

Solano Transportation Authority

**Coordinated Short Range Transit
Plan**

City of Rio Vista

August 8, 2013



ARUP

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City of Rio Vista
Short Range Transit Plan
FINAL REPORT

August 2013

Prepared for

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Rio Vista Delta Breeze Short Range Transit Plan

FY2012-13 to FY2022-23

Date Approved by Governing Board: August 6, 2013

Date Approved by STA Board: September 11, 2013

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to MTC a Short Range Transit Plan (SRTP).

The Board adopted resolution follows this page.

RESOLUTION NO. 2013-043

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIO VISTA ADOPTING THE RIO VISTA DELTA BREEZE SHORT RANGE TRANSIT PLAN (SRTP) FOR FISCAL YEARS 2012-13 TO 2022-23

WHEREAS, Rio Vista Delta Breeze provides an efficient and cost effective public transportation service that is clean, accessible, reliable, economical and safe that benefits the residents and visitors of Rio Vista, which in turn improves the quality of life; and

WHEREAS, the Metropolitan Transportation Commission in cooperation with the Federal Transit Administration Region IX office requires that public transit operators in the MTC region prepare and regularly update a Short Range Transit Plan (SRTP); and

WHEREAS, as a part of MTC's Transit Sustainability Project, MTC adopted a policy to conduct multi-agency Short-Range Transit Plans (SRTPs) at the county or subregion level to promote interagency service and capital planning; and

WHEREAS, at MTC's request, the Solano Transportation Authority (STA) and the transit operators in the County began developing the first Solano County Coordinated Short Range Transit Plan in August 2012; and

WHEREAS, an independent consultant was engaged to assist in preparing the Solano County Coordinated Short Range Transit Plan and Rio Vista staff participated with STA and the consultant in preparing the SRTP; and

WHEREAS, the Solano County Coordinated Short Range Transit Plan includes a Short Range Transit Plan for each of the Solano County transit operators including Rio Vista Delta Breeze; and

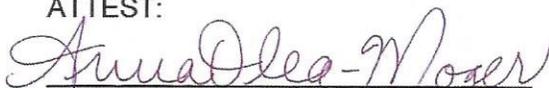
WHEREAS, the Rio Vista Delta Breeze SRTP addresses all MTC SRTP requirements.

NOW, THEREFORE, BE IT RESOLVED that the City of Rio Vista City Council adopts the Rio Vista Delta Breeze SRTP.

PASSED, ADOPTED AND APPROVED by the City Council of the City of Rio Vista at its regular meeting on the 6th of **August 2013** by the following roll call vote:

AYES: Councilmembers Hampton, Kubli, McCracken, Vice Mayor Boulware & Mayor Richardson
NOES: None
ABSENT: None
ABSTAIN: None

ATTEST:


Anna Olea-Moger, CMC, City Clerk

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Executive Summary

Purpose and Organization

In September 2012, Solano Transportation Authority contracted with the Arup consulting team (consultant) to develop the Solano Coordinated Short Range Transit Plan (SCSRTP) including the Metropolitan Transportation Commission (MTC) requested areas of coordination and the I-80/I-680/I-780/State Route 12 Transit Corridor Study update. The scope of the SCSRTP also includes preparation of Short Range Transit Plans (SRTP) for each transit operator in Solano County in accordance with guidelines contained in MTC Resolution 3532 that address requirements of the Federal Transit Administration (FTA).

This report presents the SRTP for Rio Vista Delta Breeze (Delta Breeze). It documents actual transit system performance for FY2007-08 – FY2011-12 and plans and projections for ten years beginning FY2012-13 and ending FY2021-22. To prepare the SRTP, the consultant collaborated with STA and transit staff to update Goals, Objectives, Performance Measures and Standards; evaluate existing Delta Breeze service, analyze existing conditions and trends, and develop a recommended service, capital improvement and financial plan that serves Rio Vista residents' transit needs within the financial capacity of the City of Rio Vista. The overarching purpose of this SRTP is to:

- Serve as a management and policy document for Delta Breeze, as well as a means of providing FTA and MTC with information necessary to meet intercity fund programming and planning requirements,
- Clearly and concisely describe and justify Delta Breeze's capital and operating budgets
- Assess Delta Breeze's financial capacity to carry out proposed levels of operations and the associated capital improvement plan,
- Regularly provide MTC with information on projects and programs of regional significance which include: provision of paratransit service to persons with disabilities, older adults and others; compliance with federal Title VI and Environmental Justice requirements; and results of most recent FTA Triennial Review,
- Identify potential capital and operating programs to provide the basis for inclusion in the RTP, and
- Identify goals, objectives and standards to serve as the basis for the assessment of Delta Breeze's performance in the SRTP and as part of the MTC Triennial Performance Audit.

The Short Range Transit Plan is divided into 5 sections including:

- Executive Summary
- Overview of Transit System
- Goals, Objectives and Standards
- Service and System Evaluation
- Operating, Financial and Capital Plans

Presented herein is a summary of each and the associated findings.

Overview of Transit System

Rio Vista Delta Breeze is managed by the City of Rio Vista Public Works and Community Development Department and operated by a transit contractor, which is currently Transportation Concepts (just recently replacing Storer Transit Systems). Five elected members of the Rio Vista City Council serve as the policy board for Rio Vista Delta Breeze.

Delta Breeze operates a fleet of three cutaway transit vehicles and one van to offer service within the rural community of Rio Vista, and to Isleton and destinations anywhere in Solano County and eastern Contra Costa County (defined as Oakley, Brentwood, Byron, Antioch and Pittsburg and unincorporated areas in between). Rio Vista operates deviated fixed route services connecting Rio Vista and Isleton with linkages to regional services in Fairfield, Suisun City, Antioch and Pittsburg. Delta Breeze also offers two dial-a-ride services that operate within and beyond the city limits of Rio Vista. Rio Vista Delta Breeze also administers a local taxi scrip program that provides economically priced, door-to-door transportation service available exclusively to seniors (age 65 years old or older), persons with disabilities and Medicare cardholders that are Rio Vista residents, with the intent of providing an additional level of transit service for these customers when Rio Vista Delta Breeze bus service is not available. Rio Vista also supports a Ride for Pride program operated by Faith in Action, a private non-profit organization. Ride for Pride is a volunteer transportation program for seniors age 60 and older for medical appointments and other errands subject to availability of volunteers. Rio Vista also participates in the County's intercity taxi scrip program.

Delta Breeze connects with:

- FAST and VINE (starting 2013) at the Fairfield Transportation Center;
- FAST and SolTrans at Solano Town Center in Fairfield;
- VINE (starting in 2013), FAST, Greyhound and Capitol Corridor at the Suisun City Train Depot);
- South County Transit/Link in Isleton;

- The County Connection, Tri Delta Transit (and the future eBART) in Antioch; and
- Tri Delta Transit, BART (and the future eBART) at the Pittsburg/Bay Point BART Station.

Starting in January 2013, Delta Breeze Route 54 on Wednesdays will connect with GrapeLine, San Joaquin RTD and South County Transit/Link in Lodi, as well as Vacaville City Coach, FAST and Yolobus in Vacaville.

Goals, Objectives and Standards

Rio Vista Delta Breeze developed goals and objectives for its 2007-08 SRTP. The most recently completed SRTP for Rio Vista Delta Breeze (2010-2011 – 2019-2020) adopted a number of changes and updates to the measures and standards, reflecting changing service and operational performance in the three years since the SRTP was last completed in 2008.

The following changes are incorporated in this SRTP to improve RVDB's goals, objectives, measures and standards:

- Set separate standards for dial-a-ride (DAR) and Flex-route service productivity (passengers per service hour and mile);
- Add measure and standard to support the Ridership goal; and
- Clarify the “no duplication of service” standard associated with the Coordinated Human Service Plan measure supporting the Financial goal

Service and System Performance Evaluation

Overall ridership increased significantly from FY2008-09 to FY2011-12 levels, however, fare revenue has fallen annually since FY2008-09. The primary reason is a fare structure modification in October 2011 allowing seniors and persons with disabilities to use the Monthly CityPass on intercity routes. Rio Vista Delta Breeze vehicle revenue hours in FY2011-12 are higher than that in FY2008-09, but lower than FY2009-10 levels. Operating costs climbed each year of the analysis, with a significant increase observed in FY2010-11, coinciding with a switch in service contractors. However, this was addressed by a subsequent change of contractors in 2012-13

In FY2011-12, Rio Vista Delta Breeze met 3 out of 7 of its service performance standards (for which there is data), with deficiencies in passenger productivity for DFR. By a small margin, RVDB was unable to achieve its system financial / cost effectiveness standard, although it met this standard the previous three years. In FY2011-12, Rio Vista Delta Breeze met 17 out of 18 its system performance standards with a lone deficiency in customer focus.

In terms of route-level performance for its two deviated fixed routes, Route 50 met its cost productivity standards, but Route 52 did not meet any of its service or

cost productivity standards. Both routes were well below the 10% fare recovery standard and should be reviewed to improve service and cost productivity.

Operating, Financial, and Capital Plans

The City of Rio Vista will continue to provide Delta Breeze services as currently offered, including intercity Routes 50, 52, and 54, and Route 51 general public dial-a ride service. Staff will consider adding a round trip to BART on Route 52 when eBART service to Antioch commences in 2017. The City will continue to supplement the Delta Breeze service with its local taxi scrip program and the new Faith in Action Ride with Pride volunteer driver program, as well as continuing its participation in the County's intercity taxi scrip program. Also, the City expects to continue its service contract with River Delta Unified School District (RDUSD).

In FY2012-13, Delta Breeze is expected to serve about 13,000 riders with about 4,300 service hours, an average of about 50 passenger trips per day and 3 passengers per hour, at a cost of about \$350,600 with fare revenues of about \$37,800, recovering almost 11% of operating costs from fare revenues. With transfer reimbursements and the RDUSD contract payment included, passenger revenues total \$58,100 and the resulting recovery ratio is closer to 17%.

The Operating Budget and Financial Projections shows that City of Rio Vista will have balanced expenses and revenues throughout the 10 year period, occasionally using TDA reserves to offset operating deficits and fund capital replacement needs. Steady growth in ridership and fare revenues in conjunction with a stable operating plan lead to higher system productivity and adequate reserves. The primary challenge faced by City of Rio Vista staff in the future will be obtaining a contractor for Delta Breeze operations and maintenance at comparable cost rates after the current contract expires at the end of 2017.

Capital Improvement Program

Planned and proposed capital projects contained in the City of Rio Vista's ten year capital improvement plan that support Delta Breeze public DFR and DAR rural mobility transit services include:

- Replace one standard van with a cutaway van in FY2014-15.
- Replace sedan and GEM cart used for maintenance in FY2021-22.
- Add Automatic Vehicle Location (AVL) functionality to fleet in FY2014-5.
- Replace computer and related software in FY2013-14.
- Install bus shelters, benches, and information signs at various locations within the City.
- Develop a new 25 space park and ride lot along the riverfront in downtown Rio Vista in FY2014-15.

- Add security cameras to four revenue vehicles in FY2013-14.
- Replace fareboxes with registering fareboxes in FY2017-18.
- Staff proposes to purchase maintenance tools and equipment for contractor use.
- Rio Vista anticipates staff time, materials and incidental costs associated with Clipper implementation.

With the exception of the park and ride lot, all projects scheduled through FY2015-16 are fully funded with a combination of federal and local sources including committed FTA discretionary grants, some FTA formula apportionments, and TDA apportionments. The City is seeking local funding support for the park and ride project. In FY20016-17 and beyond, all projects are assumed to be funded with a combination of TDA and unspecified federal sources. If federal funding awards are less than requested in a particular year, Rio Vista could use a portion of its 5311 formula allocation to complete the project(s), and backfill the operating budget with funding from the TDA reserve.

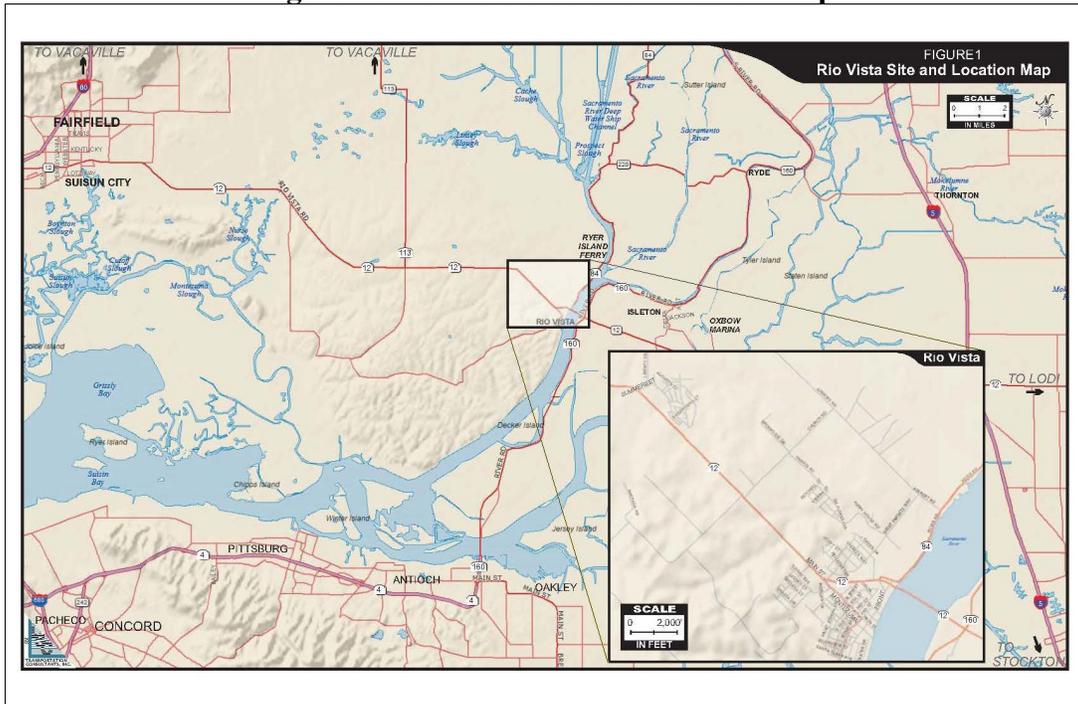
1 Overview of Rio Vista Transit System

1.1 Brief History

The City of Rio Vista is a city of 8,000 residents located in eastern Solano County, bordering Sacramento County. The City is located on the Sacramento River, and is bisected by State Route 12. It is approximately 22 miles east of Fairfield and 18 miles west of Lodi. The approximately seven-square mile community was incorporated on December 30, 1893. The study area is shown in Figure 1.

The City initiated public transit service in July 1980 under the Rio Vista Transit banner by providing weekday demand-response service to the general public. In January 2006, Rio Vista Transit evolved into Rio Vista Delta Breeze, a deviated fixed-route service. In an effort to address low productivity and high operating costs, in January 2007, the City reduced the level of transit service to a modest “lifeline” operation while converting Route 51 (Rio Vista/Isleton City Circulator) to a general public, dial-a-ride service and eliminating the Rio Vista Vanpool program and the Delta Breeze Senior Shuttle. Since then, the City has continued to adjust services to ensure that productive routes are operating and to keep operating revenues and expenses in balance on an annual basis.

In September 2012, the City of Rio Vista published a full Short Range Transit Plan in accordance with guidelines set forth by the Metropolitan Transportation Commission. A comprehensive description of the Rio Vista Delta Breeze transit system, service area, existing transit services and facilities as of the end of Fiscal Year 2011-2012 is contained in that SRTP. This update provides new information concerning the City’s transit system and finances compiled from available data during the first quarter of FY2012-2013.

Figure 1: Rio Vista Site and Location Map

Source: City of Rio Vista. (September 24, 2012). Rio Vista Delta Breeze Short Range Transit Plan. FY2010-2011 to 2019-2020.

1.2 Governance

1.2.1 Type of Unit of Government

Rio Vista Delta Breeze is managed by the City of Rio Vista Public Works and Community Development Department and operated by a transit contractor, which is currently Transportation Concepts (just recently replacing Storer Transit Systems).

1.2.2 Composition and Nature of Governing Body

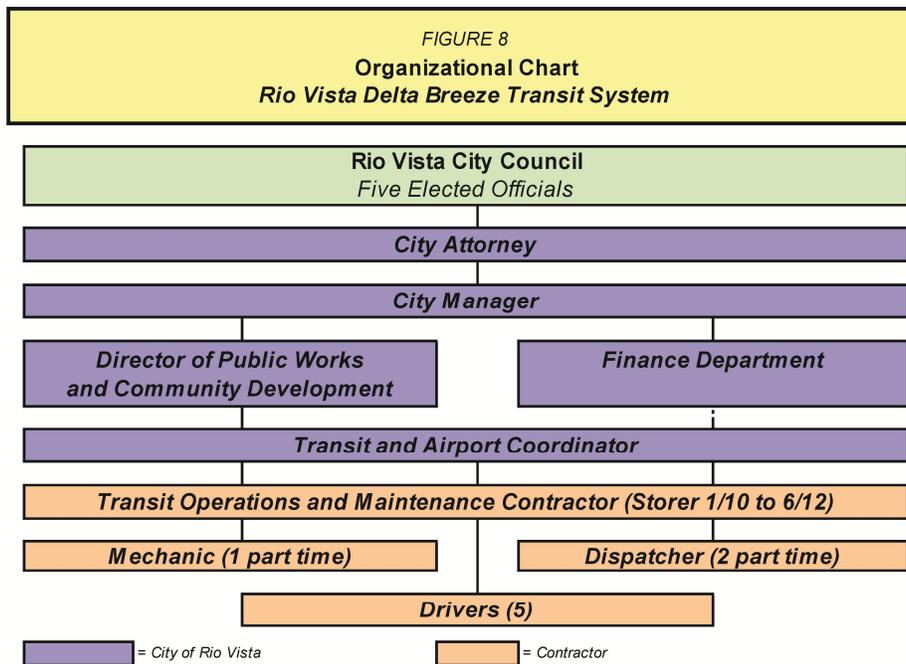
The City of Rio Vista is governed by a five-member City Council, of which the Mayor is a member. The Mayor and four Councilmembers are elected at-large by the citizens of Rio Vista to serve four-year terms. The Vice Mayor is selected by the Council from among its members. The five elected members of the Rio Vista City Council serve as the policy board for Rio Vista Delta Breeze. Current members of the Rio Vista City Council include Mayor Norman Richardson (elected November 2012, term ends November 2016), Vice Mayor Constance Boulware (elected November 2010, term ends November 2014), Councilmember Dave Hampton (elected November 2012, term ends November 2016), Councilmember Tim Kubli (elected November 2010, term ends November 2014), and Councilmember Jim McCracken (elected November 2012, term ends November 2014).

1.3 Organizational Structure

The Transit and Airport Coordinator is responsible for the general day-to-day management of Rio Vista Delta Breeze. As shown in Figure 2, the Transit and Airport Coordinator reports to the Director of Public Works and Community Development. The Public Works Director reports to the City Manager. The City utilizes a transit service contractor to provide the labor and administration for the City’s public transit system.

The Transit and Airport Coordinator oversees the transit operations and maintenance contract. The most recent contractor was Storer, managing the system from January 2010 to June 2012, but as of July 2012, Transportation Concepts is the new contractor (through July 2015). The Transit and Airport Coordinator reports to the Director of Public Works and Community Development. The City Council approves annual budgets and service plans based on recommendations from the Transit and Airport Coordinator and City Manager.

Figure 2: Rio Vista Delta Breeze Organizational Chart



Source: City of Rio Vista, September 2012.

1.4 Service Area Characteristics and Travel Demand

1.4.1 Rio Vista Demographic Overview

Table 1 presents the demographic overview for Rio Vista.

Table 1: Rio Vista Demographic Overview

Solano County	Rio Vista	%	California	%
Total Population (2011 estimate)	7,416		37,691,912	
Population, 2010	7,360		37,253,956	
Population, percent change, April 1, 2010 to July 1, 2011	0.8%		1.2%	
Age				
Persons under 5 years, percent, 2010	274	3.7%	2,563,050	6.8%
Persons under 18 years, percent, 2010	1,157	15.6%	9,422,978	25.0%
Persons 65 years and over, percent, 2010	2,395	32.3%	4,296,878	11.4%
Gender				
Female, 2010	3,849	51.9%	18,959,032	50.3%
Male, 2010	3,567	48.1%	18,732,880	49.7%
Disability				
Persons with a disability, 2010	N/A			
Journey to Work				
Mean travel time to work (minutes), workers age 16+, 2006-2010	29.9		26.9	
Ethnicity				
White persons, percent, 2010 (a)	6,051	81.6%	21,710,541	57.6%
Black persons, percent, 2010 (a)	378	5.1%	2,336,899	6.2%
American Indian and Alaska Native persons, percent, 2010 (a)	52	0.7%	376,919	1.0%
Asian persons, percent, 2010 (a)	363	4.9%	4,899,949	13.0%
Native Hawaiian and Other Pacific Islander, percent, 2010 (a)	15	0.2%	150,768	0.4%
Persons reporting two or more races, percent, 2010	274	3.7%	1,846,904	4.9%
Persons of Hispanic or Latino origin, percent, 2010 (b)	920	12.4%	14,172,159	37.6%
White persons not Hispanic, percent, 2010	5,510	74.3%	15,114,457	40.1%
Language and Education				
Language other than English spoken at home, pct age 5+, 2006-2010	949	12.8%	16,207,522	43.0%
High school graduates, percent of persons age 25+, 2006-2010	6,904	93.1%	30,417,373	80.7%
Bachelor's degree or higher, pct of persons age 25+, 2006-2010	1,876	25.3%	11,345,266	30.1%
Housing and Households				
Housing units, 2010	3,890		13,680,081	
Homeownership rate, 2006-2010	2,995	77.0%	7,852,366	57.4%
Housing units in multi-unit structures, percent, 2006-2010	167	4.3%	4,199,785	30.7%
Median value of owner-occupied housing units, 2006-2010	\$329,300		\$458,500	
Households, 2006-2010	3,331		12,392,852	
Persons per household, 2006-2010	2.06		2.89	
Per capita money income in past 12 months (2010 dollars) 2006-2010	\$31,820		\$29,188	
Median household income 2006-2010	\$54,568		\$60,883	
Persons below poverty level, percent, 2006-2010	727	9.8%	5,163,792	13.7%
Land Facts				
Land area, 2010 (square miles)	6.69		155,779.22	
Persons per square mile, 2010	1,100.0		239.1	

Source: 2010 Census. (Accessed September 2012). American Fact Finder Quick Tables.

1.5 Transit Services Provided and Areas Served

Rio Vista Delta Breeze (Delta Breeze) is managed by City of Rio Vista and operated by a transit contractor, currently Transportation Concepts of Irvine, CA.

Delta Breeze provides transportation to local destinations as well as connecting Rio Vista and neighboring Isleton (across the river in Sacramento County) residents and visitors with intercity transit services, medical, educational, social, and commercial services in Fairfield, Suisun City, Pittsburg, Antioch, and Isleton through a combination of deviated fixed routes and demand responsive Dial-A-Ride (DAR) services.

1.5.1 Deviated Fixed Route

Delta Breeze offers deviated fixed route services connecting Rio Vista and Isleton with linkages to intercity services in Fairfield, Suisun City, Antioch and Pittsburg. The two routes that provide deviated fixed route service are Route 50 and Route 52. These routes are described below.

Route 50 SR 12 Express

Route 50 SR 12 Express operates Monday through Friday westbound from 5:00AM – 6:10PM and eastbound from 9:20AM – 7:05PM. Route 50 provides service between Isleton and Downtown Rio Vista and the Fairfield Transportation Center, serving Homecoming Park, Western Railway Museum and Suisun City Train Depot in the westbound direction and Solano Town Center, Solano County Government Center and Suisun City Train Depot in the eastbound direction.

Three westbound trips to Fairfield depart Rio Vista and Isleton at 5:00AM, 8:00AM, and 12:00PM, with two trips between Suisun City and Fairfield at 9:55AM and 5:30PM. Three eastbound return trips to Rio Vista and Isleton depart the Fairfield Transportation Center at 10:20AM, 1:20PM and 5:50PM, with one eastbound trip operating between Fairfield and Suisun City Train Depot at 9:20AM.

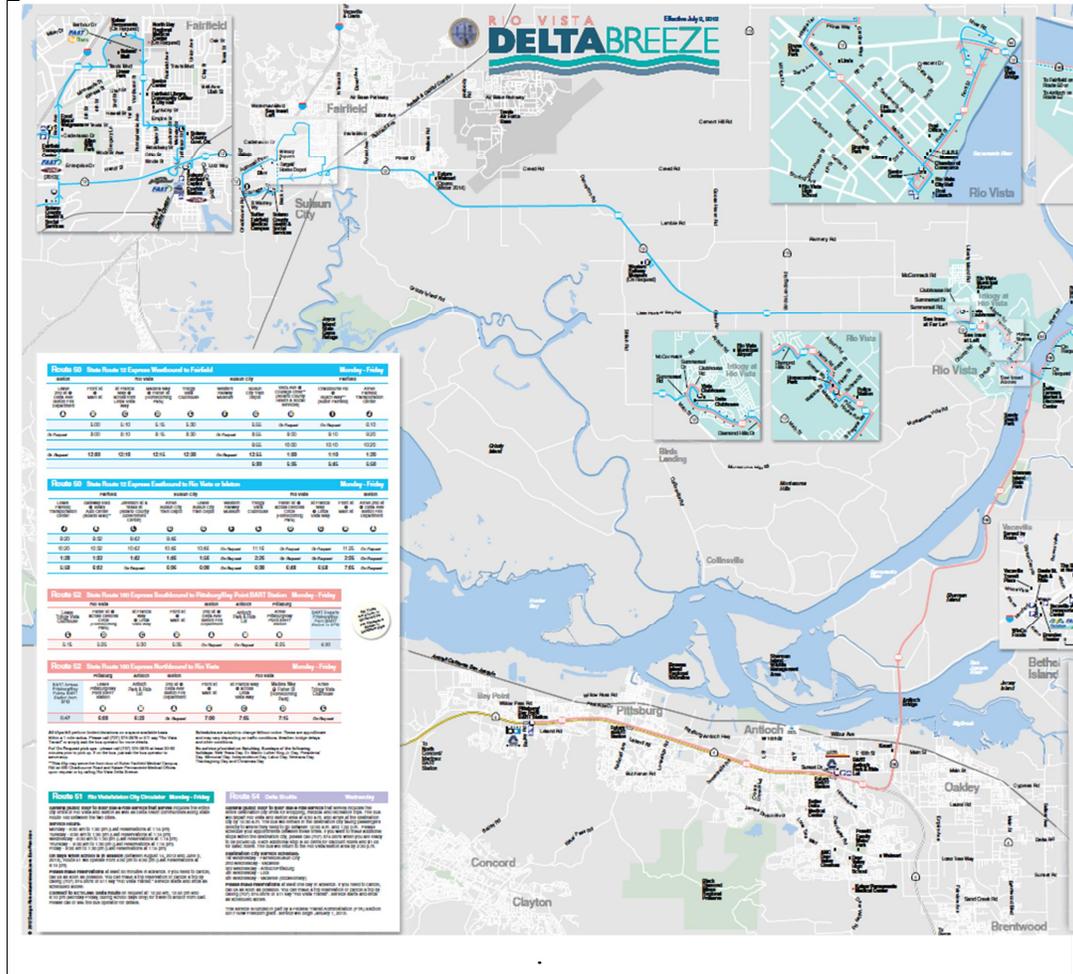
Route 50 offers route deviation anywhere within the city limits of Rio Vista and Isleton. One mile deviations along the route in Fairfield, Suisun City and unincorporated areas are available so long as space is available. Upon request, the route connects with intercity transit services in Isleton where passengers can travel to Galt (also in Sacramento County) via South County Transit/Link (SCT/Link). Route 50 also connects with Fairfield and Suisun Transit (FAST), SolTrans, VINE (in 2013), Greyhound and Capitol Corridor in Fairfield and/or Suisun City.

Route 52 SR160 Express

Route 52 SR 160 Express to Pittsburg/Bay Point BART Station connects to Central Contra Costa Transit Authority (The County Connection) and Eastern Contra Costa Transit Authority (Tri Delta Transit) bus services in Antioch and at the Pittsburg/Bay Point BART Station. Route 52 operates Monday through Friday, with one southbound AM trip and one northbound PM trip. The southbound AM trip departs Trilogly at Rio Vista Clubhouse at 5:15AM and arrives at Pittsburg/Bay Point BART Station at 6:25AM for transfer to BART. The evening return trip departs the BART station at 6:00PM and arrives in Rio Vista at 7:15PM.

The route begins at the Trilogy at Rio Vista Vista Clubhouse and travels a similar path as Route 50 through Rio Vista to Isleton, where connections to Galt are possible through SCT/Link. Route 52 then travels west and south on SR 160 to Antioch with stops at the Hillcrest (Antioch) Park-and-Ride Lot. The route terminates at the Pittsburg/Bay Point BART Station. Route 52 deviates anywhere within the city limits of Rio Vista and Isleton, and within 1 mile of the route through Pittsburg, Antioch and unincorporated areas.

Figure 3: Rio Vista Delta Breeze Routes



Source: City of Rio Vista. – Rio Vista Delta Breeze website – www.deltabreeze.org.

1.5.2 Demand Response

Delta Breeze offers two dial-a-ride services within and beyond Rio Vista. The two systems are described below (including the latest schedule information as of January 2013).

Route 51 Rio Vista/Isleton City Circulator

Route 51 is a general public door-to-door Dial-A-Ride, which serves the entire city limits of Rio Vista and Isleton. This route operates on Monday through

Friday, between 9:30AM and 1:30PM. Reservations are required at least 30 minutes in advance of travel. Last reservations are taken at 1:15PM. During the school year, Route 51 offers extended service between 4:30PM and 6:30PM, with last reservations taken at 6:15PM. Upon request, timed transfers to SCT/Link Delta Route are available in Isleton at 9:10AM and 12:10PM with the 6:10PM - Monday-Friday during school days only for travel to and/or from Galt.

Route 54 Delta Shuttle

Route 54 is a general public door-to-door intercity Dial-A-Ride service serving a single destination city each week. It will stop at any stop within the origin and destination city limits that the route is serving for shopping, medical and recreation trips. Reservations are required at least one day in advance of travel. The bus will depart Rio Vista and Isleton area at 9:30AM and arrive at the destination city by 10:30AM. The bus will remain in the destination city taking passengers directly to where they need to go between 10:30AM and 1:30PM. Each additional stop is \$0.50 for discount riders and \$1.00 for basic riders. The bus returns to the Rio Vista/Isleton area by 2:30PM. Service is operated on Wednesdays only and uses the following schedule for destination cities:

- 1st Wednesday: Fairfield/Suisun
- 2nd Wednesday: Vacaville
- 3rd Wednesday: Antioch/Pittsburg
- 4th Wednesday: Lodi
- 5th Wednesday: Vacaville (occasionally)

Service began January 2, 2013.

Delta Breeze Taxi Scrip Program

The program provides economically priced, door-to-door transportation service exclusively to persons 65 years old or older, persons with disabilities and Medicare cardholders that are Rio Vista residents. Service is provided from 9:00AM to 2:30AM seven days a week, to and from any point within Rio Vista, to Isleton and destinations anywhere in Solano County and eastern Contra Costa County (defined as Oakley, Brentwood, Byron, Antioch and Pittsburg and unincorporated areas in between). This is the principal service area for Rio Vista Delta Breeze.

The intent of the Rio Vista Delta Breeze Taxi Scrip Program is to provide an additional level of transit service for seniors, persons with disabilities and Medicare cardholders when Rio Vista Delta Breeze bus service is not available, not operating or when the passenger is going to a destination not served by Rio Vista Delta Breeze or other public transportation service (i.e., BART and FAST).

Taxi scrip is available for 50% of the general fares listed in Table 3 of Section 1.6 of Section 2.6. Only a limited quantity of taxi scrip is available per month and year. They can be purchased from the City of Rio Vista Finance Department, located at One Main Street in Rio Vista.

Intercity Taxi Scrip Program

Rio Vista Delta Breeze has entered into an MOU with all other transit agencies in the County to fund the Intercity taxi program (Solano County serves as the lead agency). Eligibility criteria and application process vary between the local and intercity taxi programs. The Solano County Intercity Taxi Scrip Program is limited to qualified ADA Paratransit certified riders. The Intercity Scrip provides an 85% discount (\$15 scrip booklet provides \$100 value).

Other Programs

Rio Vista Delta Breeze Ride for Pride program is operated by Faith in Action, a private non-profit organization. Ride for Pride is a volunteer transportation program for seniors age 60 and older for medical appointments and other errands subject to availability of volunteers. A \$5.00 round trip donation is requested.

ADA Eligibility Process

STA, in cooperation with the transit operators, will launch a Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program on July 1, 2013. This new countywide ADA eligibility process will have in-person ADA interviews and assessment performed by qualified professionals based on an applicant's functional ability or inability to access fixed route. A "circuit rider" approach will be used to bring in-person assessments to each community and eliminate the ADA paper application method.

Table 2: Rio Vista Delta Breeze Transit Service Hours

Service	Description	Weekday	Saturday	Sunday
Route 50	Isleton - Rio Vista – Suisun City - Fairfield	5:00AM-7:15 PM	No service	No service
Route 51	Rio Vista – Isleton City Circulator	9:30AM-1:30 PM & 4:00PM to 6:30PM (school days only)	No service	No service
Route 52	Rio Vista – Isleton – Antioch – Pittsburg/Bay Point BART	5:00AM-6:30AM / 6:00PM-7:15PM	No service	No service
Route 54	Delta Shuttle	9:30AM-2:30PM (Wednesday)	No service	No service

Source: Source: City of Rio Vista

1.5.3 Connecting Services Provided by Others

Delta Breeze connects with: (i) FAST and VINE (starting 2013) at the Fairfield Transportation Center; (ii) FAST and SolTrans at Solano Town Center in Fairfield; (iii) VINE (starting in 2013, FAST, Greyhound and Capitol Corridor at the Suisun City Train Depot; (iv) SCT/Link in Isleton; (v) The County Connection, Tri Delta Transit (and the future eBART) in Antioch; and (vi) Tri Delta Transit, BART (and the future eBART) at the Pittsburg/Bay Point BART Station. Starting in January 2013, Delta Breeze Route 54 on Wednesdays will connect with GrapeLine, San Joaquin RTD and SCT/Link in Lodi, as well as Vacaville City Coach, FAST and Yolobus in Vacaville.

1.6 Fare Structure

The base one-way fare for local destinations in Rio Vista, Isleton and the resort communities along SR 160 north of the Antioch Bridge is \$1.75, and \$0.75 for seniors aged 55 and older, persons with disabilities, Medicare, ADA and RTC card holders. The intercity one-way general public fare to destinations such as Antioch, Pittsburg/Bay Point, Fairfield and Lodi (through a transfer to SCT/Link in Isleton) is \$6.00. The fare is \$3.00 for seniors, persons with disabilities, ADA, RTC and Medicare card holders.

For local routes, a 10-ride pass is \$17.50 for general fare and \$7.50 for seniors aged 55 and older, persons with disabilities, Medicare, ADA and RTC card holders. A 10-Ride Intercity Pass is \$50.00 for general fare passengers and \$30.00 for discount fare passengers. Local monthly passes are \$40.00 for general fare and \$20.00 for seniors aged 55 and older, persons with disabilities, Medicare, ADA and RTC card holders. The monthly Inter City pass is \$90.00. Discount fare passengers can use the local monthly pass on intercity routes for no additional charge. The 10-Ride Deviation Pass is \$10.00 for the general public and \$5.00 for seniors aged 55 and older, persons with disabilities, Medicare, ADA and RTC card holders. Route deviation requests on intercity Routes 50 and 52 and additional stops on Route 54 are \$1.00 for adults and \$0.50 for seniors aged 55 and older, persons with disabilities, Medicare, ADA and RTC card holders. Transfers to and from other intercity transit systems are free (such as to Tri Delta Transit, County Connection, SCT/Link, City Coach, FAST and SolTrans). Delta Breeze accepts BART Plus, Amtrak California and Capitol Corridor transit transfers, Greyhound and Amtrak tickets when boarding at shared stations. The fare structure for Delta Breeze is presented in Table 3.

Table 3: Rio Vista Delta Breeze Fare Structure effective July 2, 2012

Fee Category	General Fare ^A	Discount Fare ^B
Delta Breeze Fares within Rio Vista and Isleton ^C		
One Way Fare	\$1.75	\$0.75
10-Ride City Pass	\$17.50	\$7.50
Monthly City Pass	\$40.00	\$20.00 ^D
Delta Breeze Fares to/within Fairfield, Suisun City, Antioch Vacaville, Lodi and Pittsburg		
One Way Fare	\$6.00	\$3.00
10-Ride Inter-City Pass	\$50.00	\$30.00
Monthly Inter-City Pass	\$90.00	\$20.00 ^D
Transfer/Pass Upgrade	\$4.25	\$2.25
Intercity Routes 50 and 52 Deviations	\$1.00	\$0.50
Each Stop on Route 54	\$1.00	\$0.50
Transfers to Other Transit Systems	Free	Free
ADA Route Deviations(for ADA Certified Passengers)	—	\$0.50

Source: City of Rio Vista.

Notes:

^A General Fare applicable for ages 5-54 years old.

^B Discount Fare applicable for age 55 years old and older, persons with disabilities, and Medicare cardholders.

^C This fare is valid for one pickup on Route 51. Each pickup requires a full fare to be paid. This fare is also valid for service to resort communities along State Route 160 between Isleton and State Route 12.

^D This fare is valid to Antioch, Pittsburg/Bay Point BART Station, Vacaville, Lodi, Suisun City or Fairfield.

1.7 Revenue Fleet

The Delta Breeze revenue vehicle fleet consists of three cutaway transit vehicles and one van. One non-revenue electric cart is used by staff. The vehicle roster is shown in Table 4. All of the revenue vehicles are wheelchair accessible with two wheelchair tie-down positions, and range in seating from six (van) to 16 passengers. All revenue vehicles have external racks for two bicycles. Bicycles are allowed inside vehicles at driver discretion. All vehicles are owned by the City of Rio Vista. Faith in Action at times uses the minivan. The service contractor provides a sedan for operations staff use.

Table 4: Rio Vista Delta Breeze Vehicle Fleet

Year	Chassis Make	Body Make	Fuel	Seats	Wheel-chair Positions	Bike Rack Capacity	Length	Mileage (as of 10-2012)	Replacement Schedule
2008	Ford	E450	Gasoline	13	2	2	24 ft.	185,403	FY2013-14
2009	Ford	E450	Gasoline	13	2	2	24 ft.	168,238	FY2014-15
2011	Eldo	Van	Gasoline	6	2	0	12 ft.	13,803	FY2016-17
2012	GEM	Cart	Electric	4	0	0	9.5 ft.	176	FY2020-21
2012	Ford	E450	Gasoline	12	2	2	22 ft.	14,887	FY2017-18

Source: Source: City of Rio Vista.

1.8 Existing Facilities

Existing facilities include the following:

Transit Facilities

Administrative: The City of Rio Vista administrative services including Finance, Administration, Community development, Public Works Administration are operated out of City Hall, located at 1 Main Street, Rio Vista since 1970. The City staff located at City Hall provides support services for the Rio Vista Delta Breeze transit program. The City's transit operations contractor has conducted dispatching at the Suisun City Train Depot since November 2009.

Maintenance, Vehicle Storage and Staging

Maintenance and operations for the Rio Vista Delta Breeze vehicles are located at the Rio Vista Northwest Wastewater Treatment Plant located at 3000 Airport Road in Rio Vista. The facility, built in 2008, has one maintenance bay, 25 parking spaces, office space and a break room.

Fueling

Fueling for the transit vehicles takes place at the Rio Vista Public Works Corporation Yard located at 789 St. Francis Way in Rio Vista. This facility was constructed in 1974 and adequately meets the needs of the current fleet.

Stations and Stops

The City of Rio Vista's passenger amenities are fairly limited. Rio Vista Delta Breeze has several dozen stops within the City of Rio Vista, but only three have benches and none have shelters. The transit system shares stops with other transit systems in Suisun City, Fairfield and Antioch.

Bicycle Facilities

The City of Rio Vista manages bicycle lockers at two locations: Front and Main Street in Rio Vista and Suisun City Train Depot in Suisun City. At Front and Main Streets, four bicycle lockers are available to rent for free. Storage is only

allowed for 24 hours. At the Suisun City Train Depot, electronic bicycle lockers are for shared use and are available on a first-come, first-served basis. They provide secure bike parking. There are a total of 4 spaces at this location.

2 Goals, Objectives, Measures, and Standards

2.1 Introduction

This section reviews and presents modifications to the adopted organizational goals, objectives, and performance measures and standards (GOMS) for Rio Vista Delta Breeze (RVDB). GOMS modifications seek to provide a standard baseline to compare and enhance the goals, objectives, performance measures and standards for all operators as well as provide the basis for creating a comprehensive and consistent set of goals and objectives that respond to the individual needs and characteristics for all operators as part of the Solano County Coordinated Short Range Transit Plan (SCSRTP).

The City adopted a mission and vision statement for Rio Vista Delta Breeze on December 9, 2005. These are as follows:

Mission Statement

"To provide an efficient and cost effective public transportation service that is clean, accessible, reliable, economical and safe that benefits the residents and visitors of Rio Vista, which in turn improves the quality of life."

Vision Statement

"To be the premier transportation alternative that provides basic mobility to all residents and visitors of Rio Vista, that enhances the quality of life in Rio Vista."

2.2 Definition of Terms

Each operator uses unique terminology in structuring how their goals and objectives are organized. Some of the definitions are summarized below:

- **Goals** - Goals are broad and enduring statements of purpose that outline the reason for which transit services are operated. Goals are statements that qualify the desired results. They are the ends toward which effort is directed. They are general and timeless, but theoretically attainable.
- **Objectives** - Objectives are intended to be more specific statements of the methods proposed for accomplishing the goals. Objectives provide quantifiable measures of the goals. They are more precise and capable of both attainment and measurement.
- **Measures** - These are the criteria by which the achievement of the objectives is judged. They usually provide indications of efficiency or effectiveness. Measures and standards set quantifiable targets for achieving the objectives.
- **Standards** - Standards represent an acceptable level of accomplishment which demonstrates achievement of an objective. Standards may be quantitative or qualitative. Standards set quantifiable targets for achieving the adopted goals.

2.3 Prior SRTP Goals, Objectives, Measures and Standards

Rio Vista Delta Breeze developed goals and objectives for its 2007-08 SRTP. The most recently completed SRTP for Rio Vista Delta Breeze (2010-2011 – 2019-2020) adopted a number of recommended changes and updates to the measures and standards, reflecting changing service and operational performance in the three years since the SRTP was last complete in 2008.

2.3.1 Goals

The following shows the goals for Rio Vista Delta Breeze.

Table 5: Rio Vista Delta Breeze Goals

Service Goal
Provide safe, reliable, and high quality transportation
Evaluate, monitor and improve transit services on an on-going basis
Operate an efficient and effective system that maximizes service and minimizes cost impacts
Customer Focus Goal
Serve the transportation needs of the community
Undertake effective marketing, outreach, and public participation
Financial/Cost Effective Goal
Operate an efficient and effective system that maximizes service and minimizes cost impacts
Land Use Goal
Coordinate transit system development with community planning and development efforts and land-use policy

2.3.2 Objectives

The following shows the objectives for Rio Vista Delta Breeze.

Table 6: Rio Vista Delta Breeze Objectives

Service Objectives
Reliable transit service
Provide safe service
On-going system planning and evaluation
On-going system monitoring
Financial/Cost Effective Objectives
Minimize operating cost
Maximize use of transit funding
Ridership Objectives
Increase transit usage
Customer Objectives
Responsive customer service
Maximize accessibility
Develop and implement marketing plan
Encourage citizen participation
Land Use Objectives
Encourage consideration of transit needs in land-use policies within all Rio Vista Delta Breeze partner communities during the development review and approval process.

2.3.3 Performance Measures and Standards

The following shows the performance measures and standards for Rio Vista Delta Breeze:

Table 7: Rio Vista Delta Breeze Performance Measures and Standards

Rio Vista Delta Breeze Performance Measures and Standards		
Type	Measure	Standard
Service	Preventable accidents	Minimum of 100,000 miles between preventable accidents
	Passengers per vehicle revenue mile (VRM)	0.12
	Geographic coverage	Equal coverage throughout the Local Tax Base
	Conduct Short Range Transit Plans	Every five years
	Develop and provide regular reports on operations	Reports on the effectiveness and efficiency of transit service will be collected and reviewed monthly. A summary will be provided annually. Categories to monitor include: missed /refused trips, on-time performance, and tracking of no-shows reporting. Reporting should be standardized and reported in a format (such as a spreadsheet) to allow annual summaries.
	Passengers per vehicle revenue hour (VRH)	3.0
Customer Focus	Public access to transit customer Service Staff	Answer 95% of phone calls during service hours within 3 minutes.
	Public information	All transit vehicles and stops are marked appropriately
	Accessibility	100% of fleet is accessible to persons with disabilities.
	Dedicate funding to marketing	Not less than 3% of annual operating budget
	Engage in regular marketing activities	Maintain current schedule, riders guide, and informative website

Rio Vista Delta Breeze Performance Measures and Standards		
Type	Measure	Standard
	Provide various opportunities for customer feedback	Provide comment cards on buses and comment boxes on website; conduct regular passenger surveys bi-annually
Financial/Cost Effectiveness	Operating cost per vehicle revenue hour (VRH)	Maintain at \$52.00 per VRH, adjusted annually for inflation.
	Operating cost per passenger trip	Maintain at \$30.00 per passenger trip for deviated fixed route and \$9.00 per passenger trip for dial-a-ride service, adjusted annually for inflation
	Farebox recovery	10%
	Coordinated Human Service Plan	No duplication of service
	Conduct financial plans	Annually
Land Use	Practice involvement in the planning / approval process	Specify service levels. Identify capital improvements to be included in new developments

2.3.4 Opportunities for Improvement

The current goals, objectives, measures and standards for Rio Vista are essentially complete, although adding a measure and standard for Ridership may be appropriate. Modifying the safety performance measures by assessing accidents over a three-year running period is recommended, as is modifying the financial productivity per VRH to better align with existing and peer performance. Adding an intercity transit coordination goal is recommended. Also, it may be helpful to clarify the “no duplication of service” standard associated with the Coordinated Human Services Plan financial measure.

2.4 Modifications Incorporated into this SRTP

The following modifications are incorporated to improve RVDB’s GOMS:

- Assess safety over a three-year running period instead of a single year
 - Set standard at a minimum of 100,000 miles between preventable accidents over a three-year running period
- Set separate standards for DAR and Flex-route service productivity (passengers per service hour and mile)
 - Passengers per vehicle revenue hour: 2.0 for local DAR; 4.0 for inter-city flex

- Passengers per vehicle revenue mile: 0.2 for local DAR; 0.13 for flex
- Add Ridership measure and standard
 - Annual ridership should increase at the rate of growth for the transit dependent (low income, youth and senior/disabled) population within Rio Vista
- Modify cost productivity standard
 - Set the operating cost per vehicle revenue hour (VRH) standard at \$85.00 instead of \$52.00 to better align with current and peer performance.
- Clarify the standard for Coordinated Human Service Plan financial measure
 - Reduce the cost of providing general public DAR by not duplicating transportation services provided by human service agencies.
- Coordinate local and intercity transit services
 - Coordinate fare collection and coordinate schedules at transit centers
 - Provide Clipper for transfers between local and intercity transit services
 - Transfer wait times should be no more than 5 minutes between local buses and no more than 15 minutes between local and intercity buses at transit centers.

3 Performance Evaluation of Rio Vista Transit System

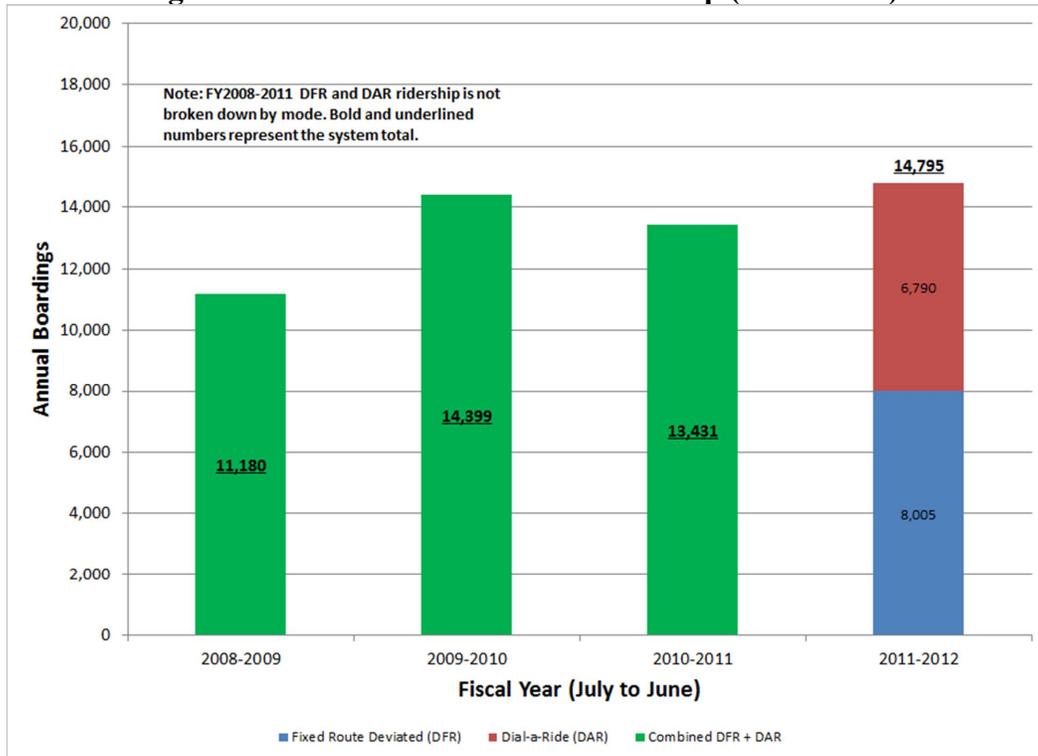
3.1 System Trends

Rio Vista Delta Breeze previously did not disaggregate deviated fixed route (DFR) and dial-a-ride (DAR) performance. For the FY2008-09 through FY2010-11 period, system-wide data is used. At the request of the consultant team, Rio Vista Delta Breeze provided disaggregated performance (but not revenue and cost) data for FY2011-12, as presented in this analysis.

3.1.1 Ridership

Rio Vista Delta Breeze annual ridership for its deviated fixed route (DFR) and dial-a-ride (DAR) service fluctuated between FY2008-09 to FY2011-12. Over this four year period, annual boardings increased by more than 3,600 riders (from 11,180 to 14,795 annual boardings), a percentage increase of about 32.3%. In FY2011-12, the first data set in which ridership is disaggregated by mode, DFR accounted for 8,005 boardings or 54.1% of the total, with DAR accounting for an additional 6,790 passengers for a grand total of 14,795 passengers.

Figure 4: Rio Vista Delta Breeze Ridership (FY2008-12)



Source: (i) FY2008-11 from Transit Sustainability Plan, 2012; and (ii) FY2011-12 from Rio Vista Delta Breeze. January 2013.

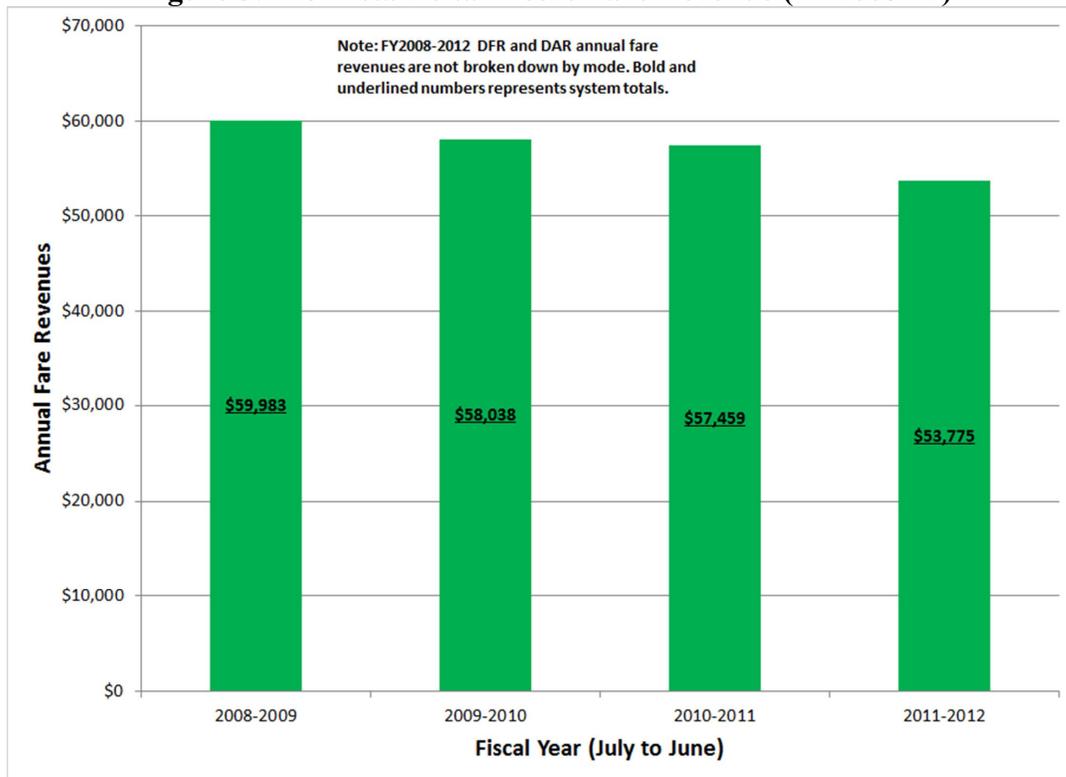
Note: Bold, Underlined Figures Represent the Total per Fiscal Year

3.1.2 Fare Revenue

Contrary to the system ridership trend, Rio Vista Delta Breeze system fare revenue decreased slightly each year from FY2008-09 through FY2011-12. Over this four year period, fare revenues fell by nearly \$6,000 or about 10% (from \$59,983 in FY2008-09 to \$53,775 in FY2011-12). The largest decrease in revenues occurred between FY2010-11 and FY2011-12, with a drop of about \$4,000 or about 6.4%.

Fare revenues have decreased by 10% since FY2008-09, while ridership increased by about one-third. According to RVDB, the fare structure was modified in October 2011 to allow seniors and persons with disabilities to use the Monthly CityPass on intercity routes. This resulted in more seniors purchasing the pass for both intracity and intercity trips and using the pass for more than its value, increasing passenger trips while diluting fare revenues.

Figure 5: Rio Vista Delta Breeze Fare Revenue (FY2008-12)



Source: (i) FY2008-11 from Transit Sustainability Plan, 2012; and (ii) FY2011-12 from Rio Vista Delta Breeze Rural General Public Transit Service (RU-20) submission.

Note: Bold, Underlined Figures Represent the Total per Fiscal Year

3.1.3 Vehicle Revenue Hours (VRH)

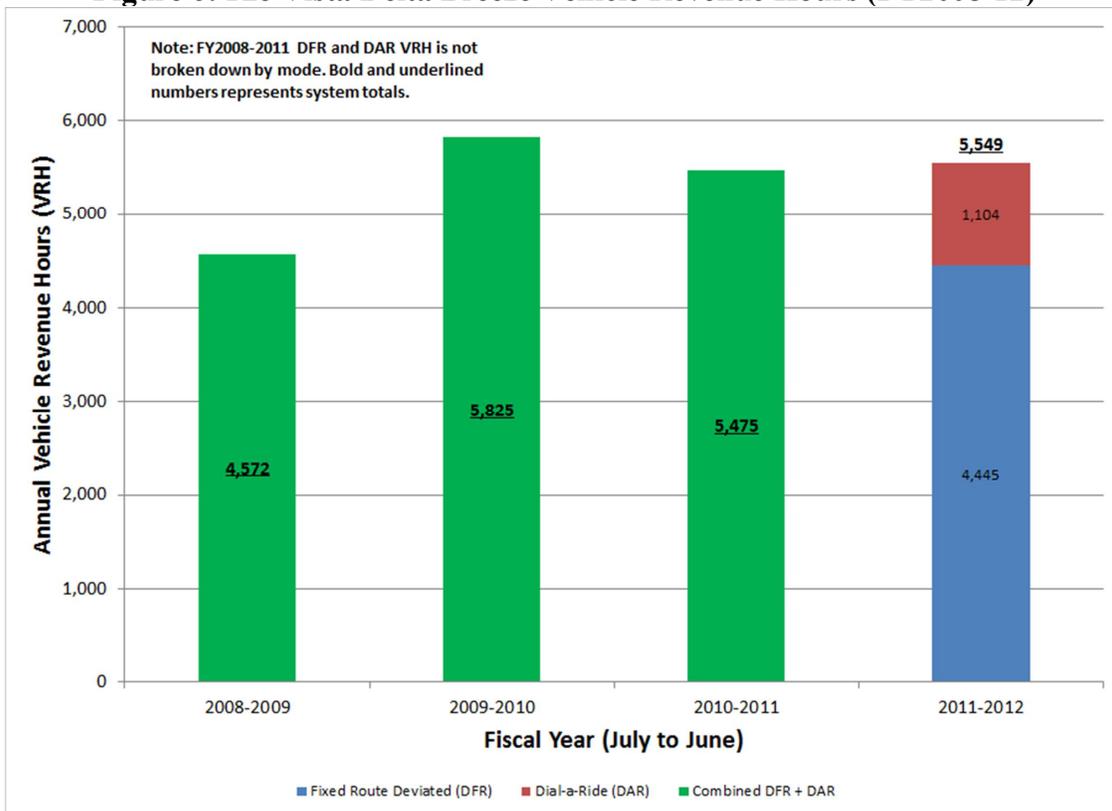
Overall, Rio Vista Delta Breeze vehicle revenue hours (VRH) increased between FY2008-09 and FY2011-12 by about 1,000 VRH, a percentage increase of about

21.4% (from 4,572 VRH in FY2008-09 to 5,549 in FY2011-12). VRH provision peaked in FY2009-10 at 5,825 VRH, an increase of 27.4% over the previous year. FY2011-12 VRH is about 4.7% below the peak FY2009-10 provision.

VRH provision aligned with observed ridership trends in that growth in VRH in 2009-10 was followed by a decline in 2010-11 and then an increase in 2011-12.

VRH for DFR and DAR are combined totals from the first three analysis years, with FY2011-12 being the lone year in which VRH provision is discretely accounted for by mode. In FY2011-12, DAR accounts for 1,104 VRH or 19.9% of the total, while DFR accounts for the rest.

Figure 6: Rio Vista Delta Breeze Vehicle Revenue Hours (FY2008-12)



Source: (i) FY2008-11 from Transit Sustainability Plan, 2012; and (ii) FY2011-12 from Rio Vista Delta Breeze Rural General Public Transit Service (RU-20) submission.

Note: Bold, underlined figures represent the total per fiscal year.

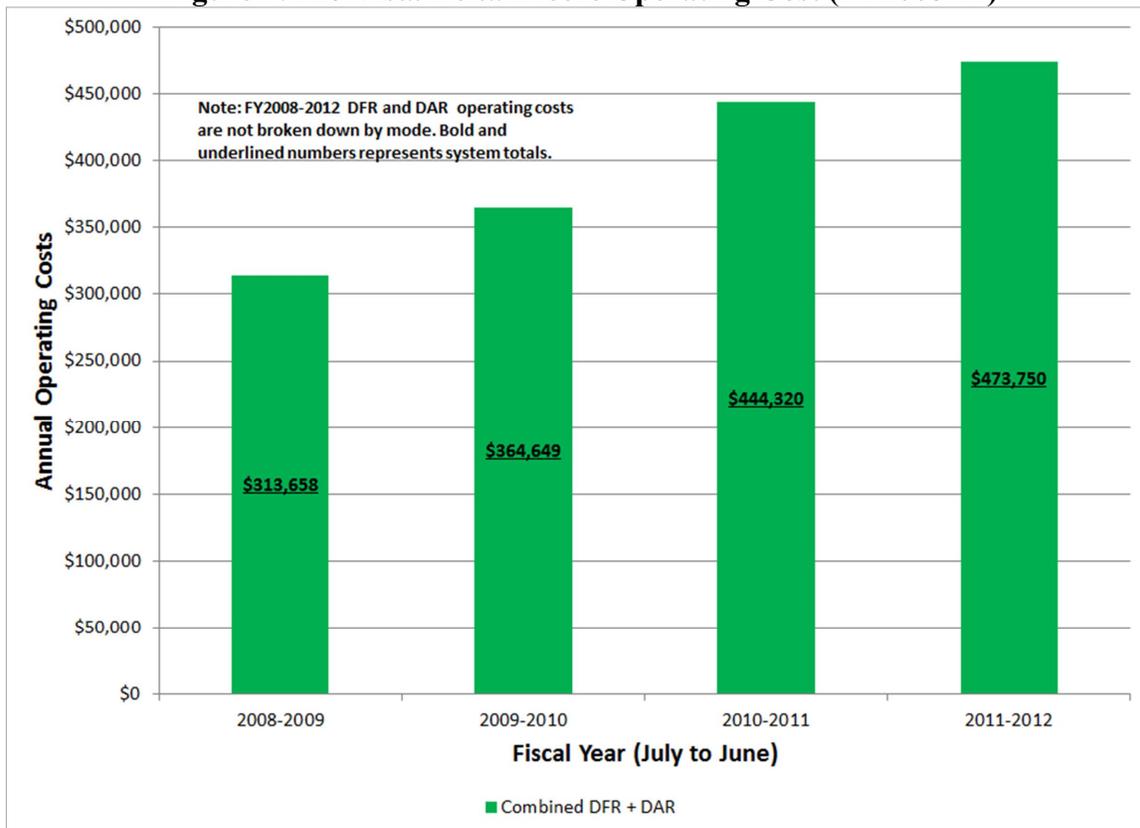
3.1.4 Operating Cost

System operating costs increased between FY2008-09 and FY2011-12 by about \$160,000 or about 51.0% (from \$313,658 to \$473,750, respectively). The largest increase in operating costs occurred between FY2009-10 and FY2010-11, with an increase of \$80,000 or 21.8%. Operating costs grew over the last fiscal year by about 6.6%. According to RVDB, the jump in FY2010-11 operating costs was due to switching service contractors from MV Transportation to Storer

Transportation (as the latter had a higher per hour operating costs). The contract was subsequently rebid and a new contractor is providing service in FY2012-13 at a lower unit cost.

The annual increases in operating costs was opposite of the trend for fare revenues which saw slight annual decreases over the four year period examined. The operating cost trend was also different than the ridership and vehicle revenue hour trends, which both experienced a steep increase between FY2008-09 and FY2009-10, followed by a decline in FY2010-11 and then an increase in FY2011-12.

Figure 7: Rio Vista Delta Breeze Operating Cost (FY2008-12)



Source: (i) FY2008-11 from Transit Sustainability Plan, 2012; and (ii) FY2011-12 from Rio Vista Delta Breeze Rural General Public Transit Service (RU-20) submission.

Note: Bold, underlined figures represent the total per fiscal year.

Greyhound expenses, typically blended with RVDB operating costs have been removed.

3.2 Service Performance

The following service performance measures for Rio Vista Delta Breeze's deviated fixed route (DFR) and dial-a-ride (DAR) services were evaluated using quantitative data to determine compliance with performance standards (as defined by the GOMS proposed for this SRTP). Table 8 provides an overview of which system performance standards have been met from FY2008-09 to FY2011-12.

Service

- **Preventable Accidents:** Delta Breeze met its system standard of 100,000 service miles between preventable accidents over a three-year running period in FY2010-11, but failed to meet this standard in FY2011-12. Preventable accident data prior to FY2008-09 was unavailable.
- **Productivity (Passengers per Vehicle Revenue Mile):** In FY2011-12, Delta Breeze met its DAR standard of 0.2 passengers per service mile and failed to meet its DFR standard of .13 passengers per vehicle revenue mile. No separate DAR and DFR data was available from FY2008-09 thru FY2010-11). System-wide performance ranged from a high of 0.14 passengers/VRM in FY2008-09, to a low of around 0.10-0.12 passengers/ VRM thereafter.
- **Productivity (Passengers per Vehicle Revenue Hour):** In FY2011-12, Delta Breeze met its DAR standard of 2.0 passengers per service hour but failed to meet its standard of 4.0 for DFR. No separate data was available for DAR and DFR from FY2008-09 thru FY2010-11. System-wide performance ranged from 2.4 passengers/VRH in FY2008-09, to around 2.5-2.7 passengers/VRH thereafter.

Financial/Cost Effectiveness

- **Financial Cost Effectiveness (Operating Cost / Vehicle Revenue Hour):** Rio Vista Delta Breeze met its system standard of \$85.00/VRH for three years (from FY2008-09 through FY2010-11), but failed to meet its standard in FY2011-12 (at \$85.38/VRH) by a very small margin. Performance ranged from \$68.60/VRH to \$85.38/VRH
- **Financial Cost Effectiveness (Operating Cost / Passenger):** In terms of operating cost per passenger (with DFR standards of \$30.00/passenger and DAR standards of \$9.00/passenger), Delta Breeze has traditionally treated its system as one system and not differentiated between DFR and DAR costs and revenues. However under the traditional cost model, system operating costs per passenger performance were as follows (from FY2008-12): (i) FY2008-09: \$28.06/passenger; (ii) FY2009-10: \$25.32/passenger; (iii) FY2010-11: \$33.08/passenger; and (iv) FY2011-12: \$32.02/ passenger.
- **Farebox Recovery:** Rio Vista Delta Breeze met its system farebox recovery standard of 10% for all four years evaluated. Farebox recovery performance has been declining each year, culminating in a 11.4% rate in FY2011-12. The RVDB contract with River Delta School District provides a significant amount of fare revenue that contributes to the achievement of the fare recovery standard.

In FY2011-12, Rio Vista Delta Breeze met 3 out of 7 of its service performance standards (for which there is data), with deficiencies in passenger productivity for DFR. By a small margin, RVDB was unable to achieve its system financial / cost effectiveness standard, although it met this standard the previous three years.

Table 8: Rio Vista Delta Breeze Quantified Service Performance

Type	Category	Performance Metrics ^A	Type of Service	Standard	2008-09	2009-10	2010-11	2011-12
Service	Preventable Accidents	Service Miles / Preventable Accidents (over a Three-Year Running Period)	System	100,000	Data Not Available	Data Not Available	110,930	54,536
	Passenger Productivity	Passengers / Vehicle Revenue Mile (VRM) ^B	System	No Standard	0.14	0.12	0.10	0.12
			Fixed Route Deviated (DFR)	0.13	Data Not Available	Data Not Available	Data Not Available	0.07
			Dial-a-Ride (DAR)	0.2	Data Not Available	Data Not Available	Data Not Available	0.4
		Passengers / Vehicle Revenue Hour (VRH) ^B	System	No Standard	2.4	2.5	2.5	2.7
			Fixed Route Deviated (DFR)	4.0	Data Not Available	Data Not Available	Data Not Available	1.8
			Dial-a-Ride (DAR)	2.0	No Data Available	No Data Available	No Data Available	6.2
	Financial / Cost Effectiveness	Financial / Cost Effectiveness	Operating Cost / Vehicle Revenue Hour (VRH)	System	\$85.00	\$68.60	\$62.60	\$81.15
Operating Cost / Passenger ^B			System	No Standard	\$28.06	\$25.32	\$33.08	\$32.02
			Fixed Route Deviated (DFR)	\$30.00	See notes	See notes	See notes	See notes
			Dial-a-Ride (DAR)	\$9.00	See notes	See notes	See notes	See notes
Farebox Recovery		Fare Revenues / Operating Costs	System	10.0%	19.1%	15.9%	12.9%	11.4%

Source: Rio Vista Delta Breeze. January 2013.

Note: Gray shading represents performance below the defined standard.

^A Vehicle revenue miles and hours are referred to as vehicles service miles and hours by VCC.

^B Separate DAR and DFR VRH and VRM data were provided only for FY2011-12 and after (except for revenue and cost data).

3.3 System Performance

This section assesses the system-level performance in terms of qualitative information from Rio Vista Delta Breeze to determine whether or not the performance standard was met (as defined by the GOMS proposed for this SRTP). Table 9 provides an overview of which system performance standards have been met from FY2008-09 to FY2011-12. All standards for Rio Vista Delta Breeze in this section refer to system-level standards.

Service

- **Geographic Coverage:** Delta Breeze met its standard of equal geographic coverage throughout the local tax base for all years evaluated.
- **Regional Planning:** Delta Breeze met its standard of developing Short-Range Transit Plans every five years as of FY2008-12. SRTPs were developed in 2008 and again in 2012.
- **Operating Reports:** Delta Breeze met its standard of collecting and reviewing monthly operating reports and providing annual operating reports each year.

Customer Focus

- **Customer Service:** Delta Breeze met its standard of answering 95% of customer service phone calls during service hours within 3 minutes for all years evaluated.
- **Public Information:** Delta Breeze met its standard of having all transit vehicles and stops marked appropriately with public information for all years evaluated.
- **Accessibility:** Delta Breeze met its standard of having 100% percent of the fleet accessible to persons with disabilities for all years evaluated.
- **Marketing Funding:** Delta Breeze did not meet its standard of having no less than 3% of its annual operating budget dedicated to marketing for all years analyzed.
- **Marketing Activities:** Delta Breeze met its standard of maintaining current schedules and ride guides and an informative agency website for the past four years.
- **Customer Feedback:** Delta Breeze met its standard of providing comment cards on buses and comment boxes on websites for the past four years and conducting bi-annual passenger surveys for the past two years (but not for FY2008-09 and FY2009-10).

Financial/Cost Effectiveness

- **Service Duplication:** Delta Breeze met its standard of not having any service duplication with Human Service Agencies

- **Financial Plans:** Delta Breeze met its standard of conducting annual financial plans for all years analyzed.

Regional Coordination

- **Fare Coordination:** Delta Breeze was coordinating fares with intercity services for all years analyzed.
- **Service Coordination:** Schedules were coordinated with intercity operators at transit centers with less than a 15 minute wait time for all years analyzed.

Land Use

- **Land Use:** Delta Breeze met its standard of specifying service levels in the land use planning/approval process and identifying capital improvements to be included in new developments for all years analyzed.

In FY2011-12, Rio Vista Delta Breeze met 17 out of 18 its system performance standards with a lone deficiency in the customer focus category.

**Table 9: Rio Vista Delta Breeze Qualitative System Performance
(Gray Shading Represents Performance below the Defined Standard)**

Type	Category	Other Metrics/Statistics	Type of Service	Standard	2008-09	2009-10	2010-11	2011-12
Service	Geographic Coverage	Is there equal geographic coverage throughout the local tax base?	System	YES	YES	YES	YES	YES
	Regional Planning	Are Short-Range Transit Plans developed every five years?	System	YES	YES	YES	YES	YES
	Operating Reports	Are monthly operating reports collected/reviewed?	System	YES	YES	YES	YES	YES
Are annual operating reports provided each year?		System	YES	YES	YES	YES	YES	
Customer Focus	Customer Service	Does transit customer service staff answer 95% of phone calls during service hours within 3 minutes?	System	YES	YES	YES	YES	YES
	Public Information	Are all transit vehicles and stops marked appropriately with public information?	System	YES	YES	YES	YES	YES
	Accessibility	Is 100% percent of the fleet accessible to persons with disabilities?	System	YES	YES	YES	YES	YES
	Marketing Funding	Does the dedicated marketing funding account for no less than 3% of the annual operating budget?	System	YES	NO	NO	NO	NO
	Marketing Activities	Are current schedules and ride guides maintained?	System	YES	YES	YES	YES	YES
		Is an informative agency website maintained?	System	YES	YES	YES	YES	YES
	Customer Feedback	Are comment cards on buses and comment boxes on websites provided to customers?	System	YES	YES	YES	YES	YES
Are regular passenger surveys conducted bi-annually?		System	YES	NO	NO	YES	YES	
Financial/ Cost Effectiveness	Financial / Cost Effectiveness	Is there any service duplication with Human Service Agencies?	System	NO	NO	NO	NO	NO
		Are financial plans conducted annually?	System	YES	YES	YES	YES	YES
	Regional Coordination	Are fares coordinated with intercity services provided at transit centers (transfers or Clipper)?	System	YES	YES	YES	YES	YES
		Are schedules coordinated with intercity operators at transit centers (less than 15 min wait time)?	System	YES	YES	YES	YES	YES
Land Use	Land Use	Are service levels specified in the land use planning/approval process?	System	YES	YES	YES	YES	YES
		Are capital improvements to be included in new developments identified?	System	YES	YES	YES	YES	YES

Source: Rio Vista Delta Breeze. January 2013.

3.4 Route Performance¹

Table 10 presents the FY2011-12 route-level operating statistics for deviated fixed route (DFR) services operated by Rio Vista Delta Breeze.

Table 11 presents the proposed standards for DFR services (as part of the GOMS for this SRTP). Note – DAR is not presented as this section contains a route-level performance evaluation.

Table 10: FY2011-12 Delta Breeze Route-Level Operating Statistics

Type	Route	Boardings	VRH	VRM	Fare Revenues	Operating Costs
Flex	50	5,625	3,031	76,361	\$9,542	\$134,702
	52	2,380	1,415	38,914	\$5,158	\$116,099

Source: Contractor Monthly Reports, 2012

Table 11: FY2011-12 Delta Breeze Route-Level Operating Statistics

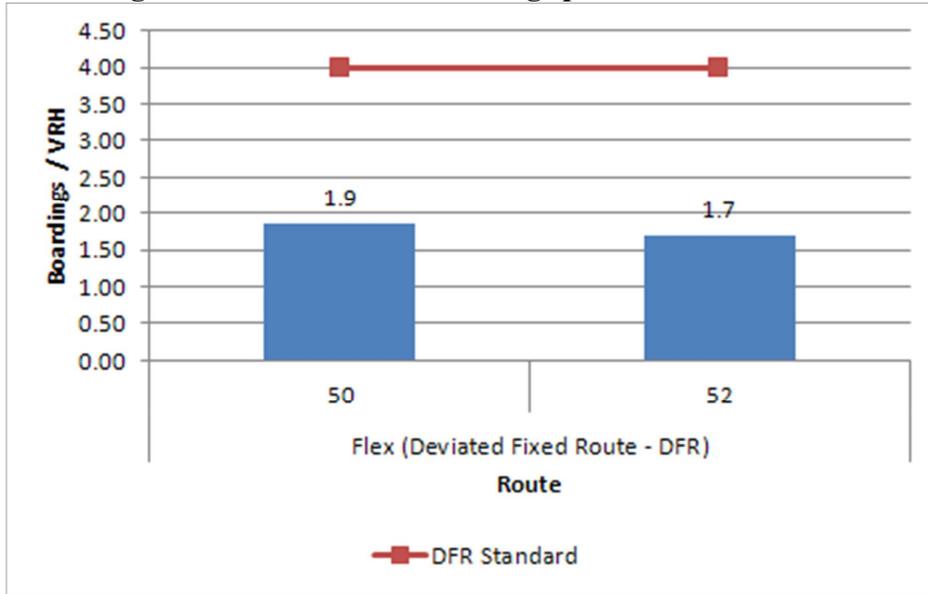
Standards	Pax/VRH	Pax/VRM	FBR	O&M Cost / VRH	O&M Cost/ Pax
Flex	4	0.13	10%	\$85.00	\$30.00

Source: Rio Vista Delta Breeze, January 2013.

- **Boardings per Vehicle Revenue Hour (VRH):** Figure 8 compares FY2011-12 boardings/VRH for all DFR routes compared to the standard of 4.0 boardings/VRH. Routes 50 and 52 performed at about half of this standard and do not meet this standard.
- **Boardings per Vehicle Revenue Mile (VRM):** Figure 9 compares FY2011-12 boardings/VRM for all DFR routes compared to the standard of 0.13 for flex. Routes 50 and 52 performed at about half of this standard and do not meet this standard.
- **Farebox Recovery:** Figure 10 compares FY2011-12 farebox recovery for DFR routes against the standard of 10%. Routes 50 and 52 fell below the standard at 7.1% and 4.4%, respectively.
- **Operating Cost per Vehicle Revenue Hour:** Figure 11 compares FY2011-12 operating cost/VRH for DFR routes against the standard of \$85.00. Route 50 met this standard at \$44.44/VRH, as did Route 52 at \$82.05/VRH.
- **Operating Cost per Passenger:** Figure 12 compares FY2011-12 operating cost per passenger for DFR routes against the standard of \$30.00/passenger. Route 50 met its standard at \$23.95/passenger, whereas Route 52 exceeded this standard at \$48.78/VRH.

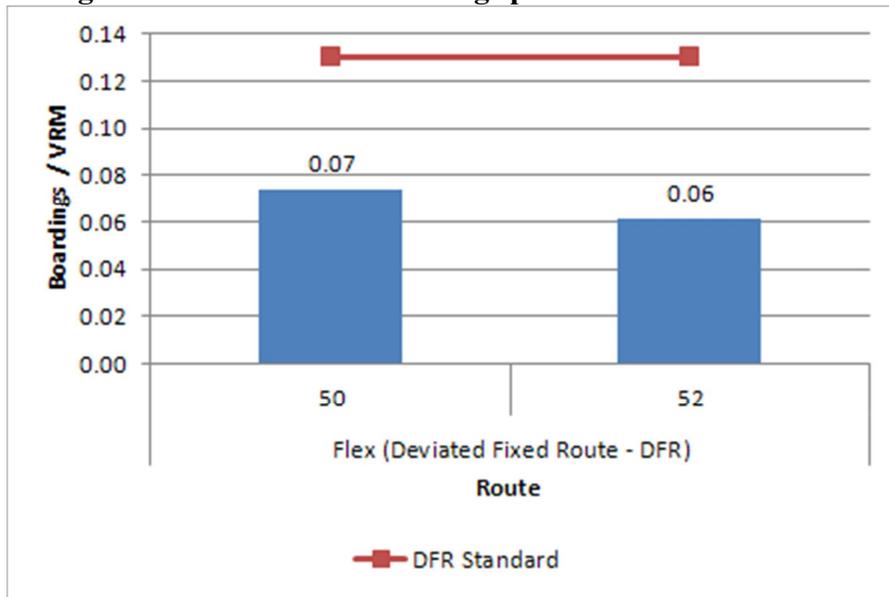
¹ Route-level data presented in this section may not collectively match the system-level data presented in Section 3.1 due to different recording and accounting procedures.

Figure 8: Delta Breeze Boardings per Vehicle Revenue Hour



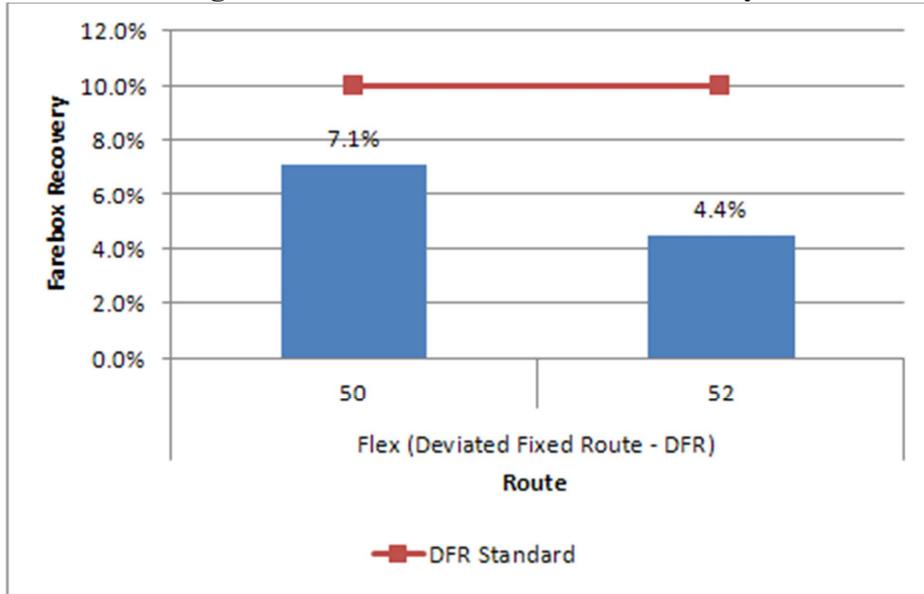
Source: Rio Vista Delta Breeze. January 2013.

Figure 9: Delta Breeze Boardings per Vehicle Revenue Mile



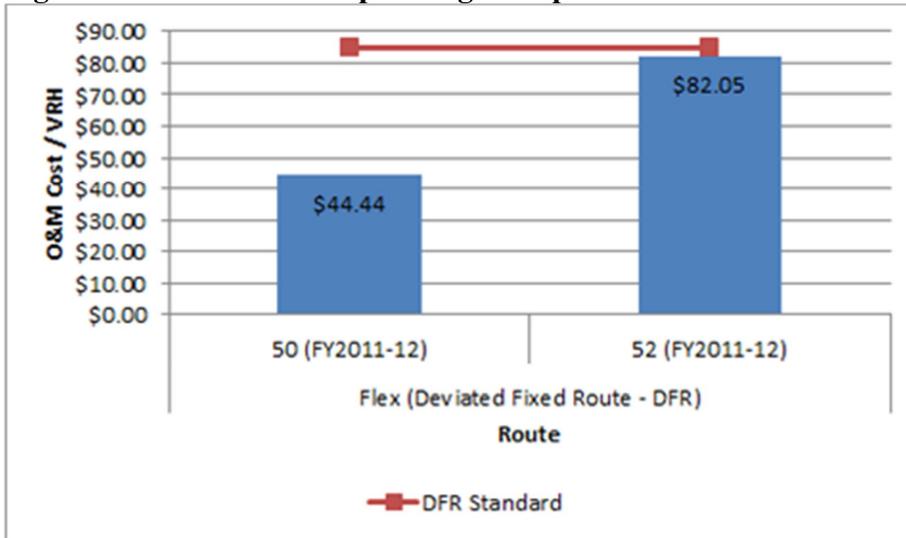
Source: Rio Vista Delta Breeze. January 2013.

Figure 10: Delta Breeze Farebox Recovery

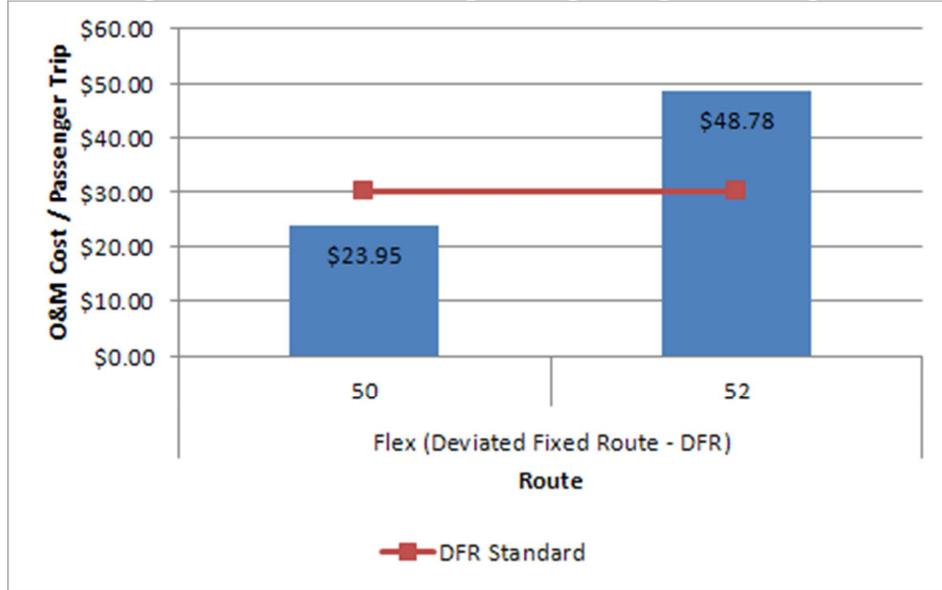


Source: Rio Vista Delta Breeze. January 2013.

Figure 11: Delta Breeze Operating Cost per Vehicle Revenue Hour



Source: Rio Vista Delta Breeze. January 2013.

Figure 12: Delta Breeze Operating Cost per Passenger

Source: Rio Vista Delta Breeze. January 2013.

3.5 Other Relevant Programmatic Evaluations

3.5.1 Community Based Transportation Plans

The City of Rio Vista has not completed any recent Community Based Transportation Plans.

3.5.2 Title VI

The Rio Vista Delta Breeze published an analysis of its compliance with the Title VI Civil Rights Program 2011-2012 to 2013-2014 Report. The report covers nine general areas of the law, and found the transit system to be in compliance. This report is included in the Appendix. The City of Rio Vista annually submits its Certifications and Assurances to the California Department of Transportation (Caltrans), Division of Mass Transportation, as a subrecipient of Federal Transit Administration (FTA) funds. The latest signed copy of the Certifications and Assurances was signed by the Transit and Airport Coordinator in December 2010.

3.6 Results of Most Recent MTC Triennial Review and TDA Audit

The most recent Triennial Performance Review was conducted in spring of 2009. The auditor found that in general, the City is in compliance with the data collection and reporting requirements for the five TDA statistics. However, the City's performance over the five year period showed mixed results, with

decreased cost efficiency and employee productivity levels and increased passenger productivity and cost effectiveness. The City's transition from demand response service to deviated fixed-route service impacted all of the performance indicators examined in the audit. Recommendations made by the auditor include the following:

- Evaluate performance measures and standards to ensure consistency, adequacy and measurability.
- Continue to refine procedures for routine performance monitoring and assessing performance against standards.

These recommendations are being addressed by staff and in this SRTP.

3.7 Summary of Performance

Overall ridership increased significantly from FY2008-09 levels, however, fare revenue fell annually since FY2008-09 – part of the reason being a fare structure modification in October 2011 allowing seniors and persons with disabilities to use the Monthly CityPass on intercity routes. Rio Vista Delta Breeze vehicle revenue hours in FY2011-12 are higher than that in FY2008-09, but lower than FY2009-10 levels. Operating costs climbed each year of the analysis, with a significant increase observed in FY2010-11, which coincided with a switching in service contractors to Storer Transportation.

In FY2011-12, Rio Vista Delta Breeze met 3 out of 7 of its service performance standards (for which there is data), with deficiencies in passenger productivity for DFR. By a small margin, RVDB was unable to achieve its system financial / cost effectiveness standard, although it met this standard the previous three years. In the same year, Rio Vista Delta Breeze met 17 out of 18 its system performance standards with a lone deficiency in the customer focus category.

In terms of route-level performance for its two DFR routes, Route 50 met its cost productivity standards, but Route 52 did not meet any of its service and only one of its cost productivity standards. Both routes were well below the 10% fare recovery standard and should be reviewed to improve service and cost productivity.

4 Operating, Financial, and Capital Plans

4.1 Operating Plan

The City of Rio Vista will continue to provide Delta Breeze Route 51 general public dial-a ride (DAR) service on weekdays, between the hours of 9:30AM-1:30PM, to residents of Rio Vista and Isleton, its neighbor city to the east in rural Sacramento County. The City will continue to supplement the Route 51 with its local taxi scrip program and support the new Faith in Action Ride with Pride volunteer driver program for seniors and persons with disabilities that was started in November, 2012. Also, the City expects to continue its service contract with River Delta Unified School District.

In addition to these local mobility services, Delta Breeze will continue to operate intercity services connecting its residents to:

- The Suisun City Amtrak station and Fairfield urban center with 3 round trips on weekdays via deviated fixed Route 52;
- The Pittsburg/Bay Point BART station, with 1 round trip on weekdays via deviated fixed Route 52; and
- The nearby urban areas of Fairfield, Vacaville, Antioch and Lodi on alternating Wednesdays via Route 54 DAR.

The City will also continue its participation in the County's intercity taxi scrip program for ADA qualified persons.

In FY2012-13, Delta Breeze is expected to serve about 13,000 riders with about 4,300 service hours, an average of about 50 passenger trips per day and 3 passengers per hour, at a cost of about \$350,600 with fare revenues of about \$37,800, recovering almost 11% of operating costs from fare revenues. With transfer reimbursements and the RDUSD contract payment included, passenger revenues total \$58,100 and the resulting recovery ratio is closer to 17%.

Future ridership in Rio Vista is expected to increase with population growth as expansion of Trilogy and the new Liberty Island housing development will add over 1,000 units over the next 5 years. The operating plan anticipates ridership growth of 2% per year through FY2017-18, followed by 1.5% growth per year thereafter. Ridership increases should be able to be accommodated without service expansion.

Staff will consider adding a round trip to BART on Route 52 when eBART service to Antioch commences in 2017. The Route 52 trip length will decrease by about 30% with the BART extension from Pittsburg to Antioch allowing the savings in service hours to be reinvested in added service. Staff will also consider modifying Route 52 in the event that Napa Vine service is extended along the Highway 12 corridor from Fairfield to Rio Vista.

The primary challenge faced by City of Rio Vista staff in the future will be obtaining a contractor for Delta Breeze operations and maintenance at comparable

cost rates after the current contract expires at the end of 2017. The City's transit system is small and distant from the urbanized areas of Solano County. Staff put in extraordinary efforts to secure a new service contractor in 2012 for 3 years plus 2 one year extension options. In the next several years, the City of Rio Vista will consider its options for the continuation of public transit services to its residents including partnering with one of the larger, urban transit operators in Solano County.

4.2 Operating Budget and Financial Projection

A baseline FY2012-13 operating budget and financial projection through FY2021-22 is provided in Table 8. The Operating Budget and Financial Projections show that City of Rio Vista will have balanced expenses and revenues throughout the 10 year period, occasionally using TDA reserves to offset operating deficits and fund capital replacement needs. Steady growth in ridership and fare revenues in conjunction with a stable operating plan lead to higher system productivity.

The financial plan uses \$230,000 in funding from the FTA 5316 and 5317 programs to support transit operations in FY2013-14 and FY2014-15, helping to maintain positive cash flow in the early years of the plan and building up TDA reserves. In addition, the capital plan assumes that significant capital funding will be available from local and federal sources, reducing the reliance on TDA to fund those expenses. The combined effect of these assumptions is that TDA reserve balances will be maintained at current levels over the course of the ten-year forecast period, providing Rio Vista with reserves for future operating and capital needs.

4.2.1 Operating Expenses

As described above, the service plan is essentially unchanged from the current year budget. Costs are expected to increase by a modest amount over the ten years covered by the plan, due to cost escalation built into the vendor contract for all purchased transportation services and general inflation in other administrative and overhead costs. Specifically, costs are forecast to increase 3% per year through FY2017-18. Thereafter, the forecast calls for an increase of 3.7% per year, which was identified by City staff as a typical industry trend for contract transportation services.

The City is working with STA and MTC to launch Clipper in Solano County. As of the time of this memo, information was not yet available on the ongoing operating & maintenance cost to the local transit operators for the use of the Clipper technology and third party revenue processing. In this operating plan, it is assumed that costs would be comparable to current expenses for fare collection & processing.

4.2.2 Program Expenses

The City of Rio Vista participates in two taxi scrip programs for its residents including a local taxi scrip and the County-wide Intercity taxi scrip program. The net expenses for the local taxi scrip program are currently less than \$10,000 per year. The Intercity taxi scrip program has recently been renewed through a new MOU that will be effective July 1, 2013 through June 30, 2015. The City's costs for this program are capped at \$5,000 per year for the period of the MOU, which is an increase compared to current levels. In future years, costs for both programs are forecast to grow in line with TDA apportionments.

4.2.3 Operating Revenues

The financial projection assumes no change from current Delta Breeze local passenger fares of \$1.75 for all riders except \$0.75 for seniors age 55 and over and persons with disabilities, with 10 ride and monthly passes available. Similarly, no changes to the intercity fares of \$6.00 for all riders except \$3.00 for seniors and persons with disabilities and 10 ride and monthly pass prices are planned.

In the event that it is necessary to generate revenues to meet the 10% TDA fare recovery requirement or to cover future financial shortfalls, City staff would consider adjusting the prices of monthly passes. In particular, City staff has noted that the discounted monthly unlimited passes are the same price (\$20.00) regardless of whether the pass is used for local travel or for travel on SolanoExpress inter-city services. This is in contrast to the full fare pass prices, where the \$90 inter-city pass is more than twice the cost of the \$40 local-only pass. One option would be to gradually increase the price for the discount inter-city monthly pass up to a value closer to half of the full fare inter-city monthly pass.

Clipper is expected to be implemented throughout Solano County as early as FY2013-14. The implementation plan includes installation on Delta Breeze. Business rules and pricing of Clipper will be determined in consultation with other Solano transit operators and MTC. Current fare media will likely continue to be offered, so the availability of Clipper as a new payment option is not expected to cause any significant changes in average fare per passenger or total fare revenues received by Rio Vista.

In addition to fare revenues, Rio Vista leverages revenues from a variety of other operating activities.

- Rio Vista receives reimbursement for transfer passengers who come from other systems (mostly Greyhound & Amtrak), and the RDUSD also pays a fixed contract fee to support school tripper runs and variable payments in-lieu of students paying fares directly.
- Non-passenger operating revenues are generated from advertising, newspaper sales, interest earnings, sales of RTC & BikeLink cards, and commissions on Greyhound ticket sales. Greyhound has notified its ticket agents that it is considering modifying its commission structure, though

preliminary information suggests that the change to a new scheme will not have a negative impact on Rio Vista's budget.

4.2.4 Subsidy Revenues

Rio Vista currently relies on four primary revenue sources to subsidize transit operations: TDA LTF apportionments from Isleton, STAF revenue-based apportionments, STAF population-based apportionments, and FTA's 5311 Non-Urbanized Area funding program. Future funding levels are assumed to be similar to historical amounts. The subsidy revenues shown in the operating plan are based on the following assumptions:

- **TDA-LTF Apportionments** – These are based on statewide sales tax collections, and subject to escalation due to natural inflation and increases due to underlying economic growth. TDA revenues are conservatively assumed to grow at 2% per year through FY2015-16 and 3% per year thereafter. The City of Rio Vista dedicates approximately 7% of its TDA allocation to specific programs, including the local taxi scrip program, STA Planning activities, and Solano County-wide transportation programs (inter-city taxi scrip). As a simplifying assumption, the required contributions for these programs are all assumed to grow at the same rate as overall TDA apportionments.
- **STAF: Revenue-Based and Population-Based Apportionments from Isleton** – These are assumed to remain flat over the forecast period. Due to volatility in fuel sales and uncertainty around future State budget actions, no growth assumption was included.
- **FTA 5311 Funding** – Funding is assumed to be stable during the period covered by this SRTP. The 5311 program formula is currently based on land area and the decennial census population, both of which are expected to remain unchanged for the majority of the forecast period. Though MAP-21 and future re-authorizations may alter the structure of the FTA funding programs, it is assumed that operating assistance will continue to be provided and that the level of funding support for non-urbanized areas will not be significantly decreased in future federal programs.

In addition to these on-going sources, Rio Vista has periodically received allocations of discretionary operating funding from FTA sources in the past, including 5316 Job Access Reverse Commute funding and 5317 New Freedom funding. Though these individual programs have recently been re-organized under the MAP-21 re-authorization, the activities funded under 5316 and 5317 remain eligible in the new programs, and overall funding levels are reasonably equivalent to historical levels. As a result, the forecast assumes that some revenue from these sources (or similar programs) would be available to support transit operations in future years.

Table 12: Rio Vista Delta Breeze Operating Budget and Financial Projections

Rio Vista Delta Breeze														
OPERATING PLAN & BUDGET														
Summary														
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
	Historical			Budget	Forecast									
Date prepared: 06-Jun-2013	FY 2009/10	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	
OPERATING STATISTICS (without taxi programs)														
Vehicle Miles	[1]	123,679	130,151	127,919	75,274	75,274	75,274	75,274	75,274	75,274	75,274	75,274	75,274	
Vehicle Hours	[1]	5,825	5,475	5,549	4,340	4,340	4,340	4,340	4,340	4,340	4,340	4,340	4,340	
Ridership	[2]	14,399	13,431	14,795	12,370	12,617	12,870	13,127	13,390	13,657	13,862	14,070	14,496	
OPERATING EXPENSES														
Operating & Maintenance Costs	[3]	\$ 364,649	\$ 444,320	\$ 473,750	\$ 350,600	\$ 361,118	\$ 371,952	\$ 383,110	\$ 394,603	\$ 406,441	\$ 421,480	\$ 437,075	\$ 453,246	\$ 470,016
Other Operating Expenses		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TOTAL OPERATING EXPENSES		\$ 364,649	\$ 444,320	\$ 473,750	\$ 350,600	\$ 361,118	\$ 371,952	\$ 383,110	\$ 394,603	\$ 406,441	\$ 421,480	\$ 437,075	\$ 453,246	\$ 470,016
PROGRAM EXPENSES														
Local Taxi Scrip (net expense)	[4]				\$ 9,100	\$ 9,300	\$ 9,500	\$ 9,700	\$ 10,000	\$ 10,300	\$ 10,600	\$ 10,900	\$ 11,200	\$ 11,500
Intercity Taxi Scrip (contrib. to County-wide prog.)	[5]				\$ 900	\$ 5,000	\$ 5,000	\$ 5,100	\$ 5,300	\$ 5,500	\$ 5,700	\$ 5,900	\$ 6,100	\$ 6,300
TOTAL PROGRAM EXPENSES					\$ 10,000	\$ 14,300	\$ 14,500	\$ 14,800	\$ 15,300	\$ 15,800	\$ 16,300	\$ 16,800	\$ 17,300	\$ 17,800
TOTAL EXPENSES		\$ 364,649	\$ 444,320	\$ 473,750	\$ 360,600	\$ 375,418	\$ 386,452	\$ 397,910	\$ 409,903	\$ 422,241	\$ 437,780	\$ 453,875	\$ 470,546	\$ 487,816
OPERATING REVENUES														
Fare Revenues	[6]	\$ 58,038	\$ 57,459	\$ 53,775	\$ 58,100	\$ 59,461	\$ 60,836	\$ 62,227	\$ 63,734	\$ 65,257	\$ 66,588	\$ 67,929	\$ 69,279	\$ 70,738
Other Operating Revenues		\$ -	\$ -	\$ -	\$ 17,800	\$ 18,300	\$ 18,800	\$ 19,300	\$ 19,900	\$ 20,500	\$ 21,200	\$ 21,900	\$ 22,700	\$ 23,500
TOTAL OPERATING REVENUES		\$ 58,038	\$ 57,459	\$ 53,775	\$ 77,900	\$ 79,761	\$ 81,636	\$ 83,527	\$ 85,634	\$ 87,757	\$ 89,888	\$ 92,029	\$ 94,279	\$ 96,638
SUBSIDY REVENUES														
Local Sources		\$ 2,321	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Sources		\$ 154,916	\$ 182,200	\$ 231,575	\$ 271,531	\$ 277,341	\$ 276,200	\$ 281,200	\$ 289,200	\$ 297,200	\$ 305,200	\$ 314,200	\$ 323,200	\$ 332,200
Federal Sources	[7]	\$ 113,139	\$ 116,544	\$ 188,032	\$ 78,000	\$ 183,500	\$ 183,500	\$ 68,500	\$ 68,500	\$ 68,500	\$ 68,500	\$ 68,500	\$ 68,500	\$ 68,500
TOTAL SUBSIDY REVENUES		\$ 270,376	\$ 298,744	\$ 419,607	\$ 349,531	\$ 460,841	\$ 469,700	\$ 349,700	\$ 357,700	\$ 365,700	\$ 373,700	\$ 382,700	\$ 391,700	\$ 400,700
TOTAL REVENUES		\$ 328,414	\$ 356,203	\$ 473,382	\$ 427,431	\$ 540,601	\$ 541,336	\$ 433,227	\$ 443,334	\$ 453,457	\$ 463,588	\$ 474,729	\$ 485,979	\$ 497,338
ANNUAL SURPLUS (DEFICIT)		\$ (36,235)	\$ (88,117)	\$ (368)	\$ 66,831	\$ 165,183	\$ 154,885	\$ 35,317	\$ 33,431	\$ 31,216	\$ 25,808	\$ 20,854	\$ 15,432	\$ 9,522

Note: Table continued on next page.

Summary, continued	Historical				Budget		Forecast						
	FY 2009/10	FY 2010/11	FY2011/12	FY 2012/13	FY2013/14	FY 2014/15	FY 2015/16	FY2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Date prepared: 06-Jun-2013													
FINANCIAL CAPACITY													
Opening Balance													
TDA Carryover	[8]				\$ 293,658								
5307 Carryover					\$ -								
<i>Subtotal: Carryover Reserves</i>					\$ 293,658								
Annual Cash Flow													
Beginning Balance					\$ 293,658	\$ 431,934	\$ 500,138	\$ 534,456	\$ 557,487	\$ 412,703	\$ 421,258	\$ 424,513	\$ 420,647
Add (Less): Annual Surplus (Deficit)					\$ 165,183	\$ 154,885	\$ 35,317	\$ 33,431	\$ 31,216	\$ 25,808	\$ 20,854	\$ 15,432	\$ 9,522
Less: TDA Capital Uses					\$ (26,908)	\$ (86,680)	\$ (1,000)	\$ (10,400)	\$ (176,000)	\$ (17,253)	\$ (17,599)	\$ (19,298)	\$ (4,500)
Equals: Cumulative Year-End Balance					\$ 431,934	\$ 500,138	\$ 534,456	\$ 557,487	\$ 412,703	\$ 421,258	\$ 424,513	\$ 420,647	\$ 425,669
Capital Needs													
Annual Unfunded Capital Needs, if any					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total 10-Year Capital Funding Surplus (Gap)													\$ -
METRICS													
Operating Expense Per Vehicle HOUR	\$ 62.60	\$ 81.15	\$ 85.38	\$ 80.78	\$ 83.21	\$ 85.70	\$ 88.27	\$ 90.92	\$ 93.65	\$ 97.12	\$ 100.71	\$ 104.43	\$ 108.30
Operating Expense Per Vehicle MILE	\$ 2.95	\$ 3.41	\$ 3.70	\$ 4.66	\$ 4.80	\$ 4.94	\$ 5.09	\$ 5.24	\$ 5.40	\$ 5.60	\$ 5.81	\$ 6.02	\$ 6.24
Operating Expense Per Passenger	\$ 25.32	\$ 33.08	\$ 32.02	\$ 28.34	\$ 28.62	\$ 28.90	\$ 29.18	\$ 29.47	\$ 29.76	\$ 30.40	\$ 31.06	\$ 31.74	\$ 32.42
Average Fare Per Passenger	\$ 4.03	\$ 4.28	\$ 3.63	\$ 4.70	\$ 4.71	\$ 4.73	\$ 4.74	\$ 4.76	\$ 4.78	\$ 4.80	\$ 4.83	\$ 4.85	\$ 4.88
Passengers Per Vehicle HOUR	2.5	2.5	2.7	2.9	2.9	3.0	3.0	3.1	3.1	3.2	3.2	3.3	3.3
Farebox Recovery (Fares as % of Oper. Exp.)	15.92%	12.93%	11.35%	16.57%	16.47%	16.36%	16.24%	16.15%	16.06%	15.80%	15.54%	15.28%	15.05%
Local Recovery (Fares+Local as % of Oper. Exp.)	32.47%	25.86%	22.70%	38.79%	38.55%	38.30%	38.05%	37.85%	37.65%	37.13%	36.60%	36.09%	35.61%

4.3 Capital Improvement Plans

The City of Rio Vista has prepared a ten-year capital plan including a detailed project list and identification of needed funding to support the capital expenditures. All capital projects are funded with reasonably expected revenues over the ten year period.

4.3.1 Planned and Proposed Capital Projects

The following are summary descriptions of the projects contained in the City of Rio Vista's ten year capital improvement plan that support Delta Breeze public DFR and DAR rural mobility transit services.

Revenue Vehicle Replacement & Expansion

Delta Breeze services are currently operated using 3 cutaway vans and 1 standard van. The fleet replacement schedule is shown in Table 13. City staff can extend the life of vehicles up to one year past their standard service life (7 years for cutaways and 4 years for vans) if needed to order, deliver and prepare vehicles for service. In FY2014-15, City staff plans to shift the mini-van to the volunteer driver program and purchase a new cutaway to maintain the regular fleet at 4 vehicles.

The total replacement cost of vehicles over 10 years is estimated to be approximately \$564,000. Vehicle purchases are funded from a combination of federal funds and local TDA and State Transit Assistance funds (STAF). Rio Vista has already received commitments of FTA 5316 funding for the federal portion of vehicle replacements in FY2012-13 and FY2013-14; the specific federal sources in later years have not been determined. For State funding, up to \$30,000 in additional STAF population-based allocation has already been committed towards the local match for vehicle purchases in FY2012-13 through FY2014-15.

Non-Revenue Vehicle Replacement

The city will be analyzing the need for non-revenue vehicles and specifically reviewing the appropriateness and remaining useful life of the contractor-supplied staff vehicle (sedan) and the GEM maintenance cart in the new few months. For the purposes of this SRTP, an estimated expenditure of \$17,000 is included in FY2021-22 for non-revenue vehicles. Rio Vista may seek funding from the Yolo-Solano Air Quality Management District (YSAQMD) for this project, with local match provided by TDA. If the YSAQMD funding is not received, the project would be deferred or alternative sources would be sought.

Table 13: Vehicle Fleet Replacement Schedule

Number of Vehicles	Year	Model	Average Mileage (as of 10/2012)	Eligible Replacement Year	FY12/13	FY13/14	FY14/15	FY15/16	FY16/17	FY17/18	FY18/19	FY19/20	FY20/21	FY21/22
Existing Fleet														
1	2008	Ford E450	185,403	FY 2013/14	1									
1	2009	Ford E451	168,238	FY 2014/15	1	1								
1	2011	Eldo Van	13,803	FY 2015/16 *	1	1	1	1	1					
1	2012	Ford E450	14,887	FY 2017/18 *	1	1	1	1	1	1	1			
4	<i>Sub-Total Existing Fleet</i>				4	3	2	2	2	1	1	0	0	0
Future Acquisitions														
1	2013	Cutaway	New	FY 2018/19 *		1	1	1	1	1	1	1		
1	2014	Cutaway	New	FY 2019/20 *			1	1	1	1	1	1	1	
1	2015	Cutaway ¹	New	FY 2020/21 *				1	1	1	1	1	1	1
1	2017	Van	New	FY 2020/21 *						1	1	1	1	1
1	2019	Cutaway	New	FY 2023/24								1	1	1
1	2020	Cutaway	New	FY 2024/25									1	1
1	2021	Cutaway	New	FY 2025/26										1
7	<i>Sub-Total: Acquisitions</i>				0	1	2	3	3	4	4	5	5	5
Sold/Salvaged					0	1	1	0	0	1	0	1	0	0
Volunteer Driver Program					0	0	0	1	1	1	1	1	1	1
Total Active Fleet					4									
Total Fleet, all vehicles					4	4	4	5						
Peak Vehicle Requirement					3	3	3	3	3	3	3	3	3	3
Spare vehicles					1	1	1	1	1	1	1	1	1	1
Spare ratio					33%	33%	33%	33%	33%	33%	33%	33%	33%	33%

* Eligible replacement year listed; Rio Vista plans to retain vehicle(s) beyond minimum useful life.

¹ Mini-van shifted to volunteer driver program; purchase new cutaway to keep main fleet at 4 vehicles.

Notes: Retired buses are sold/salvaged in their replacement year, unless retained for contingency.

AVL Functionality

City plans to add automatic vehicle location functionality to its DAR/DFR fleet in 2014-15 at an estimated cost of \$35,000. The AVL system would also send bus arrival information to the public via hand held devices and information kiosks. This project would be funded with TDA revenues as well as excess revenues from the 5311 grant that was originally obtained for security cameras (see below).

Computer and Software Replacement

City staff currently uses a computer for general office functions, service data collection, as well as recording and performance reporting purposes. Staff proposes to replace it and software in FY2013-14 at an estimated cost of \$5,000. This project would be funded with TDA revenues and an existing FTA 5310 grant.

Bus Stop Amenities

The City proposes to install shelters and benches and information signs at various locations within the City at an estimated cost of \$5,000 in FY2012-13, \$5,000 in FY2013-14 and \$1,000 per year afterwards. This project would be funded with TDA revenues.

New Park and Ride Lot

The City is working on a reuse plan for a decommissioned US Army facility along the riverfront near downtown Rio Vista. A 25 space park and ride lot is proposed. The estimated cost of this project in FY2014-15 is \$50,000. Rio Vista staff plan to seek funding for this project from currently unspecified local sources. If funding cannot be obtained, the project would need to be deferred. Further analysis of the operations and maintenance cost of the new facility will be included in the reuse plan and the results will be incorporated into future operations and maintenance plans.

Security Cameras

In order to document on-board incidents, the City plans to add security cameras to its four revenue vehicles in FY2013-14 at an estimated cost of \$7,700, funded by federal 5311 revenues and TDA matching funds.

Farebox Replacement

The Delta Breeze revenue vehicle fleet currently uses Diamond fare boxes for fare collection. Although these boxes are secure and serviceable for cash fare collection, they do not have modern fare verification, counting and data recording capabilities. The City proposes to conduct further study of the appropriate fare collection systems including costs and cost effectiveness of various options. For purposes of the capital plan, a farebox system project is included in FY2017-18 at a cost of \$175,000 using a combination of TDA and federal grant revenues. The CIP update will include the refined cost estimates and systems resulting from the City's analysis.

Maintenance Tools

Currently, the service contractor is required to supply their own maintenance tools and equipment. In order to reduce the cost of the service contract, staff proposes

to purchase tools and furnish them to the contractor over a two year period. Tools and equipment are estimated to cost \$10,300 in FY2012-13 and \$8,000 in FY2013-14. TDA revenues will be used.

Clipper Implementation

As described above, Rio Vista is working with MTC and STA to roll-out Clipper fare payment technology in Solano County. Although there are no formal capital costs to Rio Vista for the installation, the City is allocating \$1,500 for staff time, materials, and incidental expenses associated with the Clipper vendor's on-site activities. This work is expected to occur in FY2013-14, and will be funded with TDA.

4.3.2 Ten-Year Capital Plan

Table 9 presents the capital projects discussed above in a spreadsheet layout, with anticipated funding amounts for the full program shown in sub-categories for local, state, and federal sources.

It was assumed that federal sources would be available to fund 80% of local vehicle replacement costs with TDA-LTF or STAF used to provide the 20% local match. In most cases, the federal funding is shown as "Unspecified" because the specific grant program is not known at this time. If federal funding awards are less than requested in a particular year, Rio Vista could use a portion of its 5311 formula allocation to complete the replacement, and backfill the operating budget with funding from the TDA reserve.

Funding for other projects in the capital plan is more varied. Some projects are grant funded or have existing commitments of local and/or federal discretionary sources. If a specific funding plan for a non-vehicle project has not yet been identified, it was assumed that TDA would be used to pay the balance of project costs.

Assuming that federal funding were to be received to cover 80% of the cost of vehicle replacements, the City would have a TDA reserve balance of more than \$425,000 at the end of the forecast period. The amount of unspecified federal funding shown in this plan is equal to just over \$250,000. Thus, even if no additional federal support were available beyond existing commitments, the City would still retain approximately \$175,000 in its TDA reserve. Accordingly, all capital projects are considered funded with reasonably expected revenues and/or reserves over the ten year period.

Table 14: Rio Vista Delta Breeze Capital Plan Budget

Rio Vista Delta Breeze CAPITAL PLAN BUDGET		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
		<i>Budget</i>	<i>Forecast</i>								
<i>Date prepared: 06-Jun-2013</i>		FY 2012/13	FY2013/14	FY 2014/15	FY 2015/16	FY2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Capital Expenses By Project Type											
Revenue Vehicles: Local Fleet Replacement	[1]	\$ 76,603	\$ 84,000	\$ -	\$ -	\$ 47,000	\$ -	\$ 86,267	\$ 87,993	\$ 96,490	\$ -
Revenue Vehicles: Local Fleet Expansion	[2]	\$ -	\$ -	\$ 85,680	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Non-Revenue Vehicles	[3]	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,000
Vehicle Technology (Farebox, APC, etc.)	[4]	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ -
Facilities: Stops / Stations		\$ 5,000	\$ 5,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -
Tools & Equipment		\$ 10,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Security	[4]	\$ -	\$ 7,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Clipper Implementation		\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IT / Software	[5]	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other: Park & Ride Lot		\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL CAPITAL EXPENSES		\$ 92,521	\$ 138,200	\$ 136,680	\$ 1,000	\$ 48,000	\$ 176,000	\$ 86,267	\$ 87,993	\$ 96,490	\$ 17,000
Capital Revenues -- Local											
Unspecified Local Funds (Source TBD)	[6]	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Subtotal: LOCAL Revenue</i>		\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,500
Capital Revenues -- State											
TDA: LTF		\$ 15,918	\$ 26,908	\$ 86,680	\$ 1,000	\$ 10,400	\$ 176,000	\$ 17,253	\$ 17,599	\$ 19,298	\$ 4,500
TDA: STAF	[7]	\$ 15,321	\$ 14,679	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Subtotal: STATE Revenue</i>		\$ 31,239	\$ 41,587	\$ 86,680	\$ 1,000	\$ 10,400	\$ 176,000	\$ 17,253	\$ 17,599	\$ 19,298	\$ 4,500
Capital Revenues -- Federal											
FTA5310: Elderly & Disabled		\$ -	\$ 4,413	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5311: Non-Urbanized Area (Capital)		\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5316: JARC (Capital)		\$ 61,282	\$ 67,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Unspecified Federal Funds (Source TBD)	[8]	\$ -	\$ -	\$ -	\$ -	\$ 37,600	\$ -	\$ 69,014	\$ 70,394	\$ 77,192	\$ -
<i>Subtotal: FEDERAL Revenue</i>		\$ 61,282	\$ 96,613	\$ -	\$ -	\$ 37,600	\$ -	\$ 69,014	\$ 70,394	\$ 77,192	\$ -
TOTAL EXPECTED REVENUES		\$ 92,521	\$ 138,200	\$ 136,680	\$ 1,000	\$ 48,000	\$ 176,000	\$ 86,267	\$ 87,993	\$ 96,490	\$ 17,000
ANNUAL CAPITAL SURPLUS (DEFICIT)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CUMULATIVE CAPITAL SURPLUS (DEFICIT)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

[1] Assumes vehicle purchased in FY2011/12 and vehicles replaced in FY2012/13 through FY2014/15 will each be replaced again 7 years later.
 [2] In FY2014/15, mini-van will be shifted to volunteer driver program. Purchase new cutaway to maintain regular fleet at 4 vehicles.
 [3] Replacement of GEM cart used in maintenance yard and staff sedan. Project is contingent on receipt of YSAQMD funding.
 [4] Partially funded with existing FTA 5311 grant.
 [5] Partially funded with existing FTA 5310 grant.
 [6] Funding source for Park & Ride lot project still TBD.
 [7] STA has agreed to fund up to \$30,000 in vehicle replacement costs from STAF population-based allocation.
 [8] Rio Vista will apply for FTA discretionary grants (e.g. 5310 Elderly & Disabled) to fund 80% of vehicle replacement costs. Due to uncertain future program structure, revenues listed as unspecified.

Appendix A

Operating Budget and Financial Projection

A1 RVDB Operating Budget - Systemwide

Systemwide Total		Historical			Budget	Forecast								
Date prepared: 06-Jun-2013		FY 2009/10	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
OPERATING STATISTICS (without taxi programs)														
Vehicle Miles	[1]	123,679	130,151	127,919	75,274	75,274	75,274	75,274	75,274	75,274	75,274	75,274	75,274	75,274
Vehicle Hours	[1]	5,825	5,475	5,549	4,340	4,340	4,340	4,340	4,340	4,340	4,340	4,340	4,340	4,340
Ridership	[2]	14,399	13,431	14,795	12,370	12,617	12,870	13,127	13,390	13,657	13,862	14,070	14,281	14,496
OPERATING EXPENSES														
Operating & Maintenance Costs														
O&M Cost - baseline	[3]	\$ 364,649	\$ 444,320	\$ 473,750	\$ 456,100	\$ 361,118	\$ 371,952	\$ 383,110	\$ 394,603	\$ 406,441	\$ 421,480	\$ 437,075	\$ 453,246	\$ 470,016
O&M Cost - due to change in level of service	[4]				\$ (35,242)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
O&M Cost - due to structural cost incr/decr	[5]				\$ (70,258)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal: O&M Expenses		\$ 364,649	\$ 444,320	\$ 473,750	\$ 350,600	\$ 361,118	\$ 371,952	\$ 383,110	\$ 394,603	\$ 406,441	\$ 421,480	\$ 437,075	\$ 453,246	\$ 470,016
Other Operating Expenses														
Subtotal: OTHER OPERATING EXPENSES		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING EXPENSES		\$ 364,649	\$ 444,320	\$ 473,750	\$ 350,600	\$ 361,118	\$ 371,952	\$ 383,110	\$ 394,603	\$ 406,441	\$ 421,480	\$ 437,075	\$ 453,246	\$ 470,016
PROGRAM EXPENSES														
Local Taxi Scrip (net expense)	[6]				\$ 9,100	\$ 9,300	\$ 9,500	\$ 9,700	\$ 10,000	\$ 10,300	\$ 10,600	\$ 10,900	\$ 11,200	\$ 11,500
Intercity Taxi Scrip (contrib. to County-wide prog.)	[7]				\$ 900	\$ 5,000	\$ 5,000	\$ 5,100	\$ 5,300	\$ 5,500	\$ 5,700	\$ 5,900	\$ 6,100	\$ 6,300
TOTAL PROGRAM EXPENSES					\$ 10,000	\$ 14,300	\$ 14,500	\$ 14,800	\$ 15,300	\$ 15,800	\$ 16,300	\$ 16,800	\$ 17,300	\$ 17,800
TOTAL EXPENSES		\$ 364,649	\$ 444,320	\$ 473,750	\$ 360,600	\$ 375,418	\$ 386,452	\$ 397,910	\$ 409,903	\$ 422,241	\$ 437,780	\$ 453,875	\$ 470,546	\$ 487,816
OPERATING REVENUES														
Operating Revenues -- Fares														
Transit Fares - baseline	[8]	\$ 58,038	\$ 57,459	\$ 53,775	\$ 49,631	\$ 38,556	\$ 39,327	\$ 40,114	\$ 40,916	\$ 41,734	\$ 42,360	\$ 42,996	\$ 43,641	\$ 44,295
Transit Fares - due to change in service	[9]				\$ (11,831)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Fares - due to proposed fare incr/decr					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfer reimbursements					\$ 300	\$ 305	\$ 309	\$ 314	\$ 318	\$ 323	\$ 328	\$ 333	\$ 338	\$ 343
RDUSD Contract Revenues					\$ 20,000	\$ 20,600	\$ 21,200	\$ 21,800	\$ 22,500	\$ 23,200	\$ 23,900	\$ 24,600	\$ 25,300	\$ 26,100
Subtotal: FARE Revenue		\$ 58,038	\$ 57,459	\$ 53,775	\$ 58,100	\$ 59,461	\$ 60,836	\$ 62,227	\$ 63,734	\$ 65,257	\$ 66,588	\$ 67,929	\$ 69,279	\$ 70,738
Other Operating Revenues														
Advertising		\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,100	\$ 2,200	\$ 2,300	\$ 2,400
Greyhound Commissions		\$ -	\$ -	\$ -	\$ 14,500	\$ 15,000	\$ 15,500	\$ 16,000	\$ 16,600	\$ 17,200	\$ 17,900	\$ 18,600	\$ 19,400	\$ 20,200
Interest Earnings		\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800
Other: Newspaper, RTC Card, BikeLink card, etc.		\$ -	\$ -	\$ -	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500
Subtotal: OTHER OPERATING Revenue		\$ -	\$ -	\$ -	\$ 17,800	\$ 18,300	\$ 18,800	\$ 19,300	\$ 19,900	\$ 20,500	\$ 21,200	\$ 21,900	\$ 22,700	\$ 23,500
TOTAL OPERATING REVENUES		\$ 58,038	\$ 57,459	\$ 53,775	\$ 77,900	\$ 79,761	\$ 81,636	\$ 83,527	\$ 85,634	\$ 87,757	\$ 89,888	\$ 92,029	\$ 94,279	\$ 96,638
SUBSIDY REVENUES														
Subsidy Revenues -- Local														
Other Local Funds		\$ 2,321	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal: LOCAL Revenue		\$ 2,321	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subsidy Revenues -- State														
TDA: net annual LTF apportionment (no carryover)	[10]	\$ 142,153	\$ 167,189	\$ 212,496	\$ 256,731	\$ 256,671	\$ 262,000	\$ 267,000	\$ 275,000	\$ 283,000	\$ 291,000	\$ 300,000	\$ 309,000	\$ 318,000
STAF: revenue-based apportionment	[11]	\$ 8,302	\$ 9,764	\$ 12,410	\$ 9,800	\$ 15,670	\$ 9,200	\$ 9,200	\$ 9,200	\$ 9,200	\$ 9,200	\$ 9,200	\$ 9,200	\$ 9,200
STAF: population-based apportionment - Isleton	[11]	\$ 4,461	\$ 5,247	\$ 6,669	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Subtotal: STATE Revenue		\$ 154,916	\$ 182,200	\$ 231,575	\$ 271,531	\$ 277,341	\$ 276,200	\$ 281,200	\$ 289,200	\$ 297,200	\$ 305,200	\$ 314,200	\$ 323,200	\$ 332,200
Subsidy Revenues -- Federal														
FTA5311: Non-Urbanized Area (Operating)		\$ 22,265	\$ 43,827	\$ 61,344	\$ 78,000	\$ 68,500	\$ 68,500	\$ 68,500	\$ 68,500	\$ 68,500	\$ 68,500	\$ 68,500	\$ 68,500	\$ 68,500
FTA5316: JARC (Operating)	[12]	\$ 51,201	\$ 47,399	\$ 96,676	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA5317: New Freedom (Operating)	[12]	\$ 15,000	\$ 25,318	\$ 5,012	\$ -	\$ 15,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Federal Funds		\$ 24,673	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal: FEDERAL Revenue		\$ 113,139	\$ 116,544	\$ 188,032	\$ 78,000	\$ 183,500	\$ 183,500	\$ 68,500	\$ 68,500	\$ 68,500	\$ 68,500	\$ 68,500	\$ 68,500	\$ 68,500
TOTAL SUBSIDY REVENUES		\$ 270,376	\$ 298,744	\$ 419,607	\$ 349,531	\$ 460,841	\$ 459,700	\$ 349,700	\$ 357,700	\$ 365,700	\$ 373,700	\$ 382,700	\$ 391,700	\$ 400,700
TOTAL REVENUES		\$ 328,414	\$ 356,203	\$ 473,382	\$ 427,431	\$ 540,601	\$ 541,336	\$ 433,227	\$ 443,334	\$ 453,457	\$ 463,588	\$ 474,729	\$ 485,979	\$ 497,338
ANNUAL SURPLUS (DEFICIT)		\$ (36,235)	\$ (88,117)	\$ (368)	\$ 66,831	\$ 165,183	\$ 154,885	\$ 35,317	\$ 33,431	\$ 31,216	\$ 25,808	\$ 20,854	\$ 15,432	\$ 9,522

Note: Table continued on next page.

Systemwide Total	Historical		Budget		Forecast								
Date prepared: 06-Jun-2013	FY 2009/10	FY 2010/11	FY2011/12	FY 2012/13	FY2013/14	FY 2014/15	FY 2015/16	FY2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
FINANCIAL CAPACITY													
Opening Balance													
TDA Carryover	[13]				\$ 293,658								
Annual Cash Flow													
Beginning Balance					\$ 293,658	\$ 431,934	\$ 500,138	\$ 534,456	\$ 557,487	\$ 412,703	\$ 421,258	\$ 424,513	\$ 420,647
Add (Less): Annual Surplus (Deficit)					\$ 165,183	\$ 154,885	\$ 35,317	\$ 33,431	\$ 31,216	\$ 25,808	\$ 20,854	\$ 15,432	\$ 9,522
Less: TDA Capital Uses					\$ (26,908)	\$ (86,680)	\$ (1,000)	\$ (10,400)	\$ (176,000)	\$ (17,253)	\$ (17,599)	\$ (19,298)	\$ (4,500)
Equals: Cumulative Year-End Balance					\$ 431,934	\$ 500,138	\$ 534,456	\$ 557,487	\$ 412,703	\$ 421,258	\$ 424,513	\$ 420,647	\$ 425,669
Capital Needs													
Annual Unfunded Capital Needs, if any					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total 10-Year Capital Funding Surplus (Gap)													\$ -
METRICS													
Operating Expense Per Vehicle HOUR	\$ 62.60	\$ 81.15	\$ 85.38	\$ 80.78	\$ 83.21	\$ 85.70	\$ 88.27	\$ 90.92	\$ 93.65	\$ 97.12	\$ 100.71	\$ 104.43	\$ 108.30
Operating Expense Per Vehicle MILE	\$ 2.95	\$ 3.41	\$ 3.70	\$ 4.66	\$ 4.80	\$ 4.94	\$ 5.09	\$ 5.24	\$ 5.40	\$ 5.60	\$ 5.81	\$ 6.02	\$ 6.24
Operating Expense Per Passenger	\$ 25.32	\$ 33.08	\$ 32.02	\$ 28.34	\$ 28.62	\$ 28.90	\$ 29.18	\$ 29.47	\$ 29.76	\$ 30.40	\$ 31.06	\$ 31.74	\$ 32.42
Average Fare Per Passenger	\$ 4.03	\$ 4.28	\$ 3.63	\$ 4.70	\$ 4.71	\$ 4.73	\$ 4.74	\$ 4.76	\$ 4.78	\$ 4.80	\$ 4.83	\$ 4.85	\$ 4.88
Passengers Per Vehicle HOUR	2.5	2.5	2.7	2.9	2.9	3.0	3.0	3.1	3.1	3.2	3.2	3.3	3.3
Farebox Recovery (Fares as % of Oper. Exp.)	15.92%	12.93%	11.35%	16.57%	16.47%	16.30%	16.24%	16.15%	16.00%	15.80%	15.54%	15.28%	15.05%
Local Recovery (Fares+Local as % of Oper. Exp.)	16.55%	12.93%	11.35%	21.65%	21.53%	21.41%	21.28%	21.19%	21.10%	20.83%	20.55%	20.29%	20.05%
<p>[1] Assumes stable operating plan (miles, hours) except for one change in FY2017/18 related to shortening of Route 52 in conjunction with anticipated opening of eBART to Antioch. Values do not include Local Taxi.</p> <p>[2] Per TSP, assumes 2% growth through FY2017/18. Thereafter, assumes ridership growth consistent with local population growth, estimated to be 1.5% per year. Values do not include Local Taxi.</p> <p>[3] Per TSP, assumes 3% growth through FY2017/18. Growth rate increases to 3.7% per year in FY2018/19 through FY2021/22, to approximate potentially higher cost of unknown vendor.</p> <p>[4] Change to operating costs calculated using vendor hourly rate and change in vehicle hours under new service plan.</p> <p>[5] Change to operating costs based on (1) reduction in hourly rate from changing to new vendor in FY2012/13 and (2) increased costs for AVL operations in FY2014/15.</p> <p>[6] Estimated based on historical operating expense and revenue for taxi programs. Assume program costs increase consistent with growth in TDA specified in TSP, i.e., 2% annual growth through FY2015/16 and 3% annual growth thereafter.</p> <p>[7] FY2012/13 amount from TDA matrix (June-2012). Amounts for FY2013/14 & FY2014/15 from new MOU (Draft 03-May-2013). Assume growth consistent with TDA funding specified in TSP, i.e., +2% per year through FY2015/16 and +3% per year thereafter.</p> <p>[8] Per TSP, assumes 2% growth through FY2017/18. For FY2018/19 through FY2021/22, reduce growth rate to 1.5% per year to track with forecast ridership growth--assumes same fare structure and more passengers.</p> <p>[9] Change in fares computed using average fare from prior year and change in passenger levels associated with service cuts.</p> <p>[10] FY2012/13 & FY2013/14 amounts based on MTC Fund Estimate (Reso. 4086, 2/27/2013), less deduction for STA Planning/Countywide. Later year amounts grow at same rate as growth in TDA specified in TSP, i.e. 2% per year through FY2015/16 and 3% thereafter.</p> <p>[11] STAF reduction of 6% between FY2012/13 and FY2013/14 based on proposed FY2013/14 State budget. Revenue is held constant in forecast since STAF is volatile based on unpredictable diesel fuel sales.</p> <p>[12] FTA discretionary program. Based on recent history, anticipate Rio Vista would be successful in received some grant funding of a similar nature.</p> <p>[13] Source: MTC Fund Estimate (Reso. 4086, 2/27/2013).</p>													