenance, fuel and administration. The percentage of administrative wages and benefits and fuel are derived relative to total operations costs. The transit manager was transitioned from a contractor to a city staff member in FY 2011 which increased administrative labor cost.

Cost Drivers
Rio Vista Delta Breeze

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Salaries & Wages (direct and city admin. staff)	\$16,403	\$9,890	\$10,788	\$33,061	\$31,378
<i>Ann. % Chg.</i>		-40%	9%	206%	-5%
Benefits (Direct Employee)	\$9,607	\$6,634	\$5,676	\$10,987	\$13,388
<i>Ann. % Chg.</i>		-31%	-14%	94%	22%
Fuel	\$29,759	\$52,000	\$50,000	\$48,000	\$53,000
<i>Ann. % Chg.</i>		75%	-4%	-4%	10%

Salaries & Wages as % of Total Operations Cost (minus Depreciation)	5%	3%	3%	6%	5%
Benefits as a % of Total Operations Cost (minus Depreciation)	3%	2%	1%	2%	2%
Fuel as % of Total Operations Cost (minus Depreciation)	10%	17%	13%	9%	9%

Source: Rio Vista Delta Breeze Transit Budget

A breakdown of audited operations costs between O&M and administration is provided for the period of FYs 2007-08 through 2010-11. The significant variance in expenses from one year to another makes it difficult to draw any initial trends or conclusions, although the general trend is an increase in overall costs. In FY 2008, the fiscal auditor treated some contractor fixed operations costs as administrative cost, and then charged administrative expenses into operations the next year.

Delta Breeze Transit Operations Expenses

	FY 2008	FY 2009	FY 2010	2011
Operations and Maintenance	\$136,540	\$306,716	\$353,506	\$474,402
<i>Ann. % Chg</i>		125%	15%	34%
Administrative and General	\$162,330	\$6,942	\$32,910	\$34,681
<i>Ann. % Chg</i>		-96%	374%	5%
Depreciation	\$11,053	\$19,253	\$23,269	\$24,552
<i>Ann. % Chg</i>		74%	21%	6%
Total	\$309,923	\$332,911	\$409,685	\$533,635

Source: TDA Fiscal Audits

A further division of operating expenses among other cost drivers is shown using audited data. The data shows that contract operations costs as well as supplies and materials increased

significantly between FYs 2009 and 2011. This increase is in line with expanded services that occurred over the past few years. Also, this was due to a change in operating contractors in FY 2010 from MV to Storer. Storer had much higher costs as compared to MV.

Delta Breeze Transit Operations Expenses

	FY 2009	FY 2010	FY 2011
Salaries and Benefits	\$17,135	\$15,028	\$34,681
<i>% Change</i>		-12%	131%
Contract Services	\$221,831	\$268,399	\$315,190
<i>% Change</i>		21%	17%
Supplies and Materials	\$57,685	\$82,371	\$158,866
<i>% Change</i>		43%	93%
Insurance	\$2,313	\$1,831	\$103
<i>% Change</i>		-21%	-94%
Maintenance and Repair	\$725	\$262	\$0
<i>% Change</i>		-64%	-100%
Communications	\$932	\$6,112	\$93
<i>% Change</i>		556%	-98%
Professional Services	\$13,037	\$12,413	\$144
<i>% Change</i>		-5%	-99%
Depreciation	\$19,253	\$23,269	\$24,552
<i>% Change</i>		21%	6%
Total	\$332,911	\$409,685	\$533,629
		23%	30%

Source: City of Rio Vista CAFR

Performance Trends

The following tables provide information on performance indicators and trends of the transit system. Industry performance measures are used including operating costs, fare revenues, ridership, revenue hours and miles, and full time equivalents. The general trend for the fiscal years 2009 through 2011 shows less cost efficiency and effectiveness measured in cost per hours and per passenger, and farebox recovery. Service effectiveness measured by passengers per hour remained relatively stable, but below approved standards in the SRTP.

Fare revenues reported by the city have historically been comprised of several sources including passenger fares, River Delta Unified School District (RDUSD) contract revenue, Greyhound ticket sales commissions, and other miscellaneous funds. These revenues have generally been combined in the accounts of the City finance department when reporting on fare revenue, thus creating difficulties in separating true passenger fares from the other sources. Transit staff has begun to separate these sources to identify the actual base fares generated by the general public and students from riding Delta Breeze.

The SRTP reports that historically passenger fares alone have not been enough to meet the required farebox recovery ratio, and that the other local revenues are needed to meet the ratio. Since the historic data from published city reports do not separate passenger fares from local support revenue, the fare revenue in the tables include all the various sources. When including only passenger fares, the farebox ratio declines to about 5 percent according to the SRTP. Recent reconciliation of fare revenues by city transit staff show that pure passenger fare revenues from general public transit, school district ridership and taxi scrip is about \$30,000.

RIO VISTA PERFORMANCE INDICATORS - TOTAL SYSTEM

Statistics & Performance Indicators	FY 08-09	FY 09-10	FY 10-11	% Change FY09-FY11
Operating Costs	\$325,028	\$386,135	\$502,423	54.6%
<i>Annual % Change</i>		18.8%	30.1%	
Passengers	11,299	14,680	13,539	19.8%
<i>Annual % Change</i>		29.9%	-7.8%	
Vehicle Service Hours	4,893	6,084	5,583	14.1%
<i>Annual % Change</i>		24.3%	-8.2%	
Vehicle Service Miles	81,977	130,892	133,841	63.3%
<i>Annual % Change</i>		59.7%	2.3%	
Employee FTEs	8	10	12	50.0%
<i>Annual % Change</i>		25.0%	20.0%	
Fare Revenue ⁽¹⁾	\$65,668	\$68,783	\$60,866	-7.3%
<i>Annual % Change</i>		4.7%	-11.5%	
Operating Cost per Passenger	\$28.77	\$26.30	\$37.11	29.0%
<i>Annual % Change</i>		-8.6%	41.1%	
Operating Cost per Vehicle Service Hour	\$66.43	\$63.47	\$89.99	35.5%
<i>Annual % Change</i>		-4.5%	41.8%	
Passengers per Vehicle Service Hour	2.31	2.41	2.43	5.0%
<i>Annual % Change</i>		4.5%	0.5%	
Passengers per Vehicle Service Mile	0.14	0.11	0.10	-26.6%
<i>Annual % Change</i>		-18.6%	-9.8%	
Veh Service Hours per Employee FTE	612	608	465	-23.9%
<i>Annual % Change</i>		-0.5%	-23.5%	
Fare per Passenger	\$5.81	\$4.69	\$4.50	-22.6%
<i>Annual % Change</i>		-19.4%	-4.1%	
Subsidy per passenger	\$22.95	\$21.62	\$32.61	42.1%
<i>Annual % Change</i>		-5.8%	50.9%	
Farebox Recovery Ratio	20.2%	17.8%	12.1%	-40.0%
<i>Annual % Change</i>		-11.8%	-32.0%	

Percentage Change				
Consumer Price Index (Bay Area CPI)	1.8%	1.2%	1.7%	

(1) Fare revenue for FY11 excluding service extensions was \$37,253, and operating cost was \$476,365. Farebox excluding service extensions was 7.8%.

Source: Operating costs (FYs 09-10) and fare revenue (FY 09) from TDA Fiscal Audit
 Operating costs for FY 11 from TDA Claim Actual
 Fare Revenue (FY 10 and 11) from TDA Claim Actuals

RIO VISTA PERFORMANCE INDICATORS - FIXED ROUTE

Statistics & Performance Indicators	FY 08-09	FY 09-10	FY 10-11	% Change FY09-FY11
Operating Costs	\$313,658	\$364,649	\$494,016	57.5%
<i>Annual % Change</i>		16.3%	35.5%	
Passengers	11,180	14,399	13,431	20.1%
<i>Annual % Change</i>		28.8%	-6.7%	
Vehicle Service Hours	4,572	5,825	5,475	19.8%
<i>Annual % Change</i>		27.4%	-6.0%	
Vehicle Service Miles	78,959	123,679	130,151	64.8%
<i>Annual % Change</i>		56.6%	5.2%	
Employee FTEs	6	8	11	83.3%
<i>Annual % Change</i>		33.3%	37.5%	
Fare Revenue	\$59,983	\$58,038	\$57,459	-4.2%
<i>Annual % Change</i>		-3.2%	-1.0%	
Operating Cost per Passenger	\$28.06	\$25.32	\$36.78	31.1%
<i>Annual % Change</i>		-9.7%	45.2%	
Operating Cost per Vehicle Service Hour	\$68.60	\$62.60	\$90.23	31.5%
<i>Annual % Change</i>		-8.8%	44.1%	
Passengers per Vehicle Service Hour	2.45	2.47	2.45	0.3%
<i>Annual % Change</i>		1.1%	-0.8%	
Passengers per Vehicle Service Mile	0.14	0.12	0.10	-27.1%
<i>Annual % Change</i>		-17.8%	-11.4%	
Veh Service Hours per Employee FTE	762	728	498	-34.7%
<i>Annual % Change</i>		-4.4%	-31.6%	
Fare per Passenger	\$5.37	\$4.03	\$4.28	-20.3%
<i>Annual % Change</i>		-24.9%	6.1%	
Subsidy per passenger	\$22.69	\$21.29	\$32.50	43.3%
<i>Annual % Change</i>		-6.2%	52.6%	
Farebox Recovery	19.1%	15.9%	11.6%	-39.2%
<i>Annual % Change</i>		-16.8%	-26.9%	

Percentage Change			
Consumer Price Index (Bay Area CPI)	1.8%	1.2%	1.7%

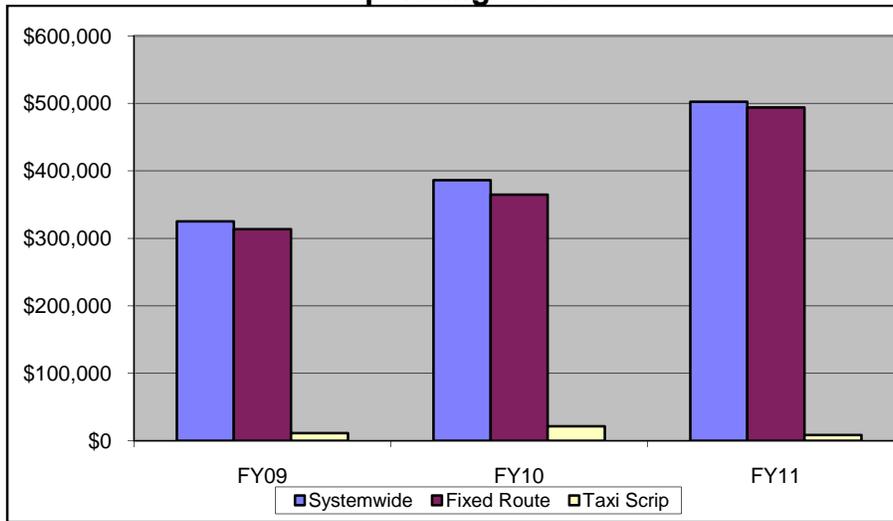
Source: Passengers, Vehicle Service Hours/Miles are from National Transit Database Reports.
Operating Costs and Employee FTEs are from annual TDA Claims Actual
Employee FTEs are from annual TDA Claims Actual

RIO VISTA PERFORMANCE INDICATORS - TAXI SCRIP

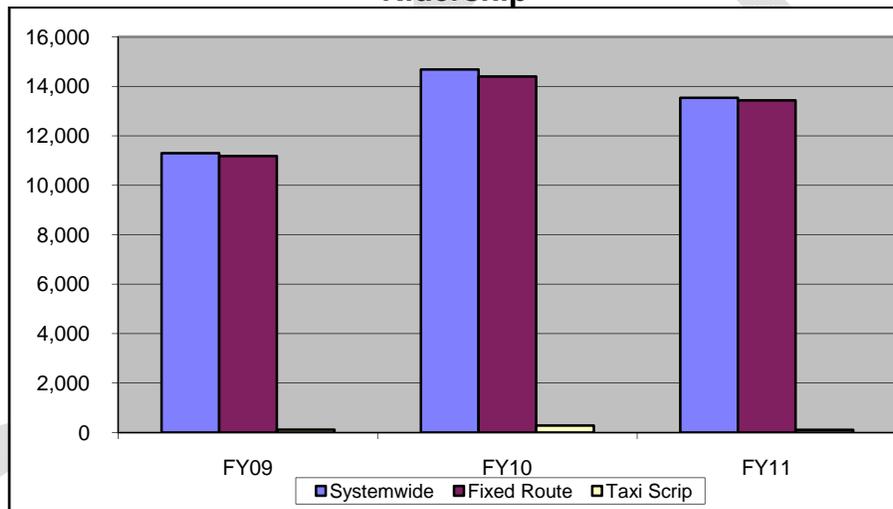
Statistics & Performance Indicators	FY 08-09	FY 09-10	FY 10-11	% Change FY09-FY11
Operating Costs	\$11,370	\$21,486	\$8,407	-26.1%
<i>Annual % Change</i>		89.0%	-60.9%	
Passengers	119	281	108	-9.2%
<i>Annual % Change</i>		136.1%	-61.6%	
Vehicle Service Hours	321	259	108	-66.4%
<i>Annual % Change</i>		-19.3%	-58.3%	
Vehicle Service Miles	3,018	7,213	3,690	22.3%
<i>Annual % Change</i>		139.0%	-48.8%	
Employee FTEs	2	2	1	-50.0%
<i>Annual % Change</i>		0.0%	-50.0%	
Fare Revenue	\$5,685	\$10,745	\$3,407	-40.1%
<i>Annual % Change</i>		89.0%	-68.3%	
Operating Cost per Passenger	\$95.55	\$76.46	\$77.84	-18.5%
<i>Annual % Change</i>		-20.0%	1.8%	
Operating Cost per Vehicle Service Hour	\$35.42	\$82.96	\$77.84	119.8%
<i>Annual % Change</i>		134.2%	-6.2%	
Passengers per Vehicle Service Hour	0.37	1.08	1.00	169.7%
<i>Annual % Change</i>		192.7%	-7.8%	
Passengers per Vehicle Service Mile	0.04	0.04	0.03	-25.8%
<i>Annual % Change</i>		-1.2%	-24.9%	
Veh Service Hours per Employee FTE	161	130	108	-32.7%
<i>Annual % Change</i>		-19.3%	-16.6%	
Fare per Passenger	\$47.77	\$38.24	\$31.55	-34.0%
<i>Annual % Change</i>		-20.0%	-17.5%	
Subsidy per passenger	\$47.77	\$38.22	\$46.30	-3.1%
<i>Annual % Change</i>		-20.0%	21.1%	
Farebox Recovery	50.0%	50.0%	40.5%	-18.9%
<i>Annual % Change</i>		0.0%	-19.0%	
Percentage Change				
Consumer Price Index (Bay Area CPI)	1.8%	1.2%	1.7%	

Source: TDA Claims Actual

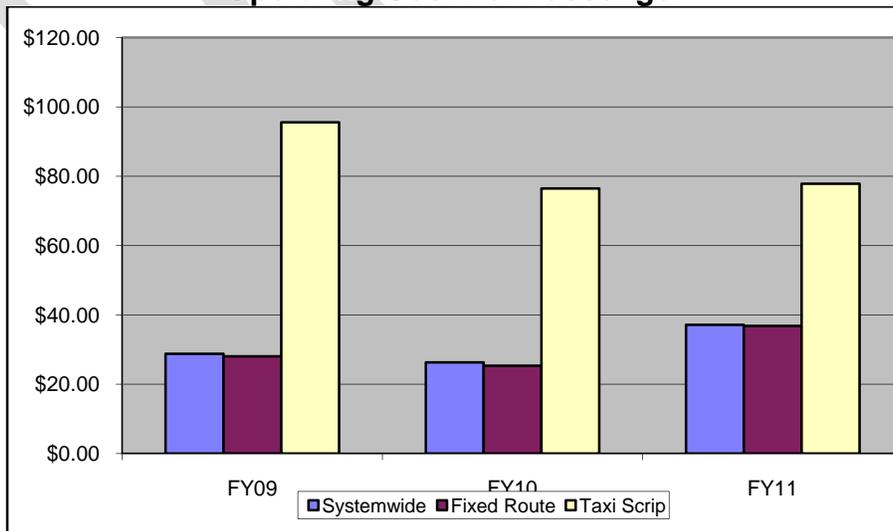
Operating Cost



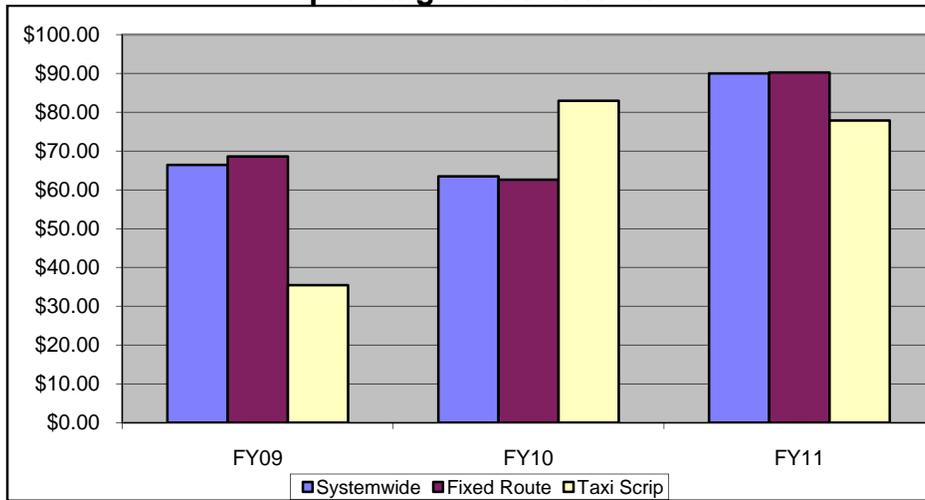
Ridership



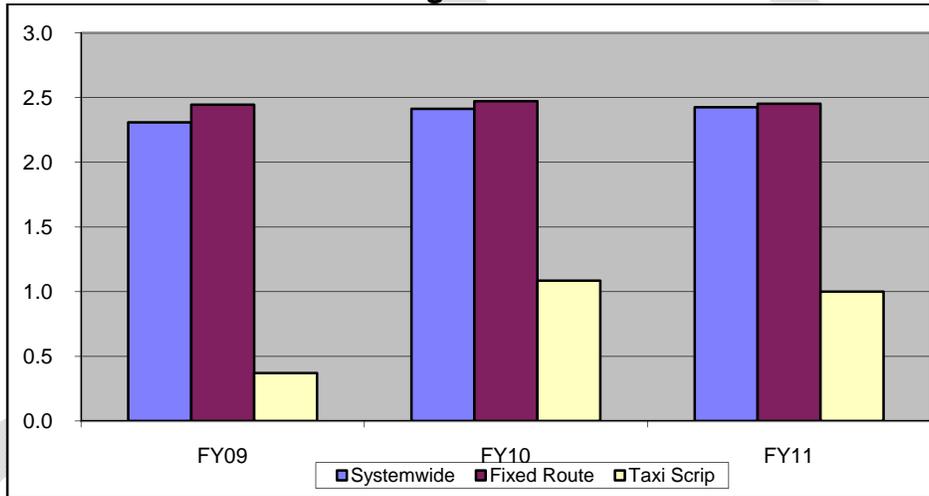
Operating Cost Per Passenger



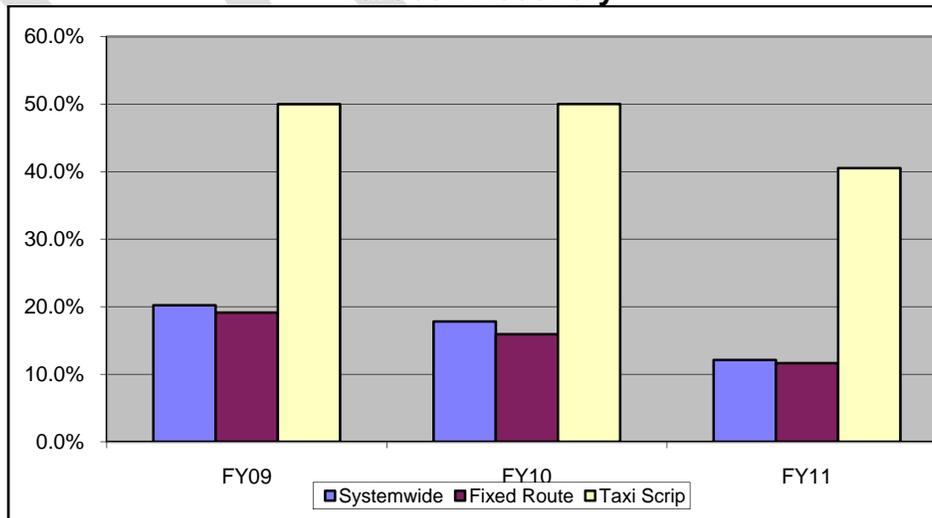
Operating Cost Per Hour



Passengers Per Hour



Farebox Recovery



Performance Against SRTP Standards

The recent SRTP for Rio Vista Delta Breeze updated the performance goals for the transit system. A sampling of the goals and the current status of the system meeting the goals is shown.

Performance Measure	Fixed Route Standard	Fixed Route Actual (FY 10-11)	Standard Met?
Operating Cost per Hour	\$52.00	\$90.23	No
Operating Cost per Passenger	\$30.00	\$36.78	No
Passengers per Hour	3	2.5	No

Operating Revenues

Rio Vista Delta Breeze relies on a variety of local, state and federal funding sources for operations of the transit service. They include fare revenue, contract revenue such as with the school district, advertising, TDA, and various federal funds. FTA 5311, FTA 5316 and 5317 funds are competitive grants based on the distribution process by Caltrans and MTC. Using National Transit Database information, revenues are shown for a three year period (FYs 2008-09 through 2010-11). A summary of revenues by source type, including local, state and federal is also shown.

Operating Revenues by Source

	FY 09	FY 10	FY 11
Fare Revenue	\$59,258	\$103,451	\$57,459
Contract Revenue	\$0	\$0	\$97,605
Local Funds	\$23,762	\$2,231	\$0
TDA-LTF/STA	\$91,378	\$154,916	\$182,200
FTA 5311	\$97,877	\$22,265	\$43,827
FTA 5316	\$50,000	\$51,201	\$47,399
FTA 5317	\$15,000	\$15,000	\$25,318
Other FTA Funds ⁽¹⁾	<u>\$0</u>	<u>\$24,673</u>	<u>\$0</u>
Total	\$337,275	\$373,738	\$453,807
(1) FY 2010, Other FTA Funds is MTC LIFT			
Source: National Transit Database			

Summary of Operating Revenues by Source Type

	FY 09	% of Total	FY 10	% of Total	FY 11	% of Total
Local Revenues (fares, other)	\$83,020	25%	\$105,683	28%	\$155,063	34%
State Funds	\$91,378	27%	\$154,916	41%	\$182,200	40%
Federal	<u>\$162,877</u>	<u>48%</u>	<u>\$113,139</u>	<u>30%</u>	<u>\$116,544</u>	<u>26%</u>
Total	\$337,275	100%	\$373,738	100%	\$453,807	100%

The SRTP prepared for Delta Breeze provides additional information on historical operating revenues by grant source. In contrast to the above tables from NTD that show the year of expenditure of the revenue, the SRTP revenue table appear to show when the grant was awarded and the total amount. For example, for FTA 5316, the SRTP revenues show \$98,600 in FY 2010. However, these revenues were expended over a two year period as shown in the NTD table for FYs 2010 and 2011. In addition, for FTA 5311 revenues, there is a lag of one year between the two tables, with the SRTP table showing when the grant was awarded, and the NTD table showing when expended. According to the SRTP table, of the federal revenues, the largest source has been FTA 5316, followed by FTA 5311.

Historic Operating Revenues

	FY 09	FY 10	FY 11	FY 12
LIFT	\$23,263	\$24,673	\$0	\$0
Lifeline	\$0	\$0	\$0	\$0
FTA 5310	\$0	\$0	\$25,000	\$0
FTA 5311	\$22,265	\$43,827	\$22,624	\$61,344
FTA 5316	\$0	\$98,600	\$0	\$100,000
FTA 5317	\$0	\$15,000	\$31,000	\$0
ARRA	<u>\$0</u>	<u>\$75,000</u>	<u>\$0</u>	<u>\$0</u>
Total	\$45,528	\$257,100	\$78,624	\$161,344
Source: SRTP				

Capital Revenues

Rio Vista uses a combination of federal and local match funds for capital purchases including for vehicle replacement. The City has relied on one time funding sources in the past such as American Recovery and Reinvestment Act (ARRA) revenues, as well as competitive federal funds. The SRTP describes that the City will be drawing down on its TDA capital reserves in the near future to replace its vehicle fleet as buses exceed their useful life in conjunction with using

competitive FTA Sections 5310 and 5311 grants, if successful. Using National Transit Database information, revenues are shown for a three year period (FYs 2008-09 through 2010-11). A summary of revenues by source type is also shown.

Capital Revenues by Source

	FY 09	FY 10	FY 11
State Funds	\$12,851	\$0	\$2,094
FTA 5310	\$0	\$4,383	\$4,383
FTA 5311 ARRA	\$0	\$35,246	\$36,903
FTA 5316	\$51,408	\$0	\$0
FTA 5317	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Total	\$64,259	\$39,629	\$43,380
Source: National Transit Database			

Summary of Capital Revenues by Source Type

	FY 09	% of Total	FY 10	% of Total	FY 11	% of Total
State Funds	\$12,851	20%	\$0	0%	\$2,094	5%
FTA	<u>\$51,408</u>	<u>80%</u>	<u>\$39,629</u>	<u>100%</u>	<u>\$41,286</u>	<u>95%</u>
Total	\$64,259	100%	\$39,629	100%	\$43,380	100%

Capital Expenses

Delta Breeze has recently replaced two vehicles of the five bus fleet. Commensurate with the restructuring of the transit service during FY 2012-13, the active fleet is reduced to four.

TDA Fund Balance

Rio Vista is apportioned close to about \$250,000 in Transportation Development Act (TDA) Local Transportation Funds (LTF) on an annual basis. The city does not claim the maximum apportionments for transit operations, but rather, as a policy, sets aside funds in reserve to hedge against future uncertainty with respect to transit service funding (in particular, competitive Federal grants). According to funding information provided by the Solano Transportation Authority based on data from the Metropolitan Transportation Commission, Rio Vista had a fund balance of about \$433,000 available for allocation during FY 2012-13. The city claimed about \$160,000 during the fiscal year, leaving a balance of \$273,000 in unallocated revenue.

The city has also instituted a TDA-LTF reserve of \$90,000 to be maintained as part of the unallocated amount. The unallocated balance provides a short term cushion to the city as it makes decisions about the future of the transit system. While federal grant funding has been helpful in the recent past to expand service and offset the use of TDA, the city recognizes that

those fund sources are unstable. With the July 1, 2012 service change, the City restructured the transit system to match more committed funding and to avoid drawing down on the TDA reserve funds.

Cost Containment

Rio Vista has implemented a number of measures to contain cost of Rio Vista Delta Breeze. The most pronounced measure is the recent restructuring of service starting in July 2012. The city has reduced service by 22 percent, including the elimination of Saturday service for both Route 50 and Route 52, elimination of midday service on Route 52, and consolidation of Route 50 from five to three daily weekday round trips.

Transit staff is implementing recommendations in the latest SRTP such as restructured transit service to operate with operating funds that are known and committed. City overhead cost allocation is being addressed to reduce administrative costs charged to the Transit Enterprise Fund. Also, since FY 2008-09, alternative revenue generation projects to diversify the transit income stream have been promoted such as Greyhound ticket sales and contracts with the River Delta Unified School District (RDUSD) to provide afterschool program transportation in conjunction with general public transportation on Route 51. Additional opportunities for Rio Vista Delta Breeze may exist when the school district ends transportation to the high school as there is a growing need to transport students across State Route 12.

A new contract provider was selected to operate Delta Breeze starting in FY 2012-13. A combination of lower contractor costs and less transit service will result in better cost containment. The previous operations contract with another vendor had higher costs in prior years that contributed to the poorer performance of the system. However, a downside to this trend experienced by Rio Vista was that the number of bidders during the RFP period to provide service was very limited. It was expressed by potential contractors that as the transit system becomes smaller, profit margins to the contractors get tighter, thus limiting their interest in serving Rio Vista. This trend presents an additional challenge to Rio Vista Delta Breeze.

Internally, the City instituted a number of staff measures beginning in FY 2009-10. These measures include furloughs every other Friday, wage freezes but with cost of living increases, managerial position freezes, and contracting out certain city positions. According to City transit staff, it recently recommended to the City council to award a new fuel contract for potential cost savings for the next five years, not only for transit, but for other City departments as well.

Five-Year Financial Forecast

A forecast of revenues and expenses for both operations and capital projects for Rio Vista Delta Breeze is presented for the next five-years. With city staff input, the forecast provides a base scenario of reduced service from recent historic levels. The forecast relies on more stable funding streams to sustain operations of the transit system. The SRTP recently prepared for Delta Breeze provides guidance on the forecast and an implementation plan.

A funding strategy for Delta Breeze is to tap into alternative funding for operations. In addition to the more traditional sources such as TDA-LTF, STA, and federal transit grant monies, the city receives revenues from a service contract with the River Delta Unified School District and from Greyhound ticket sales. Some additional revenue is generated from advertising and other local sources.

Dispatchers sell Greyhound tickets at the Suisun City Train Depot concurrent with taking dial-a-ride reservations for Delta Breeze. There is an opportunity cost for the transit system in that the dispatchers could miss answering the phone to serve a Delta Breeze customer while selling Greyhound tickets. However, staff will return the missed call provided that a message is left by the caller. Greyhound ticket sales are included in both the operating expense and revenue in the forecast as an offset. About 86 percent of the ticket sales revenue is remitted to Greyhound with Rio Vista retaining 14 percent as commission to apply toward transit services.

Fare revenue is comprised of different related revenues and includes passenger fares and fares generated from the RDUSD. Delta Breeze has historically not been able to meet its farebox recovery requirement through passenger fares alone. Fare revenue generated from passenger ridership comprises about 25 percent of total fare revenue shown in the forecast. This is equivalent to about \$18,000 projected in FY 2013-14, which would not meet the 10 percent minimum farebox requirement. When combined with other related revenue sources, Delta Breeze then meets the farebox ratio. Fare revenues were estimated using historical average fares collected.

As Rio Vista's policy is to not claim its full allocation of TDA-LTF for operations, claims for these funds grow at the pace of the system's operations needs. The pace of operations growth and system viability will be dependent in part on contract costs and willingness by private operators to bid on future contracts. The experience by Rio Vista in the latest bid round shows concern as the Delta Breeze has lowered its service levels.

It is assumed that TDA-LTF funds will grow marginally during the forecast period given some improvement that is expected in the economy in the coming years. While TDA-LTF revenues in Solano County have grown an average of almost 5 percent per year over the last 20 years (in actual dollars), the average figure factors in both economic peaks and valleys over a long time period. Because of the relatively short forecast period and to remain conservative, TDA-LTF growth rates are assumed to follow the forecasted Consumer Price Index for the San Francisco Consolidated Metropolitan Statistical Area (CMSA) developed by the State Department of Finance. The CPI forecast, which goes through FY 2015-16, assumes a 2 percent growth rate per year. The Transit Sustainability Project (TSP) forecast follows this trend. Also, accounting for continued level of some economic growth that is expected to occur slowly in the future, the TSP shows 3 percent growth per year for the last two years of the forecast.

Along with a TDA-LTF reserve, there is unallocated TDA funds in the short term to balance any shortfall while the City reviews its potential options for transit service delivery. Options include remaining a stand-alone city provided system, having another agency claim TDA-LTF on behalf

of Rio Vista (similar to Healdsburg and Cloverdale in Sonoma County), or merging with SolTrans or Fairfield And Suisun Transit, the larger transit operators in the county.

The operating revenue forecast will fund 4,340 annual revenue vehicle service hours (RVSH), based on the service plan recommended in the recent SRTP. Services include weekday Dial-A-Ride (Route 51) (9:30 AM-1:30 PM) (1,010 RVSH); weekday Route 50 three times daily (2,040 RVSH); Route 52 weekday AM/PM commute (630 RVSH); new Medical/ Shopping Shuttle (Route) 54 once a week (200 RVSH); and evening Route 51 service under contract with River Delta Unified School District (230 RVSH). The operations revenue and cost forecast only accounts for bus operations, and not for any infrastructure operations/maintenance such as future park and ride lots, or CNG fueling station.

On the capital side, the city anticipates replacing each of its four active vehicles during the forecast. One cutaway bus replacement is planned in each of FYs 2012-2013, 2013-14 and 2015-16. A minivan replacement vehicle is planned for FY 2016-2017. Other capital assets are also forecasted including bus stop amenities, automatic vehicle location (AVL) technology for buses, security cameras, and minor facility needs. Capital funding sources include federal grants (FTA Sections 5310, 5311, 5316 and 5317) and matching TDA-LTF and STA revenues.

Vehicle replacement unit costs are based on the SRTP cost estimates of \$82,400 per cutaway vehicle and \$53,600 per minivan. These costs align closely with the most recent MTC regional bus/van pricelist for FYs 2012-13 and FY 2013-14 for Transit Capital Priorities Call for Projects. Other capital costs were provided by the City's Transit and Airport Coordinator.

While not included in this forecast, the Delta Breeze SRTP discusses the Historic City and Downtown Waterfront Planned Development Area (PDA) Plan including infrastructure investments related to a planned water transit system. Investments include a land/dock transit plaza at the waterfront and a water vessel. Additional investments include two park and ride lots and a CNG fueling station. There are no stable funding sources identified for these major capital projects identified in the SRTP totaling an additional \$5.8 million. Rather, discretionary grants are assumed in the Delta Breeze SRTP with the CNG fueling station identified as having no funding.

A listing of capital projects in the TSP forecast by year include:

FY 2012-13: Procure one replacement bus; improve bus stop amenities including a shelter at Front and Main and update kiosks; purchase maintenance tools; Clipper implementation.

FY 2013-14: Procure one replacement bus; continue to update information kiosks at bus stops; procure fencing/overhang for Global Electric Motorcar vehicle.

FY 2014-15: Continue to update passenger amenities; install AVL; procure Security Cameras for buses.

FY 2015-16: Procure one replacement bus; install Passenger Improvements.

FY 2016-17: Procure one replacement minivan; continue to update passenger amenities.

FY 2017-18: Continue to update passenger amenities; install electronic fareboxes.

The financial forecast data is expressed in year of expenditure. As shown in the forecast, Delta Breeze will not have an operating deficit under current conditions, given its carryover funds. As described above, the City does not intend to claim its full TDA-LTF apportionment while maintaining an operating reserve. TDA carryover funds are also available to cover any shortfall that may occur. The City will continue to rely heavily on outside non-public transit funding such as Greyhound ticket sales, as well as school service contracts, to support the current system. In addition, federal grant programs such as FTA 5310, 5311, 5316 and 5317 are also actively sought. Delta Breeze is not anticipated to meet the required farebox ratio from passenger fares alone without other local support. In addition, a future uncertainty will be the next renewal of the transit service contract given the challenges that the City encountered in procuring a private transportation vendor to operate the smaller service.

For capital projects, vehicle replacements rely heavily on competitive FTA grants and the TDA-LTF or STA local match.

Financial Projections – City of Rio Vista Delta Breeze Capital and Operating

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Capital Expense						
Vehicle Replacement	\$82,000	\$84,000		\$87,400	\$58,400	
Vehicle Amenities			\$45,000			\$175,000
Security Cameras			\$25,000			
Bus Stop Amenities	\$10,000	\$5,000	\$1,500	\$1,500	\$1,500	\$1,500
Facilities	\$10,300	\$13,000				
Clipper Implementation	\$1,500					
Total	\$103,800	\$102,000	\$71,500	\$88,900	\$59,900	\$176,500
Capital Revenue						
Transportation Development Act (LTF)	\$8,000	\$20,400	\$1,500	\$17,800	\$12,000	\$1,500
State Transit Assistance Funds (STAF)	\$30,000		\$45,000			\$175,000
FTA Grant (5310, 5311, 5316, 5317)	\$65,800	\$81,600	\$25,000	\$71,100	\$47,900	
Total	\$103,800	\$102,000	\$71,500	\$88,900	\$59,900	\$176,500
Annual Net Surplus/Deficit - Capital	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Net Surplus/Deficit - Capital	\$0	\$0	\$0	\$0	\$0	\$0
Operating Expense						

Financial Projections – City of Rio Vista Delta Breeze

Capital and Operating

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Operations ⁽¹⁾	\$432,100	\$445,000	\$458,000	\$472,000	\$486,000	\$501,000
Operating Revenue						
Transportation Development Act (LTF) ⁽²⁾	\$151,000	\$154,000	\$157,100	\$160,200	\$165,000	\$170,000
State Transit Assistance Funds ⁽³⁾	\$9,800	\$9,200	\$9,200	\$9,200	\$9,200	\$9,200
Isleton STAF	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
RDUSD Contract Revenues	\$20,000	\$20,600	\$21,200	\$21,800	\$22,400	\$23,000
Greyhound Revenue ⁽⁴⁾	\$95,000	\$97,900	\$100,800	\$103,800	\$106,900	\$110,100
FTA Section 5311	\$78,000	\$68,500	\$68,500	\$68,500	\$68,500	\$68,500
FTA Section 5316 ⁽⁵⁾	\$0	\$100,000	\$100,000	\$0	\$0	\$0
FTA Section 5317 ⁽⁵⁾	\$0	\$15,000	\$15,000	\$0	\$0	\$0
Fare Revenue (incl. RDUSD fares) ⁽⁶⁾	\$65,000	\$66,800	\$68,600	\$70,500	\$72,400	\$74,400
Advertising, Clipper, Reg. Transit Connection Card, Newspaper	\$3,500	\$3,600	\$3,700	\$3,800	\$3,900	\$4,000
Total	\$427,300	\$540,600	\$549,100	\$442,800	\$453,300	\$464,200
Annual Net Surplus/Deficit - Operations	-\$4,800	\$95,600	\$91,100	-\$29,200	-\$32,700	-\$36,800
Cumulative Net Surplus/Deficit - Operations	-\$4,800	\$90,800	\$181,900	\$152,700	\$120,000	\$83,200
Transportation Development Act Carryover ⁽⁷⁾	\$273,000	\$260,200	\$335,400	\$425,000	\$378,000	\$333,300
Annual Operations Balance	-\$4,800	\$95,600	\$91,100	-\$29,200	-\$32,700	-\$36,800
TDA Capital Uses	-\$8,000	-\$20,400	-\$1,500	-\$17,800	-\$12,000	-\$1,500
Net Carryover	\$260,200	\$335,400	\$425,000	\$378,000	\$333,300	\$295,000

(1) Operating expenses grow by 3% per year, slightly above the forecasted growth in CPI for the San Francisco Consolidated Metropolitan Statistical Area (CMSA). Costs include the new Route 54 medical/shopping shuttle that operates once per week starting in January 2013. Costs also include greyhound ticket sales revenue as a fixed administrative expense. Greyhound sales on the expense side are offset by the same sales figure for operating revenue. Rio Vista remits approximately 86% of ticket revenue to Greyhound, and keeps the remaining 14% as commission.

(2) TDA-LTF revenue is the maximum obligation that Rio Vista claims for operations to ensure an operating reserve fund and capital match revenue. Revenue is net of STA Planning, and Intercity Taxi totaling an additional \$9,500. TDA grows by 2% annually for first three years, then 3% next two years, mirroring forecasted growth of SF CMSA CPI Forecast through FY 2015-16.

**Financial Projections – City of Rio Vista Delta Breeze
Capital and Operating**

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18

- (3) STAF reduction of 6% between FYs 2013 and 2014 based on proposed FY 2013-14 State budget. Revenue is held constant in forecast since STAF is volatile based on unpredictable diesel fuel sales.
- (4) Greyhound revenue includes total ticket sales. Rio Vista's commission is approximately 14% (\$13,500) of total sales, with the remaining 86% (\$81,500) remitted to Greyhound.
- (5) FTA Section 5316 and 5317 funds use State Toll Credits as local match. Rio Vista intends to apply for another round of FTA 5316 and 5317 funding for use in FY 15-16 and FY 16-17. If successful, the TDA-LTF carryover would increase.
- (6) Fare revenue generated from passenger ridership comprises about 25 percent of total fare revenue shown, equivalent to about \$18,000 projected in FY 2013-14.
- (7) TDA Carryover includes a reserve of \$90,000 per Rio Vista transit policy.

DRAFT

County of Solano

The following tables provide an initial summary of the historic financial and performance data for County of Solano. The data source used to comprise the tables is the TDA Claim.

The County of Solano provides intercity paratransit service through a private contractor.

Data Consistency

TDA Claim was the sole information used to present the historic transit data for the County. Therefore, there is no consistency analysis.

Cost Drivers

The primary cost driver for countywide paratransit service is the administration and operations expense incurred by the private paratransit provider. The cost is reflected in the table below. The breakout of operating cost between purchased transportation and administration in the TDA Claims indicates that some expenses are captured by County staff in administering the county paratransit program. The \$50,000 in FY 2010-11 was claimed for county transit coordination.

County Paratransit Operations Expenses

	2010	2011
Operations	\$13,053	\$29,400
<i>% Change</i>	--	125%
General Administration	\$23,500	\$50,000
<i>% Change</i>	--	113%
Total	\$36,553	\$79,400

Source: TDA Claims

Performance Trends

The following tables provide information on performance indicators and trends of the countywide paratransit system. Industry performance measures are used including operating costs, fare revenues, ridership, revenue hours and miles, and full time equivalents. Based on the TDA claims, the general trend for fiscal years 2010 through 2011 show mixed results, with increased efficiency measured in cost per hour, but decreased efficiency measured in cost per passenger. Subsidy per passenger also decreased over the two year period. Service effectiveness measured by passengers per hour shows a significant increase. Costs for paratransit decreased with a large increase in ridership, while both service hours and miles decreased. Other measures such as fare revenue and farebox recovery declined.

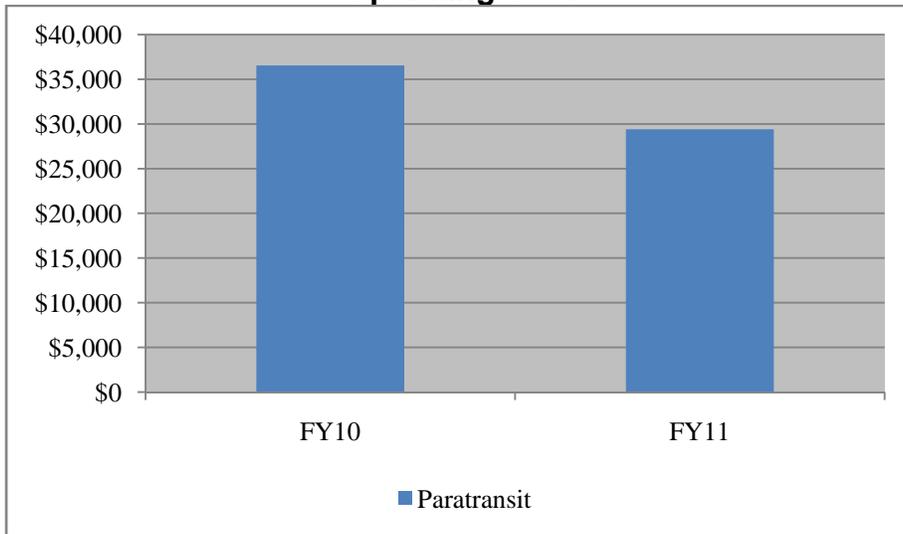
SOLANO COUNTY PERFORMANCE INDICATORS - PARATRANSIT

Statistics & Performance Indicators	FY 09-10	FY 10-11 ⁽¹⁾	% Change FY10-FY11
Operating Costs	\$36,553	\$29,400	-19.6%
<i>Annual % Change</i>		-19.6%	
Passengers	104	255	145.2%
<i>Annual % Change</i>		145.2%	
Vehicle Service Hours	423	120	-71.6%
<i>Annual % Change</i>		-71.6%	
Vehicle Service Miles	1,800	1,190	-33.9%
<i>Annual % Change</i>		-33.9%	
Fare Revenue	\$2,860	\$1,550	-45.8%
<i>Annual % Change</i>		-45.8%	
Operating Cost per Passenger	\$351.47	\$115.29	-67.2%
<i>Annual % Change</i>		-67.2%	
Operating Cost per Vehicle Service Hour	\$86.41	\$245.00	183.5%
<i>Annual % Change</i>		183.5%	
Passengers per Vehicle Service Hour	0.25	2.13	764.3%
<i>Annual % Change</i>		764.3%	
Passengers per Vehicle Service Mile	0.06	0.21	270.9%
<i>Annual % Change</i>		270.9%	
Fare per Passenger	\$27.50	\$6.08	-77.9%
<i>Annual % Change</i>		-77.9%	
Subsidy per passenger	\$323.97	\$109.22	-66.3%
<i>Annual % Change</i>		-66.3%	
Farebox Recovery	7.8%	5.3%	-32.6%
<i>Annual % Change</i>		-32.6%	
Percentage Change Consumer Price Index (Bay Area CPI)	1.8%	1.2%	

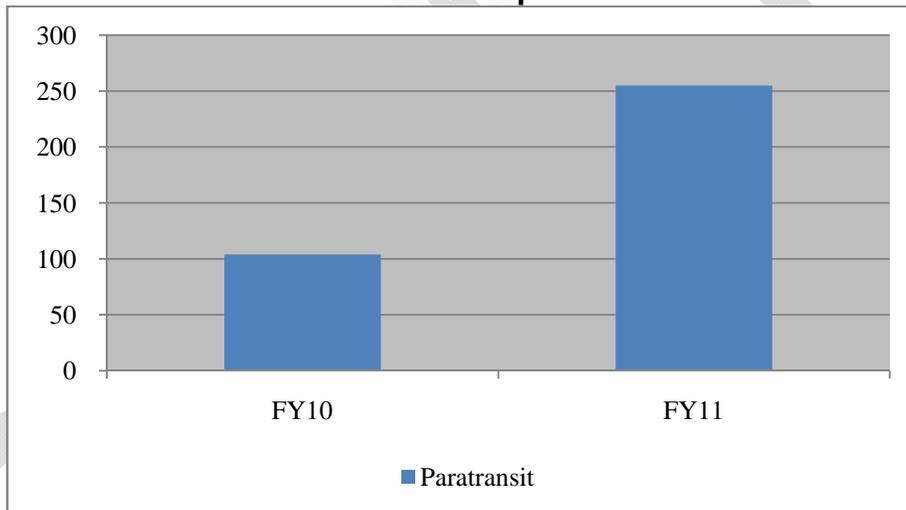
(1) Solano County claimed an additional \$50,000 in FY 10-11 for countywide transit coordination.

Graphical display of select performance indicators is shown below.

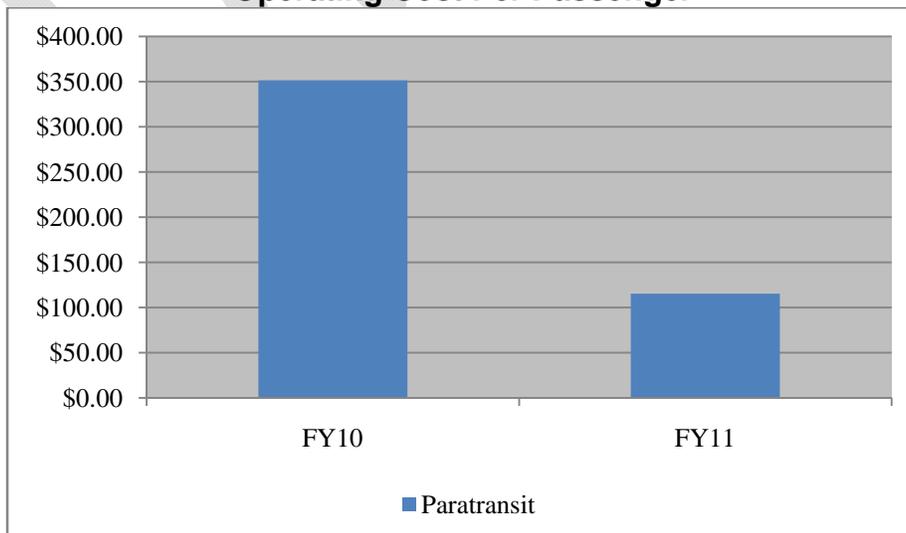
Operating Cost



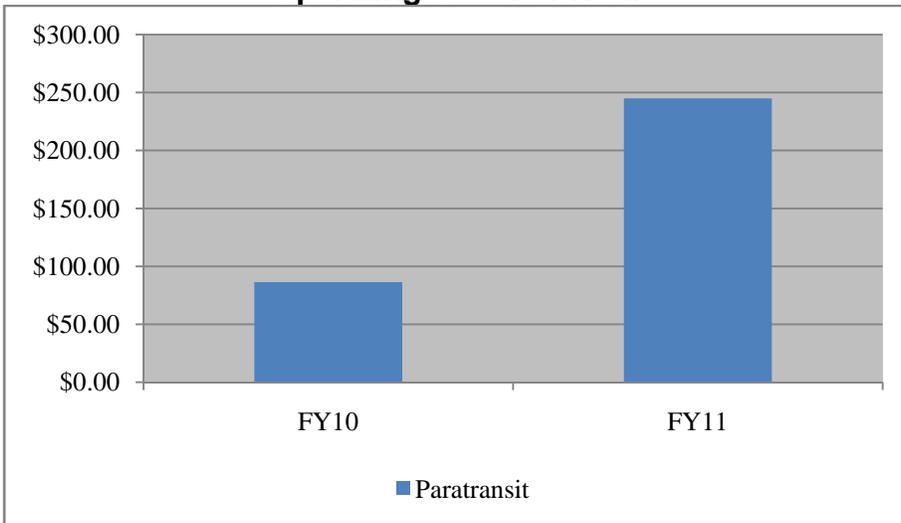
Ridership



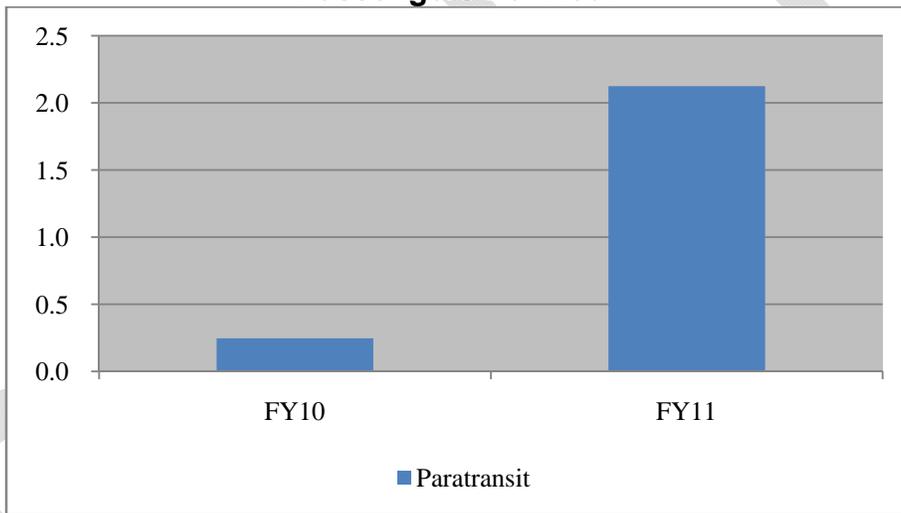
Operating Cost Per Passenger



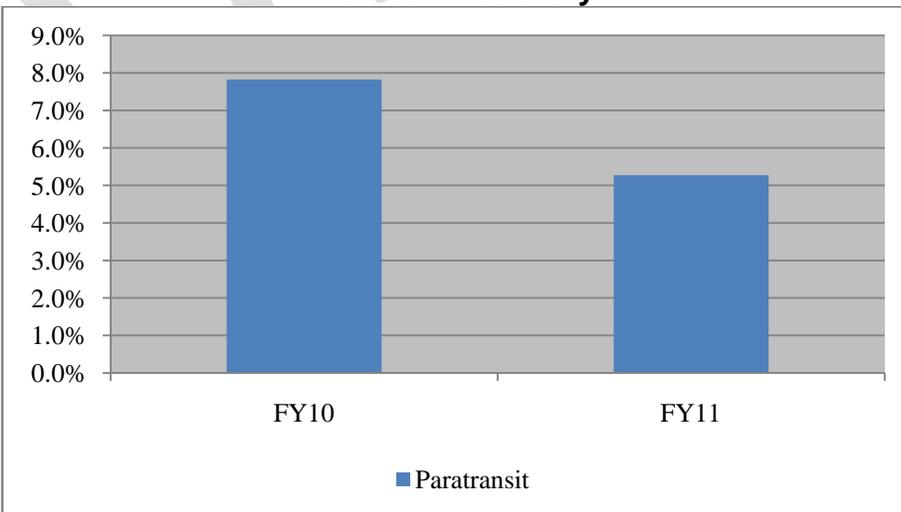
Operating Cost Per Hour



Passengers Per Hour



Farebox Recovery



Operating Revenues

County paratransit relies on a few funding sources for operations of the service. They include fare revenue and TDA. TDA funds have been consistent at about \$25,000 per year while fares contribute a much smaller amount. Using information from TDA Claims, revenues are shown for the two year period. A summary of revenues by source type, including local and state, is also shown.

Operating Revenues

	FY 10	FY 11
Fare Revenue	\$2,860	\$1,550
TDA	\$25,000	\$25,000
Total	\$27,860	\$26,550
Source: TDA Claim		

Summary of Operating Revenues by Source Type

	FY 10	% of Total	FY 11	% of Total
Local Revenues (fares)	\$2,860	10%	\$1,550	6%
State Funds (TDA)	\$25,000	90%	\$25,000	94%
Total	\$27,860	100%	\$26,550	100%

TDA Fund Balance

The annual apportionment of Transportation Development Act Funds to the County of Solano is about \$600,000. The County authorizes local transit operators to claim County funds for intercity transit services in the amount of about \$140,000. The County then submits a claim to fund intercity paratransit service and for streets and roads. Paratransit service claims are \$25,000 per year. Beginning in FY 2010-11, Solano County is implementing a three year phase out plan for the use of TDA for streets and road purposes. According to funding information provided by the Solano Transportation Authority based on data from the Metropolitan Transportation Commission, the TDA balance for County of Solano is \$540,000.

Cost Containment

The County has been working with the transit operators in Solano County on a memorandum of understanding for an intercity taxi scrip funding agreement. Currently, each transit operator provides their own taxi scrip program.

Five-Year Financial Forecast

A forecast of revenues and expenses for operations of Solano County Paratransit is presented for the next five-years. The forecast provides a base scenario of maintaining current levels of contracted paratransit service. It is assumed that TDA funds will grow marginally during the forecast period given some improvement that is expected in the economy in the coming years. Growth rates are 2 percent per year for the first three years, followed by 3 percent per year for the last two years. Fare revenues are assumed to grow 5 percent per year.

Financial Projections-County of Solano Operating

	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Operating Expense Operations	\$26,500	\$27,600	\$28,700	\$29,800	\$30,900	\$32,000
Operating Revenue Fares	\$1,500	\$1,600	\$1,700	\$1,800	\$1,900	\$2,000
Transportation Development Act	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$30,000
Total	\$26,500	\$27,600	\$28,700	\$29,800	\$30,900	\$32,000

Solano County Transit (SolTrans)

The following tables provide an initial summary of the historic financial and performance data for SolTrans. The Joint Powers Agency creating SolTrans was approved by its member agencies- City of Benicia, City of Vallejo, and the Solano Transportation Authority, in the Fall of 2010. The historic data is presented only for FY's 2010-11 and 2011-12 to reflect the relatively short time period of SolTrans' existence. As the transition occurred between the two fiscal years, the data is presented to provide a general history of the system's performance. Data sources used to comprise the tables include TDA Claims, Operating Budget, and Short Range Transit Plan. A review of other data sources including SolTrans staff reports and presentations to the board were also undertaken.

It is acknowledged that SolTrans has been in a transitional stage during the review period as the agency continues to solidify its administrative staff positions and make adjustments to transit operations from the merger of Vallejo and Benicia transit systems. While performance and financial information from the past few years provide indication to the general health of the new agency, SolTrans has been implementing recent significant changes to the service in efforts to achieve improved efficiencies from the merger.

Data Consistency

A comparison of key financial and operations data was undertaken to determine the general accuracy of the recording and reporting by SolTrans. TDA claim and operating budget data in the comparison were prepared in the same general time frame (May 2012), while the SRTP was developed during an earlier time period prior to its completion in January 2012. The State Controller Data is prepared after the fiscal year and contains year-end actual data.

The listing of the data provides comparison to show discrepancies that existed among the various data sources that portray the financial health of the transit system. Most data discrepancies occurred in FY 2011 when SolTrans was first created, and collection and reporting of transit information was transitioned from the cities of Benicia and Vallejo to contracted SolTrans management staff. Upon this transition and clean up of expenditures that would be passed over to SolTrans, FY 2012 data consistency improved significantly, as a more stable reporting structure was established.

Operating budget and TDA Claim data for operating revenues and expenditures are identical in FY 2012 indicating one data source was used to develop the documents. SRTP data was slightly different due to the forecast being made earlier, although passenger fares were consistent among each data source for all transit modes. State Controller Data show actual year-end data and differ from the other sources which provide estimates. In spite of missing data from a few of the information sources, beginning in FY 2012 the financial and performance data have been relatively consistent.

SOLTRANS DATA CONSISTENCY - TOTAL SYSTEM

Performance Measure	Source	FY11	FY12
Total Operating Expenses	TDA Claim	\$14,703,395	\$13,252,415
	Operating Budget	\$11,790,506	\$13,252,415
	S RTP	\$9,006,489	\$13,478,015
	State Controller Report		\$12,516,513
Passenger Fares	TDA Claim	\$3,352,800	\$3,291,000
	Operating Budget	\$3,275,108	\$3,291,000
	S RTP	\$2,849,557	\$3,443,815
	State Controller Report		\$3,752,911
Passengers	TDA Claims	1,619,980	1,498,176
	S RTP	1,441,007	
	State Controller Report		1,473,250
Vehicle Service Hours	TDA Claims	134,475	136,729
	S RTP	117,898	127,901
	State Controller Report		113,120
Vehicle Service Miles	TDA Claims	2,194,364	202,201
	S RTP	2,051,965	
	State Controller Report		1,697,750
Employee Full-Time Equivalents	TDA Claims	147.0	140.0
	State Controller Report		156.0

SOLTRANS DATA CONSISTENCY - FIXED ROUTE

Performance Measure	Source	FY11	FY12
Operating Cost	TDA Claim	\$12,890,595	\$11,370,300
	Operating Budget	\$10,052,563	\$11,370,300
	S RTP	\$7,981,211	\$11,689,900
Passenger Fares	TDA Claim	\$3,166,000	\$3,093,000

	Operating Budget	\$3,093,000	\$3,093,000
	S RTP	\$2,763,755	\$3,093,000
Passengers	TDA Claims	1,560,450	1,447,491
	S RTP	1,410,680	
	State Controller Report		1,442,229
Vehicle Service Hours	TDA Claims	111,266	111,680
	S RTP	102,202	111,349
	State Controller Report		97,892
Vehicle Service Miles	TDA Claims	2,070,864	
	S RTP	1,900,656	
	State Controller Report		1,434,693
Employee Full-Time Equivalents	TDA Claims	124	124
	State Controller Report		134

SOLTRANS DATA CONSISTENCY - PARATRANSIT

Performance Measure	Source	FY11	FY12
Operating Cost	Operating Budget	\$1,473,128	\$1,602,300
	TDA Claims	\$1,545,200	\$1,602,300
	S RTP	\$1,025,278	\$1,508,300
Passenger Fares	Operating Budget	\$70,509	\$71,000
	TDA Claims	\$78,000	\$71,000
	S RTP	\$85,802	\$71,000
Passengers	TDA Claims	36,130	35,264
	S RTP	30,327	
	State Controller Report		31,021
Vehicle Service Hours	TDA Claims	12,412	14,252
	S RTP	15,696	16,552
	State Controller Report		15,227
Vehicle Service Miles	TDA Claims	121,900	172,633

	S RTP State Controller Report	151,309	263,057
Employee Full-Time Equivalents	TDA Claims State Controller Report	23	16 22

SOLTRANS DATA CONSISTENCY - TAXI SCRIP

Performance Measure	Source	FY11	FY12
Operating Cost	Operating Budget	\$264,815	\$279,815
	TDA Claims	\$267,600	\$279,815
	S RTP		\$279,815
Passenger Fares	Operating Budget	\$111,599	\$127,000
	TDA Claims	\$108,800	\$127,000
	S RTP		\$279,815
Passengers	TDA Claims	23,400	15,421
Vehicle Service Hours	TDA Claims	10,797	10,797
Vehicle Service Miles	TDA Claims	1,600	29,568

Cost Drivers

Cost drivers are expense items necessary to provide a particular service. Cost drivers for SolTrans have generally included operations and maintenance, administrative salaries and benefits, and vehicle fuel. The percentage of these costs relative to total operations costs is derived. As SolTrans service is operated and maintained by a private contractor, salaries and benefits costs are shown for in-house employees for administration and management of the system.

	2011	2012
Salaries	\$223,137	\$450,044
<i>% Change</i>		102%
Benefits	\$121,794	\$237,916
<i>% Change</i>		95%
Fuel	\$1,868,000	\$2,256,000
<i>% Change</i>		21%

Salaries as % of Total Operations Cost (minus depreciation)	1%	3%
Benefits as a % of Total Operations Cost (minus Depreciation)	1%	2%
Fuel as % of Total Operations Cost (minus depreciation)	12%	15%

Source: TDA Claim Actual for FY 11; TDA Claim Current Adjusted FY 2012

A breakdown of costs between operations, maintenance, and administration is provided for the period of FYs 2010-11 and 2011-12. Operations cost in FY 2010-11 comprised about 52 percent of total cost (minus depreciation), maintenance comprised 22 percent, and general administrative cost comprised the remaining 26 percent. Transition of ferry bus route 200 operating cost from SolTrans to WETA occurred during this period. The cost percentages shifted during FY 2011-12 in which operations comprised 46 percent of cost, maintenance comprised 29 percent, and administration 25 percent. Administration costs appeared high relative to overall operations costs to account for start up transition expenses, use of professional management services during the transition, and other charges that have since declined when full time SolTrans were hired.

SolTrans Operations Expenses

	2011	2012
Operations	\$9,322,167	\$7,319,945
<i>% Change</i>	--	-21%
Maintenance	\$3,333,968	\$4,261,770
<i>% Change</i>	--	28%
General Administration	\$3,988,260	\$3,686,656
<i>% Change</i>	--	-8%
Depreciation	\$39,756	\$0
<i>% Change</i>	--	-100%
Cost Adjustment during transition (1)	-\$1,466,000	-\$478,000
Total	\$15,218,151	\$14,790,371

(1) Cost adjustments include transfer of Route 200 cost to WETA, and transfer of ferry ticket office to Baylink Ferry.

Source: TDA Claim Actual for FY 11; TDA Claim Current Adjusted FY 2012

A further division of operating expenses among other cost drivers is shown. With purchased transportation being the primary cost driver, others include fuel, services, and insurance. Several expense categories showed increases but the largest cost item, purchased transportation, decreased by over 10 percent due to reductions in bus service. Overall annual total operating expenses decreased about three percent between the two fiscal years, with anticipation for further operating cost reductions through additional adjustments in service.

SolTrans Operations Expenses

	2011	2012
Services	\$770,669	\$934,440
<i>% Change</i>		21%
Fuels and Lubricants	\$1,868,000	\$2,256,000
<i>% Change</i>		21%
Casualty and Liability	\$77,708	\$425,000
<i>% Change</i>		447%
Utilities	\$37,000	\$33,000
<i>% Change</i>		-11%
Purchased Transportation	\$10,042,427	\$8,947,000
<i>% Change</i>		-11%
Other	\$3,503,660	\$1,984,971
<i>% Change</i>		-43%
Administration	\$344,931	\$687,960
<i>% Change</i>		99%
Depreciation	\$39,756	\$0
<i>% Change</i>		-100%
Cost Adjustment during transition	-\$1,466,000	-\$478,000
Total	\$15,218,151	\$14,790,371
<i>% Change</i>		-3%

Source: TDA Claim Actual for FY 11; TDA Claim Current Adjusted FY 2012

Performance Trends

The following tables provide information on performance indicators and trends of the transit system. Industry performance measures are used including operating costs, fare revenues, ridership, revenue hours and miles, and full time equivalents. The general trend in fixed route and paratransit services for fiscal years 2011 through 2012 shows decreased cost efficiency and effectiveness measured in cost per hour and per passenger. Subsidy per passenger also increased over the two year period. Service effectiveness measured by passengers per hour increased for fixed route but slightly declined for paratransit. Costs increased for fixed route but ridership and service hours decreased. Costs for paratransit increased with smaller declines in ridership, while both service hours and miles increased. Other measures such as fare revenue and farebox recovery declined for both fixed route and paratransit. Some performance indicators for local taxi show significant changes from a decline in ridership but a large increase in service miles.

SOLTRANS PERFORMANCE INDICATORS - FIXED ROUTE

Statistics & Performance Indicators	FY 10-11	FY 11-12	% Change FY11-FY12
Operating Costs	\$10,052,563	\$10,738,911	6.8%
<i>Annual % Change</i>		6.8%	
Passengers	1,560,450	1,442,229	-7.6%
<i>Annual % Change</i>		-7.6%	
Vehicle Service Hours	111,266	97,892	-12.0%
<i>Annual % Change</i>		-12.0%	
Vehicle Service Miles	2,070,864	1,434,693	-30.7%
<i>Annual % Change</i>		-30.7%	
Employee FTEs	124.0	134.0	8.1%
<i>Annual % Change</i>		8.1%	
Fare Revenue	\$3,166,000	\$3,527,121	11.4%
<i>Annual % Change</i>		11.4%	
Operating Cost per Passenger	\$6.44	\$7.45	15.6%
<i>Annual % Change</i>		15.6%	
Operating Cost per Vehicle Service Hour	\$90.35	\$109.70	21.4%
<i>Annual % Change</i>		21.4%	
Passengers per Vehicle Service Hour	14.02	14.73	5.1%
<i>Annual % Change</i>		5.1%	
Passengers per Vehicle Service Mile	0.75	1.01	33.4%
<i>Annual % Change</i>		33.4%	
Veh Service Hours per Employee FTE	897	731	-18.6%
<i>Annual % Change</i>		-18.6%	
Fare per Passenger	\$2.03	\$2.45	20.5%
<i>Annual % Change</i>		20.5%	
Subsidy per passenger	\$4.41	\$5.00	13.3%
<i>Annual % Change</i>		13.3%	
Farebox Recovery	31.5%	32.8%	4.3%
<i>Annual % Change</i>		4.3%	
Percentage Change Consumer Price Index (Bay Area CPI)	1.8%	1.2%	

Source: TDA Claim Actual for FY 11, State Controller Report for FY 12

SOLTRANS PERFORMANCE INDICATORS - PARATRANSIT

Statistics & Performance Indicators	FY 10-11	FY 11-12	% Change FY11-FY12
Operating Costs	\$1,473,128	\$1,513,325	2.7%
<i>Annual % Change</i>		2.7%	
Passengers	36,130	31,021	-14.1%
<i>Annual % Change</i>		-14.1%	
Vehicle Service Hours	15,696	15,227	-3.0%
<i>Annual % Change</i>		-3.0%	
Vehicle Service Miles	121,900	263,057	115.8%
<i>Annual % Change</i>		115.8%	
Employee FTEs	23.0	22.0	-4.3%
<i>Annual % Change</i>		-4.3%	
Fare Revenue	\$70,509	\$80,965	14.8%
<i>Annual % Change</i>		14.8%	
Operating Cost per Passenger	\$40.77	\$48.78	19.6%
<i>Annual % Change</i>		19.6%	
Operating Cost per Vehicle Service Hour	\$93.85	\$99.38	5.9%
<i>Annual % Change</i>		5.9%	
Passengers per Vehicle Service Hour	2.30	2.04	-11.5%
<i>Annual % Change</i>		-11.5%	
Passengers per Vehicle Service Mile	0.30	0.12	-60.2%
<i>Annual % Change</i>		-60.2%	
Veh Service Hours per Employee FTE	682	692	1.4%
<i>Annual % Change</i>		1.4%	
Fare per Passenger	\$1.95	\$2.61	33.7%
<i>Annual % Change</i>		33.7%	
Subsidy per passenger	\$38.82	\$46.17	18.9%
<i>Annual % Change</i>		18.9%	
Farebox Recovery	4.8%	5.4%	11.8%
<i>Annual % Change</i>		11.8%	
Percentage Change Consumer Price Index (Bay Area CPI)	1.8%	1.2%	

Source: TDA Claim Actual for FY 11, State Controller Report for FY 12

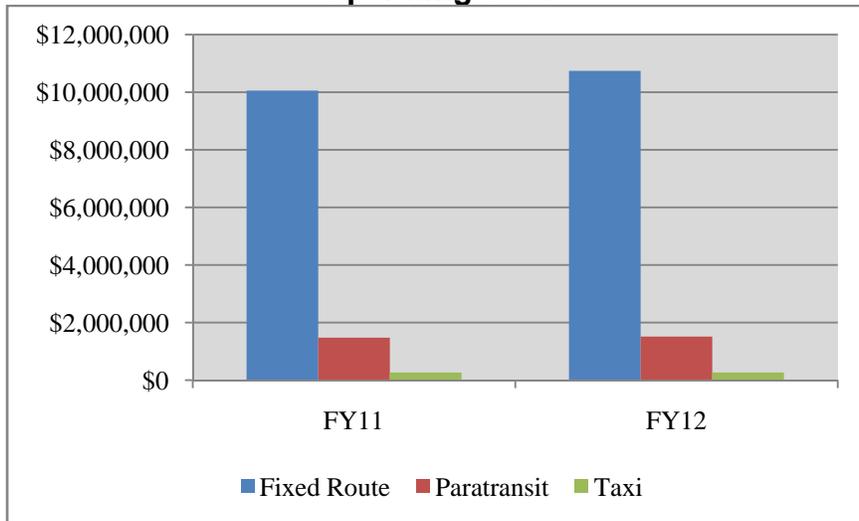
SOLTRANS PERFORMANCE INDICATORS - TAXI

Statistics & Performance Indicators	FY 10-11	FY 11-12	% Change FY11-FY12
Operating Costs	\$264,815	\$264,277	-0.2%
<i>Annual % Change</i>		-0.2%	
Passengers	23,400	15,421	-34.1%
<i>Annual % Change</i>		-34.1%	
Vehicle Service Hours	10,797	10,797	0.0%
<i>Annual % Change</i>		0.0%	
Vehicle Service Miles	1,600	29,568	1748.0%
<i>Annual % Change</i>		1748.0%	
Fare Revenue	\$111,599	\$144,825	29.8%
<i>Annual % Change</i>		29.8%	
Operating Cost per Passenger	\$11.32	\$17.14	51.4%
<i>Annual % Change</i>		51.4%	
Operating Cost per Vehicle Service Hour	\$24.53	\$24.48	-0.2%
<i>Annual % Change</i>		-0.2%	
Passengers per Vehicle Service Hour	2.17	1.43	-34.1%
<i>Annual % Change</i>		-34.1%	
Passengers per Vehicle Service Mile	14.63	0.52	-96.4%
<i>Annual % Change</i>		-96.4%	
Fare per Passenger	\$4.77	\$9.39	96.9%
<i>Annual % Change</i>		96.9%	
Subsidy per passenger	\$6.55	\$7.75	18.3%
<i>Annual % Change</i>		18.3%	
Farebox Recovery	42.1%	54.8%	30.0%
<i>Annual % Change</i>		30.0%	
Percentage Change Consumer Price Index (Bay Area CPI)	1.8%	1.2%	

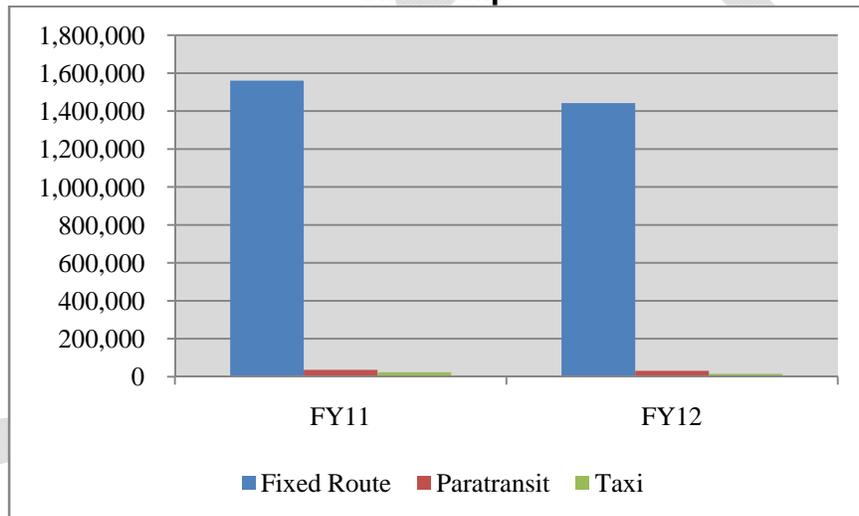
Source: TDA Claims for Passengers, Hours and Miles.
 Costs and Fares from Operating Budget for FY 11 and State Controller Report for FY 12

Graphical display of select performance indicators is shown below.

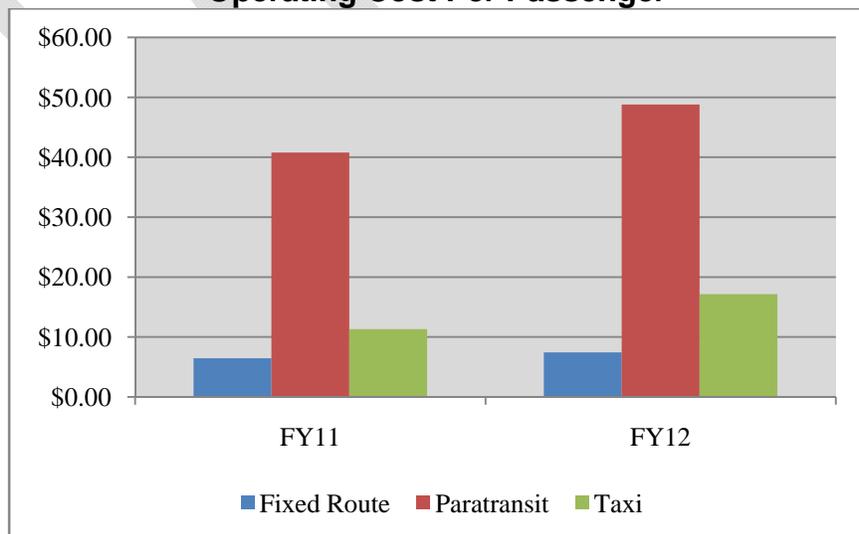
Operating Cost



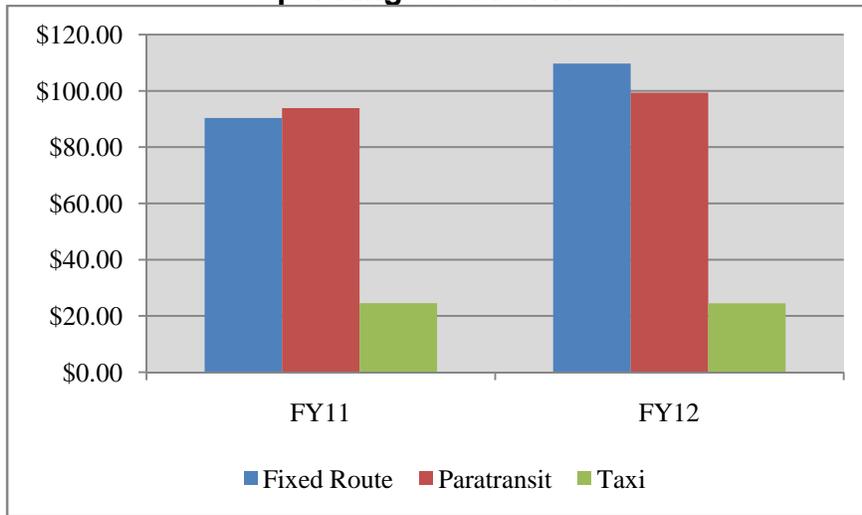
Ridership



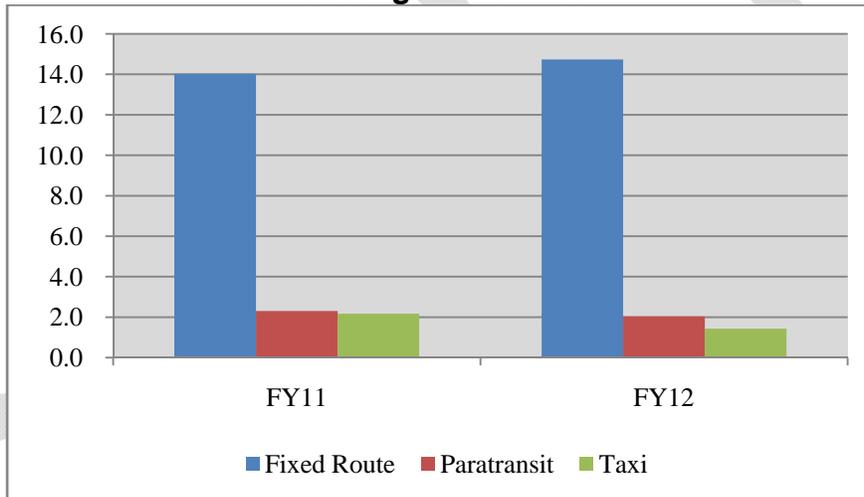
Operating Cost Per Passenger



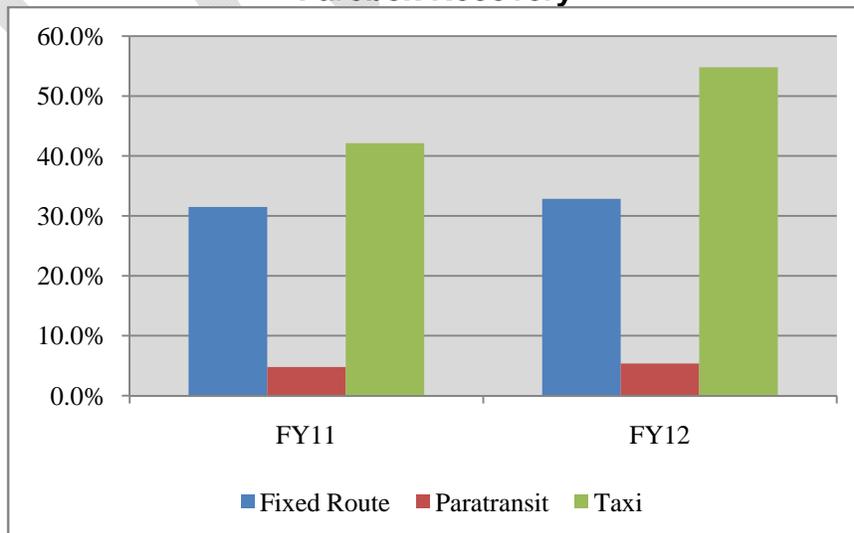
Operating Cost Per Hour



Passengers Per Hour



Farebox Recovery



Performance Against SRTP Standards

The SRTP for SolTrans provided a set of performance standards for fixed route, paratransit, and systemwide. A sampling of performance standards and the current status of each mode meeting their respective projections are shown.

Performance Measure	SRTP Standard	SolTrans (FY 11-12)	Standard Met?
Operating Cost per Hour			
<i>Fixed Route</i>	<= \$98.46	\$109.70	No
<i>Paratransit</i>	<= \$78.51	\$99.38	No
Operating Cost per Passenger			
<i>Systemwide</i>	<= \$8.00	\$8.41	No
Passengers per Hour			
<i>Systemwide</i>	>=8.5	12.0	Yes

Operating Revenues

SolTrans relies on a combination of local, state and federal funding sources for operations of the transit service. They include local sources such as fare revenue and Regional Measure 2, TDA, and rural and urban federal funds through the FTA 5311 and 5307 grant programs, respectively. SolTrans also receives federal funds through the Jobs Access and Reverse Commute (JARC) competitive grant. In FY 2011, local funds provided the largest contribution for operations, followed by TDA and then federal. However, in FY 2012, TDA was the larger contributor of revenue followed by local sources, and then federal. Using information from SolTrans budget for FY 11 and State Controller Report for FY 12, revenues are shown for the two year period. A summary of revenues by source type, including local, state and federal is also shown.

Operating Revenues

	FY 11	FY 12
Fare Revenue	\$3,348,108	\$3,752,911
Regional Measure 2	\$1,223,840	\$1,223,840
Intercity Funding Agreement	\$91,996	
Auxiliary Transp. Revenues		\$665,913
Other Local	\$143,000	\$1,057

	FY 11	FY 12
TDA	\$4,109,628	\$7,208,928
STAF	\$325,000	\$609,616
FTA 5303	\$90,000	
FTA 5307 ARRA	\$1,216,378	
FTA 5307	\$612,433	
FTA 5311	\$179,628	\$42,503
FTA 5316	\$523,435	\$200,000
Total	\$11,863,446	\$13,704,768

Source: SolTrans Budget FY 11, State Controller Report FY 12

Summary of Operating Revenues by Source Type

	FY 11	% of Total	FY 12	% of Total
Local Revenues (fares, other)	\$4,806,944	41%	\$5,643,721	41%
State Funds (TDA)	\$4,434,628	37%	\$7,818,544	57%
Federal	<u>\$2,621,874</u>	<u>22%</u>	<u>\$242,503</u>	<u>2%</u>
Total	\$11,863,446	100%	\$13,704,768	100%

Source: TDA Claims

During the transitional period of SolTrans, MTC has provided financial support with one-time funding sources to meet the “SolTrans Transition Funding Framework”. These funding sources include Lifeline State Transit Assistance Fund (STAF) funds, STAF-Revenue Based Funds, STAF Population Based Funds, and Surface Transportation Program (STP) funding. The one-time funding sources, totaling \$2.7 million, can be used for operating purposes in FY 2012-13. However, the \$1 million in STP funds will not be available until the end of FY 2013 or possibly the first quarter of FY 2014, and this funding can only be used for preventive maintenance activities. The remaining \$1.7 million is being used to finance unexpected obligations associated with SolTrans transitional costs, and create a positive cash balance and ensure adequate cash flow for stabilizing the agency.

Capital Revenues

SolTrans currently has about \$4.0 million in existing and active FTA capital grants. An additional \$431,000 in existing FTA Section 5307 funding from FY 2011, currently programmed in the Metropolitan Transportation Commission’s Transportation Improvement Program (TIP), remains to be obligated in grants by SolTrans staff. Therefore, a total of \$4.4 million in FTA funding is available. As the local match to use the federal funds, a combination of TDA and State Proposition 1B funds are being used in the amount of \$3.3 million. Total Proposition 1B funds allocated to the SolTrans service area are shared with the Water Emergency Transportation Authority (WETA) at the ratio of one-third to SolTrans, and two-thirds to WETA. In sum, capital project funding using current revenues is \$7.7 million. The budgeted capital revenues are shown for the current fiscal year. A summary of revenues by source type is also shown.

Capital Revenues by Source

	FY13
State Funds (TDA)	\$1,395,000
State Funds (Prop 1B)	\$1,830,526
FTA 5307	\$430,598
FTA Grants	\$3,960,000
Total	\$7,616,124
Source: SolTrans Board Agenda 9/20/12	

Summary of Capital Revenues by Source Type

	FY 13	% of Total
State Funds	\$3,225,526	42%
FTA	\$4,390,598	58%
Total	\$7,616,124	100%

Separately, and contained in MTC's TIP, SolTrans currently holds about \$1.2 million in FTA 5307 funding that is programmed to fifteen separate projects. The fifteen projects had been previously planned by either City of Vallejo or City of Benicia staff, and are either not critical for the SolTrans system at this time, or may be funded with more flexible funding such as TDA. Rather than continuing to fund these fifteen smaller separate projects, SolTrans staff recommended applying the \$1.2 million to a few critical and manageable projects, with the goal of closing-out projects as quickly as possible. The SolTrans Board approved reprogramming of these funds to allow for timely use of funds, quicker project delivery, and a local match reserve. Of the \$1.2 million, about \$506,000 will be used for capital projects and the remaining for operating expenses and preventive maintenance.¹

Historically, FTA 5307 funding has been used for capital purposes by both cities of Vallejo and Benicia. TDA funds were the primary source of operating assistance. SolTrans staff is developing a funding strategy with Board approval to use 5307 funding for operating assistance instead, which MTC allows under their proposed Transit Capital Priorities (TCP) Policy. SolTrans will then be able to save TDA funds as a local match reserve or for some other purpose. This is due to the fact that SolTrans does not currently have a local fund reserve for meeting the local match for capital projects. Since TDA is one of the most flexible funding sources available to SolTrans, the agency can decide to use this funding for any transit-related capital or operating purpose as approved by MTC.

¹ The \$506,000 includes \$431,000 that is part of the \$7.7 million identified above for capital projects. The remaining \$75,000 will be used for technology upgrades.

Capital Expenses

The proposed capital projects for the \$7.7 million in federal and local match funding by SolTrans includes farebox upgrades, automatic vehicle location (AVL) system, hybrid commuter bus replacement, video security cameras, operations/maintenance facility improvements, communications system, information technology equipment, and branding/website. The largest expenditures will be for the replacement vehicles (\$2.9 million), AVL technology (\$2.2 million), and bus facility rehabilitation (\$1.5 million). SolTrans has recently replaced all but a few local transit buses and does not anticipate another large local bus replacement until year 2022.

TDA Balance

The Vallejo/Benicia apportionment area comprising the SolTrans service area receives about \$4.7 million in Transportation Development Act Funds on an annual basis. According to funding information provided by the Solano Transportation Authority based on data from the Metropolitan Transportation Commission, after allocation for transit expenses for FY 2012-13, a balance of approximately \$200,000 in TDA reserve funds remain for SolTrans.

Cost Containment

When the JPA that created SolTrans became effective, contract transit management, and since then full time administrative staff, have been making effort to integrate and restructure the former Vallejo and Benicia transit services. A General Manager was hired prior to the start of fiscal year 2012-13, as well as a Finance Officer shortly afterward, to plan and manage the board approved changes occurring for SolTrans.

Beginning in July 2012, SolTrans restructured service systemwide that has impacted nearly all existing services in order to address a \$3.0 million structural deficit. The service reductions will result in the elimination of approximately 15,500 annual service hours, about a 10 percent reduction in service. The final determination of service changes was crafted with the objective to create a sustainable, reliable, and productive system. These system changes are the product of extensive public meetings and outreach with existing ridership and the citizens of both Benicia and Vallejo.

Anticipated improvements from the route changes include:

- Direct access from Northeast Vallejo to Gateway Plaza
- Improved reliability and connections between buses
- Sunday service that serves Vallejo and Benicia, and connects to BART
- Continued connections to Diablo Valley College
- Direct service to Discovery Kingdom
- Improved Dial-A-Ride in Benicia through allocation of additional resources

- Implementation of a single regional monthly pass allowing travel on all SolTrans commuter routes
- Implementation of both Regional and Local Day Passes for fixed route and Dial-A-Ride

While some cost savings will be realized from the reduction in service and subsequent reduction in the contract operator's cost, the savings are not expected to meet SolTrans' cost goal. SolTrans transit management has also identified operational efficiencies to contain cost. Efficiencies include meeting on-time performance targets that go towards increasing customer service but also reducing the need, and cost, to send out extra buses to meet time schedules.

In addition to the service reductions, a Request for Proposals for transit operations services was recently released to procure a private vendor to operate the service and maintain vehicles, transit facilities and amenities. SolTrans and the current contractor negotiated a contract extension that will end in June 2013. The RFP was developed with further cost reductions in mind, given that purchased transportation comprises the largest operating expenditure category for SolTrans.

Five Year Financial Forecast

A forecast of revenues and expenses for both operations and capital projects for SolTrans is presented for the next five-years. The forecast is based in part on SolTrans FY 2013 operations and capital budget and forecast and provides a base scenario that relies on stable funding streams for operations to sustain the transit system. TDA funds, Regional Measure 2, FTA 5307 grant monies, and fare revenue are the main revenue sources to fund operations. Transitional one-time funding provided by MTC is also shown in FY 2013. As SolTrans operates a number of Solano Express commuter routes, TDA contributions from other local jurisdictions are obtained through the intercity transit cost sharing agreement and are included in the fixed route bus revenue forecast.

SolTrans claimed almost the full apportionment amounts plus carryover, including for both Benicia and Vallejo, for transit services in FY 2013. TDA funds will grow marginally during the forecast period given some improvement that is expected in the economy in the coming years. While TDA revenues in Solano County have grown an average of almost 5 percent per year over the last 20 years (in actual dollars), the average figure factors in both economic peaks and valleys over a long time period. Because of the relatively short forecast period and to remain conservative, TDA growth rates are assumed to follow the forecasted Consumer Price Index for the San Francisco Consolidated Metropolitan Statistical Area (CMSA) developed by the State Department of Finance. The CPI forecast, which goes through FY 2015-16, assumes a 2 percent growth rate per year. The TSP forecast follows this trend. Also, accounting for continued level of some economic growth that is expected to occur slowly in the future, the TSP shows 3 percent growth per year for the last two years of the forecast.

SolTrans identifies funding sources that are uncertain or are competitive and not stable on an annual basis. They include STAF Lifeline, FTA 5311 rural, and FTA 5307 preventive maintenance fuel allocation. To be conservative, future revenues are reduced from 2013 budgeted amounts.

Fare revenues increase by 2 percent per year to reflect stable operations from service enhancements. STAF revenue-based funds are projected to decrease from budgeted 2013 levels beginning in FY 2014 because SolTrans will receive one-third of the amount and WETA will receive two-thirds. The Governor's FY 2013-14 State budget also proposes a reduction in STAF by about 6 percent from the previous year.

Operations expenses designated to the fixed route system include local and commuter bus services, and small amounts for bus facility maintenance. Growth in operations is assumed at 3 percent per year which is slightly above the forecasted growth in CPI for the San Francisco Consolidated Metropolitan Statistical Area (CMSA). No transfer center operations/maintenance expenses appear to be in the fixed route budget. Paratransit expenses are primarily for the transit services contract.

The baseline revenue service hours are based on the SolTrans FY 2011-12 State Controller Report data. The supplemental operations data indicates revenue service hours to be 97,900 for fixed route, and 15,200 for dial-a-ride.

On the capital side, capital projects in FY 2012-13 are budgeted with sufficient funding including replacement of three Solano Express Model Year 2001 commuter buses with hybrid commuter coaches. One bus will go to FAST and two will remain with SolTrans to replace buses bought in FY 2001, leaving one additional 2001 commuter bus owned by SolTrans to replace in 2015.

However, with recent MTC action to modify the eligible claimants for several Bay Area UZAs, including the San Francisco/Oakland and Vallejo UZAs, replacement of these express buses would no longer be eligible from this fund source even though they continue to provide service within the San Francisco/Oakland UZA. Solano Transit Authority has requested that MTC modify this recent action to ensure that the replacement of Solano Express Buses, consistent with MTC Resolution 3434 which provide service to BART, remain eligible for San Francisco/Oakland UZA funds.

From the same MTC action, SolTrans would become the sole eligible claimant in the Vallejo UZA with the exception of Napa transit service which receives an annual allocation for ADA paratransit assistance due to American Canyon residing in the Vallejo Urbanized Area.

All other MCI buses are Model Year 2003, and based on MTC's TCP policy, these buses have a useful life of 14 years and will need to be replaced in 2017. However, SolTrans plans to extend the life of the buses by 2 to 3 years beyond the 14 year life span due to completed midlife engine replacements. SolTrans is developing a reserve policy for TDA as part of its strategy to bank operating revenue savings for future capital expenses. Actual level of reserves will be determined along with FTA 5307 funds to pay for the large replacement of commuter buses.

Preventive maintenance is projected to be \$200,000 per year beginning in FY 2013-14 and will include labor and parts associated with capitalized maintenance work (i.e. replacement of engines, transmissions, hybrid battery packs, and other capital work that would typically exceed \$5,000 in total). Unused funds in a given year will be carried-over to the next year. Therefore, actual funding investment on an annual basis may be less than shown, if funding is carried-over year after year.

Full renovation and expansion of the bus facility on Broadway is budgeted at \$2 million in FY 2013. The current SolTrans capital budget for FY 2013 includes \$1.5 million in federal and local funding. In addition, the City of Vallejo has roughly \$500,000 in an existing FTA grant (including the local match) for the renovation. Beyond this, some funding is set-aside for other potential maintenance needs. The Curtola Transit & Parking Center is not included until such time that funding is clearly allocated by MTC for this project.

Technology enhancements such as information technology equipment, communications, farebox upgrade, security cameras, and automatic vehicle locator systems are budgeted in 2013 at a cost of over \$3 million. In FY 2014, \$200,000 is projected should SolTrans need to invest in a comprehensive phone system for ADA compliance purposes and for improved customer service. Beyond FY 2014, \$100,000 is budgeted for unforeseen technology needs. An additional \$250,000 is budgeted for branding and website development in FY 2013.

Vehicle replacement unit costs are based on the most recent MTC regional bus/van pricelist for FYs 2012-13 and FY 2013-14 for Transit Capital Priorities Call for Projects. SolTrans provided the vehicle replacement costs for three commuter buses in FY 2012-13 which are similar to those in the MTC pricelist. Unit costs include cutaway vehicles at \$118,000 (over 26 feet), and minivans at \$54,000. The pricelist assumes a 2 percent annual growth in vehicle cost. Capital costs for preventive maintenance, technology enhancements, automated vehicle locator system, and branding/website development are provided by SolTrans.

Based on the fleet list and vehicle ages, with the understanding that SolTrans anticipates prolonging the useful life of the existing commuter buses, vehicles assumed to need replacement over the next five years include a total of 13 vehicles ranging from ADA accessible vans to paratransit vehicles to large commuter buses (only those commuter buses replaced in 2013). SolTrans' local fleet of 21 Model Year 2011 Gillig hybrid buses are sufficient for meeting current service levels with some room for expansion. Funding is identified for over-the-road bus replacements in FY 2013, while the TDA reserve policy that will be developed, together with federal grant funds, will likely be used to pay for future replacements beyond the forecast period. A listing of capital projects by year is shown.

FY 12-13: 3 replacements of year 2001, 52 passenger commuter buses; bus facility improvements; technology enhancements; and branding/website improvements.

FY 13-14: 3 replacement of year 2000 and 2001 supervisor cars with ADA accessible vans; bus preventive maintenance; facility maintenance; technology enhancement.

FY 14-15: Bus preventive maintenance; facility maintenance; technology enhancement.

FY 15-16: Bus preventive maintenance; facility maintenance; technology enhancement.

FY 16-17: Bus preventive maintenance; facility maintenance; technology enhancement.

FY 17-18: 7 replacements of 2011, 16 passenger paratransit vehicles; bus preventive maintenance; facility maintenance; technology enhancement.

The financial forecast data is expressed in year of expenditure. As shown in the forecast, SolTrans will operate at an overall annual surplus under current conditions. Fixed route operations will have a sizable surplus while paratransit will incur a smaller deficit, thus a net surplus systemwide. One time transitional funds provided by MTC, as well as remaining federal grants being transferred from Vallejo to SolTrans, provide additional boosts to the revenues in the short term. As identified in SolTrans' budget assumptions, certain revenue sources included in the forecast have been identified as uncertain given their competitive nature. As such, a decrease in these funds is assumed after the initial year. The surplus operating revenues support SolTrans' strategy to bank operations savings to use for capital purchases, as well as develop a reserve policy.

The large capital replacement of commuter buses after the forecast period presents a challenge for adequate funding. The flexibility in TDA savings along with potential FTA 5307 grants would help in funding the replacements. SolTrans plans to extend the useful lives of the existing commuter fleet, which would enable funding to further build up. The capital funding buildup is dependent in large part on the future growth of operations and the level of TDA needed to support this growth.

Financial Projections - Fixed Route Capital and Operating

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Capital Expense						
Vehicle Replacement	\$2,850,000	\$0	\$0	\$0	\$0	\$0
Preventive Maintenance - Bus		\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Preventive Maintenance - Facilities	\$2,000,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Technology	\$1,080,000	\$200,000	\$100,000	\$100,000	\$100,000	\$100,000
Automatic Vehicle Locator System	\$2,160,000					
Branding & Website- System Investments	\$250,000					
Total	\$8,340,000	\$420,000	\$320,000	\$320,000	\$320,000	\$320,000
Capital Revenue						

Financial Projections - Fixed Route Capital and Operating

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Transportation Development Act ⁽¹⁾	\$1,395,000	\$84,000	\$64,000	\$64,000	\$64,000	\$64,000
RM 2	\$130,000					
Proposition 1B	\$1,831,000					
FTA Grants	\$3,960,000					
FTA 5307	\$566,000	\$336,000	\$256,000	\$256,000	\$256,000	\$256,000
FTA 5339	\$458,000	\$493,000				
Total	\$8,340,000	\$913,000	\$320,000	\$320,000	\$320,000	\$320,000
Annual Net Surplus/Deficit - Capital	\$0	\$493,000	\$0	\$0	\$0	\$0
Cumulative Net Surplus/Deficit - Capital	\$0	\$493,000	\$493,000	\$493,000	\$493,000	\$493,000
Operating Expense						
Fixed Route ⁽²⁾	\$9,809,000	\$10,103,000	\$10,406,000	\$10,718,000	\$11,040,000	\$11,371,000
Total	\$9,809,000	\$10,103,000	\$10,406,000	\$10,718,000	\$11,040,000	\$11,371,000
Operating Revenue						
Fares ⁽³⁾	\$3,250,000	\$3,315,000	\$3,381,000	\$3,449,000	\$3,518,000	\$3,588,000
Other Income	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
RM 2	\$1,224,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
Transportation Development Act ⁽⁴⁾	\$3,417,000	\$3,485,000	\$3,555,000	\$3,626,000	\$3,735,000	\$3,847,000
TDA Intercity Transit Cost Sharing	\$213,000	\$217,000	\$221,000	\$225,000	\$232,000	\$239,000
STAF - Revenue Based ⁽⁵⁾	\$586,000	\$171,000	\$171,000	\$171,000	\$171,000	\$171,000
STAF Lifeline *	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000
FTA 5307	\$3,264,000	\$2,958,000	\$3,228,000	\$3,200,000	\$3,200,000	\$3,200,000
FTA 5307 - Fuel *	\$321,000					
FTA 5311 *	\$107,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
FTA 5316	\$300,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Unused Vallejo FTA Grants (O&M) <i>Transitional One-Time Funding</i>		\$1,689,000				

Financial Projections - Fixed Route Capital and Operating

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
STAF - Revenue Based One-Time ⁽⁶⁾	\$549,000					
STAF - Population Based One-Time ⁽⁷⁾	\$878,000					
STAF Lifeline One-Time	\$182,000					
FTA STP Prev. Maint. One-Time	\$1,000,000					
Total	\$15,671,000	\$13,565,000	\$12,286,000	\$12,401,000	\$12,586,000	\$12,775,000
Annual Net Surplus/Deficit - Operations	\$5,862,000	\$3,462,000	\$1,880,000	\$1,683,000	\$1,546,000	\$1,404,000
Cumulative Net Surplus/Deficit - Operations	\$5,862,000	\$9,324,000	\$11,204,000	\$12,887,000	\$14,433,000	\$15,837,000

(1) SolTrans is developing a reserve policy for TDA as part of its strategy to bank operating revenue savings for future capital expenses. Actual level of reserves to be determined.

(2) Operating expenses includes \$15,000 for bus facility maintenance. Operating expenses grow by 3% per year, slightly above forecasted growth in CPI for the San Francisco Consolidated Metropolitan Statistical Area (CMSA).

(3) Fare revenues increase by 2% per year to reflect stable operations from service enhancements.

(4) TDA revenues are net of FAST Intercity and STA Planning totaling an additional \$345,000. TDA growth is 2 percent for first three years, and 3 percent remaining two years, mirroring forecasted growth of SF CMSA CPI Forecast through FY 2015-16. SolTrans is developing a reserve policy for TDA for its strategy to bank operating revenue savings for future capital expenses.

(5) Combined Vallejo and Benicia STAF revenue-based apportionments for FY 2012-13. STAF reduction of 6% between FYs 2013 and 2014 based on proposed FY 2013-14 State budget. SolTrans will receive 1/3 of Vallejo STAF beginning in FY 2014, and 2/3 goes to WETA. Revenue is held constant in forecast since STAF is volatile based on unpredictable diesel fuel sales.

(6) Unprogrammed/unclaimed Vallejo STAF Revenue Based, MTC Resolution 4051

(7) Benicia Debt Retirement payment of \$121,600 not included.

* SolTrans identifies these funding sources as uncertain/one-time/competitive grant funds. Revenues are either held constant or reduced to reflect uncertainty.

**Financial Projections - Paratransit and Local and Intercity Taxi
Capital and Operating**

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Capital Expense						
Vehicle Replacement	\$0	\$162,000	\$0	\$0	\$0	\$894,000
Total	\$0	\$162,000	\$0	\$0	\$0	\$894,000
Capital Revenue						
Transportation Development Act Proposition 1B		\$162,000				\$894,000
Total	\$0	\$162,000	\$0	\$0	\$0	\$894,000
Annual Net Surplus/Deficit - Capital	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Net Surplus/Deficit - Capital	\$0	\$0	\$0	\$0	\$0	\$0
Operating Expense						
Paratransit ⁽¹⁾	\$1,732,000	\$1,784,000	\$1,838,000	\$1,893,000	\$1,950,000	\$2,009,000
Taxi (Local and Regional) ⁽¹⁾	\$236,000	\$243,000	\$250,000	\$258,000	\$266,000	\$274,000
Total	\$1,968,000	\$2,027,000	\$2,088,000	\$2,151,000	\$2,216,000	\$2,283,000
Operating Revenue						
Fares - Paratransit	\$81,000	\$83,000	\$85,000	\$87,000	\$89,000	\$91,000
Fares - Local Taxi	\$112,000	\$114,000	\$116,000	\$118,000	\$120,000	\$122,000
Fares - Regional Taxi	\$25,000	\$26,000	\$27,000	\$28,000	\$29,000	\$30,000
Transportation Development Act ⁽²⁾	\$1,082,000	\$1,104,000	\$1,126,000	\$1,149,000	\$1,183,000	\$1,218,000
FTA 5307 ADA Setaside ⁽³⁾	\$594,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000

**Financial Projections - Paratransit and Local and Intercity Taxi
Capital and Operating**

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Total	\$1,894,000	\$1,527,000	\$1,554,000	\$1,582,000	\$1,621,000	\$1,661,000
Annual Net Surplus/Deficit - Operations	-\$74,000	-\$500,000	-\$534,000	-\$569,000	-\$595,000	-\$622,000
Cumulative Net Surplus/Deficit - Operations	-\$74,000	-\$574,000	-\$1,108,000	-\$1,677,000	-\$2,272,000	-\$2,894,000

(1) Operating expenses grow by 3% per year, slightly above forecasted growth in CPI for the San Francisco Consolidated Metropolitan Statistical Area (CMSA).

(2) TDA revenues are net of STA Planning totaling an additional \$141,000.

(3) \$200,000 from SF-Oakland Urbanized Area beginning in FY 2013-14, in MTC Resolution 4072. Vallejo Urbanized Area will be included in 5307 "operating assistance" lump amount.

**Financial Projections - Complete System (Fixed Route, Paratransit, Local Taxi and Intercity Taxi)
Capital and Operating**

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Capital Expense						
Vehicle Replacement	\$2,850,000	\$162,000	\$0	\$0	\$0	\$894,000
Preventive Maintenance - Bus	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Preventive Maintenance - Facilities	\$2,000,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Technology	\$1,080,000	\$200,000	\$100,000	\$100,000	\$100,000	\$100,000
Automatic Vehicle Locator System	\$2,160,000	\$0	\$0	\$0	\$0	\$0
Branding & Website-System Investments	\$250,000	\$0	\$0	\$0	\$0	\$0
Total	\$8,340,000	\$582,000	\$320,000	\$320,000	\$320,000	\$1,214,000

Financial Projections - Complete System (Fixed Route, Paratransit, Local Taxi and Intercity Taxi)
Capital and Operating

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Capital Revenue						
Transportation Development Act ⁽¹⁾	\$1,395,000	\$246,000	\$64,000	\$64,000	\$64,000	\$958,000
RM 2	\$130,000	\$0	\$0	\$0	\$0	\$0
Proposition 1B	\$1,831,000	\$0	\$0	\$0	\$0	\$0
FTA Grants	\$3,960,000	\$0	\$0	\$0	\$0	\$0
FTA 5307	\$566,000	\$336,000	\$256,000	\$256,000	\$256,000	\$256,000
FTA 5339	\$458,000	\$493,000	\$0	\$0	\$0	\$0
Total	\$8,340,000	\$1,075,000	\$320,000	\$320,000	\$320,000	\$1,214,000
Annual Net Surplus/Deficit - Capital	\$0	\$493,000	\$0	\$0	\$0	\$0
Cumulative Net Surplus/Deficit - Capital	\$0	\$493,000	\$493,000	\$493,000	\$493,000	\$493,000
Operating Expense						
Operations	\$11,777,000	\$12,130,000	\$12,494,000	\$12,869,000	\$13,256,000	\$13,654,000
Total	\$11,777,000	\$12,130,000	\$12,494,000	\$12,869,000	\$13,256,000	\$13,654,000
Operating Revenue						
Fares	\$3,468,000	\$3,538,000	\$3,609,000	\$3,682,000	\$3,756,000	\$3,831,000
Other Income	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
RM 2	\$1,224,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
Transportation Development Act ⁽¹⁾	\$4,499,000	\$4,589,000	\$4,681,000	\$4,775,000	\$4,918,000	\$5,065,000
TDA Intercity Transit Cost Sharing	\$213,000	\$217,000	\$221,000	\$225,000	\$232,000	\$239,000
STAF - Revenue Based	\$586,000	\$171,000	\$171,000	\$171,000	\$171,000	\$171,000
STAF Lifeline *	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000
FTA 5307	\$3,858,000	\$3,158,000	\$3,428,000	\$3,400,000	\$3,400,000	\$3,400,000
FTA 5307 - Fuel *	\$321,000	\$0	\$0	\$0	\$0	\$0
FTA 5311 *	\$107,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
FTA 5316	\$300,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000

Financial Projections - Complete System (Fixed Route, Paratransit, Local Taxi and Intercity Taxi)
Capital and Operating

<i>(Numbers are expressed in Year of Expenditure \$)</i>	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Unused Vallejo FTA Grants (O&M)		\$1,689,000				
<i>Transitional One-Time Funding</i>						
STAF - Revenue Based One -Time	\$549,000	\$0	\$0	\$0	\$0	\$0
STAF - Population Based One-Time	\$878,000	\$0	\$0	\$0	\$0	\$0
STAF Lifeline One-Time	\$182,000	\$0	\$0	\$0	\$0	\$0
FTA STP Prev. Maint. One-Time	\$1,000,000	\$0	\$0	\$0	\$0	\$0
Total	\$17,565,000	\$15,092,000	\$13,840,000	\$13,983,000	\$14,207,000	\$14,436,000
Annual Net Surplus/Deficit - Operations	\$5,788,000	\$2,962,000	\$1,346,000	\$1,114,000	\$951,000	\$782,000
Cumulative Net Surplus/Deficit - Operations	\$5,788,000	\$8,750,000	\$10,096,000	\$11,210,000	\$12,161,000	\$12,943,000

(1) SolTrans is developing a reserve policy for TDA as part of its strategy to bank operating revenue savings for future capital expenses. Actual level of reserves to be determined.

(2) TDA revenues are net of STA Planning totaling an additional \$141,000.

* SolTrans identifies these funding sources as uncertain/one-time/competitive grant funds. Revenues are either held constant or reduced to reflect uncertainty.

City of Vacaville City Coach

The following tables provide an initial summary of the historic financial and performance data for Vacaville City Coach. Data sources used to comprise the tables include TDA Claims, Fiscal Audits, Comprehensive Annual Financial Reports, MTC Statistical Summary, Operating Budget, State Controller Reports, and National Transit Database.² A review of other data sources including the Short Range Transit Plan was also conducted.

Data Consistency

A comparison of key financial and operations data was undertaken to determine the general accuracy of the recording and reporting by City of Vacaville. With an understanding that various reports are submitted at different times on the local, regional and state level, most are all prepared after the end of the fiscal year and ideally should match. An exception is the Operating Budget which provides adopted and proposed budgets for FYs 2010-11 and 2011-12 respectively.

The listing of the data provides comparison to show minor discrepancies that may exist among the various data sources that portray the financial health of the transit system. The data reported in the annual MTC Statistical Summary include only the fixed route and paratransit services, and not either the local taxi or intercity taxi programs. In comparison, the other data sources include all public transit services managed by the city. Full time equivalents are reported for fixed route and paratransit services, and do not include either taxi programs.

For non-fixed route services, the financial audits aggregate total operations cost and fare revenue for paratransit, local taxi, and intercity taxi. Other data sources separate among these three services. This explains the discrepancy in operating cost and fare revenues in the paratransit and taxi table. Fiscal year 2010-11 was the first full year of the intercity taxi scrip program managed by Vacaville. Overall, in consideration of which transit services are reported in the respective sources, the data provide relatively consistent information.

² On an annual basis, the City of Vacaville certifies that the transit system operates 30 or fewer vehicles in annual maximum service and reports to the FTA as a Small Systems Waiver agency for purposes of the National Transit Database. This status requires Vacaville to submit fewer forms to NTD than without the waiver.

VACAVILLE CITY COACH DATA CONSISTENCY - TOTAL SYSTEM

Performance Measure	Source	FY09	FY10	FY11	FY12
Total Operating Expenses	State Controller Report	\$2,034,697	\$2,049,267	\$2,148,412	
	Audited Financial Statements	\$2,022,790	\$2,047,203	\$2,146,764	
	MTC Statistical Summary	\$1,903,000	\$1,896,000	\$1,831,000	
	TDA Claim	\$2,034,698	\$2,049,266	\$2,148,605	\$2,752,088
	Operating Budget	\$2,024,459	\$2,047,204	\$2,482,035	\$2,242,704
Farebox Revenues	State Controller Report	\$332,019	\$357,513	\$391,850	
	Audited Financial Statements	\$332,019	\$357,513	\$391,850	
	MTC Statistical Summary	\$273,000	\$301,000	\$302,000	
	TDA Claim	\$332,019	\$357,513	\$391,849	\$451,637
Passengers	State Controller Report	328,916	377,228	403,352	
	MTC Statistical Summary	317,000	364,000	386,000	
	TDA Claims	328,922	377,238	397,667	450,137
Vehicle Service Hours	State Controller Report	32,728	35,384	31,426	
	MTC Statistical Summary	28,000	30,000	31,000	
	TDA Claims	32,735	34,784	31,929	43,018
Vehicle Service Miles	State Controller Report	469,498	492,504	501,290	
	MTC Statistical Summary	406,000	429,000	436,000	
	TDA Claims	470,214	497,817	467,765	738,568
Employee Full-Time	State Controller Report	26.0	26.0	29.0	

	MTC Statistical Summary	22.0	22.0	22.0	
	TDA Claims	22.0	22.0	26.0	24.0

VACAVILLE CITY COACH DATA CONSISTENCY - FIXED ROUTE

Performance Measure	Source	FY09	FY10	FY11	FY12
Operating Cost	State Controller Report	\$1,422,575	\$1,454,669	\$1,404,235	
	Audited Financial Statements	\$1,414,367	\$1,454,284	\$1,403,450	
	MTC Statistical Summary	\$1,423,000	\$1,455,000	\$1,427,000	
	TDA Claim	\$1,422,575	\$1,454,668	\$1,404,427	\$1,796,309
	Operating Budget	\$1,416,036	\$1,454,284	\$1,594,205	\$1,429,865
	National Transit Database				\$1,693,024
Passenger Fares	State Controller Report	\$242,166	\$270,951	\$276,749	
	Audited Financial Statements	\$242,166	\$270,951	\$276,749	
	MTC Statistical Summary	\$242,000	\$271,000	\$272,000	
	TDA Claim	\$242,166	\$270,951	\$276,749	\$314,060
	National Transit Database				\$339,687
Passengers	State Controller Report	302,461	350,410	372,412	
	MTC Statistical Summary	302,000	350,000	372,000	
	TDA Claims	302,461	350,410	372,412	425,014
	National Transit Database				446,109
Vehicle Service Hours	State Controller Report	23,204	25,120	23,670	

Vehicle Service Miles	MTC Statistical Summary	23,000	25,000	26,000	
	TDA Claims	23,206	25,130	25,744	36,582
	National Transit Database				33,767
	State Controller Report	340,485	364,277	348,631	
	MTC Statistical Summary	340,000	365,000	375,000	
Employee Full-Time Equivalents	TDA Claims	340,485	364,512	379,238	525,066
	National Transit Database				525,949
	State Controller Report	21	21	24	
Employee Full-Time Equivalents	MTC Statistical Summary	18	18	18	
	TDA Claims	18	18	22	24

**VACAVILLE CITY COACH DATA CONSISTENCY –
PARATRANSIT AND LOCAL TAXI**

Performance Measure	Source	FY09	FY10	FY11	FY12
Operating Cost	State Controller Report	\$612,122	\$594,598	\$527,210	
	Audited Financial Statements	\$608,423	\$592,919	\$743,314	
	TDA Claims	\$612,123	\$576,991	\$527,212	\$609,600
	Operating Budget	\$608,423	\$575,313	\$598,250	\$657,057
Passenger Fares	State Controller Report	\$89,853	\$86,562	\$82,556	
	Audited Financial Statements	\$89,853	\$86,562	\$115,101	
	TDA Claims	\$89,853	\$83,606	\$82,556	\$85,650

Passengers	State Controller Report	26,455	26,818	25,255	
	TDA Claims	26,461	26,054	25,255	25,123
Vehicle Service Hours	State Controller Report	9,524	10,264	5,750	
	TDA Claims	9,529	9,097	6,185	6,436
Vehicle Service Miles	State Controller Report	129,013	128,227	83,212	
	TDA Claims	129,729	124,943	88,527	89,928

**VACAVILLE CITY COACH DATA CONSISTENCY –
SPECIAL SERVICES (PARATRANSIT)**

Performance Measure	Source	FY09	FY10	FY11	FY12
Operating Cost	MTC Statistical Summary	\$480,000	\$441,000	\$404,000	
	TDA Claims	\$480,219	\$440,954	\$399,098	\$456,501
	National Transit Database				\$468,084
Passenger Fares	MTC Statistical Summary	\$31,000	\$30,000	\$30,000	
	TDA Claims	\$31,123	\$29,696	\$30,055	\$27,705
	National Transit Database				\$58,060
Passengers	State Controller Report	14,767	14,312	14,212	
	MTC Statistical Summary	15,000	14,000	14,000	
	TDA Claims	14,773	14,312	14,212	13,687
	National Transit Database				13,707
Vehicle Service Hours	State Controller Report	5,315	5,569	4,723	
	MTC Statistical Summary	5,000	5,000	5,000	

Vehicle Service Miles	TDA Claims National Transit Database	5,320	5,047	5,158	5,295 5,311
	State Controller Report	65,715	59,080	56,895	
	MTC Statistical Summary	66,000	64,000	61,000	
	TDA Claims National Transit Database	66,431	64,012	62,210	63,140 61,666
Employee Full-Time Equivalents	State Controller Report	5	5	5	
	MTC Statistical Summary	4	4	4	
	TDA Claims	4	4	4	

VACAVILLE CITY COACH DATA CONSISTENCY - LOCAL TAXI SCRIP

Performance Measure	Source	FY09	FY10	FY11	FY12
Operating Cost	TDA Claims	\$131,904	\$136,037	\$128,114	\$153,099
Passenger Fares	TDA Claims	\$58,730	\$53,910	\$52,501	\$57,945
Passengers	TDA Claims	11,688	11,742	11,043	11,436
	State Controller Report	11,688	12,506	11,043	
Vehicle Service Hours	TDA Claims	4,209	4,050	1,027	1,141
	State Controller Report	4,209	4,695	1,027	
Vehicle Service Miles	TDA Claims	63,298	60,931	26,317	26,788
	State Controller Report	63,298	69,147	26,317	

VACAVILLE CITY COACH DATA CONSISTENCY - INTERCITY TAXI SCRIP

Performance Measure	Source	FY09	FY10	FY11	FY12
Operating Cost	State Controller Report			\$216,967	
	TDA Claims		\$17,607	\$216,966	\$346,179
	Operating Budget Internal Report		\$17,607	\$289,580	\$155,782
					\$363,357
Passenger Fares	State Controller Report			\$32,545	
	TDA Claims		\$2,956	\$32,544	\$51,927
Passengers	TDA Claims		774		
	State Controller Report			5,685	
	Internal Report				9,633
Vehicle Service Hours	TDA Claims		557		
	State Controller Report			2,006	
Vehicle Service Miles	TDA Claims		8,362		
	State Controller Report			69,447	
	Internal Report				123,574

Cost Drivers

Cost drivers are expense items necessary to provide a particular service. Cost drivers for City Coach have generally included operations and maintenance, administrative salaries and benefits, allocated costs for general fund expenses, and vehicle fuel. The percentage of these costs relative to total operations costs is derived. As City Coach is operated by a private contractor, salaries and benefits costs are shown for city employees for administration and management of the system.

**Cost Drivers
City Coach**

	2009	2010	2011	2012
Salaries	\$127,474	\$158,581	\$156,425	\$152,184
<i>% Change</i>		24%	-1%	-3%

Benefits	\$70,779	\$79,294	\$73,694	\$81,640
<i>% Change</i>		12%	-7%	11%
Cost Allocation	\$0	\$57,466	\$53,559	\$57,333
<i>% Change</i>		--	-7%	7%
Fuel ⁽¹⁾	\$184,508	\$186,302	\$158,782	\$194,829
<i>% Change</i>		1%	-15%	23%

Salaries as % of Total Operations Cost (minus depreciation)	6%	8%	7%	6%
Benefits as a % of Total Operations Cost (minus Depreciation)	3%	4%	3%	3%
Cost Allocation as a % of Total Operations Cost (minus Depreciation)	0%	3%	2%	2%
Fuel as % of Total Operations Cost (minus depreciation)	9%	9%	7%	7%

(1) CNG fuel rebates not shown in figures.

Source: TDA Claim Actual for FYs 09-11; TDA Claim Current Adjusted FY 2012; Annual Cost Allocation figure from City Budget.

A breakdown of audited costs between operations, maintenance, and administration is provided for the period of FYs 2008-09 through 2010-11. Operations cost comprises about 66 percent of total cost (minus depreciation), maintenance comprises 13 percent, and general administrative cost comprises the remaining 21 percent.

City Coach Operations Expenses

	2009	2010	2011
Operations	\$1,192,252	\$1,211,924	\$1,412,216
<i>% Change</i>	--	2%	17%
Maintenance	\$255,818	\$263,648	\$286,769
<i>% Change</i>	--	3%	9%
General Administration	\$586,628	\$573,694	\$449,619
<i>% Change</i>	--	-2%	-22%
Depreciation	\$361,816	\$615,414	\$969,855
<i>% Change</i>	--	70%	58%
Total	\$2,396,514	\$2,664,680	\$3,118,459

Source: TDA Claim Actual

A further division of operating expenses among other cost drivers is shown using audited data. With purchased transportation being the primary cost driver, others include fuel, services, and insurance. Trends in expenses show some variability in terms of increases and decreases, but most show decreasing cost trends on an annual basis over the last three years. For example, fuel expenses decreased in FY 2011 as a result of the fleet making a full conversion to CNG fuel

from diesel. Other expenses such as purchased transportation increased due to the commencement of new intercity taxi service in early 2010 while utilities remained relatively stable. Overall annual total operating expenses increased about five percent or less after excluding depreciation, primarily due to the inclusion of the new intercity taxi costs starting in early 2010. Excluding startup cost for intercity taxi, operations cost for fixed route and paratransit generally decreased over the last three years.

City Coach Operations Expenses

	2009	2010	2011
Services	\$314,288	\$306,542	\$256,764
<i>% Change</i>		-2%	-16%
Fuels and Lubricants	\$184,508	\$186,302	\$158,782
<i>% Change</i>		1%	-15%
Casualty and Liability	\$77,454	\$55,399	\$36,621
<i>% Change</i>		-28%	-34%
Utilities	\$12,540	\$12,391	\$12,547
<i>% Change</i>		-1%	1%
Purchased Transportation	\$1,192,252	\$1,211,924	\$1,412,216
<i>% Change</i>		2%	17%
Other	\$55,403	\$38,833	\$41,556
<i>% Change</i>		-30%	7%
Administration (Labor)	\$198,253	\$237,875	\$230,119
<i>% Change</i>		20%	-3%
Depreciation	\$361,816	\$615,414	\$969,855
<i>% Change</i>		70%	58%
Total	\$2,396,514	\$2,664,680	\$3,118,460
<i>% Change</i>		11%	17%

Source: TDA Claim Actual

Performance Trends

The following tables provide information on performance indicators and trends of the transit system. Industry performance measures are used including operating costs, fare revenues, ridership, revenue hours and miles, and full time equivalents. The general trend in fixed route and paratransit services for fiscal years 2009 through 2011 shows increased cost efficiency and effectiveness measured in cost per hour and per passenger, and farebox recovery. Subsidy per passenger also decreased over the three year period. Service effectiveness measured by passengers per hour shows an increase for fixed route while paratransit remained stable. Costs remained flat for fixed route, although ridership, service hours and miles increased thereby resulting in increased cost effectiveness. Costs for paratransit decreased with smaller declines in ridership, service hours and miles. Other measures such as fare revenue and farebox recovery increased for both fixed route and paratransit. Some performance indicators for local taxi show significant changes from a decline in service hours and miles in FY 2010-11 due in part to the introduction of intercity taxi.

VACAVILLE CITY COACH PERFORMANCE INDICATORS - FIXED ROUTE

Statistics & Performance Indicators	FY 08-09	FY 09-10	FY 10-11	% Change FY09-FY11
Operating Costs	\$1,414,367	\$1,454,284	\$1,403,450	-0.8%
<i>Annual % Change</i>		2.8%	-3.5%	
Passengers	302,461	350,410	372,412	23.1%
<i>Annual % Change</i>		15.9%	6.3%	
Vehicle Service Hours	23,206	25,130	25,744	10.9%
<i>Annual % Change</i>		8.3%	2.4%	
Vehicle Service Miles	340,485	364,512	379,238	11.4%
<i>Annual % Change</i>		7.1%	4.0%	
Employee FTEs	18.0	18.0	22.0	22.2%
<i>Annual % Change</i>		0.0%	22.2%	
Fare Revenue	\$242,166	\$270,951	\$276,749	14.3%
<i>Annual % Change</i>		11.9%	2.1%	
Local Match (Advertising revenue)	\$27,190	\$19,180	\$13,717	-49.6%
<i>Annual % Change</i>		-29.5%	-28.5%	
Operating Cost per Passenger	\$4.68	\$4.15	\$3.77	-19.4%
<i>Annual % Change</i>		-11.2%	-9.2%	
Operating Cost per Vehicle Service Hour	\$60.95	\$57.87	\$54.52	-10.6%
<i>Annual % Change</i>		-5.1%	-5.8%	
Passengers per Vehicle Service Hour	13.03	13.94	14.47	11.0%
<i>Annual % Change</i>		7.0%	3.7%	
Passengers per Vehicle Service Mile	0.89	0.96	0.98	10.5%
<i>Annual % Change</i>		8.2%	2.2%	
Veh Service Hours per Employee FTE	1,289	1,396	1,170	-9.2%
<i>Annual % Change</i>		8.3%	-16.2%	
Fare per Passenger	\$0.80	\$0.77	\$0.74	-7.2%
<i>Annual % Change</i>		-3.4%	-3.9%	
Subsidy per passenger	\$3.88	\$3.38	\$3.03	-21.9%
<i>Annual % Change</i>		-12.9%	-10.4%	
Farebox Recovery	19.0%	20.0%	20.7%	8.7%
<i>Annual % Change</i>		4.8%	3.7%	
Percentage Change Consumer Price Index (Bay Area CPI)	1.8%	1.2%	1.7%	0.0%

Source: Operating Cost and Fares/Local Match from Audited Financial Statements

**VACAVILLE CITY COACH PERFORMANCE INDICATORS –
SPECIAL SERVICES (PARATRANSIT)**

Statistics & Performance Indicators	FY 08-09	FY 09-10	FY 10-11	% Change FY09-FY11
Operating Costs	\$480,219	\$440,954	\$399,098	-16.9%
<i>Annual % Change</i>		-8.2%	-9.5%	
Passengers	14,773	14,312	14,212	-3.8%
<i>Annual % Change</i>		-3.1%	-0.7%	
Vehicle Service Hours	5,320	5,047	5,158	-3.0%
<i>Annual % Change</i>		-5.1%	2.2%	
Vehicle Service Miles	66,431	64,012	62,210	-6.4%
<i>Annual % Change</i>		-3.6%	-2.8%	
Employee FTEs	4.0	4.0	4.0	0.0%
<i>Annual % Change</i>		0.0%	0.0%	
Fare Revenue	\$31,123	\$29,696	\$30,055	-3.4%
<i>Annual % Change</i>		-4.6%	1.2%	
Operating Cost per Passenger	\$32.51	\$30.81	\$28.08	-13.6%
<i>Annual % Change</i>		-5.2%	-8.9%	
Operating Cost per Vehicle Service Hour	\$90.27	\$87.37	\$77.37	-14.3%
<i>Annual % Change</i>		-3.2%	-11.4%	
Passengers per Vehicle Service Hour	2.78	2.84	2.76	-0.8%
<i>Annual % Change</i>		2.1%	-2.8%	
Passengers per Vehicle Service Mile	0.22	0.22	0.23	2.7%
<i>Annual % Change</i>		0.5%	2.2%	
Veh Service Hours per Employee FTE	1,330	1,262	1,290	-3.0%
<i>Annual % Change</i>		-5.1%	2.2%	
Fare per Passenger	\$2.11	\$2.07	\$2.11	0.4%
<i>Annual % Change</i>		-1.5%	1.9%	
Subsidy per passenger	\$30.40	\$28.74	\$25.97	-14.6%
<i>Annual % Change</i>		-5.5%	-9.6%	
Farebox Recovery	6.5%	6.7%	7.5%	16.2%
<i>Annual % Change</i>		3.9%	11.8%	
Percentage Change Consumer Price Index (Bay Area CPI)	1.8%	1.2%	1.7%	0.0%

Source: TDA Claims Actual

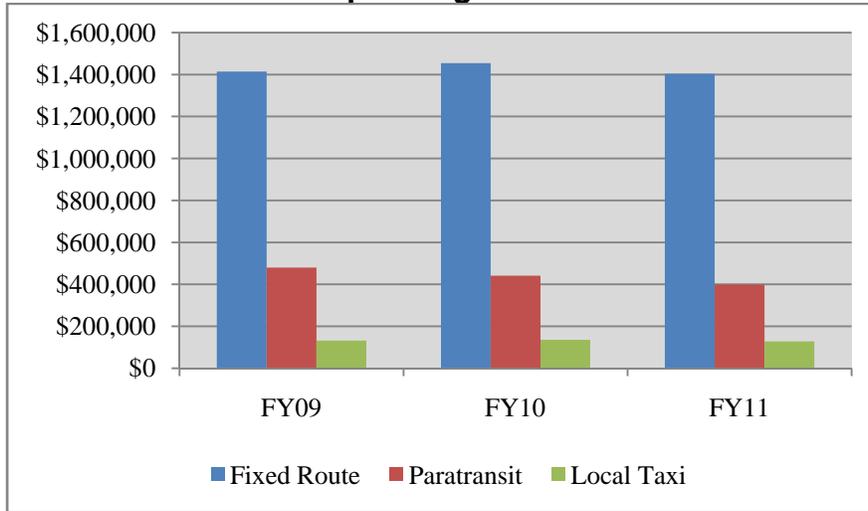
VACAVILLE CITY COACH PERFORMANCE INDICATORS - LOCAL TAXI

Statistics & Performance Indicators	FY 08-09	FY 09-10	FY 10-11	% Change FY09-FY11
Operating Costs	\$131,904	\$136,037	\$128,114	-2.9%
<i>Annual % Change</i>		3.1%	-5.8%	
Passengers	11,688	11,742	11,043	-5.5%
<i>Annual % Change</i>		0.5%	-6.0%	
Vehicle Service Hours	4,209	4,050	1,027	-75.6%
<i>Annual % Change</i>		-3.8%	-74.6%	
Vehicle Service Miles	63,298	60,931	26,317	-58.4%
<i>Annual % Change</i>		-3.7%	-56.8%	
Fare Revenue	\$58,730	\$53,910	\$52,501	-10.6%
<i>Annual % Change</i>		-8.2%	-2.6%	
Operating Cost per Passenger	\$11.29	\$11.59	\$11.60	2.8%
<i>Annual % Change</i>		2.7%	0.1%	
Operating Cost per Vehicle Service Hour	\$31.34	\$33.59	\$124.75	298.1%
<i>Annual % Change</i>		7.2%	271.4%	
Passengers per Vehicle Service Hour	2.78	2.90	10.75	287.2%
<i>Annual % Change</i>		4.4%	270.9%	
Passengers per Vehicle Service Mile	0.18	0.19	0.42	127.2%
<i>Annual % Change</i>		4.4%	117.7%	
Fare per Passenger	\$5.02	\$4.59	\$4.75	-5.4%
<i>Annual % Change</i>		-8.6%	3.6%	
Subsidy per passenger	\$6.26	\$6.99	\$6.85	9.4%
<i>Annual % Change</i>		11.7%	-2.1%	
Farebox Recovery	44.5%	39.6%	41.0%	-8.0%
<i>Annual % Change</i>		-11.0%	3.4%	
Percentage Change Consumer Price Index (Bay Area CPI)	1.8%	1.2%	1.7%	0.0%

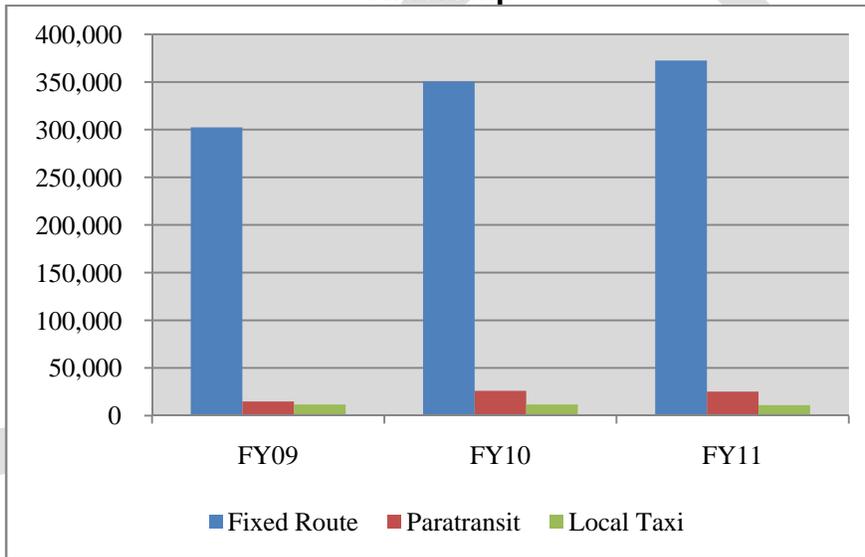
Source: TDA Claims Actual

Graphical display of select performance indicators is shown below.

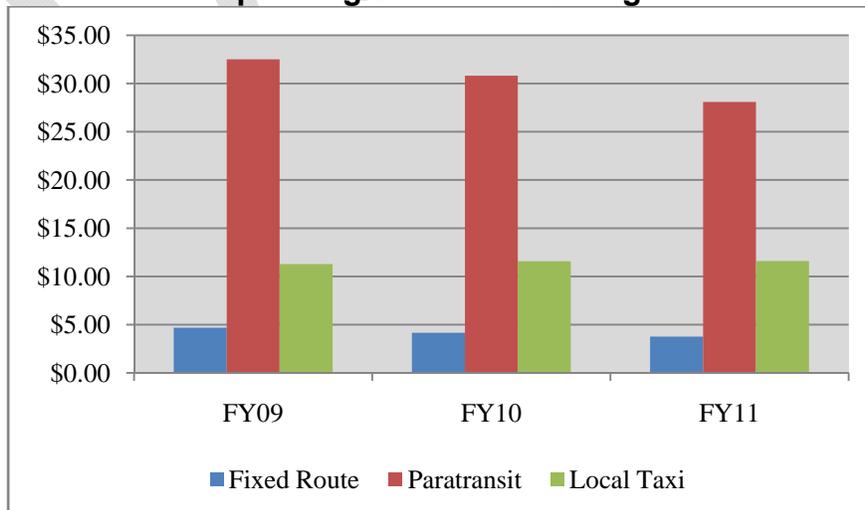
Operating Cost



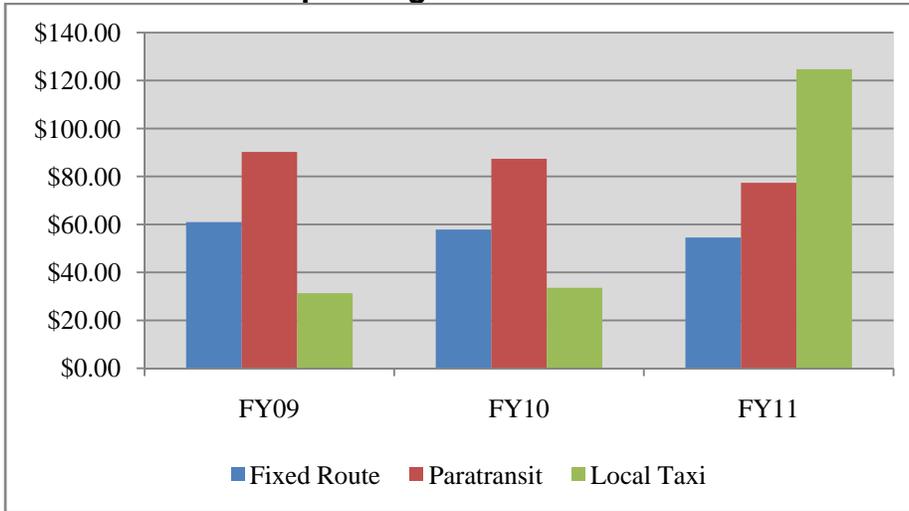
Ridership



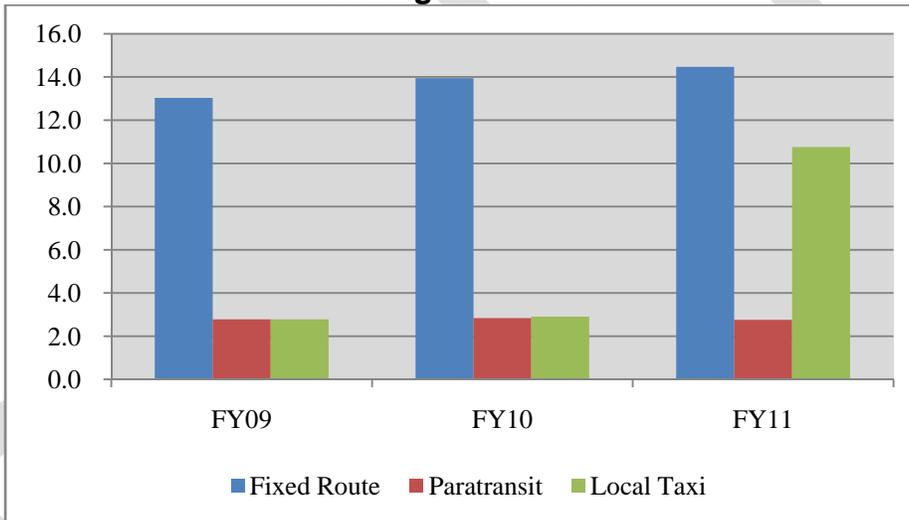
Operating Cost Per Passenger



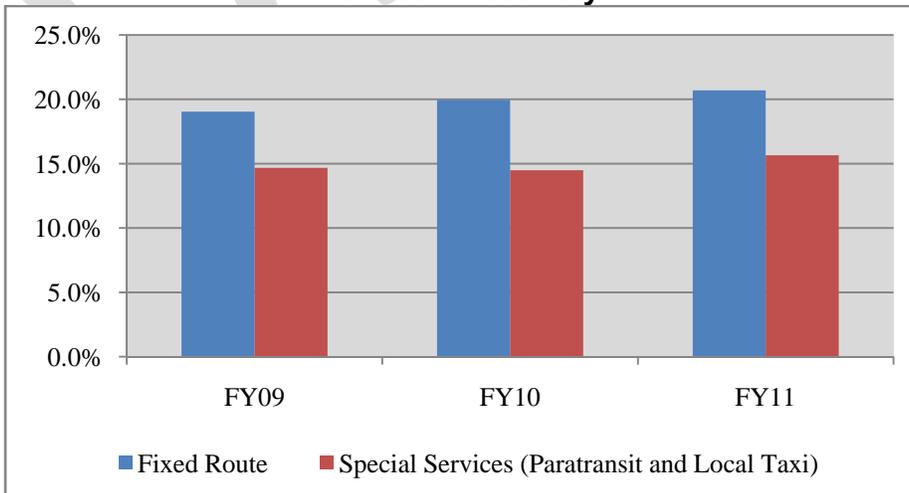
Operating Cost Per Hour



Passengers Per Hour



Farebox Recovery



Performance Against SRTP Standards

The SRTP for City Coach provided a set of performance standards for fixed route and paratransit. A sampling of performance standards and the current status of each mode meeting their respective projections are shown.

Performance Measure	SRTP Standard	City Coach Actual (FY 10-11)	Standard Met?
Operating Cost per Hour			
<i>Fixed Route</i>	<= \$65.00	\$54.52	Yes
<i>Paratransit</i>	<= \$53.00	\$77.37	No
Operating Cost per Passenger			
<i>Fixed Route</i>	<= \$10.00	\$3.77	Yes
<i>Paratransit</i>	<= \$22.00	\$28.08	No
Passengers per Hour			
<i>Fixed Route</i>	10.0	14.5	Yes
<i>Paratransit</i>	3.0	2.8	Yes

Operating Revenues

City Coach relies on a combination of local, state and federal funding sources for operations of the transit service. They include local sources such as fare revenue and advertising, TDA, and urban federal funds through the FTA 5307 grant program. Federal funds provide the largest contribution for operations, followed by TDA and then fares. Using information from TDA Claims, revenues are shown for a three year period (FYs 2008-09 through 2010-11). A summary of revenues by source type, including local, state and federal is also shown.

Operating Revenues

	FY 09	FY 10	FY 11
Fare Revenue	\$332,019	\$357,513	\$391,849
Advertising	\$27,190	\$19,180	\$13,717
Other local (AQMD)			\$46,821
LTF	\$672,429	\$739,113	\$707,023

	FY 09	FY 10	FY 11
STAF	\$60,000		
FTA 5307	\$943,060	\$933,460	\$913,434
FTA 5317			\$75,761
Total	\$2,034,698	\$2,049,266	\$2,148,605

Source: TDA Claim Actuals

Summary of Operating Revenues by Source Type

	FY 09	% of Total	FY 10	% of Total	FY 11	% of Total
Local Revenues (fares, other)	\$359,209	18%	\$376,693	18%	\$452,387	21%
State Funds (TDA)	\$732,429	36%	\$739,113	36%	\$707,023	33%
Federal	<u>\$943,060</u>	<u>46%</u>	<u>\$933,460</u>	<u>46%</u>	<u>\$989,195</u>	<u>46%</u>
Total	\$2,034,698	100%	\$2,049,266	100%	\$2,148,605	100%

Source: TDA Claims

Capital Revenues

City Coach has used several funding sources for capital expenditures including for vehicle replacement, facility improvement, and amenities. Funding sources include FTA 5307, TDA, and State Proposition 1B. The city's current cumulative balance of federal transit revenues is \$1.6 million. Proposition 1B funds have been used to improve bus shelters and replace five vehicles. Using annual fiscal audit information and federal grant data from the city, revenues are shown for a three year period (FYs 2008-09 through 2010-11). A summary of revenues by source type is also shown.

Capital Revenues by Source

	FY 09	FY 10	FY 11
State Funds (TDA)	\$2,169,406	\$1,187,739	\$1,238,078
State Funds (Prop 1B)		\$349,800	
FTA 5307	\$1,738,807	\$933,460	\$2,409,315
Total	\$3,908,213	\$2,470,999	\$3,647,393

Source: Annual Fiscal Audits, City of Vacaville

Summary of Capital Revenues by Source Type

	FY 09	% of Total	FY 10	% of Total	FY 11	% of Total
State Funds	\$2,169,406	56%	\$1,537,539	62%	\$1,238,078	34%
FTA 5307	<u>\$1,738,807</u>	<u>44%</u>	<u>\$933,460</u>	<u>38%</u>	<u>\$2,409,315</u>	<u>66%</u>
Total	\$3,908,213	100%	\$2,470,999	100%	\$3,647,393	100%

Capital Expenses

City Coach has replaced its fixed route vehicles over the past few years. As described in its most recent TDA claims, 10 of the 15 fixed route buses were replaced in 2009 and the remaining 5 buses were replaced in 2011. The six paratransit vehicles are older, last purchased in 2006 and 2008, and will need to be replaced. The new low-floor fixed route vehicles all operate on Compressed Natural Gas and have resulted in significant cost savings to the city over use of diesel fuel. The CNG fueling station at the Transit Yard is also being upgraded using transit funds. In addition, in 2010 the city installed solar electric photovoltaic system to offset energy use associated with transit electrical power for the CNG station, transit administration building, bus wash and transit yard lighting.

In March 2011, the Vacaville Transportation Center was officially completed and serves as the main transfer center for Vacaville transit routes and other transportation services. Other capital expenditures include replacement of transit driver shuttle sedans, electronic real-time arrival bus signage, and transit amenities such as updating of City Coach bus stop signage throughout Vacaville. The city will conduct a feasibility study to review the second phase of the intermodal transportation center which will include a parking garage.

TDA Balance

Vacaville is apportioned about \$3.0 million in Transportation Development Act Funds on an annual basis. Due to cost savings and strategic growth implemented by the transit system over the past several years, the city retains a sizeable unallocated balance. According to funding information provided by the Solano Transportation Authority based on data from the Metropolitan Transportation Commission, after allocation for transit expenses for FY 2012-13, a balance of approximately \$2.3 million in TDA funds remain.

Cost Containment

City Coach has operated with a strategy to offset current operations and expansion costs with cost savings found throughout the system. By maintaining existing revenues with reserves and finding long term savings, the transit system can be sustained for the future.

The City of Vacaville implemented citywide staff furloughs resulting in a 5 percent salary savings. City transit staff also managed costs via labor negotiations with the private contract

operator of City Coach. Vacaville increased its use of CNG fuel for fixed route operations since 2001, going from 5 CNG buses to 15 CNG low-floor buses by 2011. Vacaville now operates the only full fleet of CNG fixed route vehicles in Solano County, and receives significant fuel cost savings compared to diesel fuel, which includes receiving CNG fuel rebates. The savings derived from fuel allowed the City to add more transit service, thus increasing ridership and fare collection resulting in additional fare revenue and increased farebox recovery.

Transit management conducts comprehensive reviews of operations to identify additional cost savings or revenue generation. In 2008 the city lowered the cost of monthly passes by \$7 each resulting in monthly passes sales boom by more than 20 percent. The lower monthly pass has been in effect since then.

An RFP process was conducted, and a new operations contract went into effect during FY 2011-12. The contract is structured to essentially act as a labor contract for services without other cost components that have been included in past operations contracts. City staff indicated this new contract will help contain costs.

The city has added new service with comprehensive route changes in 2007 and in 2011 which greatly improved ridership and productivity. Route changes and extended hours were implemented in August 2011, resulting in an increase in City Coach ridership. However, ridership during the extended evening hour (from 6 p.m. to 7 p.m.) was much lower than the extended morning hour. The City Council approved reducing extended evening service by half to end at 6:30 pm rather than at 6:00 pm.

Five-Year Financial Forecast

A forecast of revenues and expenses for both operations and capital projects for City Coach is presented for the next five-years. With city staff input, the forecast provides a base scenario with some increases in service starting in FY 2013-14. The forecast relies on stable funding streams for both operations and capital to sustain the transit system. The financial philosophy for City Coach is to be self supporting and sustainable on its two primary funds - TDA and FTA.

TDA funds, FTA 5307 grant monies, fare revenue, and local advertising are the sources to fund operations. No fare increase is proposed.

Vacaville claims well below its annual apportionment for local fixed route and paratransit/taxi service. After deducting for local transit and intercity transit service, as well as for STA planning, Vacaville has adequate TDA funds to use for capital projects without dipping into its unallocated carryover balance. The city has an established vehicle replacement fund from which a share of its surplus revenues (FTA and TDA) is programmed for procurement of replacement vehicles. Based on historic trends and budgeting of revenue distribution, both FTA 5307 and TDA reserve balances will grow over the forecast period. The FTA 5307 fund is projected to have an estimated surplus balance of \$2.7 million by FY 2018, and TDA will have a carryover balance of \$7.3 million. The annual growth in these surpluses is shown at the end of the forecast.

These surpluses are expected in spite of conservative assumptions of annual TDA apportionments and FTA distributions for the forecast period. TDA apportionments are assumed to be \$3.0 million with a growth rate of 2 percent per year for the first three years, and 3 percent per year for the remaining forecast period. TDA growth is assumed to follow the forecasted Consumer Price Index for the San Francisco Consolidated Metropolitan Statistical Area (CMSA) developed by the State Department of Finance. FTA distributions are assumed at \$2.0 million per year. The difference between actual distributions and uses of the funds would be added to the growing surpluses shown in the forecast.

City Coach is also anticipating new revenues to be generated from local sources. Transit staff is implementing a new bus wrap program that will generate revenues from advertisement. In addition, new revenues will be generated from electronic advertising panels at the two transit centers, and from electronic advertising panels at select high frequency use bus shelters. Potential congressional reinstatement of the IRS Alternative Fuel Rebate program for CNG use would result in additional cost savings to the transit system.

In FY 2013-14, City Coach anticipates some service expansion to meet transit demand. This is expected to increase operations cost by about 4 percent from the prior year. Facilities operations and maintenance including the new Vacaville Intermodal Station are projected to comprise no more than 1 percent of annual fixed route operating costs. All of the electrical needs of the station are met by the photovoltaic system that was installed during construction of the project which will stabilize facilities O&M costs. The remaining operations and maintenance costs are then applied toward the administration and provision of transit services. Operating expenses remain stable through the remaining forecast period based on the City's actions to save cost through contract operations and alternative fuel cost savings. Paratransit operating expenses are forecast to remain stable based on recent historic trends and similar operations savings to fixed route.

Baseline vehicle revenue service hours for fixed route and dial-a-ride are based on data by mode reported in the FY 2011-12 City Coach National Transit Database. Fixed revenue service hours are 33,767, and 5,311 for dial-a-ride. The slight expansion of service in FY 2013-14 would add approximately 700 to 900 service hours.

On the capital side, the city anticipates using primarily TDA funds. A combination of TDA and FTA 5307 revenues will be used to purchase three new 35 foot low-floor CNG buses in FY 2013-14 that will add to the fleet. Vehicle security cameras and other technology are added as part of the procurement. Other capital assets are also forecasted during the five year period including four paratransit vehicle replacements with low floor CNG vehicles, CNG station upgrades, facility upgrades including security cameras, new bus shelters, and other transit amenities. The city will also conduct the Vacaville Transportation Center Phase II Feasibility Study.

Capital costs, including vehicle replacement costs, are based on estimates provided by City Coach transit management. The per unit bus vehicle cost of approximately \$627,000 in FY 2013-14 align closely to the most recent MTC regional bus/van pricelist for FYs 2012-13 and FY 2013-

14 for Transit Capital Priorities Call for Projects. The per unit paratransit vehicle replacement cost of about \$110,000 is also similar to the lower cutaway vehicle prices on the MTC list.

A listing of capital projects by year is shown.

Capital Projects:

FY2012-13 - CNG Station Upgrades

FY2012-13 - Driver Shuttle Car

FY2012-13 - Transit Amenities

FY2012-13 - VTC Phase II Feasibility Study

FY2013-14 - Procure three, 35 foot New Flyer, low-floor CNG buses

FY2013-14 - Facility Upgrades to VTC

FY2013-14 - Replace 4 Paratransit buses with low-floor, possibly CNG buses which will drop fuel costs

FY2014-15 - Upgrade security cameras at Downtown Transit Plaza and VTC

FY2015-16 - Procure and install additional bus shelters, information kiosks and other transit amenities

The financial forecast data is expressed in year of expenditure. As shown in the forecast, Vacaville will operate at an annual surplus under current conditions. TDA distributions and FTA grants are sufficient to cover annual expenditures for operations and capital, while building sizable surpluses over time in both fund sources. The City has an established vehicle replacement fund whereby a share of surplus TDA and FTA revenues are programmed to be used for procurement of replacement vehicles.

**Financial Projections - Fixed Route
Capital and Operating**

(Numbers are expressed in Year of Expenditure \$)	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Capital Expense						
Vehicle Additions to Fleet	\$18,000	1,882,500	\$0	\$0	\$0	\$0
Vehicle Replacement	\$0	\$0	\$0	\$0	\$0	\$0
Vehicle Technology	\$0	\$0	\$0	\$0	\$0	\$0
Security	\$0	\$0	\$20,000	\$0	\$0	\$0
Bus Stop Amenities	\$188,000	\$0	\$0	\$100,000	\$0	\$0
Facilities	\$220,000	\$2,000	\$0	\$0	\$0	\$0

**Financial Projections - Fixed Route
Capital and Operating**

(Numbers are expressed in Year of Expenditure \$)	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Total	\$426,000	\$1,884,500	\$20,000	\$100,000	\$0	\$0
Capital Revenue						
Transportation Development Act	\$426,000	\$378,500	\$20,000	\$100,000	\$0	\$0
State Transit Assistance Funds	\$0	\$0	\$0	\$0	\$0	\$0
Proposition 1B	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5307	\$0	\$1,506,000	\$0	\$0	\$0	\$0
FTA 5311	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5339	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$426,000	\$1,884,500	\$20,000	\$100,000	\$0	\$0
Annual Net Surplus/Deficit - Capital	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Net Surplus/Deficit - Capital	\$0	\$0	\$0	\$0	\$0	\$0
Operating Expense						
Fixed Route ⁽¹⁾	\$1,629,000	\$1,703,000	\$1,683,000	\$1,678,000	\$1,673,000	\$1,683,000
Facilities ⁽²⁾	\$16,500	\$17,200	\$17,000	\$17,000	\$16,900	\$17,000
Total	\$1,645,500	\$1,720,200	\$1,700,000	\$1,695,000	\$1,689,900	\$1,700,000
Operating Revenue						
Fares ⁽³⁾	\$331,400	\$341,400	\$344,800	\$348,200	\$351,700	\$355,200
Advertising ⁽⁴⁾	\$15,000	\$25,000	\$35,000	\$40,000	\$40,000	\$45,000

Financial Projections - Fixed Route Capital and Operating

(Numbers are expressed in Year of Expenditure \$)	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
RM 2	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Development Act ⁽⁵⁾	\$491,200	\$483,600	\$458,300	\$443,000	\$431,900	\$431,900
State Transit Assistance Funds	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5307 ⁽⁶⁾	\$822,600	\$870,300	\$862,000	\$863,800	\$866,400	\$867,900
FTA 5311	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5316	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5317	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,660,200	\$1,720,300	\$1,700,100	\$1,695,000	\$1,690,000	\$1,700,000
Annual Net Surplus/Deficit - Operations	\$14,700	\$100	\$100	\$0	\$100	\$0
Cumulative Net Surplus/Deficit - Operations	\$14,700	\$14,800	\$14,900	\$14,900	\$15,000	\$15,000

(1) Operations expenses increase by 4.5% between FYs 2013 and 2014 to reflect increased service. Operating expenses remain stable through remaining forecast period based on city's actions to save cost through contract operations and alternative fuel cost savings.

(2) Facilities expenses are approximately 1% of operations costs. Renewable energy facility projects stabilize facilities O&M costs.

(3) Fare revenues grow by 3% between FYs 2013 and 2014 to reflect increased ridership from service increases. Revenues grow 1% through remaining forecast period to reflect stable operations.

(4) Advertising revenue increases are based on city's increased advertising program including bus wraps.

(5) TDA revenues reflect anticipated claims by city to fund annual transit service. The revenues are net of Intercity Fund Agreement, and STA Planning totaling an additional \$701,000 of Vacaville's TDA. Because the city claims less than its annual apportionment, the TDA carryover is expected to grow during the forecast period.

(6) FTA revenues reflect anticipated use by city to fund annual transit service. Because the city uses less than its annual formula fund allocation, the FTA 5307 carryover is expected to grow during the forecast period.

**Financial Projections - Paratransit (Including Paratransit, Local and Intercity Taxi)
Capital and Operating**

	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Capital Expense						
Vehicle Additions to Fleet	\$0	\$0	\$0	\$0	\$0	\$0
Vehicle Replacement	\$0	\$440,000	\$0	\$0	\$0	\$0
Vehicle Technology	\$0	\$0	\$0	\$0	\$0	\$0
Security	\$0	\$0	\$0	\$0	\$0	\$0
Bus Stop Amenities	\$0	\$0	\$0	\$0	\$0	\$0
Facilities	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$440,000	\$0	\$0	\$0	\$0
Capital Revenue						
Transportation Development Act	\$0	\$440,000	\$0	\$0	\$0	\$0
State Transit Assistance Funds	\$0	\$0	\$0	\$0	\$0	\$0
Proposition 1B	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5307	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5311	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5339	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$440,000	\$0	\$0	\$0	\$0
Annual Net Surplus/Deficit - Capital	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Net Surplus/Deficit - Capital	\$0	\$0	\$0	\$0	\$0	\$0
Operating Expense						
Paratransit ⁽¹⁾	\$664,000	\$660,000	\$660,000	\$665,300	\$665,000	\$665,000
Operating Revenue						
Fares ⁽²⁾	\$103,500	\$104,500	\$105,500	\$106,600	\$107,700	\$108,700
Advertising	\$0	\$0	\$0	\$0	\$0	\$0
RM 2	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Development Act ⁽³⁾	\$491,200	\$440,800	\$431,400	\$437,500	\$433,700	\$434,200
State Transit Assistance Funds	\$0	\$0	\$0	\$0	\$0	\$0

**Financial Projections - Paratransit (Including Paratransit, Local and Intercity Taxi)
Capital and Operating**

	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
FTA 5307 ⁽⁴⁾	\$69,400	\$114,700	\$123,100	\$121,200	\$123,600	\$122,100
FTA 5311	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5316	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5317	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$664,100	\$660,000	\$660,000	\$665,300	\$665,000	\$665,000
Annual Net Surplus/Deficit - Operations	\$100	\$0	\$0	\$0	\$0	\$0
Cumulative Net Surplus/Deficit - Operations	\$100	\$100	\$100	\$100	\$100	\$100

(1) Paratransit operating expenses remain stable based on recent historic trends and similar operations savings to fixed route.

(2) Fare revenues grow about 1% annually to reflect historic stable operations.

(3) TDA revenues reflect anticipated claims by city to fund annual transit service. The revenues are net of Intercity Fund Agreement, and STA Planning totaling an additional \$701,000 of Vacaville's TDA. Because the city claims less than its annual apportionment, the TDA carryover is expected to grow during the forecast period.

(4) FTA revenues reflect anticipated use by city to fund annual transit service. Because the city uses less than its annual formula fund allocation, the FTA 5307 carryover is expected to grow during the forecast period.

**Financial Projections - Complete System (Fixed Route, Paratransit, Local Taxi and Intercity Taxi)
Capital and Operating**

	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Capital Expense						
Vehicle Additions to Fleet	\$18,000	\$1,882,500	\$0	\$0	\$0	\$0
Vehicle Replacement	\$0	\$440,000	\$0	\$0	\$0	\$0
Vehicle Technology	\$0	\$0	\$0	\$0	\$0	\$0
Security	\$0	\$0	\$20,000	\$0	\$0	\$0
Bus Stop Amenities	\$188,000	\$0	\$0	\$100,000	\$0	\$0
Facilities	\$220,000	\$2,000	\$0	\$0	\$0	\$0
Total	\$426,000	\$2,324,500	\$20,000	\$100,000	\$0	\$0

Financial Projections - Complete System (Fixed Route, Paratransit, Local Taxi and Intercity Taxi)

Capital and Operating

	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Capital Revenue						
Transportation Development Act State Transit Assistance Funds	\$426,000	\$818,500	\$20,000	\$100,000	\$0	\$0
Proposition 1B	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5307	\$0	\$1,506,000	\$0	\$0	\$0	\$0
FTA 5311	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5339	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$426,000	\$2,324,500	\$20,000	\$100,000	\$0	\$0
Annual Net Surplus/Deficit - Capital	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Net Surplus/Deficit - Capital	\$0	\$0	\$0	\$0	\$0	\$0
Operating Expense						
Operations	\$2,293,000	\$2,363,000	\$2,343,000	\$2,343,300	\$2,338,000	\$2,348,000
Facilities	\$16,500	\$17,200	\$17,000	\$17,000	\$16,900	\$17,000
Total	\$2,309,500	\$2,380,200	\$2,360,000	\$2,360,300	\$2,354,900	\$2,365,000
Operating Revenue						
Fares	\$434,900	\$445,900	\$450,300	\$454,800	\$459,400	\$463,900
Advertising	\$15,000	\$25,000	\$35,000	\$40,000	\$40,000	\$45,000
RM 2	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Development Act State Transit Assistance Funds	\$982,400	\$924,400	\$889,700	\$880,500	\$865,600	\$866,100
FTA 5307	\$892,000	\$985,000	\$985,100	\$985,000	\$990,000	\$990,000
FTA 5311	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5316	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5317	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$2,324,300	\$2,380,300	\$2,360,100	\$2,360,300	\$2,355,000	\$2,365,000

Financial Projections - Complete System (Fixed Route, Paratransit, Local Taxi and Intercity Taxi)

Capital and Operating

	Fiscal Year					
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Annual Net Surplus/Deficit - Operations	\$14,800	\$100	\$100	\$0	\$100	\$0
Cumulative Net Surplus/Deficit - Operations	\$14,800	\$14,900	\$15,000	\$15,000	\$15,100	\$15,100
Cumulative Transportation Development Act Carryover ⁽¹⁾	\$2,334,000	\$2,936,000	\$4,371,000	\$5,735,000	\$7,237,000	\$8,739,000
Cumulative FTA 5307 Carryover ⁽²⁾	\$1,663,000	\$1,172,000	\$2,186,900	\$3,201,900	\$4,211,900	\$5,221,900
Total Cumulative TDA and FTA Carryover	\$3,997,000	\$4,108,000	\$6,557,900	\$8,936,900	\$11,448,900	\$13,960,900

(1) TDA revenues are net of Intercity Fund Agreement, and STA Planning totaling an additional \$701,000 of Vacaville's TDA. Because the city claims less than its annual apportionment, the TDA carryover is expected to grow during the forecast period, assuming TDA distributions of \$3.0 million and growth of 2 percent per year for the first three years, and 3 percent the remaining two years.

(2) Because the city uses less than its annual formula fund allocation, the FTA 5307 carryover is expected to grow during the forecast period, assuming annual FTA distributions of \$2.0 million per year.

Peer Transit Agency Performance Comparison

A peer review was conducted involving the five Solano County transit agencies (Dixon, Fairfield/Suisun City, Rio Vista, SolTrans, and Vacaville) with agencies of comparable size and service profile around the state. The transit systems profiled in this comparative analysis include those operated as part of city or county municipalities, and by independent transit agencies.

Methodology

Each Solano County agency was analyzed with five other transit agencies. The sources of data for this comparable analysis include the Metropolitan Transportation Commission *Statistical Summary of Bay Area Operators, Fiscal Years 2006-07 through 2010-11*, the California State Controller's Office *Transit Operators and Non-Transit Claimants Annual Reports*, triennial performance audits, short-range transit plans (SRTPs) and transit agency staff. The comparable agencies were selected based on the following criteria:

- Agency structure/organization
- Service area size (square miles)
- Service area population
- Fleet size

Agency Structure and Organization Type

Transit services are organized under various governing entities including municipal systems and joint powers agencies. Municipalities provide transit service under the auspices of specific departments such as public works, parks and recreation or community services. Smaller municipalities such as the City of Dixon provide demand responsive transit service to the general public as well as to senior citizens and disabled persons. Larger municipalities such as the Cities of Vacaville and Fairfield/Suisun City provide both fixed-route and specialized demand responsive services to seniors and the disabled. At the county level, transit services have a more regional and inter-city orientation by linking smaller outlying communities with larger urban centers.

Service Area

The service area for each transit agency is based on square mileage data from the 2010 U.S. Census data for the jurisdictions served or the agency's own estimates. Most municipal services, particularly dial-a-ride services, operate within the city limits. Efforts were made to select agencies with comparable service area mileage as those in Solano County.

Service Area Population

The service area population for each transit agency is based on population data from the 2010 U.S. Census data for the jurisdictions served or the agency's own estimates based on the route system. Efforts were made to select agencies with comparable service area populations as those in Solano County.

Fleet Size

The total fleet size for each agency is presented and is broken down to denote the type of service provided: fixed-route or demand response.

Comparative Performance Data Analysis

Performance indicators are used to gauge the efficiency of transit operations based upon key inputs. The indicators measure costs and productivity. The farebox recovery ratio is also included as part of the indicators. The comparable data analysis utilized the following performance data inputs:

- Operating costs
- Passenger trips
- Vehicle service hours
- Vehicle service miles
- Passenger fare revenue

Dixon

The City of Dixon operates a general public dial-a-ride service under the name of Readi-Ride. Readi-Ride provides ADA-accessible, curb-to-curb within the Dixon city limits. Five comparable operators of general public dial-a-ride services were analyzed with Readi-Ride based on the aforementioned criteria as shown below.

**Dixon Readi-Ride & Peer Agencies
Service Profile**

Transit System	Service Area (Square Miles)	Service Area Population	Fleet Size		
			Fixed-Route	Demand Response	Total Vehicles
Dixon	7.10	18,351	0	9	9
Brawley	7.68	24,953	0	4	4
Exeter	2.46	10,334	0	3	3
Fortuna	4.85	11,926	0	3	3
Ripon	5.31	14,297	0	1	1
Woodlake	2.25	7,279	0	2	2

Readi-Ride’s service area is comparable to that of the Brawley system in Imperial County with a slightly smaller population served. Amongst the operators surveyed, Exeter and Woodlake in Tulare County had the smallest service areas and populations.

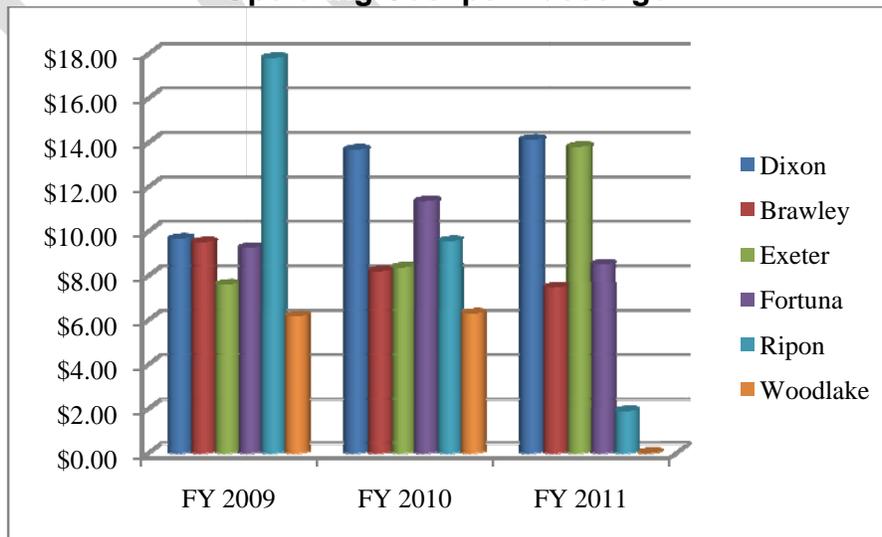
Operating Cost per Passenger

In the analyzing the operating costs per passenger amongst the operators, Dixon’s costs per passenger showed a steady increase during the period with the biggest increase in FY 2010. The number of passenger trips decreased by nearly 23,000. Ripon experienced more than a four-fold increase in passenger trips during FY 2011, which was tied to the significant decrease in its costs per passenger for that year. FY 2011 cost data for Woodlake was not available. A comparison of passenger operating costs is shown below in the table and graph.

Operating Cost per Passenger

	FY 2009	FY 2010	FY 2011
Dixon	\$9.66	\$13.68	\$14.12
Brawley	\$9.50	\$8.19	\$7.46
Exeter	\$7.59	\$8.36	\$13.81
Fortuna	\$9.25	\$11.35	\$8.50
Ripon	\$17.81	\$9.55	\$1.88
Woodlake	\$6.16	\$6.28	N/A

Operating Cost per Passenger



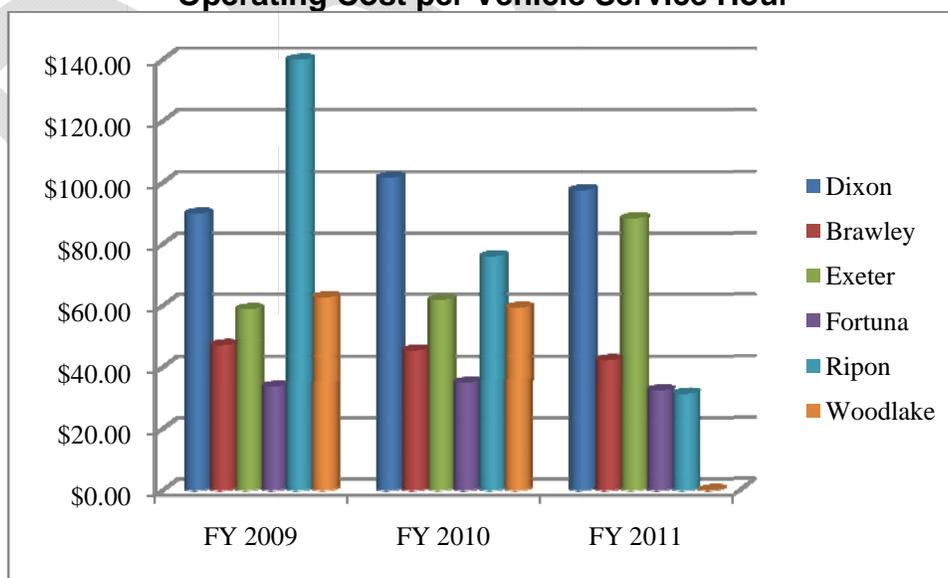
Operating Cost per Vehicle Service Hour

Dixon's costs per hour remained fairly stable during the period. Vehicle service hours decreased nearly 1,500 hours from the prior year. Cost per hour peaked in FY 2010 before decreasing slightly in FY 2011. In comparison to the other operators, Dixon's cost per hour remained among one of the highest along with Exeter and Ripon. However, Ripon's cost per hour declined during the period due to lower operating costs, increased operating hours and passenger trips. Hourly operating cost trends are shown in the table and graph.

Operating Cost per Vehicle Service Hour

	FY 2009	FY 2010	FY 2011
Dixon	\$89.82	\$101.49	\$97.44
Brawley	\$47.10	\$45.38	\$42.17
Exeter	\$58.77	\$61.81	\$88.35
Fortuna	\$33.57	\$34.86	\$32.39
Ripon	\$139.85	\$75.96	\$31.32
Woodlake	\$62.65	\$59.24	N/A

Operating Cost per Vehicle Service Hour



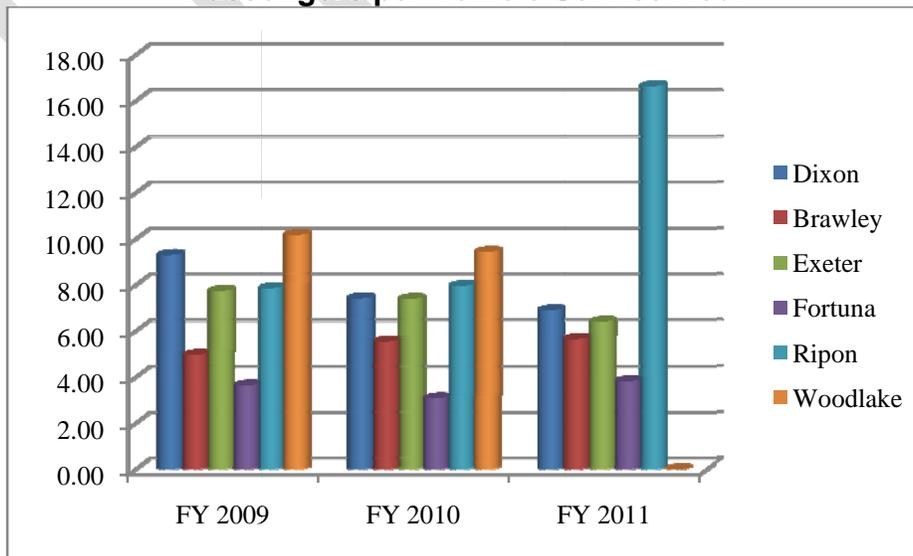
Passengers per Vehicle Service Hour

Dixon’s performance for passengers per hour exhibited a downward trend reflective of the decrease in passenger trips and vehicle service hours. However, on average, Dixon carried 7.87 passengers per hour which compares favorably to its peer operators. Only Ripon exceeds Dixon with an average of 10.81 passengers per hour carried and Exeter carried a comparable number with an average of 7.18 passengers per hour. Ripon’s FY 2010 data reflects a four-fold increase in passenger trips. FY 2010 passenger trip and vehicle service hour data for Woodlake were unavailable. The remaining agencies were not as productive in spite of an increase in the number of passengers carried. The number of passengers per service hour is shown for each operator in the table and graph below.

Passengers per Vehicle Service Hour

	FY 2009	FY 2010	FY 2011
Dixon	9.30	7.42	6.90
Brawley	4.96	5.54	5.65
Exeter	7.74	7.39	6.40
Fortuna	3.63	3.07	3.81
Ripon	7.85	7.96	16.63
Woodlake	10.17	9.43	N/A

Passengers per Vehicle Service Hour



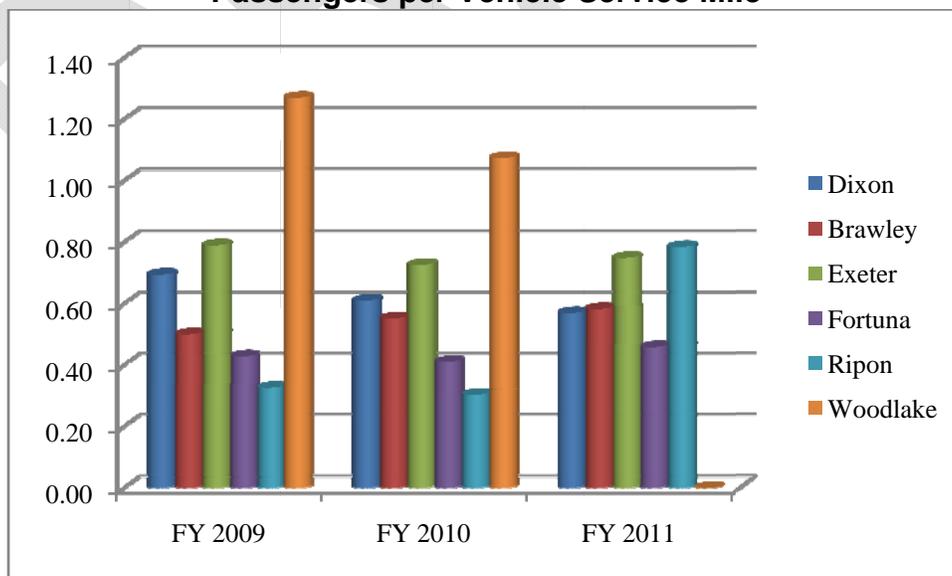
Passengers per Vehicle Service Mile

In concert with the aforementioned indicator, the number of passengers carried per mile by Dixon also exhibited a downward trend due to the decrease in vehicle service miles and passenger trips. With a decrease from 0.69 to 0.57 passengers per mile, Dixon averaged 0.62 passengers during the period. Most of Dixon's peer operators exhibited an increase in the number of passengers carried per mile. Woodlake carried the most number of passengers per mile despite the unavailability of FY 2011 data. A comparison of the number of passengers carried per service mile is shown below in the table and graph.

Passengers per Vehicle Service Mile

	FY 2009	FY 2010	FY 2011
Dixon	0.69	0.61	0.57
Brawley	0.50	0.55	0.58
Exeter	0.79	0.73	0.75
Fortuna	0.43	0.41	0.46
Ripon	0.33	0.30	0.78
Woodlake	1.27	1.07	N/A

Passengers per Vehicle Service Mile



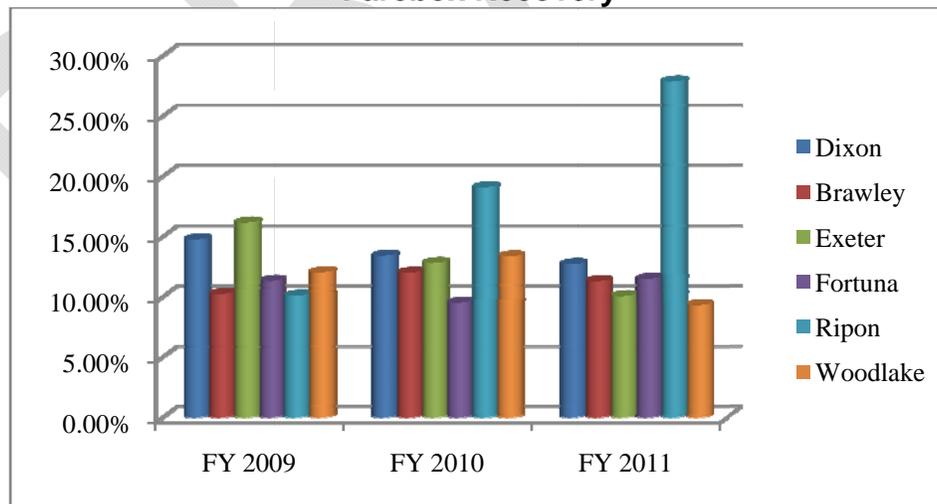
Farebox Recovery

Most of the systems profiled have maintained farebox ratios above 10 percent with the exception of Woodlake for FY 2011. Ripon had the highest farebox ratio of nearly 28 percent in FY 2011 due to the doubling of passenger trips from the prior year. Dixon's farebox has exhibited a slight decline during the period attributed to lower passenger trips and revenues, although remaining higher than most of the peer agencies. Farebox recovery ratios for Dixon and the peer transit operators are shown in the table and graph below.

Farebox Recovery

	FY 2009	FY 2010	FY 2011
Dixon	14.76%	13.41%	12.70%
Brawley	10.23%	11.98%	11.29%
Exeter	16.15%	12.79%	10.04%
Fortuna	11.31%	9.51%	11.48%
Ripon	10.07%	19.08%	27.86%
Woodlake	12.03%	13.34%	9.30%

Farebox Recovery



Fairfield and Suisun Transit (FAST)

Fairfield and Suisun Transit (FAST) provides local fixed-route public transit service to the cities of Fairfield and Suisun City as well as commuter service to the El Cerrito and Walnut Creek BART stations, Vacaville and Sacramento. Demand responsive service including ADA paratransit as well as other local services are provided for the elderly and disabled. FAST operates 15 routes encompassing 11 local routes and 4 express commuter routes. Five comparable operators of fixed-route services were analyzed with FAST based on the aforementioned criteria as shown below.

Fairfield and Suisun Transit (FAST) & Peer Agencies Service Profile

Transit System	Service Area (Square Miles)	Service Area Population	Fleet Size		
			Fixed-Route	Demand Response	Total Vehicles
Fairfield-Suisun	41.5	133,432	62	7	69
Elk Grove	42.19	153,015	45	9	54
Modesto	36.87	201,165	56	13	69
Redding	76.94	109,957	18	20	38
Visalia	42.74	148,370	41	9	50
Yuba-Sutter	34.06	108,426	32	15	47

FAST's service area and population are comparable to the transit systems serving Elk Grove and Visalia. However, in terms of fleet size, FAST is comparable to Modesto Area Express (MAX) with a total of 69 vehicles each. The smallest system in the comparative analysis with regard to service population and fleet size is Redding in spite of having the largest service area.

Operating Cost per Passenger

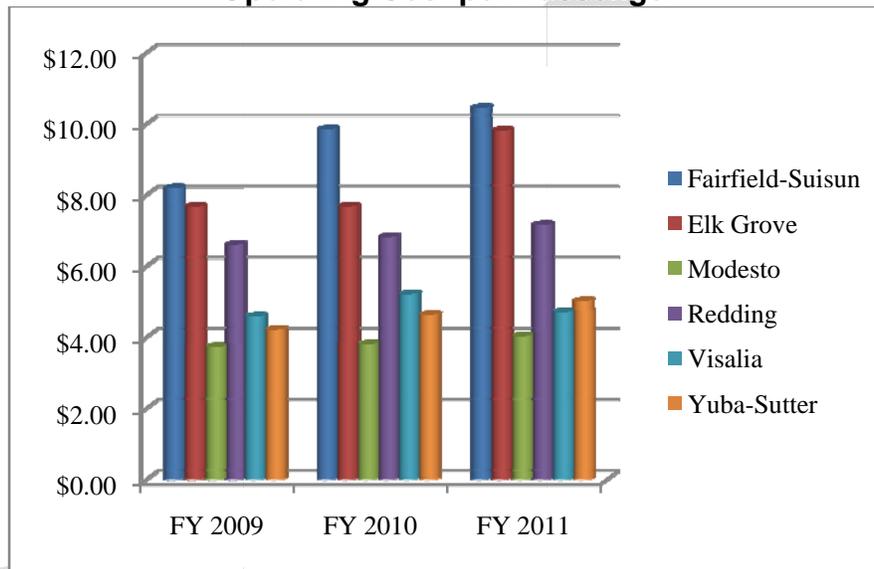
On a systemwide basis inclusive of all transit modes provided by each agency, FAST exhibited a higher per passenger costs than comparable systems. The cost per passenger increased nearly 28 percent from \$8.19 to \$10.45 per passenger carried attributed to an increase in operating costs and a decrease in passenger trips. This amounts to an average cost of \$9.49 per passenger. Of the peer agencies surveyed, Elk Grove exhibited the second highest costs with an average of \$8.38 per passenger. Modesto had the lowest per passenger costs followed by Visalia and Yuba-Sutter. A comparison of passenger operating costs is shown below in the table and graph.

Operating Cost per Passenger

	FY 2009	FY 2010	FY 2011
Fairfield-Suisun	\$8.19	\$9.84	\$10.45
Elk Grove	\$7.67	\$7.67	\$9.81

	FY 2009	FY 2010	FY 2011
Modesto	\$3.72	\$3.80	\$4.03
Redding	\$6.61	\$6.82	\$7.16
Visalia	\$4.58	\$5.21	\$4.70
Yuba-Sutter	\$4.21	\$4.63	\$5.02

Operating Cost per Passenger



Operating Cost per Hour

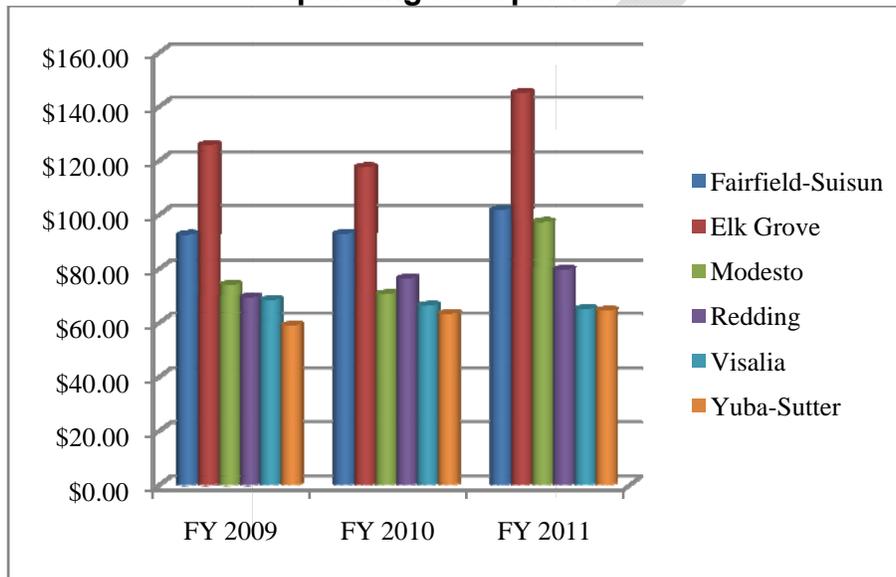
In analyzing operating costs per hour, FAST's cost per hour ranked amongst the highest in the survey. Although vehicle service hours remained fairly constant during the period, FAST exhibited a 10 percent increase in hourly costs, averaging \$95.69 per hour. Only Elk Grove's hourly costs were higher, averaging \$129.40 per hour. The remaining operators averaged between \$60 and \$80 per hour, with Yuba-Sutter averaging the lowest at \$62.18 per hour. Hourly operating cost trends are shown below in the table and graph.

Operating Cost per Hour

	FY 2009	FY 2010	FY 2011
Fairfield-Suisun	\$92.52	\$92.84	\$101.72
Elk Grove	\$125.74	\$117.50	\$144.96

Modesto	\$73.93	\$70.49	\$97.23
Redding	\$69.32	\$76.31	\$79.60
Visalia	\$68.34	\$66.26	\$65.00
Yuba-Sutter	\$58.88	\$63.24	\$64.43

Operating Cost per Hour



Passengers per Vehicle Service Hour

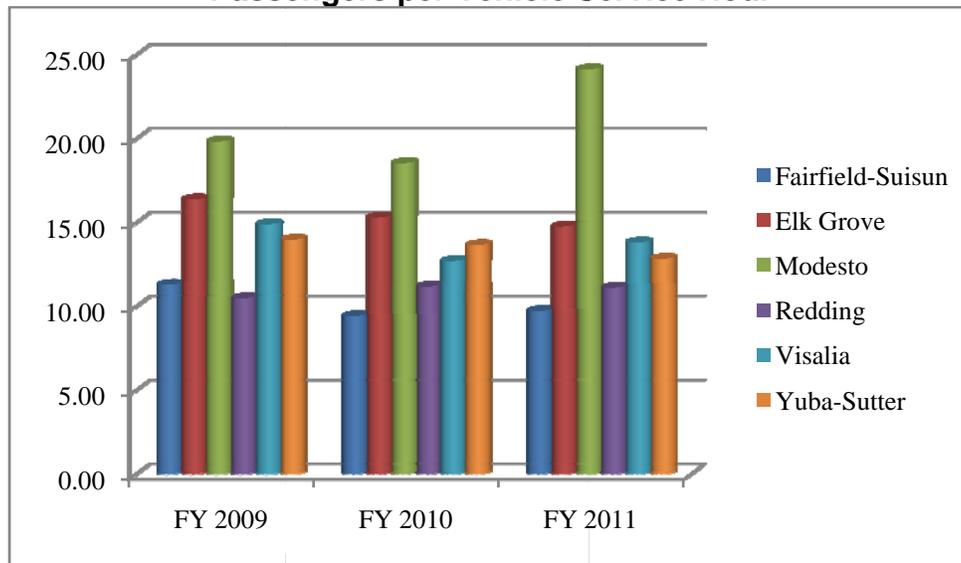
In comparison to its peers, FAST carried fewer passengers per hour. The number of passengers carried per hour decreased from 11.30 passengers to 9.74 passengers, about a 14 percent decrease. The average number of passengers carried was just over 10 passengers per hour. Modesto carried the number of passengers per hour, averaging 20.85 passengers, followed by Elk Grove at 15.50 passengers per hour. The remaining operators averaged between 11 and 13 passengers per hour. The number of passengers per service hour is shown for each operator in the table and graph below.

Passengers per Vehicle Service Hour

	FY 2009	FY 2010	FY 2011
Fairfield-Suisun	11.30	9.43	9.74
Elk Grove	16.40	15.31	14.78
Modesto	19.85	18.55	24.15

Redding	10.50	11.19	11.12
Visalia	14.91	12.72	13.82
Yuba-Sutter	13.98	13.66	12.85

Passengers per Vehicle Service Hour



Passengers per Vehicle Service Mile

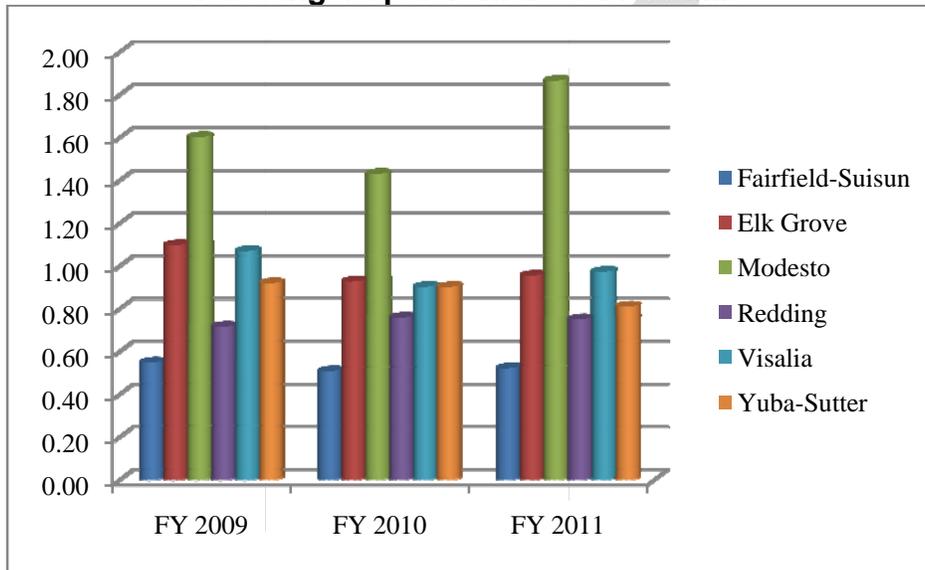
FAST carried the fewest number of passengers per mile than its peer agencies. FAST averaged about 0.53 passengers per mile during the period with very little variation. This is reflective of the slight decline in vehicle service miles. Modesto carried the most number of passengers per mile, averaging 1.63 passengers per mile. Elk Grove and Visalia averaged 1.00 passengers per mile respectively. A comparison of the number of passengers carried per service mile is shown below in the table and graph.

Passengers per Vehicle Service Mile

	FY 2009	FY 2010	FY 2011
Fairfield-Suisun	0.55	0.51	0.52
Elk Grove	1.10	0.93	0.95
Modesto	1.60	1.43	1.87

	FY 2009	FY 2010	FY 2011
Redding	0.72	0.76	0.75
Visalia	1.07	0.90	0.97
Yuba-Sutter	0.92	0.90	0.81

Passengers per Vehicle Service Mile



Farebox Recovery

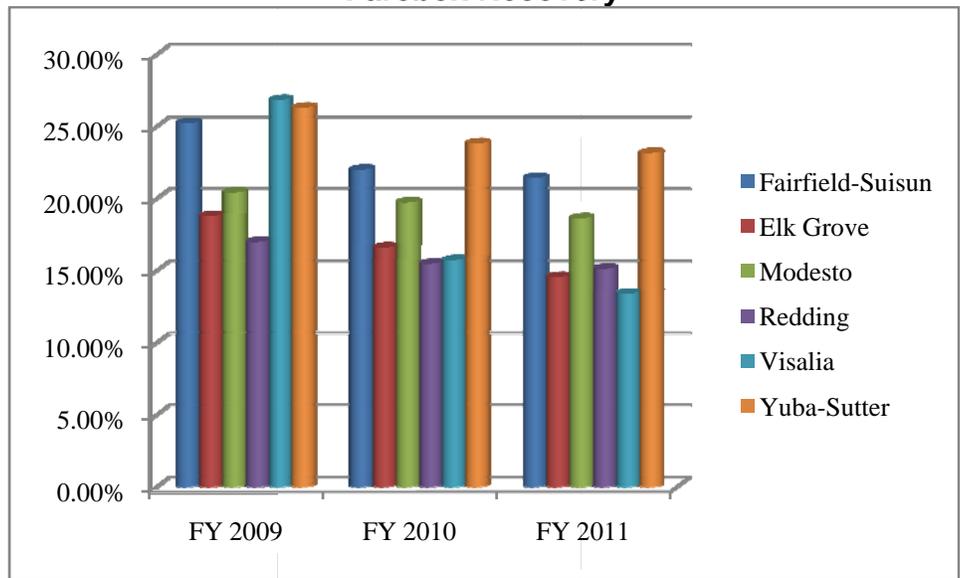
FAST maintained a higher farebox recovery in spite of a declining trend in this indicator. FAST's passenger fare revenue was fairly consistent during the period in spite of increased operating costs. The average farebox during the period was 22.89 percent. This compares well with Yuba-Sutter, whose average farebox recovery was 24.43 percent. Farebox recovery ratios for FAST and peer transit operators are shown in the table and graph below.

Farebox Recovery

	FY 2009	FY 2010	FY 2011
Fairfield-Suisun	25.23%	22.00%	21.43%
Elk Grove	18.79%	16.60%	14.56%
Modesto	20.42%	19.73%	18.63%

Redding	16.99%	15.48%	15.12%
Visalia	26.84%	15.73%	13.40%
Yuba-Sutter	26.30%	23.83%	23.16%

Farebox Recovery



Rio Vista Delta Breeze

The City of Rio Vista operates a deviated fixed-route transit service under the name of Rio Vista Delta Breeze. In addition to operating within the city limits of Rio Vista, the Delta Breeze provides intercity lifeline service between Rio Vista and the communities of Fairfield, Isleton, Suisun City, and Antioch as well as to the Pittsburg/Bay Point BART station. As a deviated system, the Delta Breeze provides door-to-door service and administers a taxi-scrip program. Five comparable operators of deviated fixed-route services were analyzed with the Delta Breeze based on the aforementioned criteria as shown in the following table.

Rio Vista Delta Breeze & Peer Agencies Service Profile

Transit System	Service Area (Square Miles)	Service Area Population	Fleet Size		
			Fixed-Route	Demand Response	Total Vehicles
Rio Vista	7.2	8,222	4	1	5
Calaveras	1,020	45,578	8	0	8
Del Norte	1,006	28,610	8	5	13
Needles	30.8	4,844	4	3	7
Palo Verde	26.19	20,817	5	2	7

Transit System	Service Area (Square Miles)	Service Area Population	Fleet Size		
			Fixed-Route	Demand Response	Total Vehicles
Trinity	3,179	13,786	4	0	4

All of the systems profiled in this analysis provide some degree of deviated fixed-route service with lifeline service to outlying areas and transit hubs. The Delta Breeze ranks among the smaller systems in the comparative analysis across most categories. Rio Vista has the second smallest fleet size and service area population. Only Trinity County Transit has a smaller fleet size and Needles a smaller service area population.

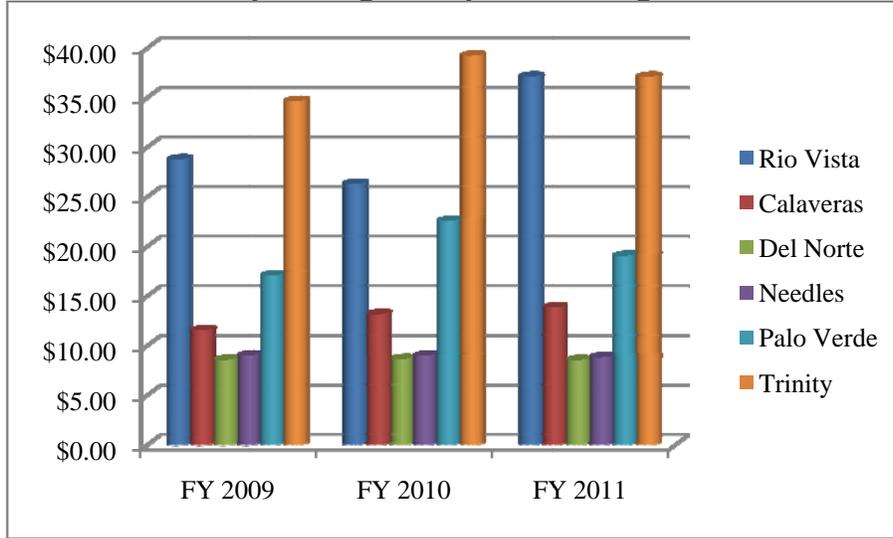
Operating Cost per Passenger

Rio Vista's costs per passenger ranked among the highest of the peer analyzed. Increased operating costs are attributed to service expansion whereas the number of passenger trips increased and then decreased. Only Trinity Transit exhibited higher per passenger costs averaging \$37.00 per passenger as compared to Rio Vista's average of \$30.73 during the period. Del Norte and Needles exhibited the lowest per passenger costs whereas Calaveras and Palo Verde were in the mid-range of agencies. A comparison of passenger operating costs is shown below in the table and graph.

Operating Cost per Passenger

	FY 2009	FY 2010	FY 2011
Rio Vista	\$28.77	\$26.30	\$37.11
Calaveras	\$11.55	\$13.17	\$13.85
Del Norte	\$8.55	\$8.63	\$8.53
Needles	\$8.99	\$8.98	\$8.82
Palo Verde	\$17.06	\$22.56	\$19.05
Trinity	\$34.64	\$39.23	\$37.10

Operating Cost per Passenger



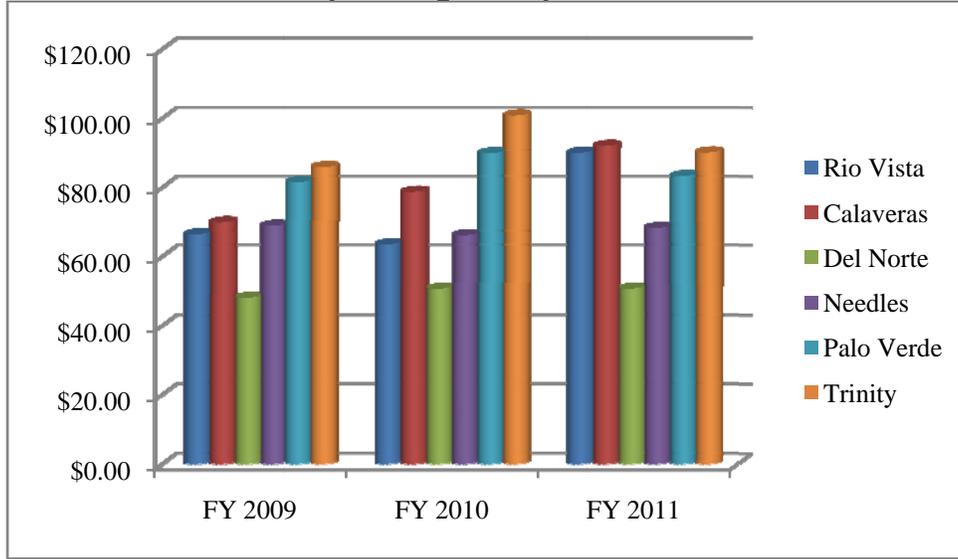
Operating Cost per Hour

Delta Breeze’s costs per hour increased in FY 2011 from \$66.43 to about \$90, a 35 percent increase. This was attributed to an increase in overall operating costs and vehicle service hours. Its average hourly costs were \$73.30 for the period. This trend is comparable to the operators serving Calaveras and Trinity counties. Del Norte exhibited the lowest cost of its peers, which averaged just under \$50.00 per hour. Hourly operating cost trends are shown in the following table and graph.

Operating Cost per Hour

	FY 2009	FY 2010	FY 2011
Rio Vista	\$66.43	\$63.47	\$89.99
Calaveras	\$69.90	\$78.69	\$91.99
Del Norte	\$48.05	\$50.64	\$50.70
Needles	\$68.88	\$66.16	\$68.23
Palo Verde	\$81.46	\$89.88	\$83.25
Trinity	\$85.86	\$100.79	\$90.09

Operating Cost per Hour



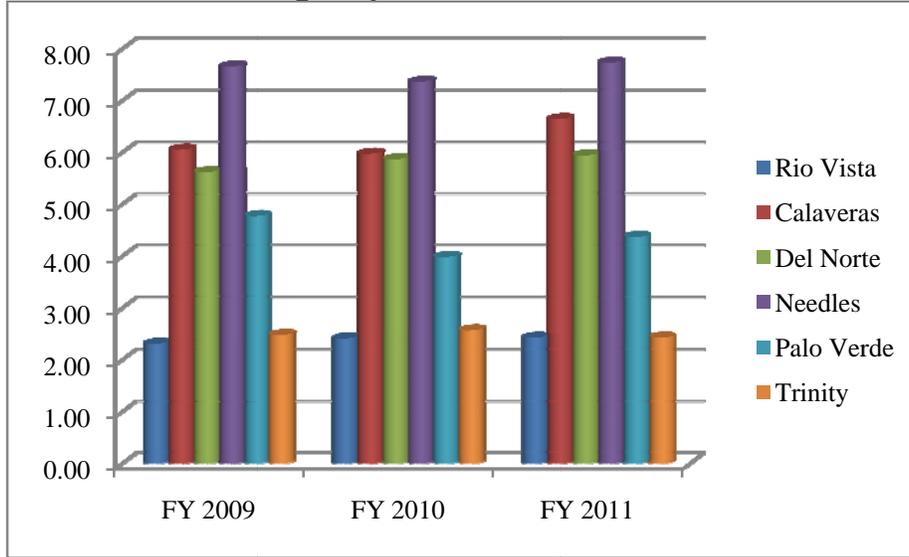
Passengers per Vehicle Service Hour

The number of passengers carried per hour remained fairly constant averaging 2.38 passengers per hour. This average is comparable to the number of passengers per hour carried by Trinity Transit. Needles carried the most passengers per hour, averaging 7.59 passengers. The remaining agencies carried between 4 and 7 passengers per hour. The number of passengers per service hour is shown for each operator in the table and graph below.

Passengers per Vehicle Service Hour

	FY 2009	FY 2010	FY 2011
Rio Vista	2.31	2.41	2.43
Calaveras	6.05	5.98	6.64
Del Norte	5.62	5.87	5.94
Needles	7.66	7.37	7.73
Palo Verde	4.78	3.98	4.37
Trinity	2.48	2.57	2.43

Passengers per Vehicle Service Hour



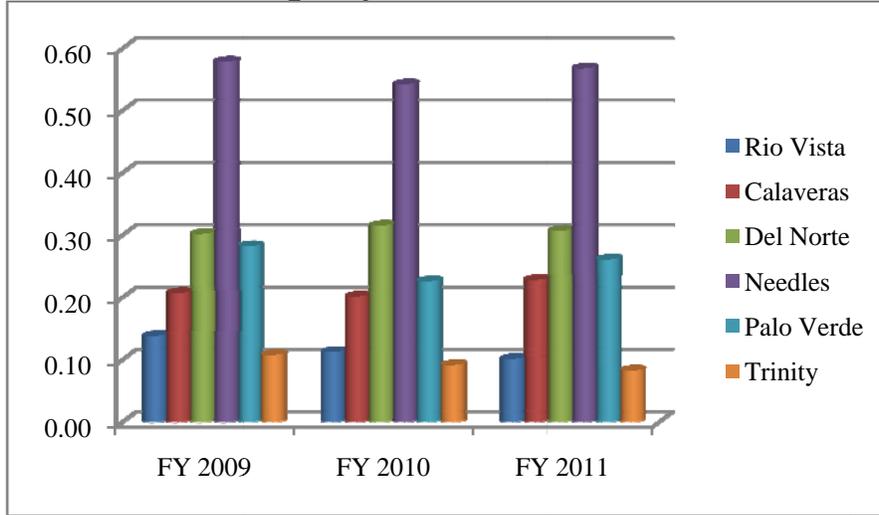
Passengers per Vehicle Service Mile

Rio Vista carried fewer passengers per mile than most of its peer agencies. Only Trinity Transit carried fewer passengers per mile than Rio Vista. Rio Vista averaged about 0.12 passengers per mile. Vehicle service miles increased from 81,977 miles to 133,841 due to new route expansion; however, passenger trips remained fairly level. Needles carried the most passengers per mile, averaging 0.56 passengers during the period. The remaining agencies are in the mid-range averaging between 0.20 and 0.30 passengers. A comparison of the number of passengers carried per service mile is shown below in the table and graph.

Passengers per Vehicle Service Mile

	FY 2009	FY 2010	FY 2011
Rio Vista	0.14	0.11	0.10
Calaveras	0.21	0.20	0.23
Del Norte	0.30	0.32	0.31
Needles	0.58	0.54	0.57
Palo Verde	0.28	0.23	0.26
Trinity	0.11	0.09	0.08

Passengers per Vehicle Service Mile



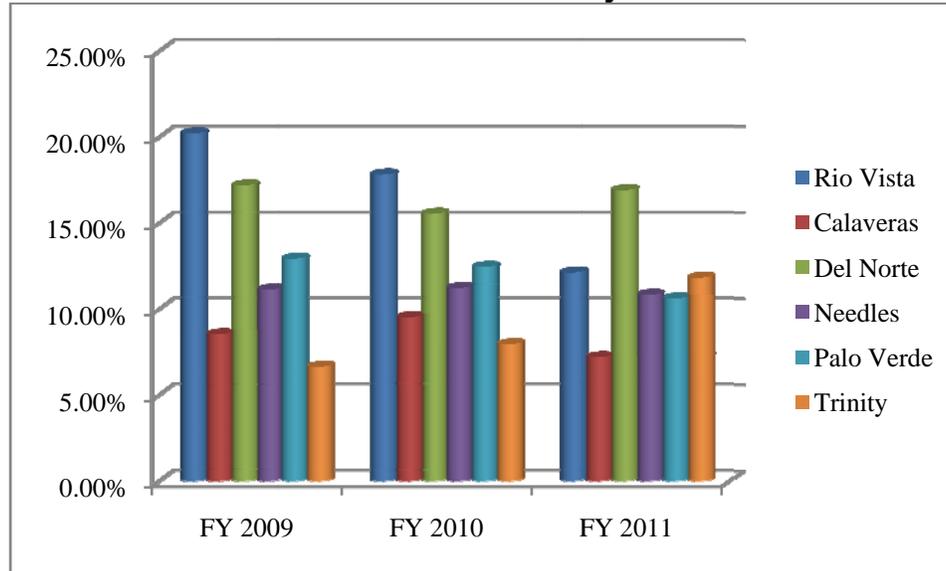
Farebox Recovery

Farebox recovery for the Delta Breeze exhibited a steady decline during the three year period. Rio Vista’s farebox declined 40 percent from a high of 20 percent to 12 percent, resulting in an average farebox of 16.7 percent. Del Norte’s farebox remained fairly consistent averaging 16.5 percent during the period. Nevertheless, Rio Vista exhibited a higher farebox than the remaining peer agencies. Farebox recovery ratios for Rio Vista and peer transit operators are shown in the table and graph below.

Farebox Recovery

	FY 2009	FY 2010	FY 2011
Rio Vista	20.20%	17.81%	12.11%
Calaveras	8.52%	9.51%	7.18%
Del Norte	17.17%	15.53%	16.90%
Needles	11.12%	11.21%	10.81%
Palo Verde	12.92%	12.43%	10.60%
Trinity	6.63%	7.94%	11.81%

Farebox Recovery



Solano County Transit (SolTrans)

SolTrans is the newly consolidated transit system from the merger between the City of Benicia and City of Vallejo transit services. SolTrans operates under a Joint Powers Agreement (JPA) entered into by the Cities of Benicia, Vallejo and the Solano County Transportation Authority in the fall of 2010. The system operates 16 routes encompassing 11 local and 5 multi-zone routes. The multi-zone routes provide intercity commuter service between Vallejo, Benicia and Fairfield, Diablo Valley College, and the El Cerrito and Walnut Creek BART stations. As SolTrans is a relatively new entity, comparative analysis with peer operators are only presented for one operating year based on the aforementioned criteria as shown in the table below.

SolTrans & Peer Agencies Service Profile

Transit System	Service Area (Square Miles)	Service Area Population	Fleet Size		
			Fixed-Route	Demand Response	Total Vehicles
SolTrans	61	147,571	62	16	78
Antelope Valley	301	475,000	72	14	86
Butte County	257.11	179,830	34	23	57
Livermore-Amador	40	171,652	74	18	92
Monterey-Salinas	280	435,000	113	31	144
Victor Valley	275.48	306,994	28	26	54

SolTrans ranks in the middle tier of systems with regard to fleet size and ranks in the lower tier in terms of size of service area population. Butte County and Victor Valley have smaller systems but cover wider service areas.

It is worth noting that FY 2010-11 was a transition year for SolTrans in operating the service as an independent entity. Administrative and management functions were being transitioned from Vallejo and Benicia city staff to contract management.

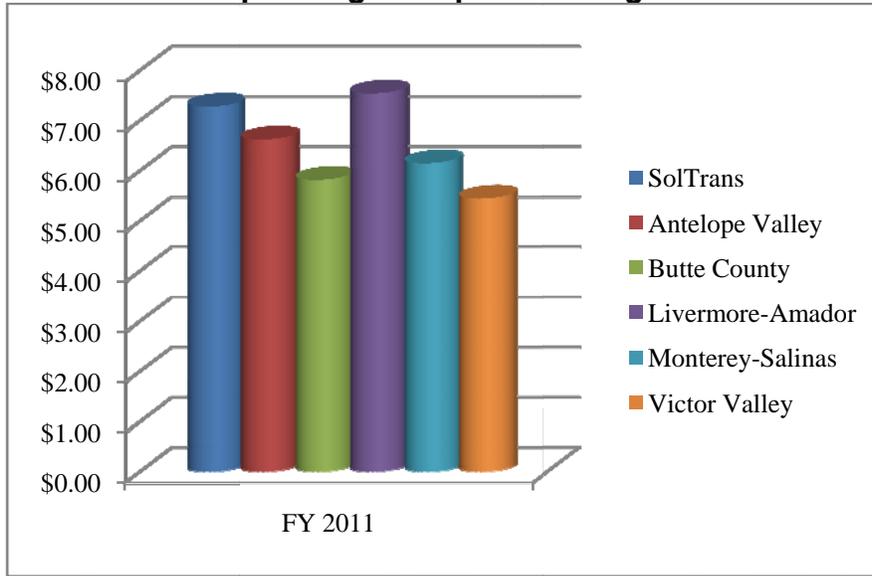
Operating Cost per Passenger

SolTrans' \$7.28 operating cost per passenger is higher than most peer agencies. The number of passenger trips relative to operating costs was lower for SolTrans compared to peers. Costs per passenger for Antelope Valley, Butte County, Monterey-Salinas and Victor Valley were lower due to relatively flat operating costs and increased passenger trips. Livermore-Amador had the highest cost per passenger due to fewer passenger trips relative to operating costs. A comparison of passenger operating costs is shown below in the table and graph.

Operating Cost per Passenger

	FY 2011
SolTrans	\$7.28
Antelope Valley	\$6.62
Butte County	\$5.82
Livermore-Amador	\$7.54
Monterey-Salinas	\$6.15
Victor Valley	\$5.44

Operating Cost per Passenger



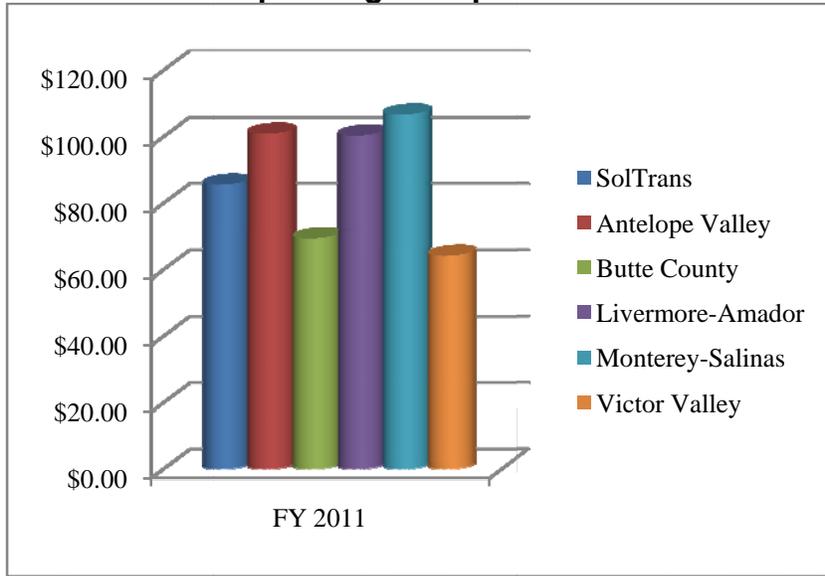
Operating Cost per Hour

SolTrans' operating cost per hour compares favorably to other agencies. The cost per hour for SolTrans during FY 2011 was \$85.59, which ranks in the mid-tier of peer agencies. Antelope Valley, Livermore-Amador and Monterey-Salinas had higher costs due to a combination of increased operating costs and vehicle service hours. Hourly operating cost comparisons are shown below in the table and graph.

Operating Cost per Hour

	FY 2011
SolTrans	\$85.59
Antelope Valley	\$100.93
Butte County	\$69.42
Livermore-Amador	\$100.35
Monterey-Salinas	\$106.67
Victor Valley	\$64.18

Operating Cost per Hour



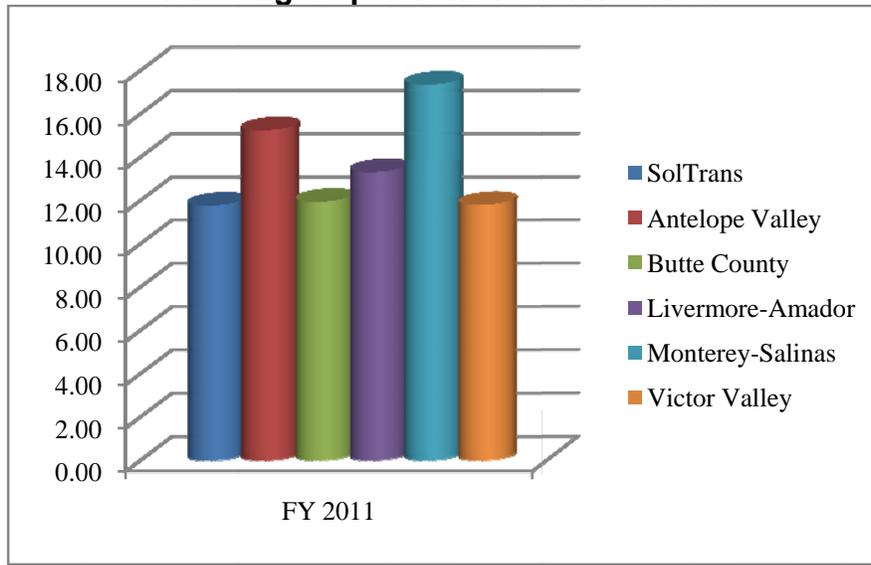
Passengers per Vehicle Service Hour

SolTrans carried 11.76 passengers per hour during FY 2011, which compared lowest to all other peers but only slightly lower than Butte County and Victor Valley. All agencies reported declining numbers of passengers per hour with the exception of Monterey-Salinas Transit which carried 17.35 passengers per hour, the highest out of all the agencies. The number of passengers per service hour is shown for each operator in the following table and graph.

Passengers per Vehicle Service Hour

	FY 2011
SolTrans	11.76
Antelope Valley	15.24
Butte County	11.94
Livermore-Amador	13.31
Monterey-Salinas	17.35
Victor Valley	11.79

Passengers per Vehicle Service Hour



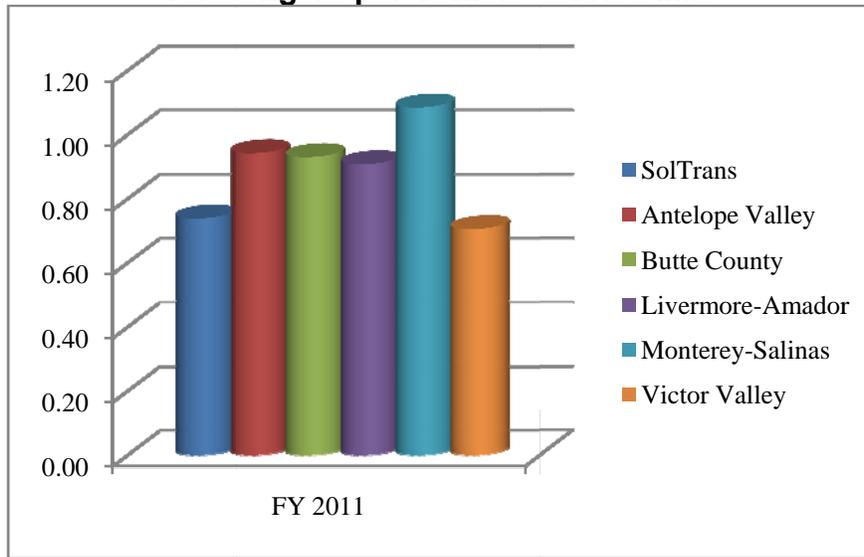
Passengers per Vehicle Service Mile

Following Victor Valley, SolTrans carried the second fewest passengers per mile than its peer agencies at 0.74 passengers per mile during FY 2011. The remaining transit operators had higher numbers of passengers per mile. A comparison of the number of passengers carried per service mile is shown below in the table and graph.

Passengers per Vehicle Service Mile

	FY 2011
SolTrans	0.74
Antelope Valley	0.94
Butte County	0.93
Livermore-Amador	0.91
Monterey-Salinas	1.08
Victor Valley	0.70

Passengers per Vehicle Service Mile



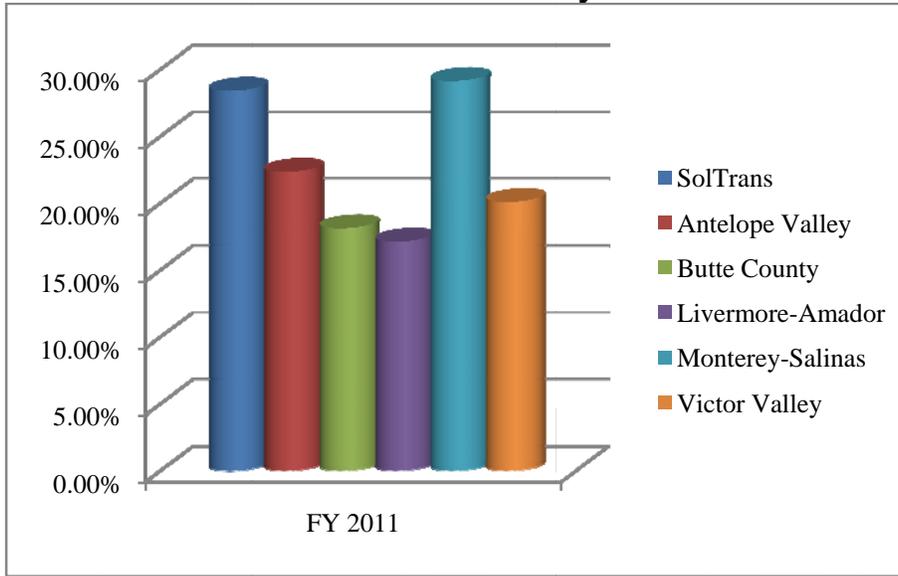
Farebox Recovery

SolTrans farebox ratio ranks the second highest among the comparable systems. SolTrans had a farebox return of 28.40 percent during FY 2011 while Monterey-Salinas Transit had a farebox ratio of 29.13 percent. Butte County’s B-Line and Livermore-Amador ranked amongst the lowest in terms of farebox ratios. Farebox recovery ratios for SolTrans and peer transit operators are shown in the table and graph below:

Farebox Recovery

	FY 2011
SolTrans	28.40%
Antelope Valley	22.34%
Butte County	18.12%
Livermore-Amador	17.11%
Monterey-Salinas	29.13%
Victor Valley	20.08%

Farebox Recovery



Vacaville City Coach

The City of Vacaville operates local fixed-route and special services under the name of City Coach. The six fixed routes originate from and terminate from the Vacaville Transportation Center, where both system and interline connections are available to Fairfield, Suisun City and other regional destinations. Five municipal transit operators were analyzed with Vacaville City Coach based on the aforementioned criteria as shown in the table below.

Vacaville City Coach & Peer Agencies Service Profile

Transit System	Service Area (Square Miles)	Service Area Population	Subsidized Taxi Service	Fleet Size		
				Fixed-Route	Demand Response	Total Vehicles
Vacaville	28.37	92,428	Yes	15	6	21
Lodi	13.61	62,134	No	13	17	30
Manteca	17.73	67,096	No	5	5	10
Roseville	36.22	118,788	Yes	31	13	44
Tracy	22	82,922	No	8	5	13
Union City	18	73,977	Yes	16	6	22

City Coach’s profile is in the middle tier of the comparable agencies with the second largest service area after Roseville and the fourth largest fleet.

Operating Cost per Passenger

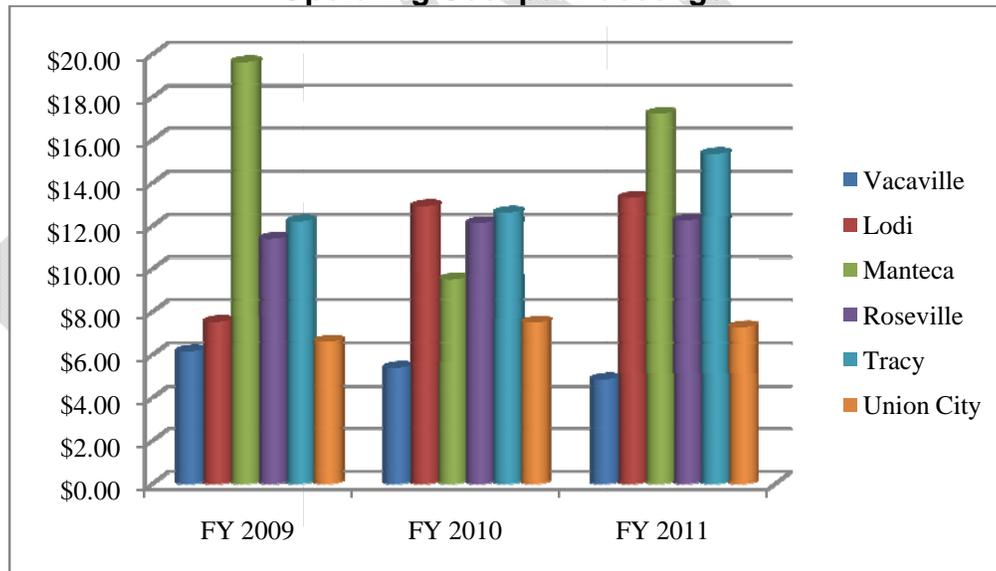
Based upon modest increases in operating costs and notable growth in passenger trips, Vacaville’s operating cost per passenger has averaged the lowest when compared to the other

operators. Vacaville along with Union City exhibited downward trends in this indicator. In contrast, the remaining operators all exhibited increases in per passenger costs due to decreases in passenger trips combined with increases in operating costs. A comparison of passenger operating costs is shown below in the table and graph.

Operating Cost per Passenger

	FY 2009	FY 2010	FY 2011
Vacaville	\$6.16	\$5.40	\$4.85
Lodi	\$7.54	\$12.92	\$13.30
Manteca	\$19.63	\$9.51	\$17.22
Roseville	\$11.40	\$12.14	\$12.26
Tracy	\$12.21	\$12.62	\$15.35
Union City	\$6.61	\$7.50	\$7.28

Operating Cost per Passenger



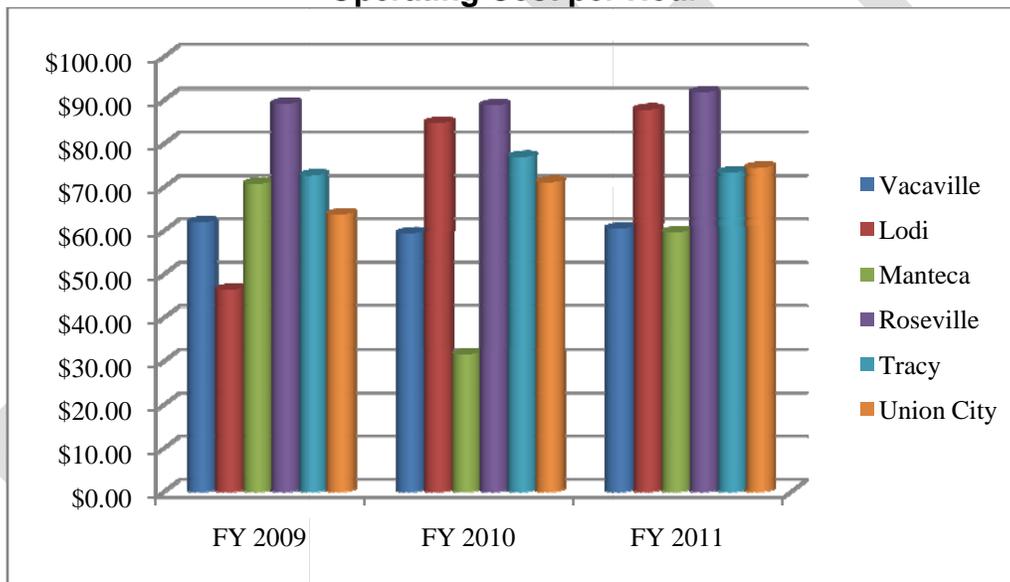
Operating Cost per Hour

In analyzing operating cost per hour, Vacaville ranks very well to other operators such as Manteca. In FY 2011, Vacaville's cost was \$60.47 per hour, in line with Manteca's (\$59.59 per hour) which rates the lowest among the peers. Hourly operating cost trends are shown below in the table and graph.

Operating Cost per Hour

	FY 2009	FY 2010	FY 2011
Vacaville	\$61.91	\$59.35	\$60.47
Lodi	\$46.40	\$84.75	\$87.77
Manteca	\$70.76	\$31.54	\$59.59
Roseville	\$89.15	\$88.80	\$91.79
Tracy	\$72.68	\$76.92	\$73.34
Union City	\$63.71	\$71.11	\$74.45

Operating Cost per Hour



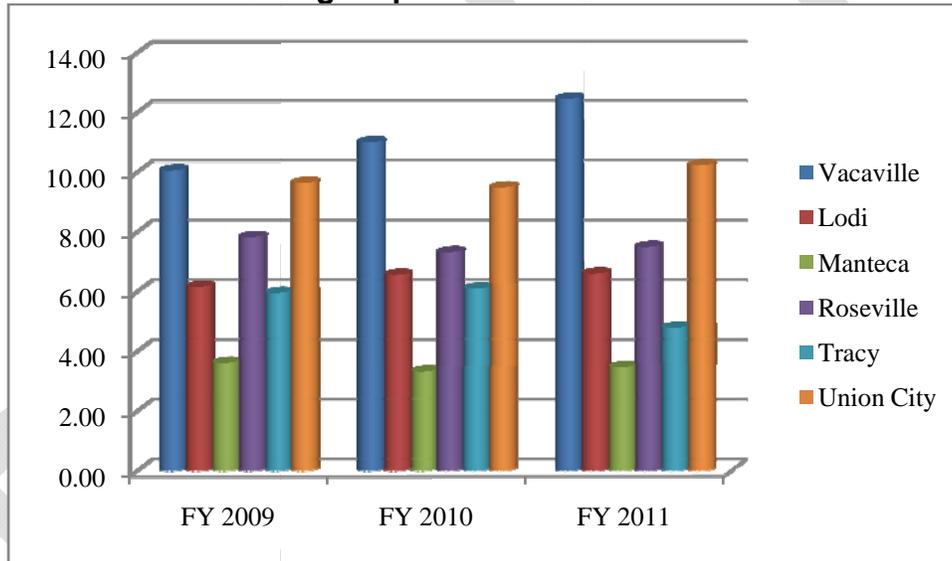
Passengers per Vehicle Service Hour

Vacaville City Coach carried more passengers per hour on average than comparable systems. This indicator reflects the steady increases in passenger trips accompanied by the slight changes in vehicle service hours. Vacaville averaged 11.2 passengers carried per hour. Union City came in second to Vacaville in the number of passengers per hour systemwide, averaging 9.8 passengers during the same period. The remaining transit systems did not compare as well given the decreases in passenger trips. The number of passengers per service hour is shown for each operator in the table and graph below.

Passengers per Vehicle Service Hour

	FY 2009	FY 2010	FY 2011
Vacaville	10.05	11.00	12.45
Lodi	6.16	6.56	6.60
Manteca	3.61	3.32	3.46
Roseville	7.82	7.32	7.49
Tracy	5.95	6.09	4.78
Union City	9.64	9.48	10.22

Passengers per Vehicle Service Hour



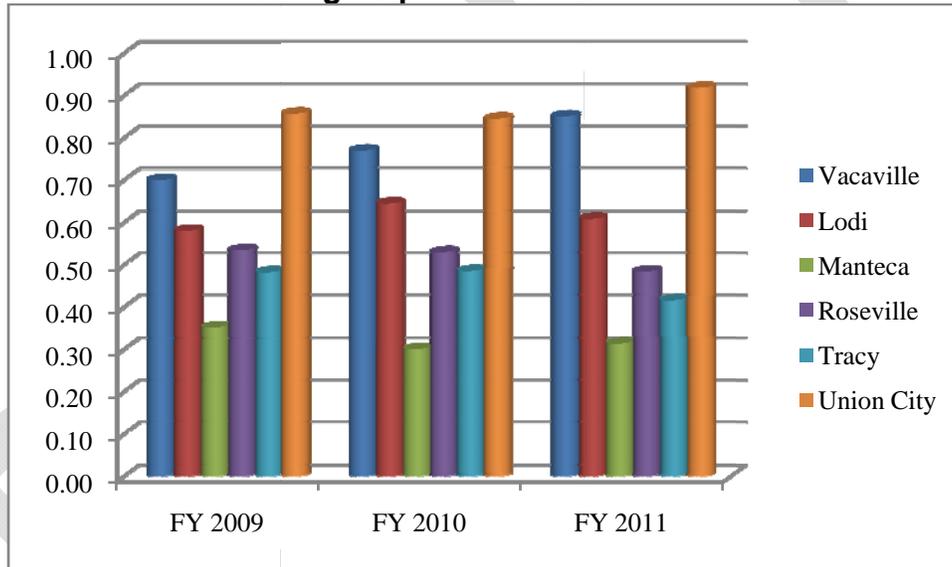
Passengers per Vehicle Service Mile

The number of passenger carried per hour by City Coach ranks among the highest of the peer operators averaging about 0.77 passengers per mile. Only Union City carried more passengers per mile, averaging 0.87 passengers. Both systems exhibited increases in passenger trips with minor fluctuations in vehicle service miles. In contrast, the remaining operators saw decreased passenger trips during the period with some fluctuations in vehicle service miles. A comparison of the number of passengers carried per service mile is shown below in the table and graph.

Passengers per Vehicle Service Mile

	FY 2009	FY 2010	FY 2011
Vacaville	0.70	0.77	0.85
Lodi	0.58	0.64	0.61
Manteca	0.35	0.30	0.31
Roseville	0.53	0.53	0.48
Tracy	0.48	0.48	0.42
Union City	0.86	0.84	0.92

Passengers per Vehicle Service Mile



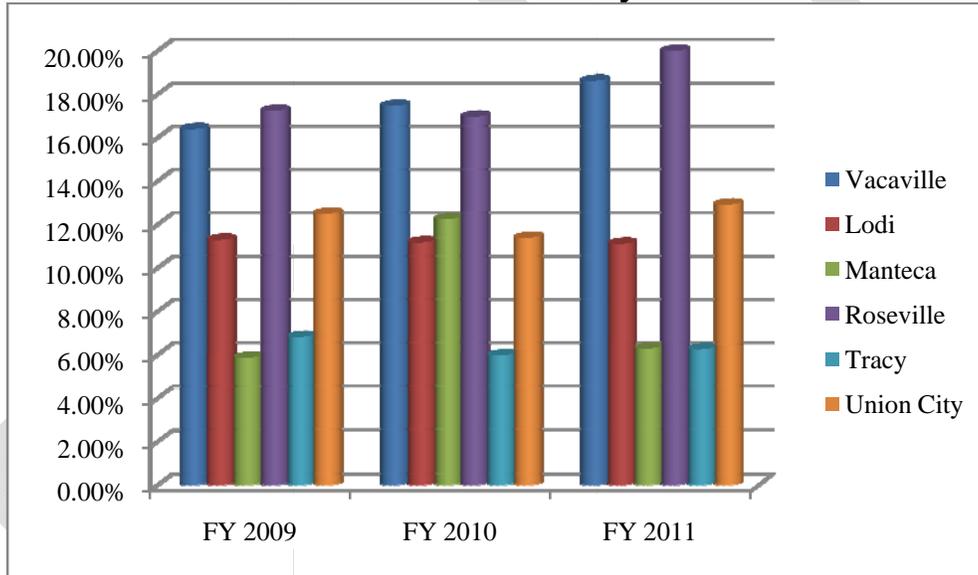
Farebox Recovery

On a systemwide basis, Vacaville’s farebox ratio ranked amongst the highest during the three year period in comparison to the other operators. Its farebox ratio exhibited a steady upward trend attributed to increases in passenger trips and revenues as well as controlled operating costs. Roseville was the only other operator which fared favorably to Vacaville. While not reflected in their data, other systems including Lodi, Manteca and Tracy are supported by local county transportation measure revenues which are used to support the farebox. Solano County has no such self-help transportation revenue measure. Systemwide farebox recovery ratios for Vacaville City Coach and peer transit operators are shown in the following table and graph.

Farebox Recovery

	FY 2009	FY 2010	FY 2011
Vacaville	16.38%	17.45%	18.61%
Lodi	11.29%	11.17%	11.10%
Manteca	5.85%	12.23%	6.28%
Roseville	17.23%	16.96%	19.99%
Tracy	6.81%	5.96%	6.25%
Union City	12.49%	11.38%	12.91%

Farebox Recovery





DATE: May 16, 2013
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Tony Bruzzone, Arup Consultant
 RE: Transit Corridor Study - SolanoExpress Service Design and Performance Metrics

Background:

The STA’s consultant, Arup, has been developing both the Coordinated Short Range Transit Plans for the Solano County Operators and the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study. The Consortium has provided the primary forum for discussion of key initial issues related to the study. The Arup team has briefed the Consortium on the Transit Corridor Study in the past and will continue to work through the Consortium to complete the Study.

Discussion:

The attached report details the current status of the Transit Corridor Study and the work completed to date. It includes proposed service design and performance metrics for development of Intercity/SolanoExpress services. The service design and performance metrics provide quantitative and qualitative means to guide the Study. As such, STA staff and the consultant team seek the Consortium’s final review and comments on the service design and performance metrics before it is forwarded to the STA Board.

The Arup team is selected to bring the service alternatives and capital plan to the June 25, 2013 Consortium meeting and the draft Transit Corridor Study is scheduled for presentation to the Consortium in August.

Table 1 - Proposed Intercity/SolanoExpress Performance Measures

Measure	Standard
<i>Service Design Requirements</i>	
Connects Solano County cities	Yes
Connects to regional transit	Yes
Meets unmet transit needs	Yes
User friendly	LOS B for frequency / LOS B for reliability
Speed	30 mph average
<i>Service Productivity Measures</i>	
Passengers per vehicle revenue hour	25.0
Passengers per trip	20.0
Passengers per vehicle revenue mile	1.0
Peak corridor demand (hourly demand/capacity)	85%
Capacity utilization (passengers miles/seat miles)	35%
<i>Cost Efficiency Measures</i>	
Cost per vehicle revenue hour	\$105.00
Cost per vehicle revenue mile	\$4.00
Cost per revenue seat mile	8.0 cents

Measure	Standard
<i>Cost Effectiveness Measures</i>	
Cost per passenger trip (subsidy)	\$1.50
Revenue per revenue seat mile	5.0 cents
Farebox recovery ratio	50%

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Intercity SolanoExpress Performance Measures as shown in Table 1.

Attachment:

- A. Arup Memorandum on Transit Corridor Status and Service Design and Performance Metrics
Attachment 1. Current SolanoExpress Performance

To	Nancy Whelan Liz Niedziela	Date May 20, 2013
Copies		Reference number 227047
From	Anthony Bruzzone	File reference 04-05
Subject	Summary of Restructured Transit Corridor Plan: Sections 1-5 Condensed	

Summary

Arup has been developing both the Coordinated Short Range Transit Plans for the Solano County Operators and the Transit Corridor Study. Based on comments from STA staff, Arup has restructured and rescheduled the Transit Corridor Plan to allow more consideration and refinement. This memo details the current status of the Transit Corridor Study and summarizes the work completed to date; the Plan is now anticipated to be completed in September 2013.

Action Requested

Action is requested on the adoption of service design and performance metrics for Intercity/SolanoExpress services as detailed in the Section 5 discussion.

Study/Report Outline

A major change is in the outline of the study. This change provides more background than previously assumed. The new outline is as follows:

Transit Corridor Study – Proposed TOC

1. Purpose of Study
2. History of Regional/Intercity Service
3. Regional Planning Context /Best Practices
4. Travel Market Forecasts/Market Assessment
5. Goals and Performance Metrics

6. Assessment of Existing Service
7. Recommended Transit Strategy (and why)
8. Service Alternatives
9. Recommended Service Plan
10. Next Steps

Sections 1-5 Condensed

Section 1 – Purpose

The purpose of the I-80/I-680/I-780 Transit Corridor Study is to update previous plans for regional/intercity transit service within and connecting into Solano County. These updates will align regional/intercity transit services with:

- The core principles of the Solano Intercity Transit Funding Agreement focusing on stability, efficiency and flexibility
- Demographic changes that have occurred over the last decade
- Forecast changes in land use and density resulting from state mandates and the Bay Area’s Sustainable Communities Strategy – *Plan Bay Area*.
- Advancements in regional bus transit best practices and transit facilities design
- Recognition of the current financial environment.

Section 2 – History of Regional/Intercity Service

Vallejo Transit instituted the Baylink Route 80 in Fall 1987 operating along a route essentially the same as the current route. Route 85 and Route 90 began as Vallejo Transit services in the early 1990s. Route 78 began as a Benicia service about the same time, and Routes 20 and 30, operated by FAST, were also initiated in 1990 and 1991. Route 40 began in 1996, initially operating to Pleasant Hill BART and then eventually extended to Walnut Creek BART.

Route 90 was initially funded as a mitigation measure during the construction of HOV lanes on Interstate 80 in Contra Costa and Alameda Counties. The Vallejo routes qualified for RM1 bridge toll funds (and had high farebox recoveries) when initiated and RM2 currently supports all the existing

services that cross the Carquinez Strait. The other services' costs are shared among the STA, the County and the local operators.

This service pattern has remained essentially unchanged since the mid 1990s. Service frequencies are also similar.

Section 3 – Regional Planning Context/Best Practices

Plan Bay Area – What is now will not be what is in the future. The Bay Area has embarked on the Plan Bay Area process, which uses Priority Development Areas to concentrate growth in order to meet land use greenhouse gas emissions targets. *This is not a no growth strategy* – in fact, Solano County is projected to increase from about 420,000 residents currently to about 490,000 residents by 2040. Highlights of Plan Bay Area 2040 forecasts include:

- 2.1 million new Bay Area residents
- 1.1 million new Bay Area jobs
- 27,000 new residential units in Solano County
- 47,000 new Solano County jobs
- 70,000 new Solano County residents

PDA's are proposed for Solano County in the following locations:

- Vallejo Ferry Terminal
- Fairfield/W Texas Transit Center
- Fairfield Downtown South/Jefferson-Texas
- Fairfield North Texas/Airbase Parkway
- Vacaville/Fairfield Train Station (Peabody Road)
- Suisun City Waterfront-Fairfield/Suisun Train Station
- Vacaville Davis/I-80
- Vacaville Allison Policy Plan Area

Arup has identified several demographically similar counties to compare with Solano County, as well as recent Best Practices research on highway corridors.

TCRP Report 145 Reinventing the Urban Interstate provides guidance on repurposing existing Interstate Highways into multimodal corridors. The report suggests building transit lines and providing supporting pedestrian and bicycle facilities within these freeway corridors with the following goals:

- Enhancing corridor transportation capacity and performance without adding freeway capacity, by building and operating transit lines (including bus rapid transit, light rail, heavy rail, and commuter rail);

- Building and operating successful transit systems in multimodal corridors that attract high transit ridership and encourage livability and environmental sustainability; and
- Transforming a corridor’s land uses and activities to a more transit-oriented pattern.

Arup has identified two suburban counties with similar demographic and travel patterns to Solano County. One county – Snohomish in metropolitan Seattle – has extensive and well used express bus services that link the county with the region’s central business district. The other – Rockland County in New York – has limited transit services to Manhattan. These two counties were selected because they are similar in travel patterns to Solano as well as their relationship to the regional CBD. Transit access from each county to the regional CBD is different.

Snohomish County, Washington Case Study – This 700,000 resident county is about 30 miles north of Seattle. The County, in partnership with the regional transit agency, operates extensive freeway express service using many of the principles suggested in TCRP Report 145. During weekdays 16 routes connect the county with downtown Seattle (only a few are peak period only), and ridership has increased from about 10,000 weekday passengers in 1994 to about 23,000 currently.

Rockland County, New York Case Study – This county is about 30 miles northwest of midtown Manhattan. Of the county’s 300,000 residents, about 17,000 commute into Manhattan daily. Due to the poor transit connections in Rockland, about 35 percent drive to Manhattan (well above Westchester County, for example, where less than 20 percent drive to Manhattan for work. Another 12,000 people commute to Westchester County, on the east side of the Hudson, and almost all of these people drive.

Demographic Comparisons – The following details per capita income comparisons between Solano County and Rockland and Snohomish Counties (with the suburban county being compared against the CBD county):

Table 1: Per Capita Income Comparison

Suburban County	CBD County	Adjacent Suburban County
Snohomish	78% (King County)	N/A
Rockland	59% (New York County)	73% (Westchester)
<i>Solano</i>	<i>61% (SF)</i>	<i>77% (Contra Costa)</i>

Note: Represents the Suburban County average per capita income compared to income of residents of the CBD or adjacent county.

Comparing transit access, it appears that better access to the regional CBD (i.e., Snohomish) results in higher incomes for residents compared to worse access (Rockland).

Section 4 – Travel Market Forecasts

Based on the land use and demographic forecasts in Plan Bay Area, Solano County AM peak period “intercity” trips are projected to be as follows:

Table 2: Projected Solano County Regional Trips 2010 to 2030

Market	2030 AM Peak Period Trips	Growth
Solano to San Francisco	6,400	13%
Solano to I-80 Corridor (including Oakland)	17,000	19%
Solano to I-680 Corridor (including Central Contra Costa)	20,000	20%
Solano to Davis/Sacramento	11,000	-1%
Intra-county (Non-Local)	89,000	40%

The models forecast growth in all trip markets (except for Sacramento/Davis), resulting in an even larger market for regional transit services, which should allow for more service, which should, in turn, create higher demand resulting from better service.

Section 5 – Proposed Goals and Objectives

The Proposed Intercity Service Goals and Objectives consider existing MTC performance metrics, as well as metrics that were studied in the MTC Transit Sustainability Project.

MTC has established performance standards for the Regional Express Bus (RM2) program. Those measures and standards are shown below:

Regional Express Bus Performance Measures

Measure	Standard
Farebox recovery	<ul style="list-style-type: none"> • Peak Service: 30% • All Day Service: 20%
Change in passengers per revenue vehicle hour	<ul style="list-style-type: none"> • 0-3 years in operation: Positive change in passenger ridership • 3-5 years in operation: 3-year averages calculated and compared • Positive change between each 3-year cycle

In the MTC TSP, a number of goals, objectives, measures and standards/norms for regional bus services operating in the region's primary transit corridors were considered. Examples include:

- **Goals and Objectives:**

- Operate high quality, high frequency transit service in regional corridors
- Create a regional transit network that achieves regional coordination and seamless connections
- In multimodal corridors and facilities, prioritize transit access and speed
- Achieve high cost effectiveness through operating efficiencies and high ridership

- **Measures and Standards:**

- Regional All Day (RAD) Service:

Examples: SolTrans routes 78, 80 and 85; FAST routes 20, 30 and 90

Service Design Standards

Minimum service frequency: 15 minutes peak weekdays / LOS B

Minimum service frequency: 30 minutes base weekdays / LOS C

Span-of-service: 24/7 LOS A (within corridor, mode flexible at night)

Minimum operating speed: 21 mph is current norm

Minimum reliability: 94% on time / LOS B

Travel time vs. auto: No more than 15 minutes longer / LOS B

Service Performance Measures

Farebox recovery: 50% is current norm

Productivity: 85% peak load factor and 35% overall capacity utilization

- Regional Commute Only Service:

Examples: FAST route 40

Service Design Standards

Minimum service frequency: 15 minutes weekdays / LOS B

Minimum span-of-service: Weekdays peak period only / LOS E

Minimum operating speed: 30 mph

Minimum reliability: 94% on time / LOS B

Travel time vs. auto: No more than 15 minutes longer / LOS B

Service Performance Measures

Farebox recovery: 50% is the current norm

Productivity: 85% peak load factor and 35% overall capacity utilization

Recommended Intercity/SolanoExpress Performance Metrics – Pursuant to the Intercity Transit Funding Agreement, the following service and performance metrics are recommended for developing future Solano Express service:

Table 3: Proposed Intercity/Solano Express Performance Measures

Measure	Standard
<i>Service Design Requirements</i>	
Connects Solano County cities	Yes
Connects to regional transit	Yes
Meets unmet transit needs	Yes
User friendly	LOS B for frequency / LOS B for reliability
Speed	30 mph average
<i>Service Productivity Measures</i>	
Passengers per vehicle revenue hour	25.0
Passengers per trip	20.0
Passengers per vehicle revenue mile	1.0
Peak corridor demand (hourly demand/capacity)	85%
Capacity utilization (passengers miles/seat miles)	35%
<i>Cost Efficiency Measures</i>	
Cost per vehicle revenue hour	\$105.00
Cost per vehicle revenue mile	\$4.00
Cost per revenue seat mile	8.0 cents
<i>Cost Effectiveness Measures</i>	
Cost per passenger trip (subsidy)	\$1.50
Revenue per revenue seat mile	5.0 cents
Farebox recovery ratio	50%

These design objectives and performance metrics balance the need for a marketable and attractive service with fiscal constraints. Peer intercity/regional service farebox recoveries range from about 25 percent (in Snohomish) to 50 to 80 percent (WestCat Lynx and BART, as well as Route 80 and 90). These observations inform the development of the performance metrics. Once adopted, the metrics will be used to guide the intercity bus service development in the Transit Corridor Study.

Attachment A assesses the current SolanoExpress services against these proposed service design and performance metrics.

Attachment 1

			FAST	FAST	FAST	SolTrans	SolTrans	SolTrans	FAST
		Standard	20	30	40	78	80	85	90
Service Productivity Measures									
Passengers per Vehicle Revenue Hour	Performance	25.0	14.1	10.8	7.1	8.5	25.5	13.1	16.2
Passengers per Trip	Performance	20.0	6.9	9.4	8.8	8.2	15.8	12.0	14.8
Passengers per Vehicle	Performance	1.0	0.6	0.3	0.2	0.4	0.7	0.4	0.5
Peak Corridor Demand (Hourly Demand / Capacity)	Performance	85.0%	28%	7%	8%	0%	0%	0%	8%
Capacity Utilization (Passenger Miles / Seat Miles)	Performance	35.0%	11%	18%	15%	14%	20%	15%	27%
Cost Efficiency Measures									
Cost per Vehicle Revenue Hour	Performance	\$105.00	\$106.68	\$119.94	\$103.95	\$105.73	\$107.06	\$99.34	\$116.68
Cost per Vehicle Revenue Mile	Performance	\$4.00	\$4.31	\$3.40	\$3.43	\$5.39	\$3.01	\$3.29	\$3.38
Cost per Revenue Seat Mile	Performance	\$0.08	\$0.08	\$0.06	\$0.06	\$0.10	\$0.06	\$0.06	\$0.06
Cost Effectiveness Measures									
Cost per Passenger Trip (Subsidy)	Performance	\$1.50	\$5.65	\$7.31	\$10.36	\$9.01	\$1.31	\$5.48	\$2.94
Revenue per Revenue Seat Mile	Performance	\$0.05	\$0.02	\$0.02	\$0.02	\$0.03	\$0.04	\$0.02	\$0.04
Farebox Recovery Ratio (STA)	Performance	50%	25%	34%	29%	28%	69%	28%	59%
Farebox Recovery Ratio (RM2 RC)	Performance	30%	N/A	34%	29%	N/A	N/A	N/A	N/A
Farebox Recovery Ratio (RM2 RAD)	Performance	20%	25%	N/A	N/A	28%	69%	28%	59%



DATE: May 16, 2013
TO: Intercity Transit Consortium
FROM: Nancy Whelan, Transit Consultant and Alan Zahradnik, Transit Consultant
RE: Coordinated Short Range Transit Plan Status Update and Coordination Report

Background:

Preparation of the Coordinated Short Range Transit Plan (SRTP) for Solano County and the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study are being undertaken concurrently by the consulting team led by Arup. Since the start of the project in September 2012, many tasks have been completed and several deliverables have been reviewed by STA and the transit operators. The purpose of this memo is to provide an update on the status and schedule for completion of the Coordinated SRTP and to introduce the Draft Coordination Report.

Discussion:

The Coordinated Short Range Transit Plan will cover all of the Metropolitan Transportation Commission (MTC) requirements for SRTPs for each of the six transit operators: Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST), Vacaville City Coach, Dixon Redit-Ride, Rio Vista Delta Breeze, and the County of Solano. The SRTPs consist of four main sections:

1. Operator Overview
2. Goals, Objectives, Measures and Standards
3. Performance Evaluation
4. Service Plan

The first three sections were provided to the transit operators as separate memos for their review over the past few months. On May 10, 2013, the Draft SRTPs for each operator were distributed for review and comment. Comments are due back to the Arup team on May 28, 2013 and Arup will incorporate the comments with a goal of having the SRTPs available for City Council and SolTrans Board consideration by June 10th.

MTC further requested that the Coordinated SRTP address five specific areas of coordination:

1. Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation
2. Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit; (to be conducted in the Mobility Management Plan, separately from the Coordinated SRTP)
3. Enhanced Transit Coordination of Capital Planning;
4. Enhanced Coordination of Transit Service Planning; and
5. Integrate bus/rail scheduling software to facilitate schedule

coordination and customer travel planning. Establish a regional schedule change calendar.

A separate report has been developed by Arup to address these coordination tasks. The draft coordination report identifies the current conditions for each of the areas studied, makes findings related to best practices, and recommends adoption of a service change calendar and suggests that several items be included in the Consortium's Annual Work Plan for further study and follow up implementation tasks.

The coordination report is scheduled to be provided to the transit operators on May 21, 2013. Comments on the draft coordination report are due to STA and the consulting team by June 6, 2013 as shown in the updated schedule for the Coordinated SRTP (Attachment A). Comments from the Consortium will be incorporated into the report and the final report will be considered for approval by the Consortium at its meeting on June 25, 2013. The final report will be made available for approval by City Councils and the SolTrans Board after June 25th. Members of the Arup team will be available to discuss the draft coordination report at the Consortium meeting.

Recommendation:

Informational

Attachments:

- A. Coordinated SRTP Due Dates and Review Time Frames

**Solano Transportation Authority
Coordinated SRTP
Due Dates and Review Time Frames**

	Coordination Section	SRTP (one for each operator)
Administrative Draft	May 6, 2013	April 26, 2013
STA Staff Review	May 6 - 15	April 26 - May 6
Draft to Transit Operators	May 21, 2013	May 10, 2013
Transit Operator	May 21 - June 6	May 10 - May 28
Consortium Meeting/Action	May 28 - Discussion Item	NA
Arup Team Incorporates Comments	June 6 - June 10	May 28 - June 5
Final Review by STA	June 10 - June 11	June 5 - June 7
Final to Transit Operators	June 12, 2013	June 10, 2013
Consortium Meeting/Action	June 25 - Action Item	NA
Council/Board review and approval¹	Months of July and August = City Council and SolTrans Board Approvals, plus public input as required	Months of June and July = City Council and SolTrans Board Approvals, plus public input as required => June 18 Fairfield City Council => June 18 Rio Vista City Council => June 20 SolTrans Board
STA Board Review and Approval	Approve Coordination Section September 11	Review Draft SRTP June 12
		Approve Final SRTP After City Councils Approve, but not later than September 11

1. Coordination report will be available by June 25 and SRTPs will be available by June 10th. Transit operators will coordinate City Council and Board approvals. All final council/board actions are anticipated by the end of August. Dates identified for SRTP approvals are tentative.

Updated May 20, 2013

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DATE: May 20, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Sofia Recalde, Transit Mobility Coordinator
RE: Mobility Management Plan Update and Discussion

Background:

Since July 2012, STA has been working with consultants to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a priority strategy to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. The Solano Mobility Management Plan is gathering information about existing services and programs, exploring potential partnerships, and analyzing how to address mobility needs in Solano County in a cost effective manner.

The Solano Mobility Management Plan proposes to focus on four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities:

1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Older Driver Safety Information
4. One Stop Transportation Call Center

The Mobility Management plan has been presented and discussed several times at each of the STA committees, including the Solano Seniors and People with Disabilities Transportation Advisory Committee, the Paratransit Coordinating Council (PCC), the Intercity Transit Consortium, Senior Coalition, and the STA Board. The initial presentation was an overview of the study and the four elements with an opportunity to solicit comments. As the elements have taken shape, additional presentations have been made to the committees. Each presentation has generated significant discussion and valuable input.

Discussion:

Since the April Consortium meeting, STA has met with the transit operators to discuss elements of the mobility management plan and to discuss their needs and priorities in implementing various components of the Plan, specifically the Countywide In-Person ADA Eligibility Program.

Countywide In-Person ADA Eligibility Program Update

The new Countywide In-Person ADA Eligibility program will start July 1, 2013. Starting June 17, interested ADA applicants and current ADA certified passenger whose eligibility is about to expire can call (707) 541-7184 to start the ADA certification or re-certification process.

STA staff has been working with the transit operators and CARE Evaluators to work out the details of the ADA eligibility program. SolTrans hosted a Countywide meeting to discuss the implementation of the Countywide ADA Eligibility Assessment process. Several issues that were identified and need to be worked out include:

- What will happen to applicants who call between June 17 and July 1st?
 - o CARE Evaluators recommends granting applicants presumptive eligibility until their scheduled assessment appointment.

- Will local and intercity taxi scrip be available to passengers with restricted (temporary, trip by trip, conditional) ADA eligibility?
 - o CARE Evaluators recommends allowing both restricted and unrestricted passengers to purchase taxi scrip.

- Letters to send out to current ADA paratransit passengers whose eligibility is set to expire in the next 6 months.
 - o Letter template will be sent to transit operators for review no later than May 21.

- Flyers and informational materials
 - o SolTrans is in the process of creating a flyer template to be used by all the transit operators
 - o STA staff is in the process of creating a FAQs about the new Countywide In-Person ADA Eligibility Program
 - o STA staff is in the process of creating a flyer for the Open Houses

Assessment site locations:

STA staff, CARE Evaluators, and local transit agency staff visited each of the potential assessment site locations. Assessment sites have been selected in each city, except for Benicia. STA, SolTrans, and Benicia staff are investigating other potential sites. The currently selected assessment sites are:

Dixon Transportation Center
Fairfield Transportation Center
Rio Vista Senior Center
Suisun City Hall
Vacaville City Hall
Vallejo Transit Center

Open Houses:

Open Houses will be held at each of the assessment locations June 10 – June 12. The Open Houses will be an opportunity for the local officials and the public, including potential users and social service and health providers, to see where the in-person assessments will occur and to learn more about the new program. CARE Evaluators, STA, and local transit agency staff will be present to answer any questions. STA staff is in the process of contacting each of the assessment sites to schedule the Open House dates and times.

STA will create a press release to advertise the Open Houses.

Outreach:

In addition to the open houses, STA and the transit operators are preparing to launch a public outreach effort. CARE Evaluators is currently scheduled to attend the following events:

5/21: Rio Vista Senior Center

5/22: Vacaville City Coach

6/7: Senior Coalition

6/8: Wardlaw Elementary School

6/10: Vallejo Senior Center, Membership Meeting (SolTrans presenting)

6/12: Benicia Senior Center (SolTrans presenting)

6/12: STA Board

6/13: Dixon Senior Center

7/31: Mental Health Collaborative

Outreach presentations and/or distribution of informational materials, will be provided for the following potential locations:

Kaiser Medical Center (Vallejo)

Benicia Library

Dixon Family Services

Fairfield Mayor's Senior Roundtable

Fairfield Senior Center

Suisun Senior Center

Trilogy at Rio Vista

Merrill Gardens

McBride Senior Center

Informational materials and outreach flyers will be posted on buses and distributed by email to relevant stakeholders (senior centers, health and social service providers, etc) to share with their consumers.

Countywide Travel Training

Vacaville City Coach has volunteered to host a meeting to discuss Countywide Travel Training. The date is still pending and staff will provide an update at the meeting.

Recommendation:

Informational.

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DATE: May 20, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Napa Commuter Information Call Center

Background:

The Solano Napa Commuter Information (SNCI) program offers free services and information for alternative transportation in Solano and Napa counties and surrounding regions. In 1979, “Solano County Rideshare” was established as a part of Caltrans’ Statewide Ridesharing Program to support carpooling and vanpooling. In the late 1970’s ridesharing (carpools/vanpools) were new concepts, but an ideal solution for Solano County residents who needed to get to the large employment sites like San Francisco and SFO with limited inter-county transit options. The County of Solano took over the successful program in 1983 and renamed it Solano Commuter Information (SCI). In 2000, SCI became a part of the Solano Transportation Authority (STA) when it was transferred by the County and expanded to include services to Napa County, prompting the name change to Solano Napa Commuter Information (SNCI).

SNCI programs include:

- Carpool/vanpool matching
- Vanpool formation/support
- Call Center
- Display racks with transit schedules and transportation info
- Employer outreach – Promotions, Bike to Work Day/Commute Challenges/Relocations
- Employer and community events
- Incentives to encourage alternative modes – Emergency Ride Home, vanpool and bike incentives
- Bike information/Bikelinks maps
- Website services

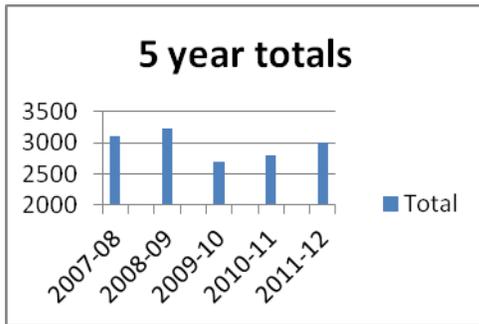
The SNCI program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), Yolo Solano Air Quality Management District, and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano counties and providing air quality improvement through trip reduction.

Discussion:

The SNCI Call Center has been in operation for thirty-four (34) years. Initially instituted to provide information to commuters seeking carpools and vanpools, with additional funding, the scope expanded to include transit information as well as transit trip planning. The staff operators (commute consultants) provide information for nearby services like Bart, AC Transit, Contra Costa Transit, Capitol Corridor, Sacramento RT, Napa VINE, as well as for all local Solano Transit Operators and regional transit.

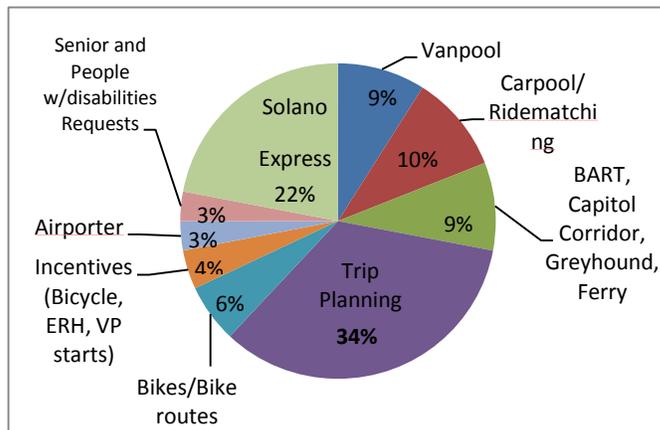
When a call comes in, the commute consultant assesses the request, determines what options meet the need, and provides specific information to the caller. For questions the Call Center cannot answer, the call is transferred to the appropriate agency and the commute consultant stays on the line until the caller is connected to a person. Sometimes the commute consultant stays on the line to hear the answer to the question, other times the commute consultant asks the questions for the caller. In that way, the Call Center knowledge base is increased over time.

Over the past five (5) years the SNCI Call Center has provided information and services to nearly 15,000 callers.



Fiscal Year	#calls
11-12	3004
10-11	2791
09-10	2702
08-09	3234
07-08	3201

In FY2011-12, the Call Center received 3004 calls. Sixty-five percent (65%) of those calls were transit related. Carpool, ridematching, vanpool support, and incentives made up another 22%, while the other callers requested information about transportation to airports, specific requests from seniors and people with disabilities, and bicycles.



Fiscal Impact:

None

Recommendation:

Informational.

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DATE: May 19, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Matt Tuggle, County of Solano
RE: Intercity Paratransit MOU

Background/Discussion:

Matt Tuggle requested the Intercity Paratransit MOU be added to the Intercity Transit Consortium Agenda as a discussion item.

Recommendation:

Informational.

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DATE: May 19, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: SolanoExpress Ridership Update

Background:

SolanoExpress Intercity Routes consist of seven routes operated by Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans). Funding for Intercity Transit Routes is provided through the Solano Intercity Transit Funding agreement among six cities, the County of Solano and STA and Regional Measure 2 (RM 2) Bridge toll funds.

The Solano Express Intercity Transit Consortium (the Consortium) consists of STA, Solano Napa Commuter Information (SNCI), Solano County and the cities of Dixon, Fairfield, Rio Vista, and Vacaville, and the new SolTrans Joint Powers Authority. The Consortium helps set policy for funding and administration of intercity routes.

Two of the primary means of measuring the success of intercity transit are farebox recovery (the percentage of operating cost paid by user fares) and overall ridership. Each transit operator gathers and reports the ridership information on a monthly basis and the farebox is estimated on a quarterly basis with final farebox ratios on an annual basis after financial statements are completed.

Discussion:

In Fiscal Year (FY) 2011-12, the overall ridership for the seven SolanoExpress intercity routes reached its all time record high by exceeding one million riders (Attachment A). Route 40 (from Vacaville, Fairfield, Benicia to Pheasant Hill BART and Walnut Creek BART) experienced the largest decrease in ridership. This route is required to have at least a 30% farebox ratio to qualify for RM 2 funds. Route 40 was placed on Metropolitan Transportation Commission (MTC) watch list. According to FAST Intercity Transit Service Third Quarter Report (Attachment B), Route 40 currently has a 30% farebox ratio for this fiscal year 2013.

Route 78 (from Vallejo to Benicia, Pheasant Hill BART and Walnut Creek BART) is required to have at least a 20% farebox ratio to qualify for RM2 funds. In FY 2011-12, Route 78 had a 19% farebox ratio. According to SolTrans Intercity Transit Service Quarter Report, Route 78 farebox ratio is estimated at 22% for this fiscal year 2013 (Attachment C).

Comparing from last year ridership numbers to this year ridership from the same time frame (July - March), SolanoExpress ridership has decrease 3% as shown in the table below.

SolanoExpress Route	2011-12	2012-13	Ridership Increase/Decrease
Route 20	38,865	39,197	0.9%
Route 30	34,839	35,676	2.4%
Route 40	30,928	32,026	3.6%
Route 78	65,792	64,441	-2.1%
Route 80	320,426	329,932	3.0%
Route 85	117,748	74,753	-36.5%
Route 90	178,642	187,589	5.0%
	787,240	763,614	-3.0%

Ridership on 5 of the 7 SolanoExpress routes has actually increased, but this has been offset by the 36.5% drop in ridership on Route 85. Route 85 revenue hours decreased in FY 2012-13 and the ridership from Solano Mall to Solano Community College may have shifted from Route 85 to FAST local Routes 3/7. Route 78 was modified recently in February 2013 decreasing their revenue hours. Even with the ridership loss in Route 78 and 85, these two routes are still making the required farebox ratio according to the estimated quarterly reports.

Recommendation:

Informational.

Attachments:

- A. SolanoExpress Ridership Comparison
- B. FAST Intercity Transit Service Quarter Report
- C. SolTrans Intercity Transit Service Quarter Report



SolanoExpress Intercity Ridership Comparison

Route 20	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
July	3,511	2,910	4,460	3,517	3,347	3,482	3,958
August	4,251	3,697	3,880	3,911	3,904	4,601	5,049
September	4,355	3,515	4,362	4,628	4,221	4,589	4,563
October	3,684	3,826	4,920	4,578	3,939	4,572	5,133
November	3,271	3,339	3,694	3,886	3,540	4,356	4,254
December	2,922	3,041	3,756	3,891	3,457	4,225	3,689
January	3,172	2,855	4,155	3,293	3,344	4,090	4,302
February	3,116	3,455	4,017	3,859	3,290	4,515	3,997
March	3,727	3,772	4,394	4,753	3,823	4,435	4,252
April	3,174	4,089	4,300	4,176	3,844	4,284	
May	3,187	3,959	4,157	3,851	3,915	4,636	
June	2,892	4,092	3,929	3,874	3,742	4,111	
Annual	41,262	42,550	50,024	48,217	44,366	51,896	39,197
Farebox		21%	28%	36%	25%	35%	
						July - March Comparison	1%

Route 30	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
July	2,793	2,932	3,897	3,540	3,459	3,533	3,732
August	2,982	3,009	3,979	3,246	3,536	4,110	4,379
September	2,630	2,947	4,510	3,593	3,653	3,855	3,869
October	3,033	3,753	4,904	3,863	3,284	4,161	4,708
November	2,569	3,590	3,387	3,194	3,552	3,702	3,786
December	2,299	2,447	3,369	2,930	3,287	3,514	3,275
January	2,740	2,677	3,571	3,046	3,575	3,811	4,004
February	2,731	2,777	3,488	3,442	3,760	4,045	3,772
March	3,059	2,771	3,831	3,890	4,307	4,108	4,151
April	3,172	3,433	3,823	3,709	4,084	3,999	
May	3,290	3,149	3,367	3,172	4,069	3,918	
June	3,058	3,633	3,599	3,311	3,998	3,788	
Annual	34,356	37,118	45,725	40,936	44,564	46,544	35,676
Farebox		39%	30%	33%	27%	32%	
						July - March Comparison	2%



SolanoExpress Intercity Ridership Comparison

Route 40	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
July	2,951	4,009	5,287	3,595	3,372	2,876	3,576
August	3,332	4,487	4,857	3,457	3,622	3,671	3,828
September	3,021	3,744	5,338	3,152	3,568	3,481	3,314
October	3,384	4,340	5,474	3,537	3,411	3,559	4,098
November	2,841	3,680	3,902	3,147	3,476	3,444	3,260
December	2,437	3,274	3,898	3,154	3,234	3,277	2,918
January	3,935	4,047	3,855	2,908	3,241	3,529	3,666
February	3,479	3,675	3,628	3,034	3,188	3,388	3,507
March	4,269	3,748	4,015	3,646	3,789	3,703	3,859
April	3,894	4,214	3,712	3,315	3,327	3,126	
May	4,256	4,162	3,278	3,065	3,463	3,356	
June	3,900	4,856	3,519	3,463	3,399	3,289	
	41,699	48,236	50,763	39,473	41,090	40,699	32,026
Farebox		23%	31%	30%	22%	29%	
					July - March Comparison		4%

Route 90	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
July	12,341	15,425	21,782	17,782	17,350	17,905	19,763
August	14,104	17,341	19,770	17,109	18,326	21,662	22,639
September	11,580	15,183	20,883	18,196	18,601	20,036	19,701
October	14,547	18,270	21,719	19,373	17,994	20,137	24,161
November	14,883	16,760	15,848	16,804	17,811	19,326	20,368
December	14,092	15,360	18,028	17,046	17,260	18,460	18,527
January	10,974	17,711	17,887	16,119	18,194	19,799	21,100
February	10,892	17,817	17,640	16,457	17,469	19,894	20,241
March	12,659	18,890	19,728	19,527	21,303	21,423	21,089
April	12,581	20,701	18,919	18,527	19,397	20,299	
May	12,074	19,080	17,010	16,808	19,823	21,619	
June	13,632	20,495	18,327	17,437	19,909	19,719	
Annual	154,359	213,033	227,541	211,185	223,437	240,279	187,589
Farebox		40%	43%	46%	41%	50%	
					July - March Comparison		5%



SolanoExpress Intercity Ridership Comparison

Route 78	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
July				6,874	6,462	6,298	6,996
August				6,310	6,883	7,741	8,334
September				6,338	7,218	7,561	7,532
October			6,360	6,837	7,197	7,422	8,563
November			6,328	5,959	7,142	7,140	6,665
December			6,202	6,044	6,144	6,875	6,252
January			6,096	5,674	6,544	7,440	6,866
February			5,599	5,637	6,223	7,324	6,570
March			6,517	6,889	7,151	7,991	6,663
April			6,432	6,529	7,436	7,599	
May			6,885	6,512	7,351	7,830	
June			6,677	6,707	7,384	7,533	
Annual	-	-	57,096	76,310	83,135	88,754	64,441
Farebox			20%	23%	15%	19%	
						July - March Comparison	-2%

Route 80	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
July	33,855	34,096	41,304	31,889	31,492	33,747	33,836
August	36,003	37,351	39,073	32,947	32,619	35,498	41,052
September	32,672	31,384	36,454	33,256	30,676	35,255	35,557
October	34,100	34,924	39,128	36,258	32,207	37,304	43,316
November	30,593	31,960	32,043	31,318	29,869	34,257	35,843
December	28,194	29,529	31,765	29,455	30,735	34,071	34,751
January	30,114	30,909	30,878	28,735	31,615	34,673	34,840
February	28,200	32,627	29,056	31,394	31,518	35,770	34,036
March	32,795	34,021	32,830	33,616	35,602	39,851	36,701
April	32,483	36,596	33,786	32,929	34,326	36,325	
May	34,996	36,382	31,714	31,633	34,527	39,244	
June	33,130	39,052	32,569	31,667	35,705	36,845	
Annual	387,135	408,831	410,600	385,097	390,891	432,840	329,932
Farebox		36%	41%	37%	39%	51%	
						July - March Comparison	3%



SolanoExpress Intercity Ridership Comparison

Route 85	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
July	9,062	13,147	16,013	13,309	12,024	12,454	6,552
August	10,571	15,217	14,518	13,180	14,927	14,491	10,420
September	12,899	12,939	14,576	13,552	14,483	14,691	10,785
October	12,786	13,425	15,197	13,170	13,788	15,909	12,906
November	10,993	10,695	11,351	10,890	12,182	12,791	7,139
December	9,624	9,939	10,950	10,128	10,573	11,201	5,973
January	8,973	9,256	10,868	9,034	10,537	10,856	6,835
February	10,046	12,015	11,801	10,761	11,408	12,525	6,594
March	12,015	12,955	13,934	14,239	13,235	12,830	7,549
April	10,157	13,770	13,026	11,949	12,542	11,976	
May	10,706	14,373	12,353	11,792	12,063	12,191	
June	8,273	15,821	13,185	11,225	12,518	10,517	
Annual	126,105	153,552	157,772	143,229	150,280	152,432	74,753
Farebox		24%	26%	24%	28%	37%	
						July - March Comparison	-37%

Annual	784,916	903,320	999,521	944,447	977,763	1,053,444
by Year		15%	11%	-6%	4%	8%
present		15%	24%	20%	25%	34%

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

FY 2012-13 Budget vs Estimated or Actual Cost

Intercity Route	FY 12-13 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 409,611	\$ 97,673	23.8%	\$ 99,547	24.3%	\$ 96,064	23.5%		0.0%	\$ 293,284	71.6%
FAST Rt 30	\$ 729,196	\$ 123,901	17.0%	\$ 127,451	17.5%	\$ 122,724	16.8%		0.0%	\$ 374,076	51.3%
FAST Rt 40	\$ 761,341	\$ 147,339	19.4%	\$ 152,523	20.0%	\$ 144,431	19.0%		0.0%	\$ 444,293	58.4%
FAST Rt 90	\$ 2,261,257	\$ 426,839	18.9%	\$ 442,554	19.6%	\$ 419,678	18.6%		0.0%	\$ 1,289,071	57.0%
Subtotal, FAST	\$ 4,161,405	\$ 795,752	19.1%	\$ 822,075	19.8%	\$ 782,897	18.8%	\$ -	0.0%	\$ 2,400,724	57.7%
VT Rt 78	\$ 892,635		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 80	\$ 2,432,200		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 85	\$ 923,400		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
Subtotal, VT	\$ 3,355,600	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%

Report Completed By: Diane Feinstein, City of Fairfield
Date: 4/29/2013

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2012-13 Budget vs Estimated or Actual Fare Revenue

Intercity Route	FY 12-13 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 101,494	\$ 24,256	23.9%	\$ 28,881	28.5%	\$ 22,935	22.6%		0.0%	\$ 76,072	75.0%
FAST Rt 30	\$ 176,977	\$ 38,541	21.8%	\$ 48,925	27.6%	\$ 42,755	24.2%		0.0%	\$ 130,221	73.6%
FAST Rt 40	\$ 177,567	\$ 42,550	24.0%	\$ 48,034	27.1%	\$ 43,675	24.6%		0.0%	\$ 134,259	75.6%
FAST Rt 90	\$ 1,013,285	\$ 251,010	24.8%	\$ 284,999	28.1%	\$ 256,271	25.3%		0.0%	\$ 792,280	78.2%
Subtotal, FAST	\$ 1,469,323	\$ 356,357	24.3%	\$ 410,839	28.0%	\$ 365,636	24.9%	\$ -	0.0%	\$ 1,132,832	77.1%
VT Rt 78	\$ 267,684		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 80	\$ 1,469,613		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 85	\$ 475,978		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
Subtotal, VT	\$ 1,945,591	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%

Report Completed By: Diane Feinstein, City of Fairfield
Date: 4/29/2013

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

FY 2012-13 Budget vs. Estimated or Actual Ridership

Intercity Route	FY 12-13 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	51,896	13,570	26.1%	14,652	28.2%	12,551	24.2%		0.0%	40,773	78.6%
FAST Rt 30	46,544	11,983	25.7%	12,558	27.0%	11,927	25.6%		0.0%	36,468	78.4%
FAST Rt 40	40,699	10,718	26.3%	11,512	28.3%	11,032	27.1%		0.0%	33,262	81.7%
FAST Rt 90	240,279	62,103	25.8%	65,932	27.4%	62,430	26.0%		0.0%	190,465	79.3%
Subtotal, FAST	379,418	98,374	25.9%	104,654	27.6%	97,940	25.8%	0	0.0%	300,968	79.3%
VT Rt 78	86,074		0.0%		0.0%		0.0%		0.0%	0	0.0%
VT Rt 80	420,264		0.0%		0.0%		0.0%		0.0%	0	0.0%
VT Rt 85	163,074		0.0%		0.0%		0.0%		0.0%	0	0.0%
Subtotal, VT	669,412	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Report Completed By: Diane Feinstein, City of Fairfield
Date: 4/29/2013

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

FY 2012-13 Budget vs. Estimated or Actual Revenue Hours

Intercity Route	FY 12-13 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	3,687	901	24.4%	921	25.0%	901	24.4%		0.0%	2,723	73.9%
FAST Rt 30	4,536	1,000	22.1%	1,134	25.0%	1,018	22.4%		0.0%	3,152	69.5%
FAST Rt 40	5,057	1,231	24.3%	1,205	23.8%	1,232	24.4%		0.0%	3,668	72.5%
FAST Rt 90	15,754	3,593	22.8%	3,828	24.3%	3,608	22.9%		0.0%	11,029	70.0%
Subtotal, FAST	29,034	6,726	23.2%	7,088	24.4%	6,759	23.3%	0	0.0%	20,573	70.9%
VT Rt 78	8,396		0.0%		0.0%		0.0%		0.0%	0	0.0%
VT Rt 80	22,818		0.0%		0.0%		0.0%		0.0%	0	0.0%
VT Rt 85	8,414		0.0%		0.0%		0.0%		0.0%	0	0.0%
Subtotal, VT	31,232	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Report Completed By: Diane Feinstein, City of Fairfield
Date: 4/29/2013

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2012-13 Budget vs Estimated or Actual Cost

Intercity Route	FY 12-13 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 409,611		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 30	\$ 729,196		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 40	\$ 761,341		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 90	\$ 2,261,257		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
Subtotal, FAST	\$ 4,161,405	\$ -	0.0%	\$ -	0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 78	\$ 892,635	\$ 305,578	34.2%	\$ 289,527	32.4%	\$ 296,213	33.2%	\$ 296,213	33.2%	\$ 1,187,531	133.0%
VT Rt 80	\$ 2,432,200	\$ 485,652	20.0%	\$ 460,652	18.9%	\$ 470,514	19.3%	\$ 470,514	19.3%	\$ 1,887,332	77.6%
VT Rt 85	\$ 923,400	\$ 204,747	22.2%	\$ 193,993	21.0%	\$ 198,472	21.5%	\$ 198,472	21.5%	\$ 795,684	86.2%
Subtotal, VT	\$ 4,248,235	\$ 995,977	23.4%	\$ 944,173	22.2%	\$ 965,199	22.7%	\$ 965,199	22.7%	\$ 3,870,548	91.1%

Report Completed By: Philip Kamhi
Date: 3/20/2013

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

FY 2012-13 Budget vs Estimated or Actual Fare Revenue

Intercity Route	FY 12-13 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 101,494		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 30	\$ 176,977		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 40	\$ 177,567		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 90	\$ 1,013,285		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
Subtotal, FAST	\$ 1,469,323	\$ -	0.0%	\$ -	0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 78	\$ 267,684	\$ 67,070	25.1%	\$ 68,051	25.4%	\$ 65,289	24.4%	\$ 65,289	24.4%	\$ 265,699	99.3%
VT Rt 80	\$ 1,469,613	\$ 362,743	24.7%	\$ 368,052	25.0%	\$ 353,111	24.0%	\$ 353,111	24.0%	\$ 1,437,017	97.8%
VT Rt 85	\$ 475,978	\$ 61,143	12.8%	\$ 62,038	13.0%	\$ 59,519	12.5%	\$ 59,519	12.5%	\$ 242,218	50.9%
Subtotal, VT	\$ 2,213,275	\$ 490,955	22.2%	\$ 498,141	22.5%	\$ 477,919	21.6%	\$ 477,919	21.6%	\$ 1,944,934	87.9%

Report Completed By: Philip Kamhi
Date: 3/20/2013

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

FY 2012-13 Budget vs. Estimated or Actual Ridership

Intercity Route	FY 12-13 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20			#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
FAST Rt 30			#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
FAST Rt 40			#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
FAST Rt 90			#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
Subtotal, FAST	0	0	#DIV/0!	0	#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
VT Rt 78	86,074	24,012	27.9%	24,186	28.1%	24,929	29.0%	24,929	29.0%	98,056	113.9%
VT Rt 80	420,264	121,532	28.9%	122,418	29.1%	126,173	30.0%	126,173	30.0%	496,296	118.1%
VT Rt 85	163,074	28,420	17.4%	28,627	17.6%	29,505	18.1%	29,505	18.1%	116,057	71.2%
Subtotal, VT	669,412	173,964	26.0%	175,231	26.2%	180,607	27.0%	180,607	27.0%	710,409	106.1%

Report Completed By: Philip Kamhi
Date: 3/20/2013

**SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

FY 2012-13 Budget vs. Estimated or Actual Revenue Hours

Intercity Route	FY 12-13 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	3,687		0.0%		0.0%		0.0%		0.0%	0	0.0%
FAST Rt 30	4,536		0.0%		0.0%		0.0%		0.0%	0	0.0%
FAST Rt 40	5,057		0.0%		0.0%		0.0%		0.0%	0	0.0%
FAST Rt 90	15,754		0.0%		0.0%		0.0%		0.0%	0	0.0%
Subtotal, FAST	29,034	0	0.0%	0	0.0%		0.0%		0.0%	0	0.0%
VT Rt 78	8,396	2,972	35.4%	2,831	33.7%	2,600	31.0%	2,600	31.0%	11,003	131.1%
VT Rt 80	22,818	4,882	21.4%	4,858	21.3%	4,800	21.0%	4,800	21.0%	19,339	84.8%
VT Rt 85	8,414	2,374	28.2%	2,350	27.9%	2,350	27.9%	2,350	27.9%	9,424	112.0%
Subtotal, VT	39,628	10,227	25.8%	10,039	25.3%	9,750	24.6%	9,750	24.6%	39,766	100.3%

Report Completed By: Philip Kamhi
Date: 3/20/2013



DATE: May 20, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On March 13, 2013, the STA Board approved its amended 2013 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2013. Monthly legislative updates have been provided by STA's State and Federal lobbyists for your information (Attachments A and C). A Legislative Bill Matrix Digest listing state bills of interest is included as Attachment B (the complete STA Legislative Bill Matrix is available at <http://www.sta.ca.gov/Content/10051/LegislativeAdvocacy.html>). A Federal Funding Matrix is included as Attachment D.

Discussion:

Staff is working with STA's federal lobbyist, Susan Lent of Akin Gump, to coordinate meetings June 17-20th in Washington DC with Solano County's federal legislative representatives and with key federal agency staff. The strategy will focus on the following as they align with STA's Federal legislative priorities (Attachment E):

1. Monitor the Department of Transportation's Implementation of Moving Ahead for Progress in the 21st Century (MAP-21) and Comment on Proposed Regulations and Policies
2. Identify and Advocate for Grant Opportunities
3. Develop Positions on Reauthorization of MAP-21 and Advocate in Support of those Positions
4. Support of Solano County TIGER 5 project priority.

TIGER 5 Grant Funding

U.S. DOT announced the availability of \$474 million for the TIGER 5 program, with applications due to U.S. DOT on June 3, 2013. The program guidelines, available at <http://www.dot.gov/tiger>, are similar to prior TIGER rounds. For non-rural areas, grant requests must be between \$10 and \$200 million, and \$1 to \$10 million for rural areas. Each state is limited to 25% of total available funding, rural areas are guaranteed \$120 million and up to \$165 million can be awarded for TIFIA loan projects. To qualify for TIGER funding, projects must have a significant impact on the nation, a metropolitan area or a region. The TIGER 5 primary selection criteria are as follows.

TIGER 5 Primary Selection Criteria:

1. State of Good Repair
2. Economic Competitiveness
3. Livability
4. Environmental Sustainability
5. Safety

6. Project Readiness - demonstrate by June 30, 2014 that all local, State and federal requirements can be met and funds obligated by September 30, 2014

After reviewing all of the projects identified in STA's 2013 Legislative Platform for the pursuit of federal funding, and the criteria set forth in the TIGER Notice of Funding Availability and analysis of the qualifications of each project, STA staff evaluated the following four projects based on our understanding of the projects and potential available funding.

- Fairfield/Vacaville Intermodal Train Station
 - Project fits into the TIGER criteria for funding and delivery
- Vallejo Transit Center at Curtola and Lemon, Phase 1
 - Funding need of \$2-3 million does not meet the \$10 million minimum for non-rural areas
- Parkway Blvd. Overcrossing/Dixon Intermodal Station
 - Project cannot meet the delivery target
- I-80/I-680/SR 12 Interchange
 - Project cannot meet the delivery criteria

The STA Board approved support for the submittal of the Fairfield/Vacaville Intermodal Station for the TIGER V grant at the May 8th Board meeting. The Metropolitan Transportation Commission (MTC) has limited its support of TIGER projects in the past, and did not support this project last round. MTC has decided to endorse this project for a \$9M rural area submittal in this round of TIGER V with the perseverance and influence of our MTC Commissioner, Jim Spering. A decision is expected as soon as late August according to staff from DOT that reviews all of the TIGER applications.

Staff is working closely with City of Fairfield staff and Susan Lent to coordinate the submittal and all the required letters of support for the project.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Shaw/Yoder/Antwih State Legislative Update
- B. STA Legislative Bill Matrix Digest (Complete STA Legislative Bill Matrix is available at <http://www.sta.ca.gov/Content/10051/LegislativeAdvocacy.html>)
- C. Akin Gump Federal Legislative Update
- D. Federal Funding Matrix



SHAW/YODER/ANTWIH, inc.
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

April 23, 2013

TO: Board Members, Solano Transportation Authority
 FROM: Gus Khouri, Legislative Advocate
 Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- APRIL

Given the bill introduction date of February 25, the myriad of amended bills, and the Spring Recess (March 22- March31), the month of March proved to be fairly quiet. Nevertheless, your advocacy team has been monitoring and referring bills of potential interest to STA staff, such as AB 935 (Frazier), which changes the composition of the San Francisco Bay Area Water Emergency Transportation Authority (WETA). We have also been working to identify state funding opportunities for transportation given the maturation of Proposition 1B and inability of the gas tax to keep up with demand. Please see below for a summary of potential options and prospects of success for each.

Securing New Funding

The Governor's budget had some language that acknowledged the need to continue the state's investment in transportation infrastructure given that existing resources are dwindling and will soon expire. Acting Business, Transportation and Housing Secretary Brian Kelly has stated that he intends to convene a working group beginning on April 9 to discuss the prospects of creating a pay-as-you-go funding stream for the future. Your advocacy team will be at the table to provide input and shape that conversation in order to help position STA to acquire prospective funding.

As a result, your advocacy team has already spent a considerable amount of time trying to shape and figure out what will happen in transportation this year. We have met with the Speaker, Senate President pro Tempore, Committee Chairs and members, California Air Resources Board, Business Transportation & Housing Agency, and California Transportation Commission on a number of issues.

Here's a menu of options thus far and the prospect for each item this year:

1. Lowering the vote threshold:

Thanks to the 2/3 majority in both houses, many non-self-help counties are hoping that the legislature will consider passing a constitutional amendment to allow for the vote threshold to be reduced from 66% to 55% for transportation sales tax measures. There are currently, 19 counties that have a sales tax dedicated to transportation, which represents nearly 70% of available resources for transportation financing.

The Self-Help Counties Coalition will sponsor legislation on this issue. Our caution would be that such a proposal should be part of a package (such as a redo of Proposition 1B) that still requires the state to remain as funding partner rather than further placing the burden on counties to make improvements to state assets. Think

realignment 2.0. Another problem is each county's taxing capacity. Would we need a Bradley-Burns waiver (10%)? How much do you tax folks in the county?

Senators Carol Liu (D-Glendale) and Ellen Corbett (D-Alameda) have introduced SCA 4 and SCA 8, respectively, for purposes of lowering threshold to 55% for local transportation sales tax measures. Senator Hancock (D-Berkeley) has also introduced SCA 11, which would allow the threshold to be lowered for all sectors. STA has taken a support position on both bills.

Senate President pro Tempore Darrell Steinberg recently announced that he would like to wait until next year to entertain such proposals. He and the Governor believe that we need a "cooling off" period after the passage of Proposition 30 last November. Recent polling for local sales tax measures has not been encouraging as well.

2. Cap and Trade:

The Budget acknowledged that transportation is the single largest contributor to greenhouse gas emissions (GHGs) in California (38 percent), and reducing transportation emissions should be a top priority (including mass transit, high speed rail, electrification of heavy duty and light duty vehicles, sustainable communities, and electrification and energy projects that complement high speed rail). The Budget recognizes that the first Cap and Trade auction resulted in \$55.8 million in proceeds to the state, while the second produced just over \$50 million (one more auction will occur on May 16, 2013); therefore the Budget only addresses the expenditure of auction proceeds of \$200 million in 2012-13 and \$400 million in 2013-14. Total revenues from the auctions may not exceed these amounts.

Cap and Trade continues to be a high priority issue this legislative session because it is one of the few viable revenue sources that may go to transportation. The Transportation Coalition for Livable Communities (made up of the California Alliance for Jobs, California Transit Association, California State association of Counties, League of Cities, and several regional transportation planning agencies), continues to grow its membership and meet with the Administration, Air Resources Board, legislators and their staff, and other key stakeholders. We've specifically been meeting with members of the legislature to promote the plan to invest all of the fuels-related Cap and Trade auction revenue in GHG-reducing transportation projects. In the meantime, the Air Resources Board is responsible for developing an investment plan which will be submitted to the Department of Finance this Spring.

Assembly Transportation Committee Chair Bonnie Lowenthal (D-Long Beach) has agreed to author the coalition's Cap and Trade proposal and has therefore amended AB 574 for that purpose.

Bills of Interest

1. AB 935 (Frazier) expands the membership of the WETA board from five to seven members to include two additional appointments, one by the Senate Committee on Rules, and one by the Speaker of the Assembly. Current law requires that all of the appointed members are residents of a Bay Area county.

This bill would require that the three gubernatorial appointments are residents from Contra Costa County, San Mateo County, and Solano County. Additionally, this bill requires that the Governor select each member from a list of three nominees created by the transportation authority in each of the three respective counties.

STA has a “support if amended position. The author amended his bill on March 18 to allow for STA to select the appointments for the Governor’s consideration.

2. SB 791 (Wyland) would require the legislature to approve, by a two-thirds vote, any adjustments to the motor vehicle fuel tax (excise tax). If enacted, this bill would contribute to the devolution of the state’s commitment to maintain its transportation infrastructure by compromising the existence of traditional sources of revenue.

The bill is set for hearing on April 30 in the Senate Transportation & Housing Committee. The California Transit association, League of Cities, and CSAC are opposed. STA should be too if the bill progresses.

Bill ID/Topic	Location	Summary	Position
<p>AB 431 Mullin D</p> <p>Regional transportation plan: sustainable communities strategy: funding.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed</p> <p>Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/16/2013)</p>	<p>Existing law requires certain transportation planning activities by designated transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated by federal law as metropolitan planning organizations.</p> <p>Existing law requires metropolitan planning organizations to adopt, as part of the regional transportation plan in urban areas, a sustainable communities strategy, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.</p> <p>This bill would authorize a transportation planning agency that is designated as a metropolitan planning organization to impose a transactions and use tax, as specified, at a rate of no more than 0.5% even if the combined rate of this tax and other specified taxes imposed in the county, exceeds, if certain requirements are met. The bill would require the ordinance to contain an expenditure plan, with not less than 25% of available net revenues to be spent on each of the 3 categories of transportation, affordable housing, and parks and open space, in conformity with the sustainable communities strategy, with the remaining net available revenues to be spent for purposes determined by the transportation planning agency to help attain the goals of the sustainable communities strategy. This bill contains other existing laws. Last Amended on 4/15/2013</p>	<p>Oppose 5/8/13</p>

<p><u>AB 574</u> Lowenthal D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 5/15/2013 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>The California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish standards for the use of moneys allocated from the Greenhouse Gas Reduction Fund for sustainable communities projects, as specified. The bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish the criteria for the development and implementation of regional grant programs, as specified. The bill would require the California Transportation Commission, in consultation with the state board, to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs, as specified. Last Amended on 4/15/2013</p>	<p>Support 5/8/13</p>
<p><u>AB 935</u> Frazier D</p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>SENATE RLS. 5/9/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined. This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would require that one of the 3 members appointed by the Governor be a bona fide labor representative and that another member be a resident of the City and County of San Francisco selected from a list of 3 nominees provided by the San Francisco County Transportation Authority. This bill contains other related provisions and other existing laws. Last Amended on 4/25/2013</p>	<p>Support 3/13/13</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 33 Wolk D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY L. GOV. 5/16/2013 - Referred to Com. on L. GOV.</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined. This bill would revise and recast the provisions governing infrastructure financing districts. The bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. The bill would instead authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to finance specified actions and projects, and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined. This bill contains other related provisions and other existing laws. Last Amended on 3/6/2013</p>	
<p>SB 791 Wyland R</p> <p>Motor vehicle fuel tax: rate adjustment.</p>	<p>SENATE T. & H. 4/29/2013 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. Existing law requires the State Board of Equalization to annually adjust the excise tax rate for the state's next fiscal year so that the revenues from the sales and use tax exemption and motor vehicle fuel excise tax increase are revenue neutral. This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel, and instead would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease, as provided. This bill would further state that the rate may increase upon a further act by the Legislature. This bill contains other related provisions. Last Amended on 4/4/2013</p>	<p>Oppose 5/8/13</p>

Bill ID/Topic	Location	Summary	Position
<p>SCA 4 Liu D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE E. & C.A. 5/15/2013 - Be adopted as amended, and re-refer to the Committee on Rules.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote.</p> <p>Amended on 3/19/2013</p>	<p>Support 2/13/13</p>
<p>SCA 8 Corbett D</p> <p>Transportation projects: special taxes: voter approval.</p>	<p>SENATE RLS. 5/15/2013 - Be adopted as amended, and re-refer to the Committee on Rules.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	<p>Support 2/13/13</p>

M E M O R A N D U M

April 24, 2013

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: April Report

During the month of March we strategized with Solano Transportation Authority (STA) staff regarding changes to Buy America requirements that impact utility relocation contracts and communicated to congressional offices regarding those changes and the impact on STA projects. We also monitored and reported on developments with the President's budget and the Department of Transportation's implementation of MAP-21.

Fiscal Year 2014 Budget and Appropriations

On April 12, 2013, President Obama released his fiscal year 2014 budget proposal. We described the budget proposal in our memo to STA dated April 11.

The Chairs of the House and Senate Budget Committees, Rep. Paul Ryan (R-WY) and Sen. Patty Murray (D-WA), respectively have begun negotiations to reconcile the House and Senate fiscal year 2014 budget resolutions. The House budget proposes to cut programs and entitlements to achieve a balanced budget in 10 years. The House budget would tie transportation spending to the revenues in the highway trust fund, which currently is about \$78 billion per annually. This would result in about a 25 percent cut in transportation spending from current levels. The House Budget also recommends eliminating funding for high-speed and intercity passenger rail.

In contrast, the Senate budget proposes funding transportation programs at MAP-21 authorized levels with an additional \$50 billion for capital investments in highways and transit, as part of a \$100 billion infrastructure package (similar to what the President proposed in his budget). The draft Senate budget also contains a provision known as a "reserve fund" that allows committees such as Senate Finance and House Ways and Means to work with authorizing committees to raise taxes and fees to improve resources available for infrastructure investment. The increased spending levels in the Senate budget resolution are paid for with new revenue measures and reduced spending. If the House and Senate cannot reconcile their budgets, the Appropriations Committees will use the budget resolutions as guidance in preparing the fiscal year 2014 appropriations bills and reconcile them through the appropriations process.

Identifying funding for transportation programs remains a hurdle in the budget debate, as well as in preliminary discussions regarding the reauthorization of MAP-21. The Congressional Budget Office projects that the Highway Trust Fund will be insolvent by 2015. The House Budget

Committee is holding a hearing today to examine the long-term solvency of the highway trust fund. The House Transportation and Infrastructure Committee will hold a hearing on April 25 to hear testimony from state and local government stakeholders on the implementation of MAP-21. Industry representatives from the American Public Transportation Association (APTA) and the American Association of State and Highway and Transportation (AASHTO), as well as the Chamber of Commerce's Americans for Transportation Mobility (ATM) Coalition, are expected to argue in favor of increasing the gasoline tax and indexing it to inflation.

Municipal Bonds

President Obama's budget proposes to limit itemized tax deductions to 28 percent of income for Americans in the highest tax brackets (those in the 33 percent, 35 percent and 39.6 percent tax brackets), including the income from municipal bonds. This proposal has motivated a lobbying effort by local governments since municipal bond borrowing supports a substantial number of infrastructure projects, including transit, highways, bridges and tunnels. The State of California has issued \$232 billion in 4,600 bond issues over the last 10 years to support projects with an average cost of \$50.6 million. The effect of reducing or eliminating the tax exemption would be to raise interest rates and add to borrowing costs. Local government coalitions, including the U.S. Conference of Mayors, the National League of Cities and the National League of Counties, issued a study warning that reducing or eliminating the exemption would increase the cost of infrastructure financing for state and local governments. The study estimates that if the 28 percent cap on tax-exempt municipal bond interest had been in place during the last decade, it would have cost states and localities an estimated \$173 billion.

Fourteen Senators sent a letter to the White House calling the proposal to limit the tax exemption for municipal bonds "inappropriate" and "short-sighted." A resolution sponsored by Representatives Lee Terry (R-NE) and Richard Neal (D-MA) has gained 32 bipartisan co-sponsors. Supporters are concerned that the proposal may be considered as Congress and the White House work toward tax reform and a budget compromise.

TIGER Grants

On April 23, 2013, the Department of Transportation announced the availability of \$474 million for a fifth round of TIGER (Transportation Investment Generating Economic Recovery) competitive grants to fund surface transportation projects that have a significant impact on the nation, a region or metropolitan area. The deadline for application is June 3. Grants may range in size from \$10 million to \$200 million with a minimum of \$120 million for projects in rural areas. Grants to rural areas will range from \$1 million to under \$10 million. Because a grant

recipient must be able to obligate the funds before October 1, 2014, DOT will give priority to project readiness. Other criteria include improving the condition of existing transportation facilities and systems; contributing to the economic competitiveness of the United States and creating and preserving jobs; increasing transportation choices and access to transportation services for people in communities across the U.S.; improving energy efficiency, reducing dependence on oil and reducing greenhouse gas emissions; and improving safety.

Freight Infrastructure

House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) has appointed 11 members of the Committee to serve on a select panel that will examine freight delivery. Rep. John Duncan (R-TN) was selected to chair the panel. Rep. Duncan served as chairman of the Highways and Transit Subcommittee in the last Congress and is Vice Chairman of the House Transportation and Infrastructure Committee. The panel will focus on intermodal delivery of freight. California Representatives Gary Miller (R-CA) and Janice Hahn (D-CA) will service on the panel. Additional members include Representatives Rick Crawford (R-AK), Richard Hanna (R-NY), Daniel Webster (R-FL), Markwayne Mullin (R-OK), Jerrold Nadler (D-NY), who will serve as Ranking Member, Corrine Brown (D-FL), Daniel Lipinski (D-IL), and Albio Sires (D-NJ). The Committee is expected to hold its first field hearing during the week of the Memorial Day recess in Southern California.

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
TIGER V Discretionary Grant*	Department of Transportation Office of Secretary - Howard Hill (202-366-0301) TIGERGrants@dot.gov	State, local government authorities, transit agencies, MPOs, others	\$473 million	06/03/13	Projects that are eligible for TIGER Discretionary Grants include, but are not limited to: (1) Highway or bridge projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) freight rail transportation projects; and (4) passenger rail projects; and (5) marine port infrastructure investments. The FY 2013 Appropriations Act specifies that TIGER Discretionary Grants may be not less than \$10 million (except in rural areas) and not greater than \$200 million. No more than 25% awarded to a single State. Minimum of \$120 million awarded in rural areas. Funds can be used for up to 80% of project costs; priority given to projects for which Federal funding is required to complete an overall financing package and projects can increase their competitiveness by demonstrating significant non-Federal contributions. Only available for obligation through September 30, 2014. Projects compete on the merits of the medium to long-term impacts of the projects themselves (not just job creation).	\$9M Fairfield/Vacaville Intermodal Station STA co-sponsor with Vacaville and CCJPA <i>(applied for \$12M in TIGER III and IV – not awarded)</i>	Steve Hartwig
National Clean Diesel Funding Assistance Program (DERA)	Environmental Protection Agency	U.S. regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality; School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties	\$9 million	06/25/13	Funds awarded under this program cannot be used to fund emissions reductions mandated under Federal law. Equipment used for testing emissions or for fueling infrastructure is not eligible for funding. Buses, medium or heavy duty trucks, marine engines and locomotives may qualify for funding. Non-road engines or vehicles used in construction, cargo handling (including at a port or airport), agriculture, mining or energy production (including stationary generators and pumps) also qualify. Grant funds may be used for clean diesel projects that use: <ul style="list-style-type: none"> • Retrofit technologies that are verified or certified by either EPA or CARB • Idle-reduction technologies that are EPA verified • Aerodynamic technologies and low rolling resistance tires that are EPA verified • Early replacement and repower with certified engine configurations (incremental costs only) 		

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Building Blocks for Sustainable Communities	EPA - Kevin Nelson(nelson.kevin@epa.gov, 202-566-2835).	Local, county, or tribal government	N/A	Requests for Letters of Interest expected Fall 2013	This technical assistance will help selected local and/or tribal governments to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. The purpose of delivering these tools is to stimulate a discussion about growth and development, strengthen local capacity to implement sustainable communities approaches, and provide ideas on how to change local policies and procedures to make communities more economically and environmentally sustainable. Assistance will be provided through presentations, meetings with community stakeholders, and/or activities that strive to relay to participants the impacts of the community's development policies. Communities select from 10 tools: (1): Walking Audits Tool; (2) Parking Audits; (3) Sustainable Design and Development; (4) Smart Growth Zoning Codes for Small Cities and Rural Areas; (5) Green Building Toolkit; (6) Using Smart Growth to Produce Fiscal and Economic Health; (7) Complete Streets; (8) Preferred Growth Areas; (9) Creating a Green Streets Strategy; and (10) Linking Water Quality and Land Use.		
Economic Development Assistance Programs - Public Works and Economic Development Facilities Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortiums; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	FY2013: \$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)	December 13, 2012 for funding cycle 2 of FY 2013; March 13, 2013 for funding cycle 3 of FY 2013; June 13, 2013 for funding cycle 4 of FY 2013 ; and September 13, 2013 for funding cycle 1 of FY 2014	Supports the construction or rehabilitation of essential public infrastructure and facilities to help communities and regions leverage their resources and strengths to create new and better jobs, drive innovation, become centers of competition in the global economy, and ensure resilient economies. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Innovative Transit Workforce Development Program	Betty Jackson, FTA Office of Research and Innovation (202) 366-1730 Betty.Jackson@dot.gov	Public transit agencies; state departments of transportation (DOTs) providing public transportation services; and Indian tribes, non-profit institutions and institutions of higher education or a consortium of eligible applicants.	\$5 million Authorized under MAP-21	TBD	Funding will be provided to transit agencies and other entities with innovative solutions to pressing workforce development issues. Proposals should target one or more the following areas in the lifecycle of the transit workforce: (1) Pre-employment training/preparation; (2) Recruitment and hiring; (3) Incumbent worker training and retention; and (4) Succession planning/phased retirement. Proposal minimum \$100,000 and maximum \$1,000,000.		
Ferry Boat Discretionary (FBD) Program		Vehicular Ferries, serving public roads, not on the Interstate system or Passenger Ferries on a fixed route transit ferry eligible under 49 USC 53 that serve as an alternative to an eligible highway route	\$30 million authorized under MAP-21	TBD	This is a new transit discretionary grant program authorized under MAP-21. \$30 million per year is set-aside from the Urban formula program totals to support passenger ferries. Funding will be awarded on a competitive selection basis.		
Smart Growth Implementation Assistance (SGIA) Program	EPA – Abby Hall (hall.abby@epa.gov, 202-566-2086)	Open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity)	\$75,000 per recipient in contractor support	03/01/2013	The program provides technical assistance to help communities grow in ways that improve the local economy, the environment, and people's health. The program aims to help applicants develop solutions to local challenges, such as managing stormwater, increasing transit-oriented development, and adapting to climate change, and to share those solutions with other communities. EPA sought applications in the following four categories: 1) Community Resilience to Disasters and Climate Change; 2) Redevelopment for Job Creation; 3) Manufactured and Modular Homes in Sustainable Neighborhood Design ; and 4) Medical and Social Service Facilities Siting.		

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DATE: May 20, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: SNCI Monthly Issues – Bike to Work Day Wrap-up

Background:

Each month, the STA’s Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, marketing, promotions and events. Other items are included as they become relevant.

Discussion:

Marketing/Promotions:

Bike to Work Day was Thursday, May 10 this year. There were a total of thirty (30) Energizer Stations in Solano and Napa counties combined – 17 in Solano and 13 in Napa – where 906 cyclists visited. New stations were located at the Vallejo Transit Center and Sutter Health in Fairfield.

SNCI Status Report:

Calls

	Transit	Other	Total
Jan-13	66	48	114
Feb-13	101	74	175
Mar-13	156	113	269
Total	323	235	558

Vanpools Formed

Jan-13	Vallejo to Berkeley
	San Jose to Vacaville (1)
	San Jose to Vacaville (2)
Feb-13	Vacaville to San Francisco
	San Jose to Vacaville (3)
	Castro Valley to Vacaville
	Fairfield to San Francisco
Mar-13	Benicia to So San Francisco
	Davis to Vacaville
	Antioch to Sacramento
	Berkeley to Dixon

Recommendation:

Informational

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DATE: May 15, 2013
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Sara Woo, Associate Planner
 RE: Summary of Other Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
State			
5.	N/A		
Federal			
6.	N/A		

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

¹ Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB (916) 322-6370 mmiles@arb.ca.gov	Application Due On First-Come, First-Served Basis	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/

*New Funding Opportunity

**STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report

¹ Local includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

State Grants						
N/A						
Federal Grants						
N/A						