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Acknowledgements

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Federal transportation statutes require 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 Plan (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, the MTC requires each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to the MTC a Short Range Transit Plan (SRTP).

The preparation of this SRTP has been funded in part by a grant from the United States Department of Transportation (USDOT) through Section 5303 of the Federal Transit Act.

The contents of this SRTP reflect the views of the City of Rio Vista, and are not necessarily those of USDOT, Federal Transit Administration, or the MTC. The City of Rio Vista is solely responsible for the accuracy of information presented in this Short Range Transit Plan.

Civil Rights Compliance. In compliance with Title VI regulations of the Civil Rights Act of 1964, no person in the United States of America shall, on grounds of race, color, or national origin, be excluded from participating in, or denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance. *The City of Rio Vista* must ensure that federally supported transit service and related benefits are distributed in an equitable manner. The City has certified it is in compliance with Title VI regulations.

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INTRODUCTION

Chapter 1 – Introduction

The City of Rio Vista lies in the “Gateway” to the Sacramento-San Joaquin Delta. Located in Solano County, the City lies at the Sacramento River, along State Route 12 approximately 22 miles east of Fairfield and 18 miles west of Lodi.

Colonel N.H. Davis founded the City in 1857, upriver from its present site. Flooding during the winter of 1861 required a move to its current location. Rebuilding of the town commenced in 1862. The approximately seven-square mile community was incorporated on December 30, 1893.

The City initiated public transit service in July 1980 under the Rio Vista Transit banner. The service operated on weekdays in a general public, demand-response manner.

In January 2006, Rio Vista Transit evolved into, Rio Vista Delta Breeze, a deviated fixed-route service. In January 2007, given low productivity and high operating costs, 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 Rio Vista Delta Breeze Senior Shuttle.

Project Overview

The City of Rio Vista issued a Request for Proposals (RFP) for the development of a Short Range Transit Plan (SRTP) for its Rio Vista Delta Breeze public transit program. The goal of the SRTP is to provide the City with a fiscally-sound and practical plan for delivery of quality transit services during the period FY 2007/08 through FY 2017/18.

General Plan

In July 2002, the City of Rio Vista's General Plan 2001 was adopted by the city council. The Plan is the City's official comprehensive, long-range guide incorporating development policies with supporting diagrams.

The City of Rio Vista's General Plan includes the following elements:

- Land use,
- Community character and design,
- Housing,
- Economic development,
- Open space and recreation,
- Resource concentration and management,
- Safety and noise, and
- Public facilities and services.

California government code requires a municipality's general plan feature a Circulation Element including the general location and extent of existing and proposed major thoroughfares, transportation routes, and terminals. It should also include other public utilities and facilities, correlated with the land-use element of the plan.

The following aspects are considered in the development of the Circulation Element:

- Social concerns,
- Environmental effects,
- Economic factors,

- Internal circulation issues, and
- External circulation issues.

The Circulation Element definition of transit includes not only bus and rail systems, but also carpools and other forms of commuter travel to a common destination.

Individuals unable to access conventional public transit may utilize Solano Paratransit, service sponsored by the Solano transportation authority. A significant portion of these trips are healthcare-related, and often serve elderly persons unable to drive. Elderly persons are the majority of riders along with lower-income residents.

The Circulation Element also states potential locations for fixed-route stops and transit routes must be easily accessible to as many persons as possible. State Route 12 has been identified as a potential transit route serving commercial activity centers with stops along State Route 12, Church Road, Main Street, and the intersection of Liberty Island and Canright Roads.

Exhibit 1-1 Circulation Element Policies

Policy	Comments
The City shall ensure a mix of uses and intensities are programmed for areas within ¼- to ½-mile radii of logical future transit routes and commercial activity centers. Park and Ride facilities will be located where convenient and accessible.	The current system meets this policy. A park and ride lot has been established at Front St & Main St next to the boat launch. A future lot is prepared at Church Rd and State Route 12.
The City shall ensure the physical design of new development projects facilitates transit use.	Staff reviews materials for new developments and incorporated transit standards.
As population growth and circumstances warrant, the City shall provide reliable bus service to Rio Vista residents. The City shall continue to provide the current service to destinations within and outside Rio Vista.	The City provides four deviated fixed routes with timed connections to other transit operators.
The City shall support improved access to public transportation by mobility-impaired residents.	Solano Paratransit and Taxi Scrip program and route deviations meet this policy.
Where needed, the City shall supplement the future public transit program with continued availability of paratransit services.	Rio Vista Delta Breeze provides paratransit through Delta Breeze Taxi Scrip Program and Route 51.
The City shall encourage private taxi service in Rio Vista.	Delta Cab Co. operates within the City of Rio Vista.
The City shall encourage innovative methods of running shuttle services within Rio Vista as needed.	Route 51 provides this service.

Source: City of Rio Vista's General Plan Circulation Element 2001.

Exhibit 1-1 (Continued) Circulation Element Policies

Policy	Comments
The City shall actively support the plans of transit service providers to increase service frequency and hours of service. The Solano Transportation Authority's Comprehensive Transportation Plan, Transit Element, is incorporated by reference into the Rio Vista Circulation and Mobility Element.	Rio Vista Delta Breeze meets this policy.
The City shall enhance the character of arterials, collectors, and local streets with landscaping and special design elements in and adjacent to residential neighborhoods.	
The City shall reduce the negative effects caused by roadways on visual quality, air quality, and noise.	Rio Vista Delta Breeze will install diesel particulate traps in FY 2007/08 on all diesel buses.

Source: City of Rio Vista's General Plan Circulation Element 2001.

Future Growth

Rio Vista has a number of new commercial and residential projects in the early stages of development and under construction. One of the largest is the Trilogy residential development with 3600 DU/Lots (Dwelling Unit/Lots; a dwelling unit is a single unit complete independent living facility for one or more persons). This project is approximately 50 percent complete. Gibbs Ranch and Brann Ranch are located west of Trilogy, and both are in the early stages of the development process within close proximity to State Route 12. Riverwalk is another residential development project north of State Route 12. Projections for future demand over the 10-year horizon are based on developments provided by the City of Rio Vista. This information covers both planned and future developments. In the following table a "DU" is a dwelling unit.

Exhibit 1-2 Future Developments

Project Name	Builder/Developer	Number *DU/Lots	Acres Comm/Ind	Status
Trilogy	Shea Communities	3600	18	Under construction approximately 50% complete.
Gibbs Ranch (Liberty)	Shea Homes	855	39263	Approved development agreement, Tentative Map Site Improvements Underway.
Riverwalk (Los Ulpinos)	Discovery Builders	900+/-	13+/-	Application Received for Tentative Map, PUD, development agreement.
Del Rio Hills (Esperson Ranch)	Lewis Operating Corp.	2300+/-	12+/-	Application Received for Tentative Map, PUD, development agreement.
Brann Ranch	Grizzly Inc./McCormack	860+/-	10	Development agreement and Tentative Map Approved (New application for amendments- Currently under review).
Rio Vista Business Park	City of Rio Vista	0	100+/-	10% complete
Rio Vista Industrial Lands	City of Rio Vista	0	180+/-	Vacant land
Rio Vista Airport	City of Rio Vista	0	20	Building sites (Airport Businesses)
Misc. Infill	N/A	Up to 100	30	
Commercial Site	N/A	N/A	45	Future shopping center and joint use park and ride lot with a supermarket, drug store and small retail at the corner of State Route 12 and Church Road. No formal application submitted yet.

Source: City of Rio Vista.

*DU = Dwelling Units

Governance

In 1990, the Solano Transportation Authority (STA) was formed between the cities of Rio Vista, Fairfield, Benicia, Dixon, Suisun City, Vacaville, and Vallejo; and the County of Solano. STA functions as a Joint Powers Authority and the county's

Congestion Management agency. Policies are established by an eight-member board.

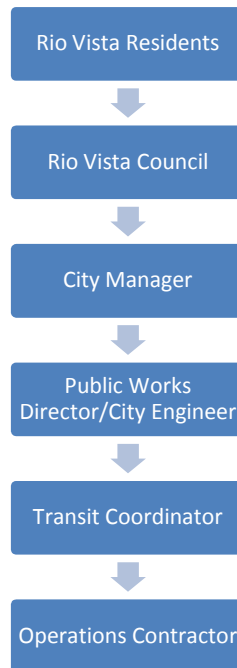
STA functions include programming transportation funds, delivering transportation projects, countywide transportation planning, and setting transportation priorities. The STA employs an open and all-encompassing public participation process through multiple committees, locally elected representatives, transit operators, public work directors, and involved citizens.

Organizational Structure

The five elected members of the Rio Vista City Council serve as the policy board for Rio Vista Delta Breeze. Rio Vista Delta Breeze is administered by a Transit Coordinator within the City's Public Works Department. The Transit Coordinator reports to the Public Works Director/City Engineer, who in turn reports to the City Manager.

Transit operations and maintenance are contracted with MV Public Transportation, Inc., a private company based in Fairfield, California.

Exhibit 1 - 3 Organizational Structure



Funding

The main source of Rio Vista Delta Breeze funding comes from monies generated under the State of California's Transportation Development Act (TDA). The Metropolitan Transportation Commission (MTC) is responsible for the management and distribution of TDA funds. Supplemental funds are provided by the Federal Transit Administration (FTA) through the California Department of Transportation (Caltrans): Section 5311 for rural transit grants and Section 5303 for SRTP funding; as well as miscellaneous revenues from the Yolo/Solano Air Quality Management District (YSAQMD), advertising sales, and developer reimbursements. YSAQMD Solano Clean Air program, LIFT (Low Income Flexible Transportation) and "Lifeline" funds for additional peak-period service on Route 50-State Route 12 Express and Route 52-State Route 160 Express have also been allocated to the City.

Pass To Go Program

The City is a participant in the RTC Pass To Go Program wherein passes are sold to area employers to encourage commuting via transit. Rio Vista Delta Breeze is in contract with the City and County of San Francisco through its Municipal Transportation Agency (MUNI). This contract between MUNI and other Bay Area transit operators is intended to introduce fare pre-payment of transit ticket and passes to key Bay Area employers, developers, and property managers.

511 Information

The 511 website (www.511.org) acts a regional travel guide for the San Francisco Bay Area. Rio Vista Delta Breeze is on the website's TakeTransit Trip Planner section which allows riders to plan their trips in the Bay Area using participating transit operator services.

Transit Services

Rio Vista Delta Breeze offers weekday service along three deviated fixed-routes (Routes 50, 51 and 52). No weekend or holiday service is presently offered.

The adopted mission statement for *Rio Vista Delta Breeze* is:

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.

This mission statement is supported by the vision for *Rio Vista Delta Breeze*:

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.

Route 50-State Route 12 Express operates between Rio Vista and the Fairfield Transportation Center via Isleton and Suisun City. The route connects with South County Transit/LINK in Isleton, providing access to Galt and Lodi. The route-deviated portion functions in Rio Vista, Isleton, Suisun City, and Fairfield. Route 50 provides one round trip each Tuesday. The first leg of the trip operates from 8:30 a.m. to 10:45 a.m.; the second leg is between 12:45 p.m. and 2:45 p.m.

Route 51-Rio Vista/Isleton City Circulator provides demand response, door-to-door service for riders traveling between Rio Vista and the city of Isleton as well as resort communities along State Route 160 between Antioch Bridge and Isleton. It operates on Monday, Wednesday, and Friday; 8:00 a.m. to 9:30 a.m., and 10:30 a.m. to 3:30 p.m. This route also operates Tuesday and Thursday between 2:45 p.m. and 5:00 p.m. Riders are encouraged to make reservations at least 15 minutes in advance. Route 51 also connects with the South County Transit/LINK Delta Route at 9:00 a.m., 12:40 p.m., and 2:30 p.m. for trips to/from Lodi and Galt.

Route 52 (State Route 160 Express) is a deviated fixed-route linking the Trilogy Vista Clubhouse and the Pittsburg/Bay Point BART station. Riders may call in advance to request a route deviation anywhere within Rio Vista, Isleton, or Antioch. Route 52 service is offered Thursday from 8:15 a.m. to 10:10 a.m., and 1:25 p.m. to 3:05 p.m.

Exhibit 1 - 4 Service Matrix

Antioch	Area Served	Schedule
50 - State Route 12 Express	Isleton - Rio Vista - Fairfield & Suisun City	Tuesday 8:45 a.m. to 10:45 a.m., 12:45 p.m. to 2:45 p.m.
51 - Rio Vista/Isleton City Circulator	Demand Response Service in Rio Vista and to Isleton and resort communities along State Route 160 between Isleton and Antioch Bridge	Monday, Wednesday, and Friday, 8:00 a.m. to 9:30 a.m. and 10:30 a.m. to 3:30 p.m.; Tuesday and Thursday, 2:45 p.m. to 5:00 p.m.
52 - State Route 160 Express	Rio Vista - Antioch - Pittsburg/Bay Point BART Station	Thursday 8:15 a.m. to 10:17 a.m., 1:18 p.m. to 3:05 p.m.
Taxi Scrip Program (seniors and person with disabilities, Medicare card holders)	Rio Vista seniors and persons with disabilities to local and regional destinations	Delta Cab Company operating hours are from 7:00 a.m. to 3:00 a.m., seven days per week

Exhibit 1 – 5 Rio Vista Delta Breeze Routes



Additional Transit Services

In addition to Rio Vista Delta Breeze service, two specialized demand-response services are available to Rio Vista residents; as long as they meet eligibility criteria.

Rio Vista Delta Breeze Taxi Scrip program, subsidized by the City of Rio Vista exclusively for seniors (55 years or older), Medicare cardholders, and persons with disabilities who are residents of Rio Vista. This program provides door-to-door service within Rio Vista city limits, or to regional destinations outside of Rio Vista. Riders pay five dollars in exchange for ten dollars in taxi scrip. Taxi scrip may be purchased at the City of Rio Vista Finance Department.

Solano Paratransit offers rides to ADA-eligible and registered persons lacking access to a transit bus stop or unable to board a transit bus due to a mobility impairment. Solano Paratransit serves the northern communities in Solano

County with connections available to South County paratransit providers. Multi-ride ticket booklets are available for fifteen dollars.

The aforementioned programs require a separate eligibility application be completed. The City's Transit Coordinator is tasked with determining applicant eligibility and putting information into a regional eligibility database supported by the MTC. Solano Paratransit is a program of STA and operated by Fairfield/Suisun Transit System.

Transfer Agreements

Following the requirements of the MTC and TDA regulations, Rio Vista Delta Breeze has instituted transfer agreements with those transit services to which it connects. These include Vallejo Transit, Tri Delta Transit, The County Connection, South County Transit/LINK (serving Galt, Lodi and Isleton), Amtrak California's Capitol Corridor and San Joaquin intercity rail service, and Fairfield/Suisun Transit System.

Transit Program Administration and Oversight

The City of Rio Vista provides the following to its operations services contractor:

- Four vehicles: one 2001 General Coach gasoline, one 1993 General Coach, and two diesel powered Aerotech cutaway buses from El Dorado National,
- Fuel for vehicles,
- Office facilities, including telephones, fax machine, plus vehicle parking at the City's Public Works Corporation Yard – 789 St. Francis Way,
- Fareboxes, printing of transfers and passes, and
- System oversight including ADA certification, marketing, planning, and other administrative functions.

The service contractor provides the following:

- All personnel including bus drivers, Project Coordinator/Dispatcher, and mechanics, including uniforms,
- Safety and training program, including drug and alcohol policies,
- Liability insurance for vehicles,
- Office supplies and dispatch cell phones, and
- Maintenance of the vehicles.

Prior to contracting out its public transit services, the City of Rio Vista operated the service using City employees. To oversee operations of Rio Vista *Delta Breeze*, the City contracts with a part-time Transit Coordinator who reports to the Public Works Director/City Engineer. The Transit Coordinator's responsibilities include management of the service contractor, ADA-certification duties; coordination of marketing, planning, and promotion, and reporting to funding agencies. Each year, the City's Transit Coordinator prepares the transit budget and various funding applications for federal, state, and regional funding sources such as TDA and FTA Section 5311 funds. The Transit Coordinator also represents the City at the SolanoExpress Intercity Transit Consortium, which is administered by the Solano Transportation Authority (STA), as well as various meetings of the Metropolitan Transportation Commission.

The City of Rio Vista is a member of the Solano County Paratransit Coordinating Council, and has joined regional coordination groups administered by the MTC. These groups include the Bay Area Partnership, a group whose goal is to organize representatives of municipal and county governments, regional business interests, public interest groups, and other stakeholders involved in Bay Area transportation. The Transit Coordinator actively participates in the Partnership Technical Advisory Committee and attends Transit Finance Working Group and Transit Planners Working Group meetings and events.

The City is also a member of the TransLink Consortium administered by the MTC which will implement TransLink to all transit operators in the Bay Area between 2007 and 2012. TransLink is a universal transit-fare payment system in the Bay Area. It allows patrons to pay fares on multiple transit systems with the use of a single "smart card." Rio Vista Delta Breeze will be part of phase 2.4 starting in FY 2009-2010.

Prior to Rio Vista Delta Breeze contracting out its operation services, it only had one bus driver. This posed a problem because transit operations hinged on driver availability. Therefore, a modest-sized transit operator such as Rio Vista Delta Breeze should continue to have its service delivery contracted out. Doing so supports driver training, procurement, and allows the City to adjust the scope of its transit service based on available funds.

Fare Structure

Rio Vista Delta Breeze deviated fixed-route service includes four fare categories. Local travel within Rio Vista and Isleton is \$1.50 each way (\$0.75 for seniors, persons with disabilities, and Medicare card holders). The intercity fare to Antioch, Pittsburg/Bay Point BART Station, Suisun City or Fairfield is five dollars each way. Intercity route deviations are fifty cents and no discounts available for seniors, persons with disabilities and Medicare card holders. Transfers to other transit services are free of charge. Up to two children under the age of five may ride free with each fare-paying passenger, age 16 or older.

The City participates in the RTC "Tickets to Go" program administered by the San Francisco Municipal Transportation Agency. This program sells transit passes to employers throughout the Bay Area. There are seven other transit operators participating in this program.

The fare data listed below was obtained from Rio Vista Delta Breeze 2007 transit service schedule.

Exhibit 1 - 6 Rio Vista Delta Breeze Fares

Fare Category	General Fare (ages 5 through 54 years old)	Seniors (age 55 years and older), Persons with Disabilities, and Medicare Card Holders
Local Fare within Rio Vista and Isleton		
One Way Fare	\$1.50	\$0.75
Intercity Route Deviations	\$0.50	Free
Transfers	Free	Free
Intercity Fare to Antioch, Pittsburg/Bay Point BART Station, Suisun City or Fairfield		
One Way Fare	\$5.00	\$5.00
Transfer/Pass Upgrade	\$3.50	\$3.50

Rio Vista Delta Breeze patrons have the option of purchasing multi-ride passes including a 10-ride CityPass or a monthly CityPass. Patrons can purchase the 10-ride CityPass and monthly CityPass for \$15.00 and \$35.00, respectively. Seniors, persons with disability, and Medicare card holders may purchase the 10-ride CityPass \$7.50 and the monthly CityPass at \$20.00. The 10-ride InterCityPass and monthly InterCityPass may be purchased for \$45.00 and \$85.00, respectively. No additional discounts are offered.

Passes may be purchased at the City of Rio Vista Finance Department located at One Main Street or through the mail by sending a check or money order to the previously mentioned location.

Exhibit 1 - 7 10-Ride and Monthly Pass Fares

Fare Category	General Fare (ages 5 through 54 years old)	Seniors (age 55 years and older), Persons with Disabilities, and Medicare Card Holders
Local Fare within Rio Vista and Isleton		
10-Ride CityPass	\$15.00	\$7.50
Monthly CityPass	\$35.00	\$20.00
Intercity Fare to Antioch, Pittsburg/Bay Point BART Station, Suisun City or Fairfield		
10-Ride InterCityPass	\$45.00	\$45.00
Monthly InterCityPass	\$85.00	\$85.00

Bus Stops

Designated service points are identified by bus stop signage throughout the service area. These stops serve as fixed boarding points. Providing it is safe for the driver to pull over, riders may also board the service anywhere along a given route alignment by flagging down the bus.

Revenue Fleet

Two vehicles, fleet numbers 15 and 16, have eight seats and accommodate one wheelchair. Fleet numbers 17 and 18 feature 16 seats and accommodates two wheelchairs. The Rio Vista Delta Breeze fleet includes four "cutaway" vehicles. One vehicle (fleet number 15) is scheduled for replacement in 2007, when the new FTA Section 5310 funded vehicle is delivered.

Exhibit 1 - 8 Revenue Fleet List

Fleet Number	Model Year	Manufacturer	Model	Number of Wheelchairs	Ambulatory Seating Capacity	Fuel Type	Replacement Year
15	1993	General Coach	E350	1	8	Diesel	2007
16	2001	General Coach	3500	1	8	Gasoline	2010
17	2006	El Dorado National	E450	2	16	Diesel	2015
18	2006	El Dorado National	E450	2	16	Diesel	2015

Data provided by the City of Rio Vista.

Existing Facilities

Rio Vista Delta Breeze is based at the City's Corporation Yard at 789 St. Francis Way in Rio Vista. The yard can accommodate up to six buses. The transit office, Transit Coordinator, contractor staff, bus parking, City Public Works' maintenance shop, and Public Works Department are also located here. Other facilities supporting Rio Vista Delta Breeze operations include a number of bus stops within Rio Vista, and selected stop locations in Isleton, Antioch, Pittsburgh/Bay Point BART Station, Fairfield, and Suisun City. No bus shelters are currently in place within Rio Vista or Isleton.

Maintenance of transit vehicles occurs at Williams Mobile Repair Service on 6474 R and R Lane, or by a mobile mechanic employed by the operations contractor.

The Park and Ride facility is located at the intersection of Front Street and Main Street, and features 20 spaces at the City's Municipal Boat Launch. There are also six bike lockers this same location.

State Route 12 Transit Corridor Study

State Route 12 is the principal corridor linking Napa and Solano Counties. Based on findings from previous studies (Solano Comprehensive Transportation Plan 2030), Solano County residents travel an average of 25 miles to work, the longest one-way commute in the nine-county Bay Area. There are several key employment centers located within 1.5 miles of either side of State Route 12. The intercity transit service, which runs within the State Route 12 Corridor linking Rio Vista and the Napa Valley, constitutes an integral element of regional transportation for Napa and Solano Counties.

The State Route 12 Transit Study included three phases:

- Phase 1 establishes commuter service between Suisun/Fairfield Amtrak Station and the VINE Transit Center in Napa.
- Phase 2 establishes connecting service between the Suisun/Fairfield Amtrak Station and Rio Vista.
- Phase 3 increases both peak-period and off-peak service between Rio Vista, Suisun City, Fairfield, and Napa.

Service to Rio Vista would only be affected by the final two phases. Service hours for State Route 12 transit service would run between 5:00 a.m. and 8:00 p.m., with more service during the peak commute hours rather than midday. It is proposed that the first phase of the service be operated by VINE, through the Napa County Transportation and Planning Agency (NCT&PA).

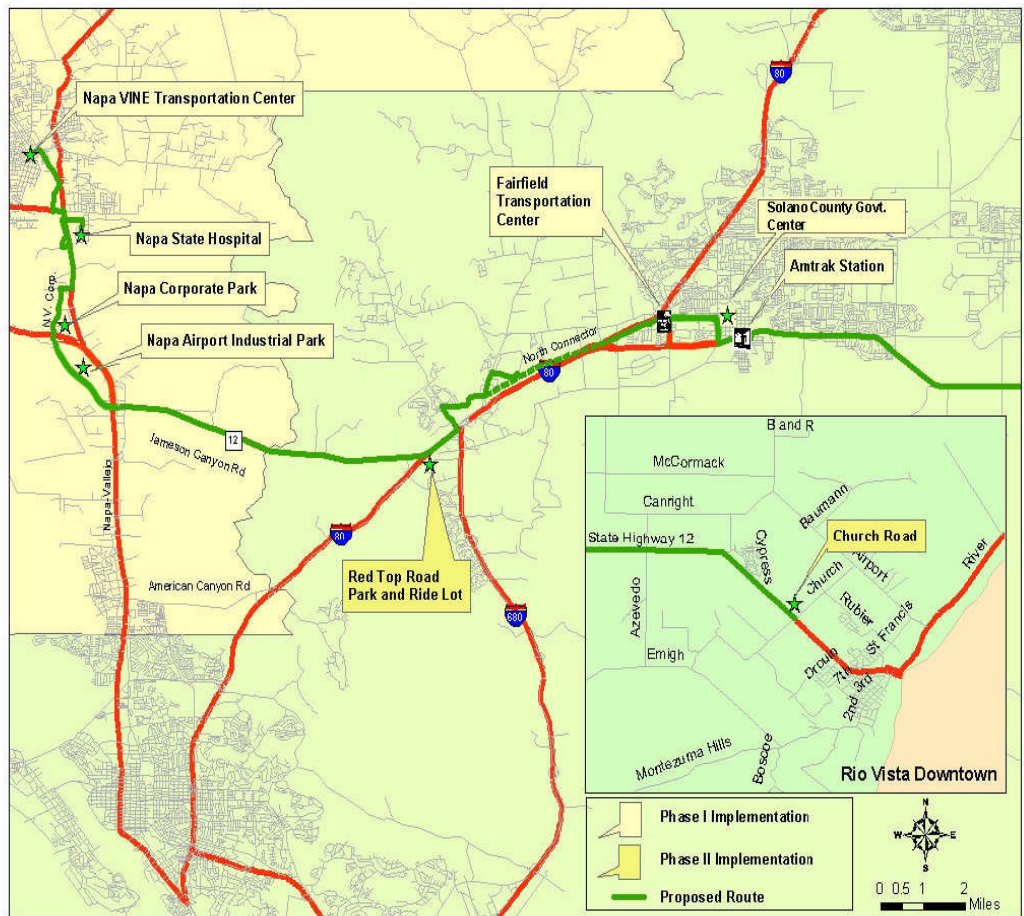
In Phase 2, with the inclusion of service to Rio Vista, it is estimated the corridor route will run on a 160-minute cycle time. This cycle time translates to 75 minutes in each direction, and a five-minute layover at each terminal. Additional stops

during the off-peak period could increase the cycle time to 170 minutes, or 80 minutes in each direction (a five-minute overlay at each terminal). Phase 3 forecasts expanded service levels between Rio Vista, Suisun City, Fairfield, and Napa. The cycle times would be the same as Phase 2 cycle times.

With the commercial and residential development of Rio Vista expected to continue steadily (Exhibit 1-4), demand to support an increase in fixed-route service could be realized eventually. These new developments have the potential to draw more people into the City of Rio Vista, thereby galvanizing its population growth upon which overall transit ridership is dependent.

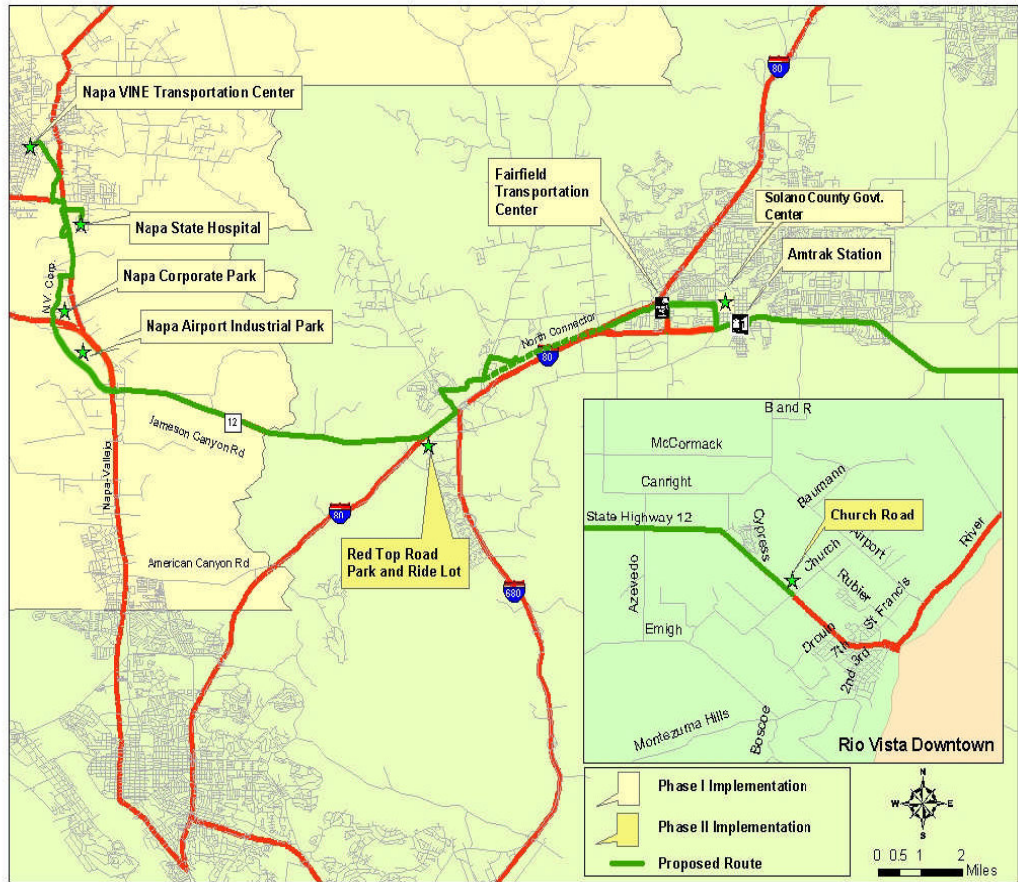
The proposed State Route 12 transit service will include service to Rio Vista allowing transfers with Rio Vista Delta Breeze. This would allow riders in Rio Vista access to services outside the City limits. Phases 1 and 2 are expected to commence during the next one to three years, conditional upon receiving additional funding.

Exhibit 1 - 9 Proposed Peak-Hour Alignment for State Route 12 Transit Service



Source: Solano Transportation Authority and Napa County Transportation & Planning Agency;
SR-12 Transit Corridor Study - January 31, 2006.

Exhibit 1 - 10 Peak-Hour Alignment for State Route 12 Transit Service



Source: Solano Transportation Authority and Napa County Transportation & Planning Agency; SR-12 Transit Corridor Study - January 31, 2006.

The report states that, should the State Route 12 transit service began operation, then Rio Vista Delta Breeze would need to reallocate its resources to offer feeder service to the State Route 12 transit service bus stops, as well as enhance its service to regional destinations to the north, east, and south. The City intends to restructure its Route 50 service to eliminate any duplication and coordinate other Rio Vista Delta Breeze routes with this new service.

One of the operational alternatives in regards to the proposed State Route 12 service is the possibility of linking with South County Transit/LINK service east of Rio Vista, rather than providing direct service to Lodi.

Paratransit Impacts

The State Route 12 transit service could have a potential impact on ADA complementary paratransit service to, from, and within the city. In reality, Rio Vista may need to provide additional funding to Solano Paratransit to compensate for the increased ridership from Rio Vista residents.

Vehicle Characteristics

The operating capabilities of the State Route 12 transit service would be dictated partially by the service alignment, which is approximately 19 miles between Napa and Suisun City and 39 miles between Napa and Rio Vista. It was proposed a transit commuter bus be added on Phase 1 service and a cutaway added on Phase 2 service. Additional ridership could warrant a transit commuter bus for Phase 3.

In order to introduce State Route 12 service between Napa and Rio Vista, both vehicles and vehicle funding must become available.

Bus Stops

The introduction of State Route 12 transit service would require the establishment of the following service points:

- Church Road and State Route 12, Rio Vista, and
- Red Top Road park and ride facility.

Once service is implemented, there are several supporting capital projects including:

- Adequate parking near selected commuter stops,
- Enhanced park and ride facilities,

- Pedestrian friendly walkways from parking to stop locations,
- Bus turn outs,
- Bus shelters,
- Electronic fare collection to facilitate inter-system transfers and revenue reconciliation (TransLink), and
- Transfer agreements with VINE, Vallejo Transit, Fairfield/Suisun Transit System, Capitol Corridor, Amtrak California, South County Transit/LINK and Rio Vista Delta Breeze.

Although the State Route 12 Corridor Study includes a forecast implementation of FY 2008/09, given recent events it is no longer believed this date to be feasible. Should this service be implemented during the time frame of this Plan, the City would work with the STA to coordinate services.

Marketing and Public Information Concepts

The State Route 12 transit report advances several activities deemed important to support the proposed service, such as:

- Service identity,
- Logo and letterhead,
- Website,
- Solano Napa Commuter Information (SNCI) travel advisory hotline and the 511 travel information hotline,
- Brochure (maps and timetables), and
- Provision of monthly passes and 10-ride readily available at locations throughout Napa, Fairfield, Suisun City, and Rio Vista.

Implementation Plan and Future Steps

The State Route 12 Transit Study has been approved by both the Solano Transportation Authority and Napa County Transportation and Planning Agency Boards. Other tasks that need to be addressed include:

- Creation of a multi-year intercity Memorandum of Understanding (MOU) funding agreement between the NCTP&A, STA, City of Rio Vista, City of Suisun City, City of Fairfield, and County of Solano. This should be developed prior to the introduction of Phase 2, and
- The STA, NCT&PA, member agencies, and/or Caltrans would enter into necessary MOU's to certify the improvements necessary to carry out road and safety projects along State Route 12 are completed on schedule. This includes safety improvements between Rio Vista and Suisun City.

Demand Assessment

Population

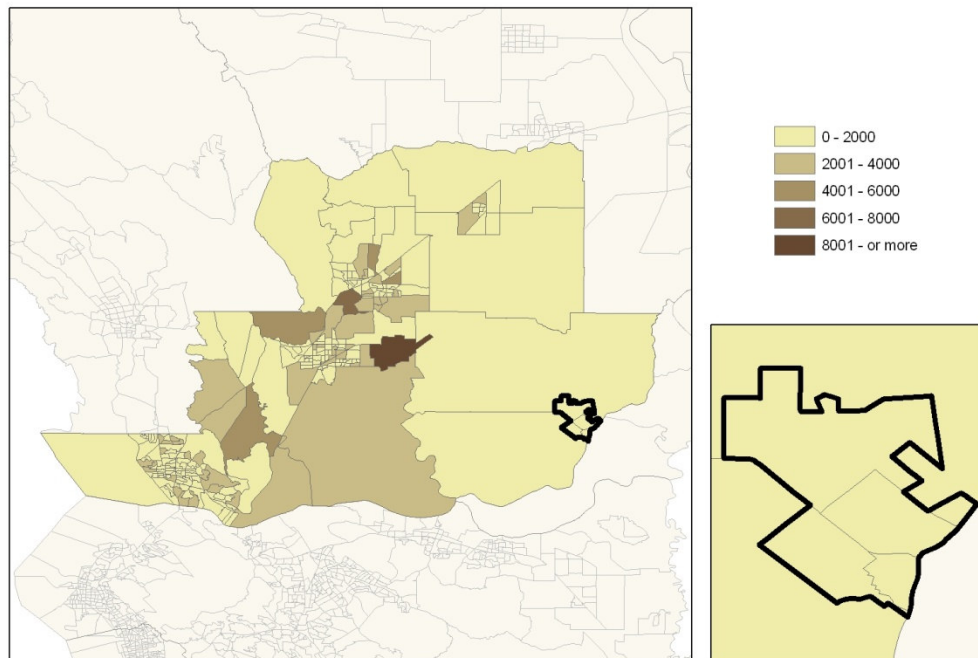
According to Census 2000, the City's population has increased nearly 30 percent between 1990 and 2000. As of May 1, 2007, the California Department of Finance estimates the population of Rio Vista at 7,823, an increase of approximately 69 percent since Census 2000. Rio Vista's population is spread evenly throughout all portions of the community.

Exhibit 1 - 11 Population Change

	1990	2000	2005	2007
City of Rio Vista	3,316	4,617	6,784	7,823
Percent Increase		28%	32%	13%

Source: Census 2000 and California Department of Finance.

Exhibit 1 - 12 Population Distribution by Census Block Group



Source: Census 2000.

Ride-Dependent Population

Among the demographic segments which typically constitute a ride-dependent population are youth (ages 5 to 17), seniors, persons with disabilities, persons without access to a personal vehicle, and low-income persons. While these constitute the core groups, it is important the City broaden its transit rider profile as much as practical (i.e., Rio Vista Delta Breeze is not a senior service; therefore, it should serve all populations).

The following narrative, accompanied with Geographic Information Systems (GIS) maps illustrate areas with relatively high concentrations of ride-dependant persons.

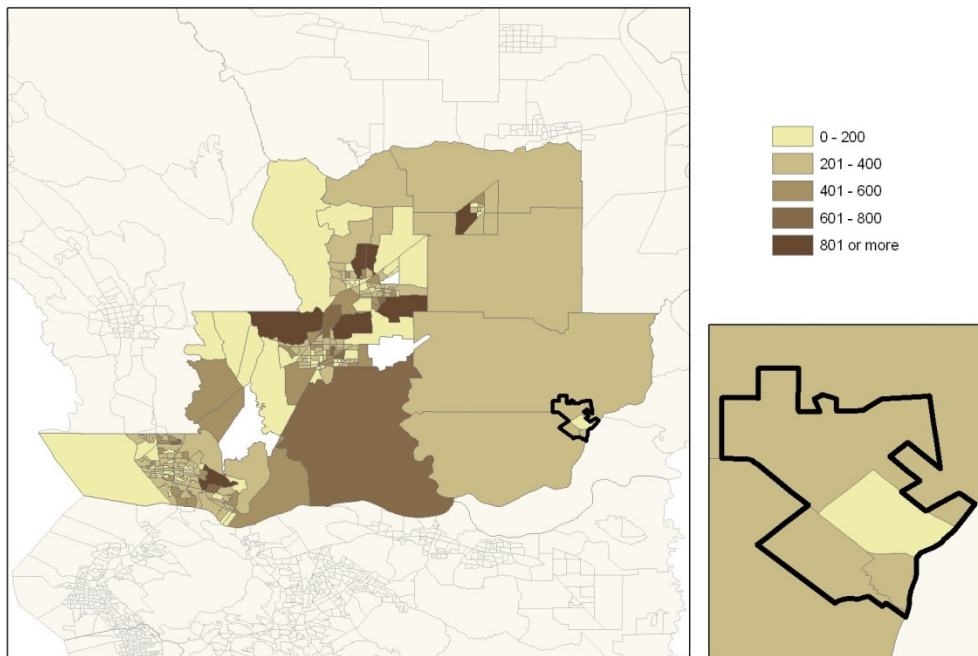
Youth Population

“Youth” is defined as persons between the ages of 5 and 17. In 2000, Rio Vista recorded a youth population of 792 which equated to 10.1 percent of its total population.

The majority of Rio Vista’s youth is concentrated in the southeastern sector of the City near downtown. The moderate concentration of youth in this area is reflective of the community’s suburban nature, as well as the various schools located nearby. Rio Vista High School is located on Fourth Street, and Riverview Middle School is on Second Street.

Youth often find it difficult to access key services since they rely on others for their mobility needs. The concentration of youth combined with the proximity of schools makes public transit a viable home-to-school travel alternative.

Exhibit 1 - 13 Youth Population Distribution by Census Block Group



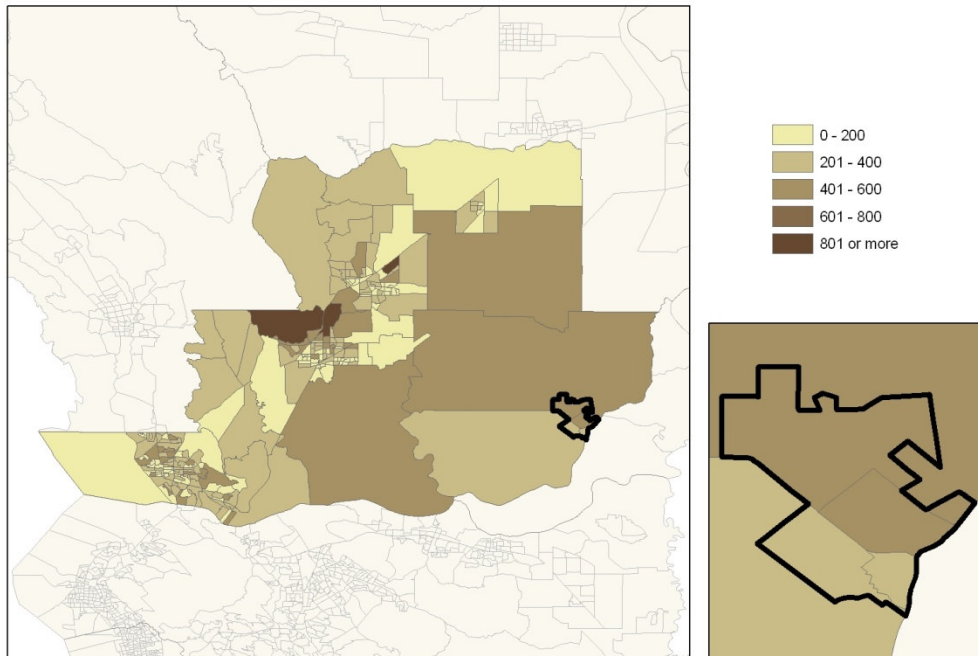
Source: Census 2000.

Senior Population

Seniors, defined as persons age 55 and over, constitute approximately 17.9 percent of Rio Vista's population according to Census 2000.

Of these nearly 1,400 residents, the majority reside in the northern and central portions of the city. The number of elderly residents in these areas may be attributed to the proximity of the health facilities in the adjacent downtown area including the Sutter Regional Medical Foundation, which serves as the community's primary medical facility. The Rio Vista Senior Center is located on North Front Street. Trilogy at Rio Vista, a gated community for senior living in the northern sector, also draws elderly residents to the area. Anecdotally, a moderate number of persons with disabilities are co-located here.

Exhibit 1 - 14 Senior Population by Census Block Group



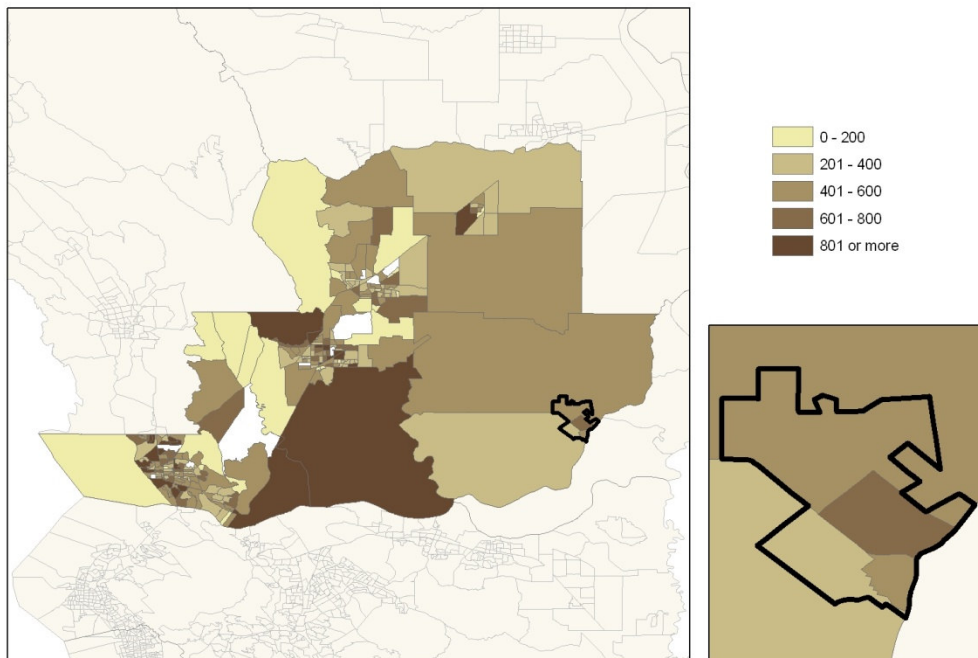
Source: Census 2000.

Disabled Population

The Americans with Disabilities Act of (ADA) of 1990 defines “disability” as a physical or mental impairment that substantially limits one or more major life activities. Census 2000 identifies 1,676 persons with disabilities within Rio Vista (21.4 percent of the population).

The majority of Rio Vista's disabled population is located within the downtown area, where they have access to healthcare facilities such as Sutter Medical Foundation, Rio Vista CARE Counseling Center, Rio Vista Senior Center, and Delta Pharmacy. Also, there are clusters of persons with disabilities residing in the northern and southeastern portions of the community.

Exhibit 1 - 15 Disabled Population Distribution by Census Block Group



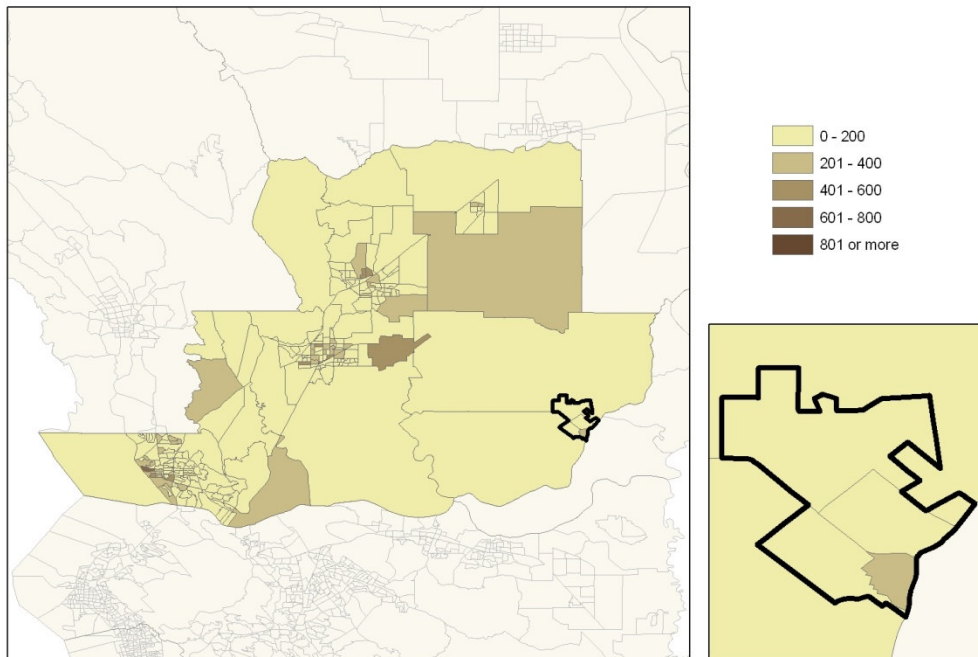
Source: Census 2000.

Low-Income Population

According to Census 2000, Rio Vista has over 450 residents at or below the federal poverty line, which is defined as an individual earning less than \$8,350 per year. This group constitutes 5.8 percent of the population.

A majority of these individuals reside in the southeastern portion of the city, which is adjacent to downtown Rio Vista. Since this group may not have ready access to a personal vehicle, there is a significant likelihood they must rely on public transportation for basic mobility.

Exhibit 1 - 16 Low-Income Population by Census Block Group



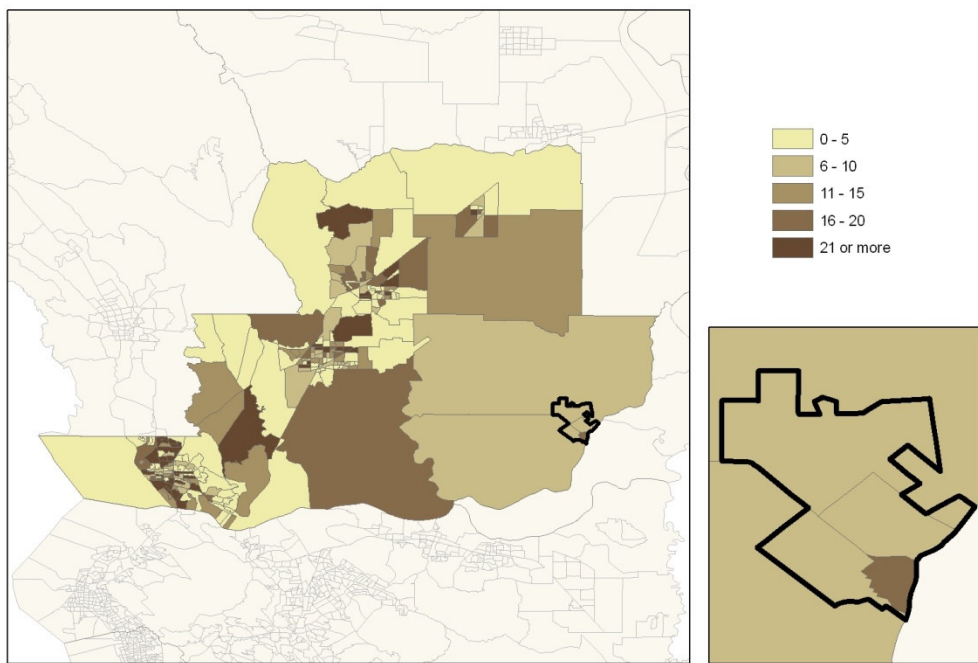
Source: Census 2000.

Households Absent Access to a Personal Vehicle

According to Census 2000, the number of households lacking access to a personal vehicle is 93, or 1.18 percent of the total population.

The incidence of households without access to a vehicle enforces the belief the majority of the ride-dependent population reside in the southern portion of the city.

Exhibit 1 - 17 Households absent Vehicle Access by Census Block Group



Source: Census 2000.

Key Trip Generators

The identification of key activity centers throughout Rio Vista supports:

- Identifying and calculating demand for public transit service, and
- Identifying temporal and spatial service gaps.

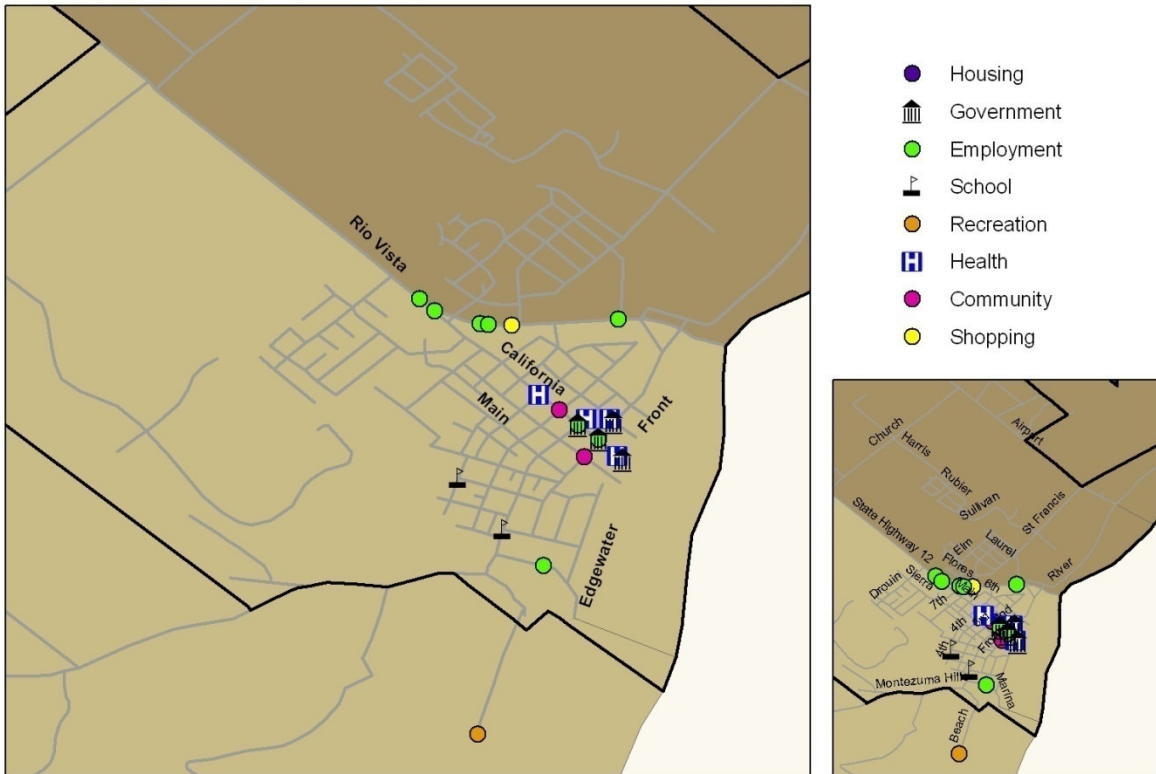
Most of the community's activity centers are located along Main Street which serves as Rio Vista's central arterial. Rio Vista also has a number of these trip generators distributed throughout the city. The following exhibit is a full inventory of the trip generators identified through field observation, ride checks, and on-board survey.

Exhibit 1 - 18 List of Trip Generators

Place	Stop/Intersection	Type
Rio Vista High School	Saint Getrudes Ave & S Fourth St	School
Riverview Middle School	Hamilton Ave & S Second St	School
Riverside Community Church	Montezuma & S Front Sts	Community
Windborn Church	Main & N Third St	Community
Rio Vista Library	Main & S Second Sts	Government
Rio Vista City Hall	1 Main Street	Government
Post Office	Sacramento & N Front St	Government
Rio Vista Museum	Main & N Front Sts	Government
Suisun City City Hall	701 Civic Center Blvd	Government
Solano County Governement Center	1150 Kentucky St	Government
Fairfield Library	1150 Kentucky St	Government
Isleton Library	412 Union St	Government
Fairfield Community Center	1000 Kentucky Street	Government
Isleton City Hall	101 2nd St	Government
Sandy Beach County Park	2333 Beach Drive	Recreation
Brannan Island State Recreation Park	17645 State Route 160	Recreation
Solano Regional Medical Group	690 Main St	Health
Rio Vista CARE Counseling Center	125 Sacramento St	Health
Kelly's Gym & Wellness Center	40 N Second St	Health
Rio Vista Senior Center	25 Main Street	Health
Rio Vista Dental	533 Main Street	Health
Delta Pharmacy	Main & Fourth	Health
Kaiser Permanente (Antioch)	3400 Delta Fair Blvd	Health
Fairfield Senior Center	1200 Civic Center Dr	Health
Kaiser Permanente (Fairfield)	1550 Gateway Blvd	Health
Sutter Medial Foundation (Fairfield)	1234 Empire St	Health
North Bay Medical Center	1200 B. Gale Wilson Blvd	Health
Trilogy Rio Vista	Summerset Dr & Summerset Ct	Housing
Bob's Bait Shop	Bruning & S Second St	Shopping
Rio Vista Floral Designs	Main & Second Sts	Shopping
Carol's Corner	Main & Third Sts	Shopping
Wal-Mart (Fairfield)	300 Chadbourne Road	Shopping
Food Maxx	1833 N Texas St	Shopping
PJ's Artful Eye Florist	Main & Third Sts	Shopping
Judy's Rio Vista Clothing Company	35 N Front St (Front & Main)	Shopping
Rio Vista Liquor	610 State Route 12	Shopping
Westfield Solano	1350 Travis Blvd	Shopping
Wal-Mart (Antioch)	4893 Lone Tree Way	Shopping

Place	Stop/Intersection	Type
Hong Kong Seafood Restaurant	217 Main Street	Employment
Maria's Mexican Food Restaurant	646 State Route 12	Employment
McDonald's	300 State Route 12	Employment
Pizza Factory	201 Main Street	Employment
Taco Bell/KFC	1005 State Route 12	Employment
Hawg's Café & Pizza Den	207 Second Street	Employment
Bank of Stockon	230 Main Streets (Main & Second Sts)	Employment
Bank of Rio Vista	101 Main Street (Main & Front Sts)	Employment
Rio Vista Bakery & Café	150 Main Street (Main & Second Sts)	Employment
Kramer's Barber Shop	129 Main Street (Main & Front Sts)	Employment
Henry's Coffe Shop	1000 State Route 12	Employment
County of Solano EDD Office	320 Campus Lane	Employment
Hillcrest Park & Ride Lot	Hillcrest Avenue at State Route 4	Park and Ride
Pittsburg/Bay Point BART Station	1700 West Leland Avenue	Park and Ride
Suisun/Fairfield Amtrak Station	177 Main Street	Park and Ride
Fairfield Transportation Center	2000 Cadenasso Drive	Park and Ride

Exhibit 1 - 19 Key Trip Generators in Rio Vista



Source: Locations identified through field observation, ride check, and on-board survey.

Exhibit 1 - 20 Antioch-Pittsburg Trip Generators

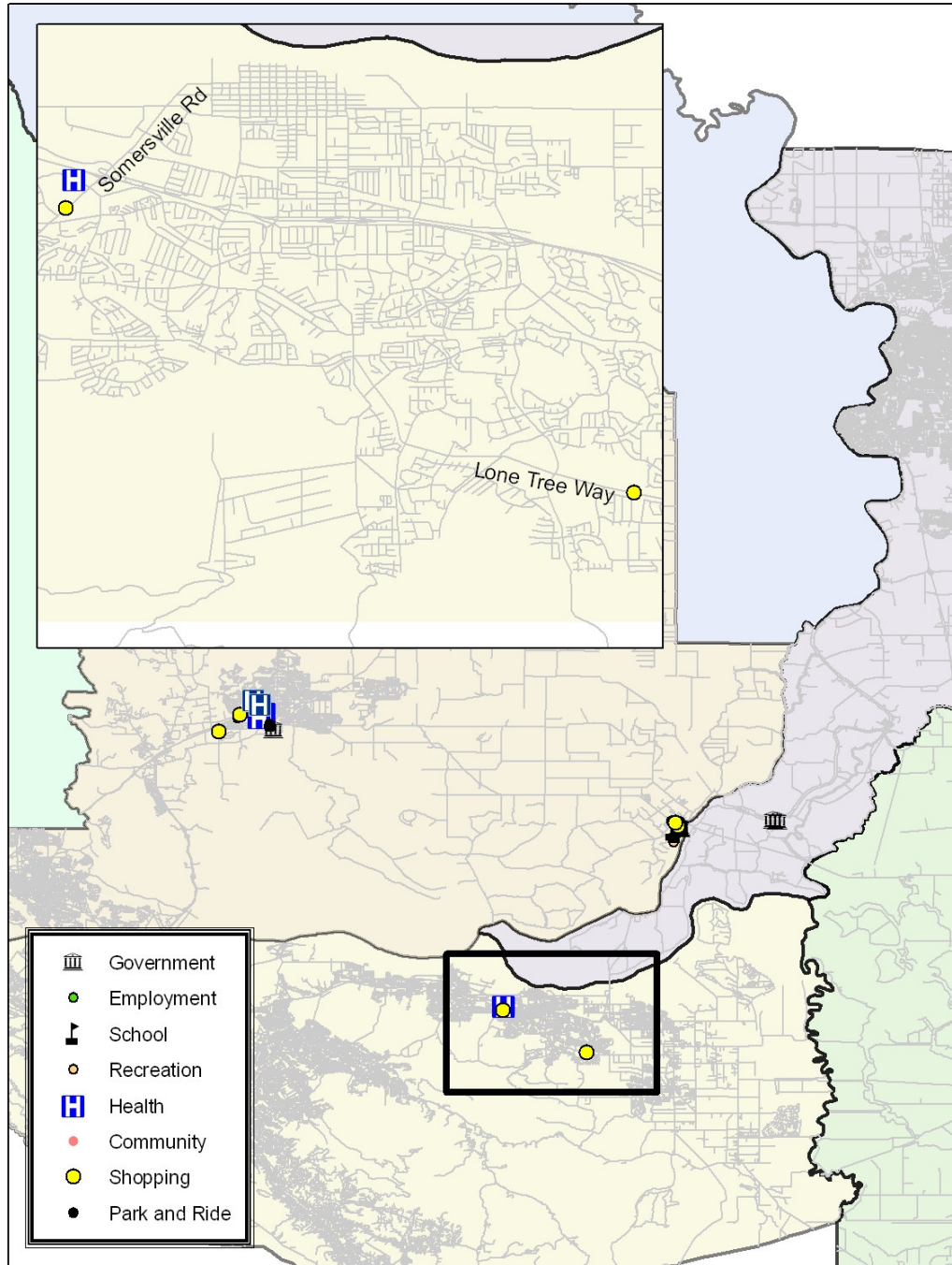


Exhibit 1 - 21 Isleton Trip Generators

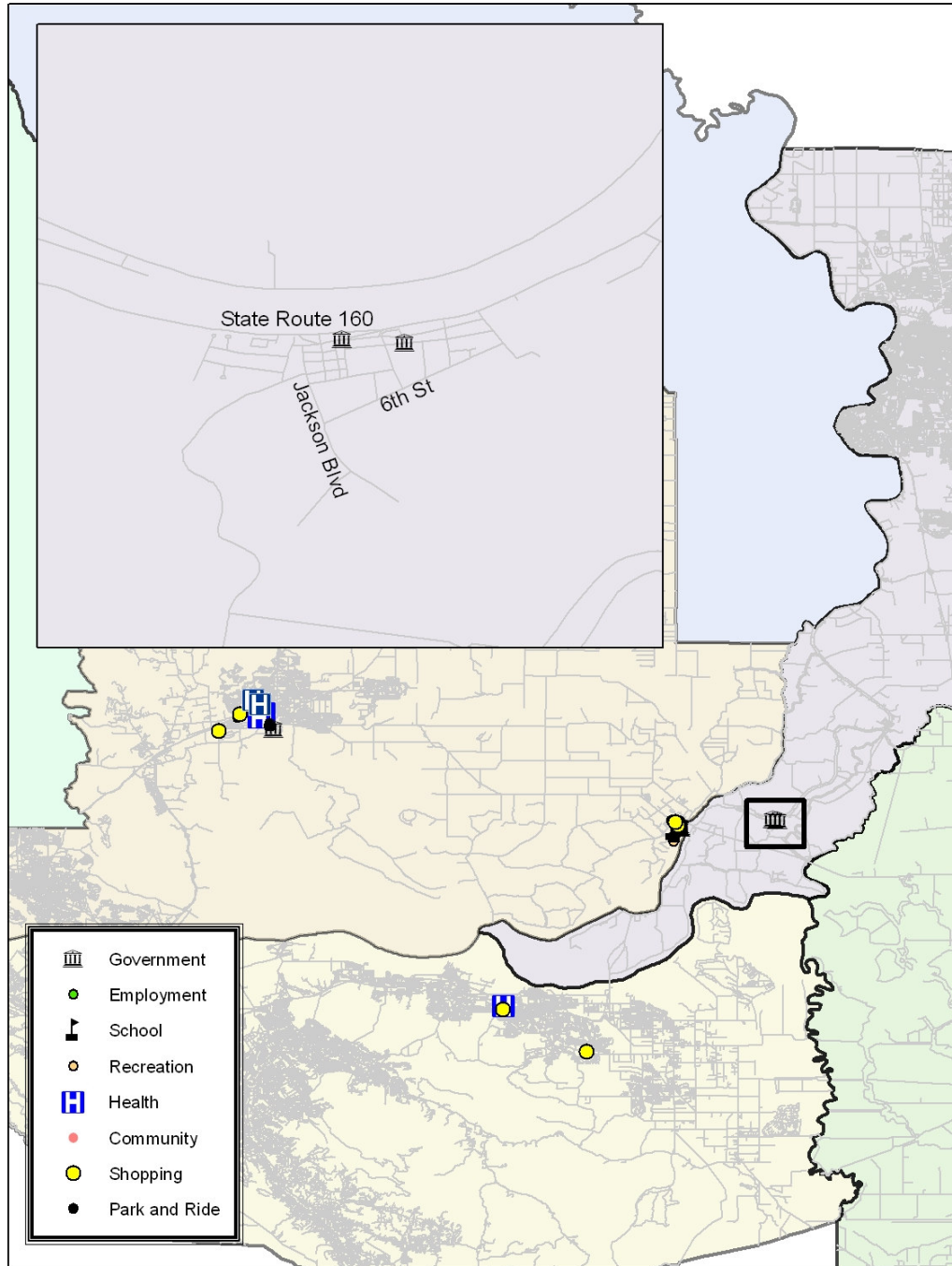


Exhibit 1 - 22 Suisun City Trip Generators

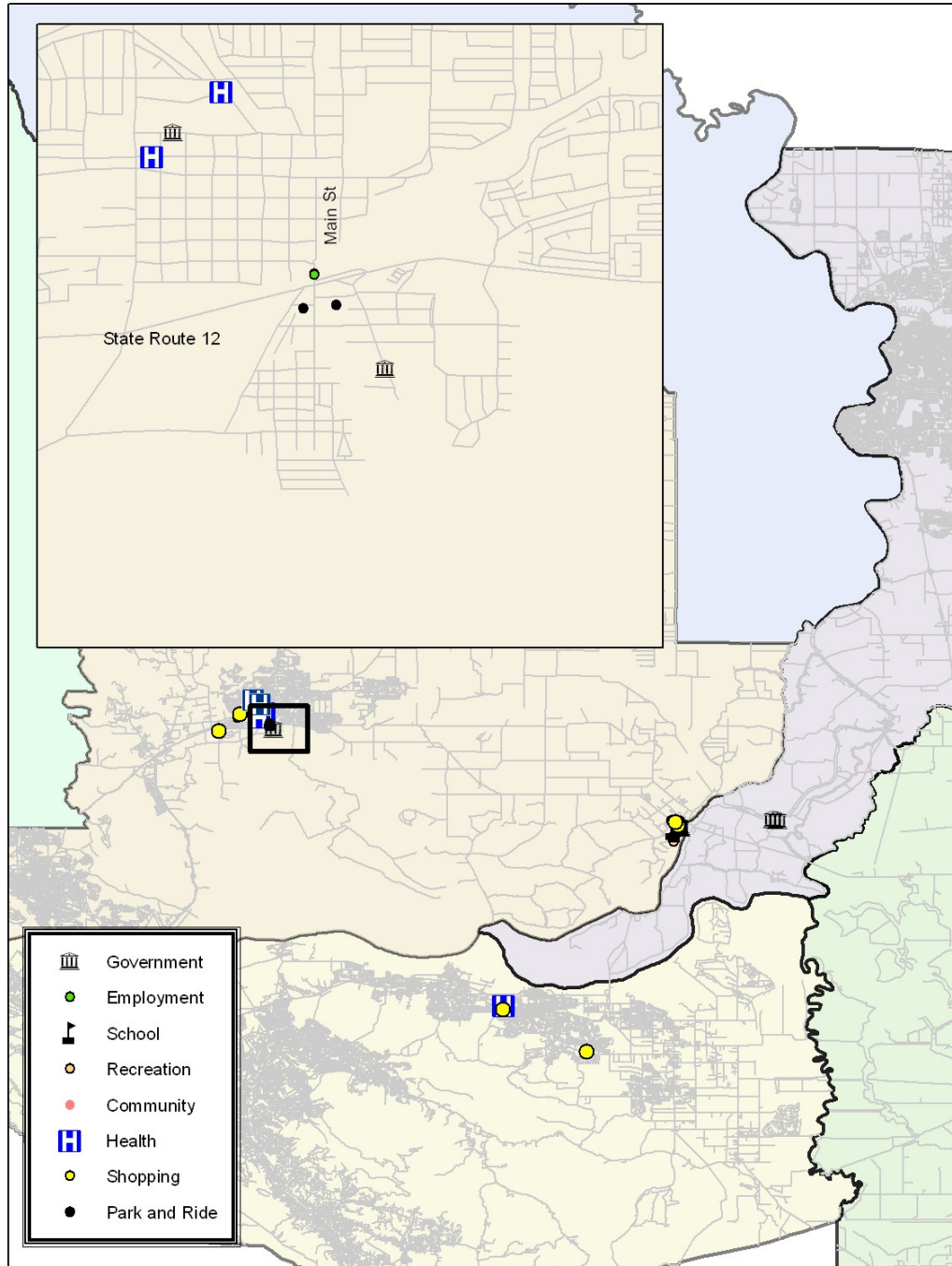
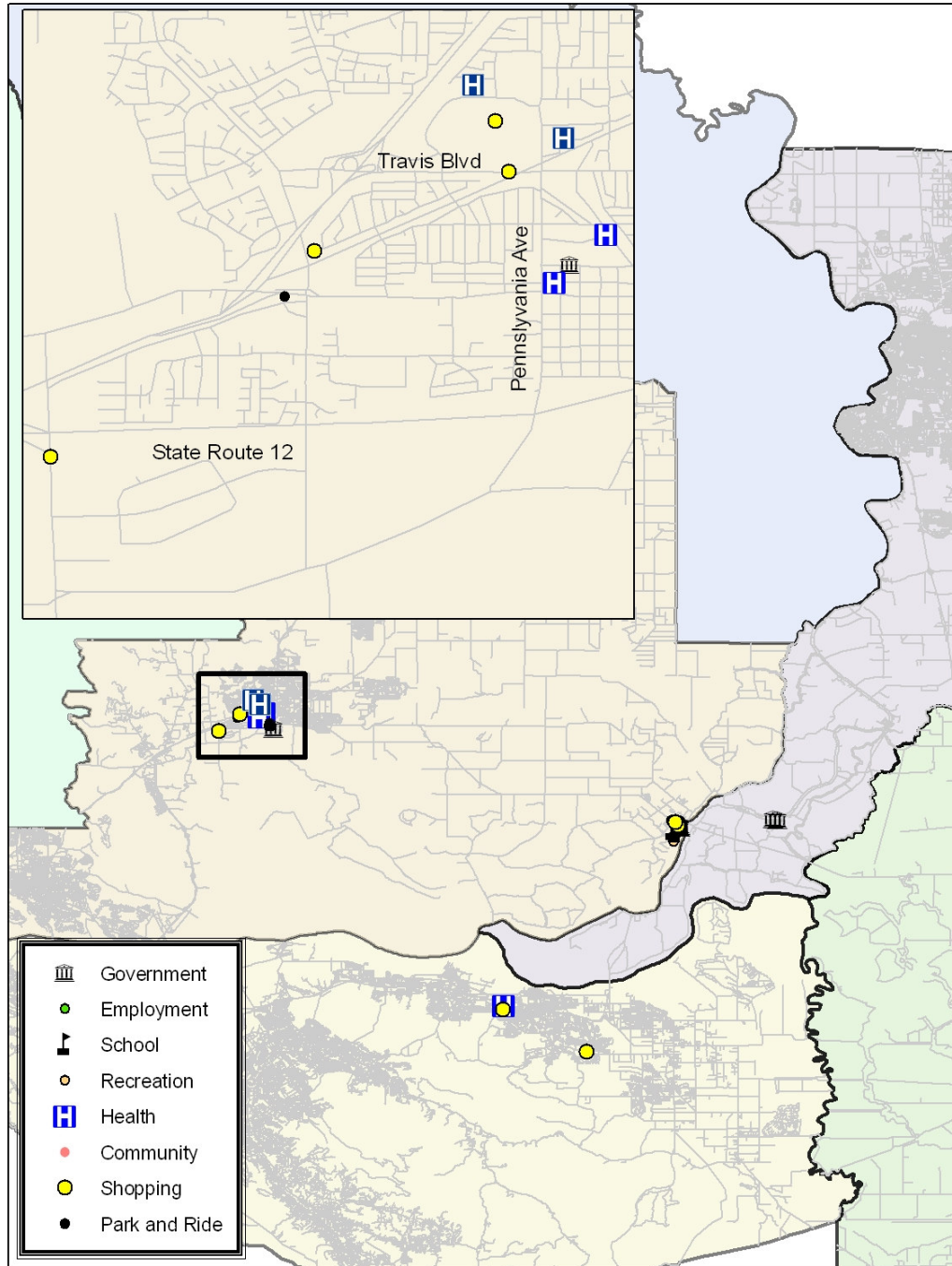


Exhibit 1 - 23 Fairfield Trip Generators





2. GOALS, OBJECTIVES,
AND STANDARDS

Chapter 2 – Goals, Objectives, and Standards

This section presents a Performance Measurement System for Rio Vista Delta Breeze.

Goals, Objectives, and Standards

An effective Performance Measurement System is composed of goals, objectives, and standards.

- **Goals** are statements qualifying the desired results. They are the end toward which efforts are directed. They are general and timeless, yet theoretically attainable.
- **Objectives** provide quantifiable measures of the goals. They are more precise and capable of both attainment and measurement.
- **Standards** set quantifiable targets for achieving the adopted goals.

The following tables link the adopted goal to the quantifiable measure, and present insight into actual recent performance associated with Rio Vista Delta Breeze.

Exhibit 2 - 1 Goals, Objectives, and Performance Standards

Goal I. Operate an efficient and effective system that maximizes service and minimizes cost impacts.			
Objective	Performance Measure	Recommended Standard Based on the City of Rio Vista Mini-SRTP, 2006.	Actual Performance
Minimize operating cost	Operating Cost/VSH		
	Rio Vista Delta Breeze	\$48.70	\$69.00
	Operating Cost/Passenger		
	Rio Vista Delta Breeze	\$25.00	\$45.87
	Farebox recovery		
	Rio Vista Delta Breeze	7 percent	7.3 percent
Maximize use of transit funding	Coordinated Human Services Plan	No duplication of service	In development by MTC.
Increase transit usage	Annual growth in ridership		
	Rio Vista Delta Breeze	Growth in annual ridership mirrors that of the service area's population .	102.6 percent
	Passengers/VSH		
	Rio Vista Delta Breeze	1.0	1.5
	Passengers/VSM		
	Rio Vista Delta Breeze	0.10	0.08

Goal II. Provide safe, reliable, and high quality transportation.			
Objective	Performance Measure	Recommended Standard	Actual Performance
Reliable transit service	On-time performance		
	Route 50 & 52 Deviated Fixed-Route	95 percent of all monthly trips operate on-time (defined as no earlier than 1 minute and no more than 6 minutes past the published schedule).	100 percent
	Route 51 Dial-A-Ride	95 percent of all monthly trips operate on-time (defined as within 10 minutes of the scheduled pick-up time).	98.3 percent
	Missed trips		
	Route 50 & 52 Deviated Fixed-Route	Less than one percent of total monthly trips (defined as no later than 15 minutes past the schedule pick-up time or missed entirely).	0 percent
	Route 51 Dial-A-Ride	Less than one percent of the monthly trips (defined as no later than 30 minutes past the scheduled pick-up time or missed entirely).	0 percent
	Spare ratio		
	Rio Vista Delta Breeze	20 percent	33 percent
Provide Safe Service	Preventable Accidents		
	Rio Vista Delta Breeze	Standard met	Minimum of 100,000 miles between preventable accidents

Goal III. Serve the transportation needs of the Community			
Objective	Performance Measure	Recommended Standard	Actual Performance (FY 2006/07)
Maximize accessibility	Geographic coverage	Equal coverage throughout the Local Tax Base Area.	Rio Vista Delta Breeze provides service in the city limits of Rio Vista has coverage in Iselton, Fairfield/Suisun City, and Antioch
	Accessibility	100 percent of fleet is accessible to persons with disabilities.	All four service vehicles meet ADA requirements. All bus stops are marked with Rio Vista Delta Breeze.
		All transit vehicles and stops are marked appropriately.	

Goal IV. Evaluate, monitor and improve transit services on an on-going basis.			
Objective	Performance Measure	Recommended Standard	Actual Performance (FY 2006/07)
Ongoing, mandatory enhancement	Regularly programmed service evaluations	Independent evaluations at intervals of no greater than three years.	Mini SRTP 2006/2007 to 2016/2017 and Rio Vista Transit Study 2005

Goal V. Undertake effective marketing, outreach, and public participation			
Objective	Performance Measure	Recommended Standard	Actual Performance (FY 2006/07)
Development of Marketing Plan.	Actual expenditures.	Not less than 3 percent of annual operating budget.	1 percent; \$8,500
Encourage citizen participation	Conduct annual TDA Unmet Transit Needs process.	Conduct annual outreach prior to meetings to encourage public input on unmet transit needs.	Meeting held in Fairfield during winter.
	Provide various opportunities for customer feedback.	Increase position visibility strategically to encourage new users.	Customer feedback available through comment cards, website, contact info for transit coordinator on buses, transit guide, and passenger surveys.

Goal VI. Coordinate transit system development with community planning and development efforts and land-use policy.			
Objective	Performance Measure	Recommended Standard	Actual Performance (FY 2006/07)
Encourage consideration of transit needs in land-use policies within all Rio Vista Delta Breeze partner communities during the development review and approval process.	Practice involvement in the planning/ approval process.	Specify service levels. Identify capital improvements to be included in new developments.	General Plan outreach by Transit Coordinator.
		Work with retailers and business community to increase accessibility to public transit network.	

3

3. SERVICE AND
SYSTEM
EVALUATION

Chapter 3 – Service and System Evaluation

Ridership

During the period covered by the City's mini-SRTP, the Rio Vista Delta Breeze transit service underwent significant changes which have positively impacted the system, increasing ridership approximately 234 percent over the past three fiscal years.

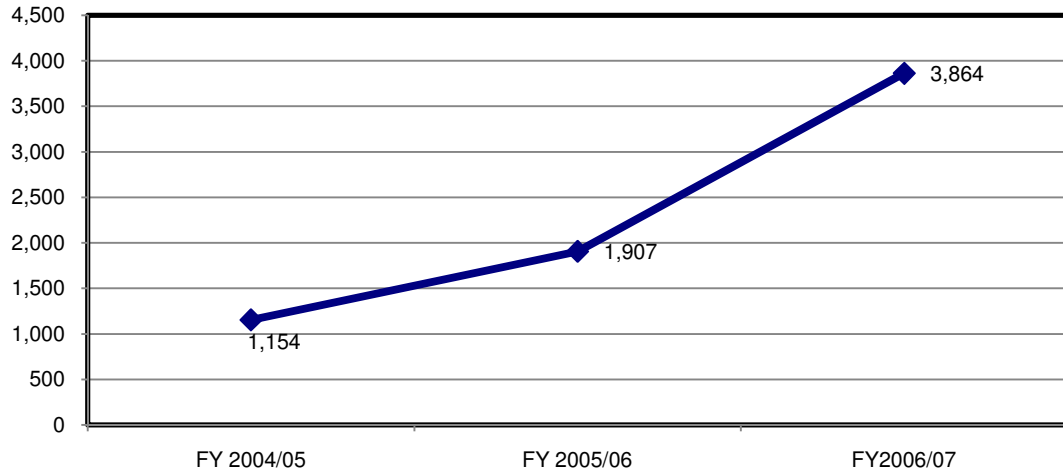
In January 2006, the program transitioned from a general public demand-response service to deviated fixed-route. This, combined with the introduction of a Senior Shuttle in February 2006, proved successful with more than 65.3 percent rides provided than the previous year. In addition to the change in service delivery, we believe a portion of this growth can be attributed to increased awareness affected by increased community outreach.

In January 2007, the City incorporated the service provided by the Senior Shuttle into Routes 50 and 52. Both routes reduced operations to one roundtrip on Tuesday and Thursday, respectively. At the same time, Route 51 began operating as a general public demand-response service.

As of June 2007, the year-to-date ridership figures have surpassed those of the previous fiscal year by approximately 103 percent. Ridership figures for FY 2006/07 are a vast improvement since FY 2004/05 increasing approximately 235 percent. Such a great increase is notable considering the modest size of Rio Vista Delta Breeze.

In contrast to the declining trend experienced by several of its peers in and around Solano County, Rio Vista Delta Breeze's ridership has seen a steady increase the past three fiscal years. This may be attributed to the service changes that have occurred beginning in 2006.

Exhibit 3 - 1 Ridership



In relation to other transit operators in Solano County and similar operators, Rio Vista Delta Breeze has seen significant annual ridership growth annually.

Vacaville City Coach encountered a decline in ridership over the past three fiscal years. From FY 2004/05 through FY 2005/06 ridership decreased 0.7 percent; the following fiscal year it declined approximately four percent.

City of Lodi's GrapeLine and Dial-A-Ride in San Joaquin County experienced a decline during the same period. From FY 2003/04 through FY 2004/05 the ridership for the service decreased 10.6 percent, and 20.6 percent in FY 2005/06.

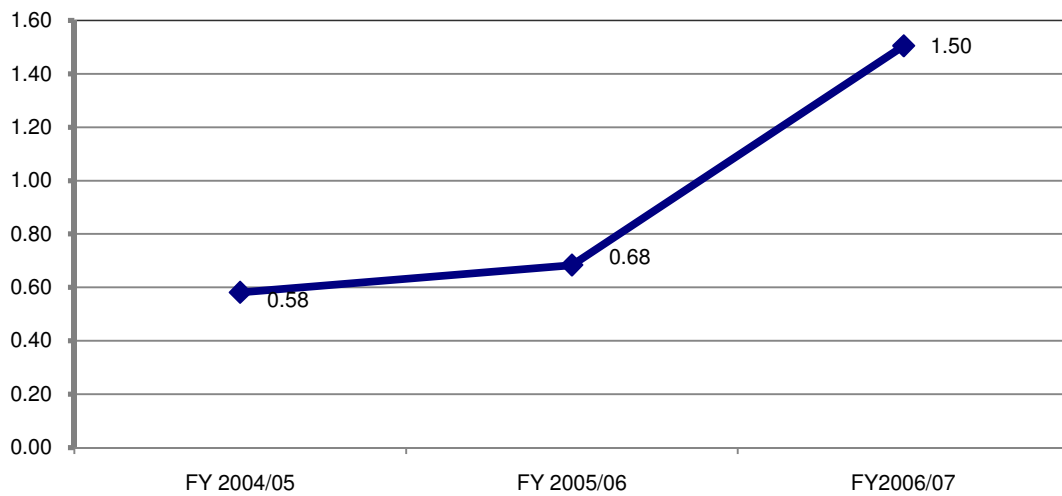
Exeter Dial-A-Ride, in Tulare County, ridership fluctuated between FY 2003/04 and FY 2005/06. From FY 2003/04 to 2004/05, ridership decreased approximately 10.7 percent. The following year it increased 10.8 percent. Woodlake Dial-A-Ride, also in Tulare County, increased steadily. From FY 2003/04 to FY 2004/05, ridership increased 10.7 percent; the following fiscal year it rose approximately 16 percent.

Similar to the ridership growth experienced by Rio Vista Delta Breeze, Fairfield/Suisun Transit System ridership increased between FY 2003/04 and FY 2005/06. From FY 2003/04 to FY 2004/05 ridership rose 2.7 percent, and in FY 2005/06 ridership rose 2.3 percent.

Passengers/Vehicle Service Hour (VSH)

The Passengers/VSH indicator increased from 0.58 to 1.50 (158.6 percent) across the evaluation period. In FY 2005/06, the indicator experienced a near 18 percent increase. This increase occurred when Rio Vista Delta Breeze was initiated, and this new service was able to attract a number of new riders. The greatest increase occurred between FY 2005/06 and FY 2006/07 (120 percent) During this period, there was both an increase in ridership (65.3 percent) and vehicle service hours (40.6 percent). The modest 1.50 Passengers/VSH indicator for Rio Vista in FY 2006/07 shows that Rio Vista Delta Breeze has been improving its service over the past three fiscal years, and that is now carries more than passenger per VSH.

Exhibit 3 - 2 Passengers/VSH



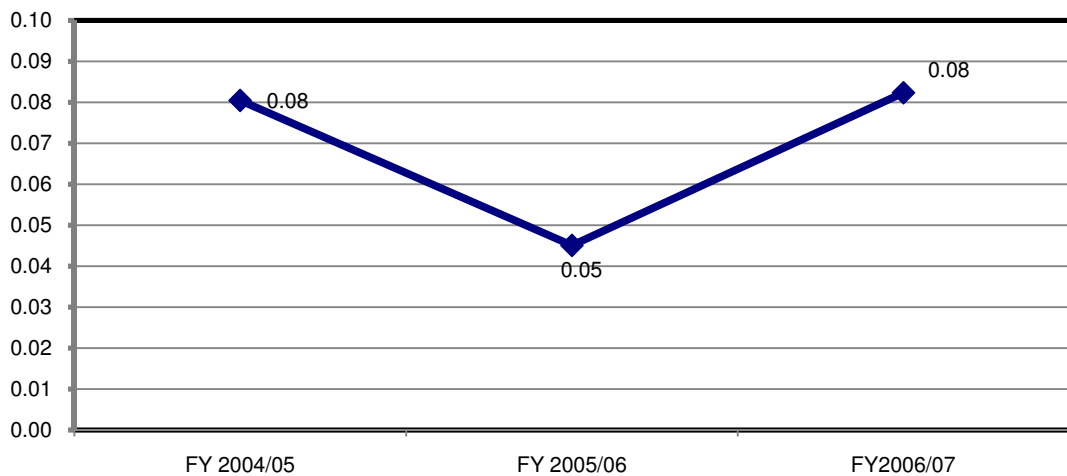
Passengers/Vehicle Service Mile (VSM)

The Passengers/Vehicle Service Mile (VSM) indicator has fluctuated across the evaluation period.

In FY 2004/05 the indicator stood at 0.08. It then fell 44 percent to 0.05, before increasing 82.7 percent to 0.08 in FY 2006/07. The indicator declined in FY 2005/06 because the VSM increased 195.2 percent. This increase in VSM can be attributed in large part to the dramatic service changes made in FY 2005/06 and FY 2006/07

The rebound of the indicator back to 0.8 can be attributed to the conversion of Route 51 to a general public demand-response service, and the significant increase in ridership in FY 2006/07. The Passengers/VSM indicator has not seen much change since the FY 2006/07 figure is the same as the 2004/05 figure. This can be the result of low ridership and more VSM being supplied than are needed.

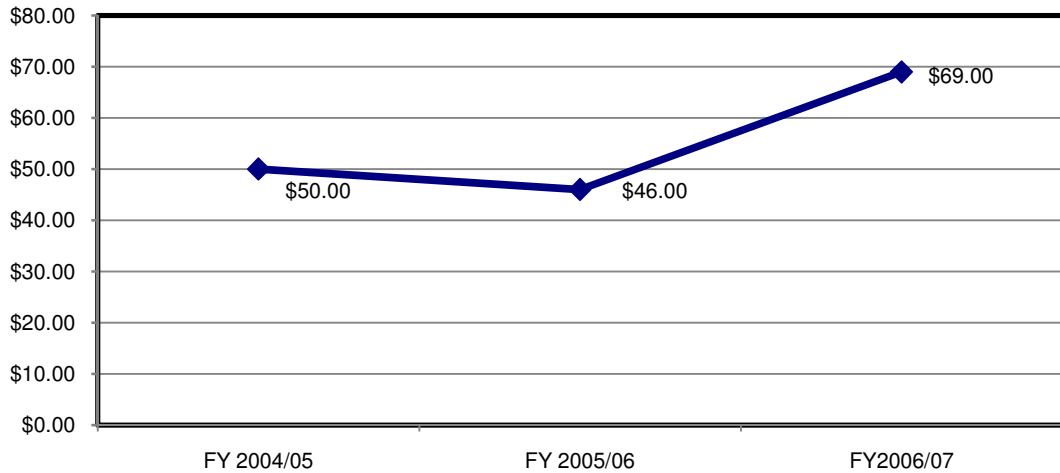
Exhibit 3 - 3 Passengers/VSM



Operating Cost/Vehicle Service Hour (VSH)

Operating Cost/VSH increased 38 percent throughout the evaluation period. In FY 2005/06, Operating Cost/VSH decreased eight percent due to a significant ridership increase (65.3 percent). In FY 2006/07, Operating Cost/VSH rose 50 percent. This increase is due, in large part, to a change in operations contractor and the cost increase associated with both fuel and vehicle maintenance. With the Operating Cost/VSH reaching \$69.00 in FY 2006/07 Rio Vista Delta Breeze can be offset negatively as the high operating costs will offset the farebox recovery ratio.

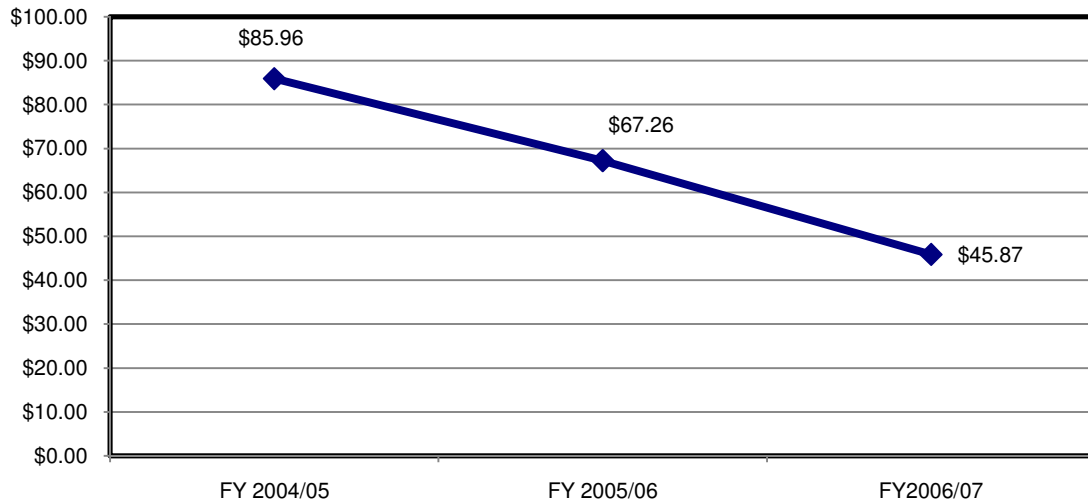
Exhibit 3 - 4 Operating Cost/VSH



Operating Cost/Passenger

Across the evaluation period, Operating Cost/Passenger decreased 46.6 percent. In FY 2005/06, Operating Cost/Passenger decreased 21.8 percent. It was in this fiscal year that the largest ridership increase (65.3 percent) occurred. The significant ridership increase resulted in a lower Operating Cost/Passenger for FY 2005/06. Rio Vista Delta Breeze saw its greatest Operating Cost/Passenger decrease in FY 2005/06 (22 percent). The decrease of the Operating Cost/Passenger over the three fiscal years can be a positive sign that Rio Vista Delta Breeze ridership has realized a significant increase. And an increase in ridership leads to an increase in fare revenue and in resulting a higher farebox recovery ratio.

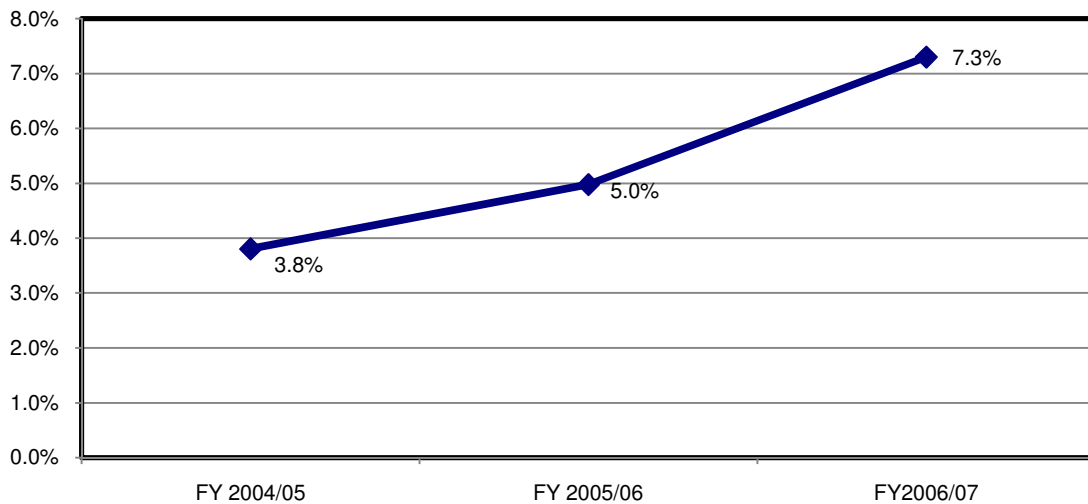
Exhibit 3 - 5 Operating Cost/Passenger



Farebox Recovery

Farebox revenue has increased almost 92 percent since FY 2004/05. On a system wide basis, the greatest increase was 46.7 percent, between FY 2005/06 and FY 2006/07. This indicator has been increasing at a commendable rate. The farebox recovery standard for a non-urbanized community like Rio Vista is 10 percent. However, given Rio Vista Delta Breeze's status as a new transit service, it is exempt from the TDA standard until FY 2009/10. Reductions in operating cost, along with fare revenue increases, are needed to achieve this benchmark. Assuming the Rio Vista Delta Breeze continues to grow its farebox recovery ratio at the current rate, it should achieve the 10 percent standard by FY 2009/10. The increase in farebox recovery is a positive sign for Rio Vista Delta Breeze because this is an indicator that ridership is increasing each year. This can also be the result of average fare per passenger increasing in each fiscal year.

Exhibit 3 - 6 Farebox Recovery

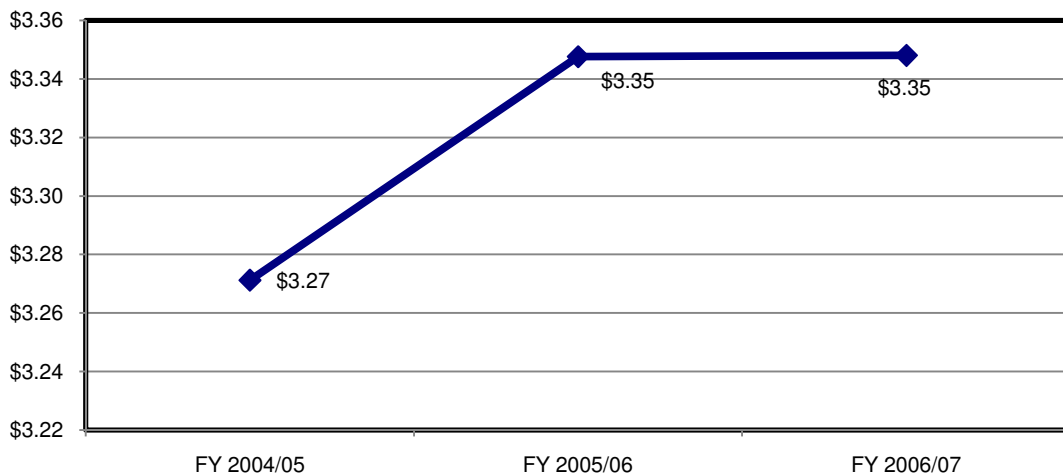


Fare Analysis

In FY 2004/05, the total ridership was 1,154 and the fare revenue was \$3,775, this translates to a fare/passenger ratio of \$3.27. The average fare/passenger ratio remained at \$3.35 the following two years.

Ridership has been holding steady between FY 2005/06 and FY 2006/07, after a near doubling from FY 2004/05 to FY 2005/06. Rio Vista Delta Breeze's farebox recovery ratio currently does not meet state funding standards. By raising the current fares, Rio Vista Delta Breeze could potentially increase its farebox recovery ratio. However at the same time, overall ridership could decline as a portion of the ride-dependent population would not be able to afford the increased fares. Therefore it is recommended that fares should not be increased in order to keep the largest segment of riders who support the Rio Vista Delta Breeze. The recommendation confirmed was confirmed during one of the community meetings (held August 2007) in which current fares and their affordability was a discussion topic.

Exhibit 3 - 7 Fare Analysis



Performance Indicators

An operational assessment of Rio Vista Delta Breeze services was conducted.

The evaluation methodology included an assessment of quantitative performance indicators from month-to-month data as seen in the following table. As shown in this analysis, corrective acts such as route revision, service schedule alteration, and targeted marketing could be effective towards further improving Rio Vista Delta Breeze.

Exhibit 3 - 8 Performance Indicators

Deviated Fixed-Route	Jan-06	Feb-06	Mar-06	Apr-06	May-06	Jun-06	Jul-06	Aug-06	Sep-06	Oct-06	Nov-06	Dec-06	Jan-07	Feb-07	Mar-07	Apr-07	May-07	Jun-07	FY 06/07 Total	
Operating Cost/VSH (Actual \$)	\$46.00	\$46.00	\$46.00	\$46.00	\$46.00	\$46.00	\$69.00	\$69.00	\$69.00	\$69.00	\$69.00	\$69.00	\$69.00	\$69.00	\$69.00	\$69.00	\$69.00	\$69.00	\$69.00	\$69.00
Monthly Change		0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	\$0.04
Operating Cost/Passenger (Actual \$)	\$73.73	\$105.26	\$60.27	\$58.79	\$48.24	\$78.50	\$79.16	\$88.37	\$56.84	\$78.86	\$79.17	\$68.76	\$33.18	\$33.82	\$27.82	\$29.17	\$21.71	\$18.10	\$51.25	\$51.25
Monthly Change		42.8%	-42.7%	-2.4%	-18.0%	62.7%	0.8%	11.6%	-35.7%	38.7%	0.4%	-13.1%	-51.7%	1.9%	-17.7%	4.8%	-25.6%	-16.6%	(\$0.09)	
Passenger/VSH	0.62	0.44	0.76	0.78	0.95	0.59	0.87	0.78	1.21	0.88	0.87	1.00	2.08	2.04	2.48	2.37	3.18	3.81	1.8	1.8
Monthly Change		-29.9%	74.6%	2.5%	21.9%	-38.5%	48.8%	-10.4%	55.5%	-27.9%	-0.4%	15.1%	107.2%	-1.9%	21.6%	-4.6%	34.4%	20.0%	0.2	
Passengers/VSM	0.05	0.02	0.04	0.04	0.05	0.03	0.04	0.03	0.06	0.05	0.05	0.11	0.13	0.15	0.17	0.16	0.13	0.25	0.1	0.1
Monthly Change		-63.2%	115.0%	-11.8%	26.3%	-36.0%	21.2%	-18.9%	88.6%	-16.5%	3.5%	127.2%	21.6%	10.9%	12.1%	-1.6%	-18.0%	84.8%	0.3	
Farebox Recovery (Actual %)	9.2%	3.7%	5.1%	5.4%	5.9%	5.1%	4.6%	6.4%	5.3%	3.3%	3.0%	2.3%	10.7%	7.2%	6.3%	8.6%	13.0%	30.7%	8.4%	8.4%
Monthly Change		-59.2%	36.8%	6.0%	9.2%	-13.2%	-11.2%	40.6%	-17.3%	-38.0%	-9.8%	-22.7%	364.7%	-32.0%	-12.7%	35.8%	50.9%	136.6%	40.4%	
Operating Cost/VSM (Actual)	\$3.94	\$2.07	\$2.54	\$2.19	\$2.27	\$2.36	\$2.89	\$2.61	\$3.17	\$3.67	\$3.81	\$7.53	\$4.42	\$4.99	\$4.60	\$4.75	\$2.90	\$4.47	\$4.15	\$4.15
Monthly Change		-47.5%	23.1%	-13.9%	3.6%	4.2%	22.2%	-9.5%	21.3%	15.8%	3.9%	97.3%	-41.3%	13.0%	-7.8%	3.2%	-39.0%	54.1%	\$0.11	
VSM/VSH	11.68	22.26	18.08	21.01	20.27	19.46	23.89	26.40	21.76	18.79	18.09	9.17	15.63	13.82	14.99	14.52	23.79	15.44	18.0	18.0
Monthly Change		90.6%	-18.8%	16.2%	-3.5%	-4.0%	22.8%	10.5%	-17.6%	-13.7%	-3.7%	-49.3%	70.5%	-11.5%	8.4%	-3.1%	63.8%	-35.1%	0.0	
Fare/Passenger	\$6.76	\$3.93	\$3.08	\$3.18	\$2.85	\$4.03	\$3.60	\$5.66	\$3.01	\$2.59	\$2.35	\$1.58	\$3.53	\$2.45	\$1.76	\$2.51	\$2.82	\$5.55	\$3.12	\$3.12
Monthly Change		-41.8%	-21.7%	3.4%	-10.4%	41.3%	-10.5%	57.0%	-46.8%	-13.9%	-9.5%	-32.8%	124.2%	-30.7%	-28.2%	42.4%	12.3%	97.2%	\$0.13	
Revenue Hours	144	265	318	330	364	391	270	265	229	375	321	294	125	121	140	134	89	207	2,569	2,569
Non-Revenue Hours	27	107	133	87	115	21	91	131	120	125	90	96	19	10	24	11	80	27	824	824
Total Vehicle Hours	172	373	452	417	479	412	360	396	349	500	412	390	144	131	163	145	168	234	3,393	3,393
Revenue Vehicle Miles	1,685	5,908	5,757	6,929	7,378	7,606	6,441	6,998	4,984	7,043	5,811	2,695	1,954	1,667	2,091	1,940	2,111	3,204	46,939	46,939
Non Revenue Miles	829	1,387	2,463	750	884	538	568	670	2,432	877	900	1,419	146	135	154	134	97	272	7,804	7,804
Total Vehicle Miles	2,514	7,295	8,220	7,679	8,262	8,144	7,009	7,668	7,416	7,920	6,711	4,114	2,100	1,802	2,245	2,074	2,208	3,476	54,743	54,743
Average Daily Ridership	4.5	6.1	10.6	12.9	15.1	10.4	11.8	9.0	13.9	14.9	14.0	13.4	12.4	10.3	15.7	15.0	12.3	37.7	14.9	14.9
Fare Revenue	\$608	\$456	\$748	\$821	\$989	\$922	\$847	\$1,171	\$837	\$850	\$657	\$465	\$919	\$603	\$609	\$792	\$794	\$4,393	\$6,768	\$6,768
Net Operating Cost	\$6,028	\$11,754	\$13,897	\$14,348	\$15,750	\$17,055	\$17,755	\$17,121	\$14,964	\$25,015	\$21,510	\$19,820	\$7,708	\$7,717	\$9,017	\$8,425	\$5,328	\$9,921	\$164,301	\$164,301

Service Evaluation

Ridership Trends

Rio Vista Delta Breeze's deviated fixed-route ridership has fluctuated since service inception 16 months ago. During its first month (January 2006) of operation, Rio Vista Delta Breeze carried a modest 90 riders, this is due to the service starting the last two days of the month. Ridership increased 52.2 percent from February 2006 to March 2006. The rising trend continued in May 2006 with 347 riders.

There was a significant decline in ridership of (72 percent) in June 2006. We believe this decline can be attributed to the onset of the summer vacation season. The program recovered the following month, jumping nearly 70 percent. A rollercoaster trend ensued up to December 2007. The greatest dip (82.7 percent) occurred between December 2006 and January 2007. As a basis for comparison, at the time of our analysis, nationally, public transit ridership increased 1.5 to 2.0 percent/annum.

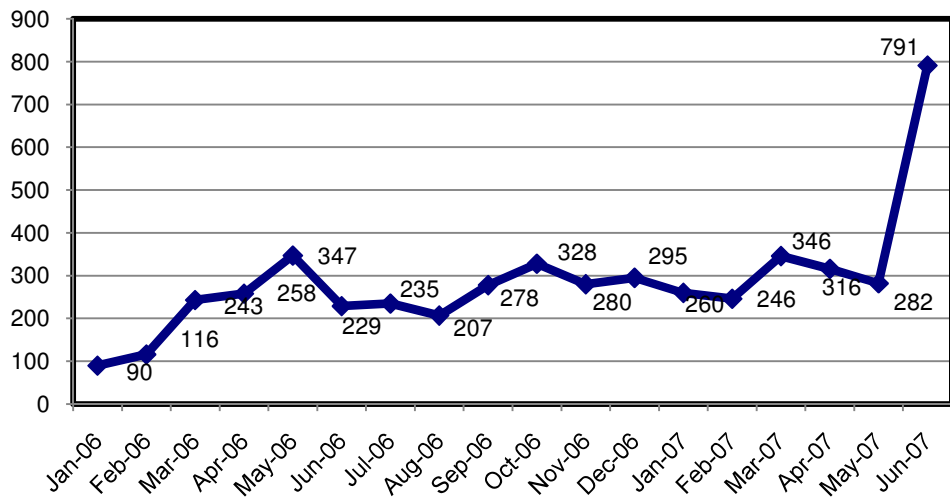
In January 2007, Route 51 converted from a true deviated fixed-route service to a general public demand-response service within the cities of Rio Vista and Isleton, and on State Route 160 between Isleton and the Antioch Bridge. Since its inception, Route 51 has been the single-most productive route.

Ridership on Route 51 fluctuated significantly between January 2007 and April 2007. Ridership peaked in March 2007 with a total of 301 patrons, a 72 percent increase from the previous month. The lowest ridership count for this new route occurred in February 2007.

Ridership jumped 32.6 percent between February 2007 and March 2007. System ridership reached its second highest point the same month. With the transition of Route 51 from a deviated fixed-route to a general public demand-response

service, ridership growth on the other routes has been modest. June 2007 marks the month of greatest ridership.

Exhibit 3 - 9 Total System Monthly Ridership



*June 2007 – Shuttle was provided to the Isleton Crowdad Festival

Exhibit 3 - 10 Route 50 Monthly Ridership

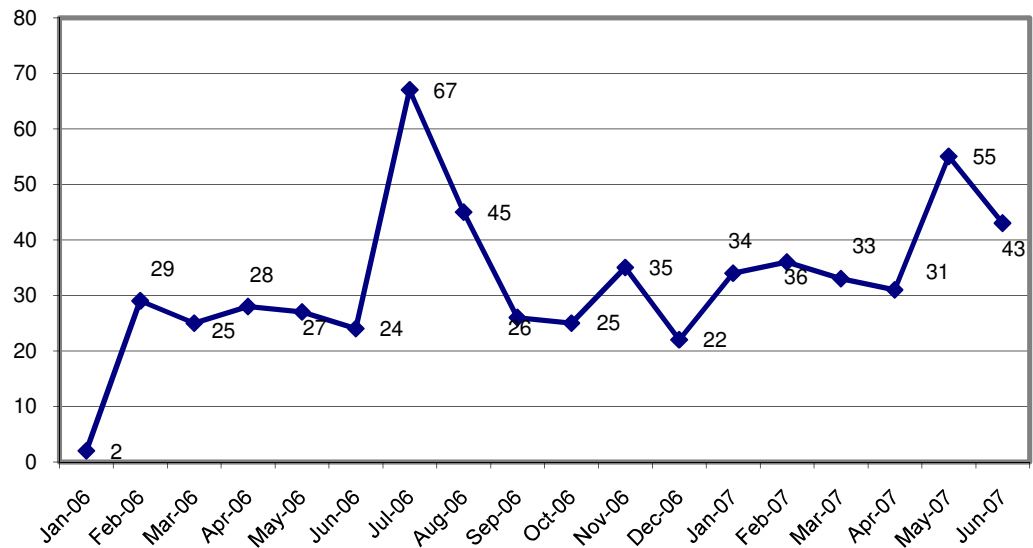


Exhibit 3 - 11 Route 51 Monthly Ridership

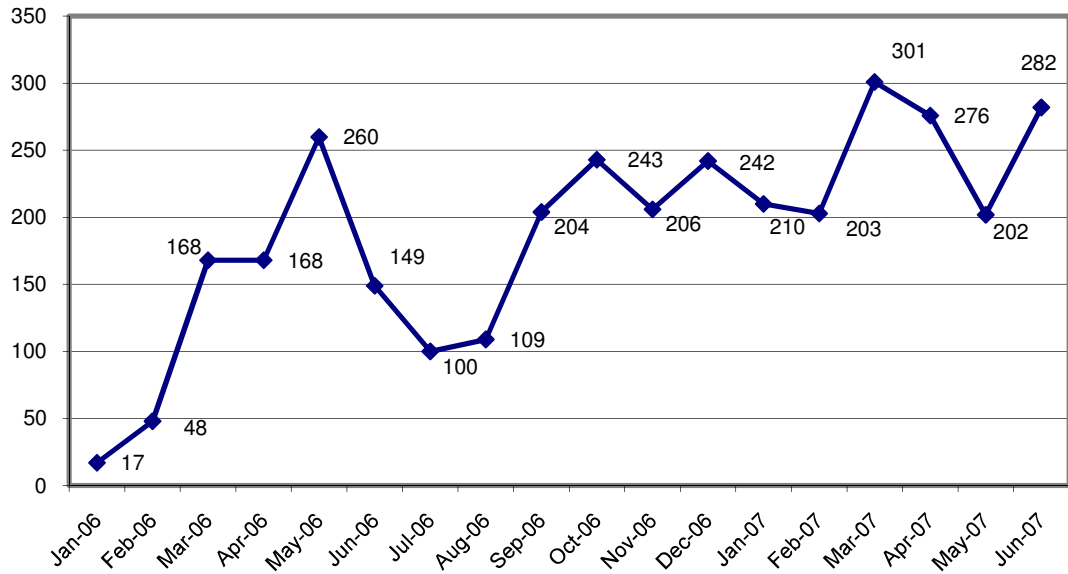
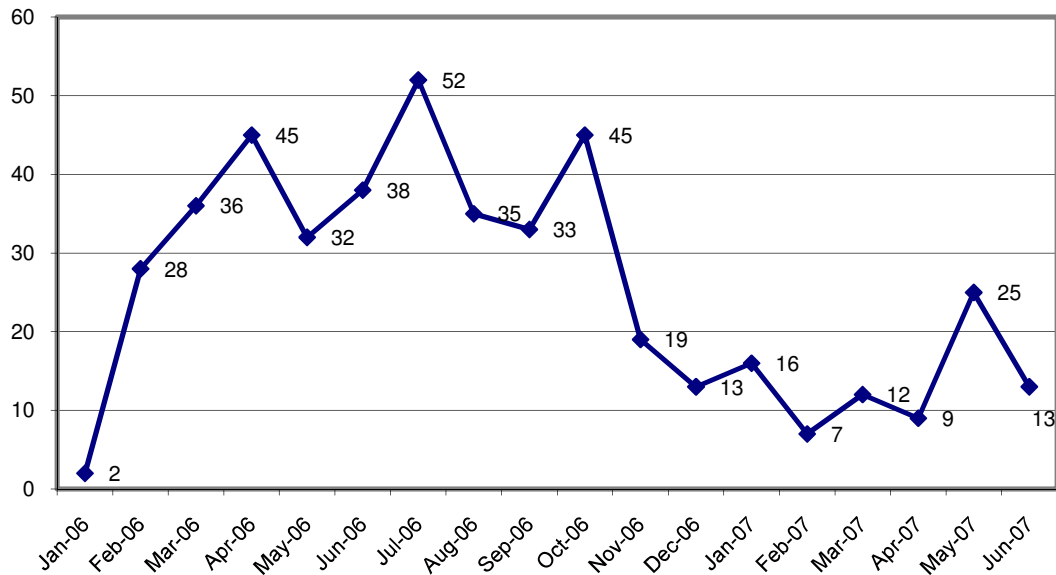


Exhibit 3 - 12 Route 52 Monthly Ridership



Passengers/Vehicle Service Hours

One of the most frequently employed indicators of public transit service effectiveness is Passengers/Vehicle Service Hour (VSH). This indicator measures the number of rides provided within a single revenue service hour. This indicator is affected by fluctuation in ridership and the vehicle service hours supplied-- meaning it increases and decreases with the positive and negative trends in ridership.

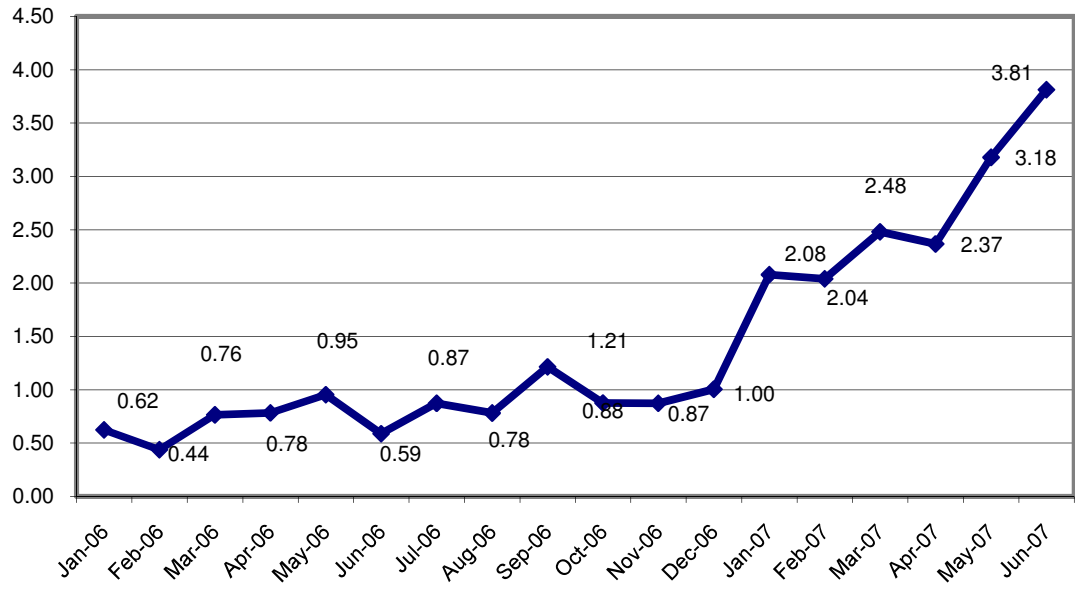
February 2006 was the month this indicator was at its lowest, dropping approximately 30 percent from the previous month. This month reflected both an increase in ridership (20.9 percent) and vehicle service hours (84 percent). The following month this indicator recovered by increasing 74.6 percent.

By contrast, January 2007 was the month of the greatest increase in Passenger/VSH. It was in this month that Route 51 transitioned into a general public demand-response service. While this indicator has varied since January 2006, the overall trend has been a positive one.

Since inception of the revised service delivery strategy in January 2007, this indicator has increased from 0.62 in January 2006 to 2.37 in April 2007. Overall, ridership increased 181 percent and vehicle service hours increased 134 percent. The growth in this indicator confirms the wisdom of the City's decision to modify Rio Vista Delta Breeze service delivery approach.

Since the introduction of Rio Vista Delta Breeze transit service, Passengers/VSH has fluctuated with changes in ridership. This indicator reached its peak in June 2007 and increased 20 percent from the previous month.

Exhibit 3 - 13 Passengers/VSH



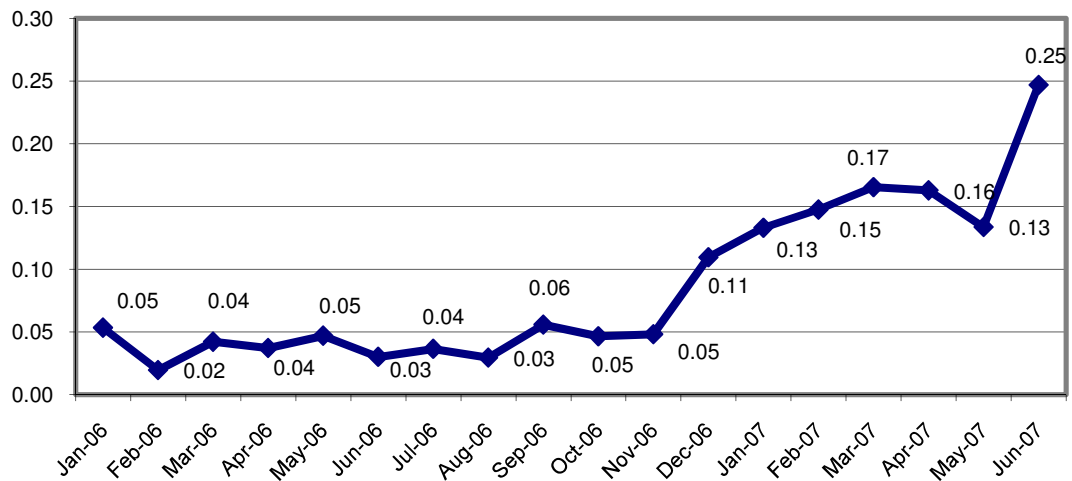
Passengers/Vehicle Service Miles

Another measure of transit service effectiveness is Passengers/Vehicle Service Mile (VSM). This metric indicates the number of rides provided within a single revenue service mile. This indicator grows as ridership increases and declines when vehicle service miles increase.

February 2006 marked the month at which the indicator was at its lowest point, decreasing 30 percent from the previous month. It was during this time VSH rose approximately 251 percent while ridership rose 30 percent from the previous month.

This metric reached a peak in June 2007 increasing approximately 84.4 percent. Ridership in this month increased 181 percent and VSM rose approximately 52 percent.

Exhibit 3 - 14 Passengers/VSM



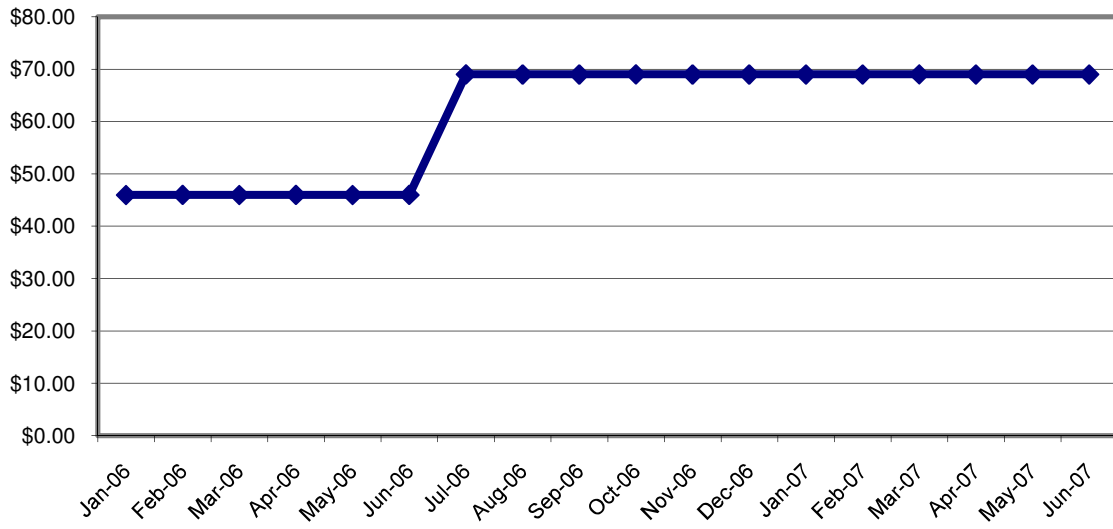
Operating Cost/Vehicle Service Hour (VSH)

The Rio Vista Delta Breeze's operating costs reflect fully allocated revenue hour expenses at the beginning of each fiscal year. This indicator is calculated by the City based on overall expense allocated to the transit program, an Enterprise Fund within the City. Enterprise funds are utilized to account for operations financed and operated similar to private business enterprises. This is done with the intent the expenditures of supplying services to the community are recovered or financed mainly through user charges.

The fully-allocated Operating Cost/VSH for FY 2005/06 was forty-six dollars, rising 50 percent to seventy dollars the following year. We believe this considerable increase in Operating Cost can be attributed to increase in fuel, maintenance, and contractor costs.

Two comparable transit operators with service area similar population are Exeter and Woodlake. Both cities are located in Tulare County and operate general public dial-a-ride service areas within the City limits. Exeter had an Operating Cost/VSH of \$55.66 in FY 2005/06 and Woodlake had \$52.00. If these operators are able to maintain their Operating Cost/VSH below \$60.00, it is feasible for Rio Vista Delta Breeze to lower this indicator. This can be done by reevaluating fuel, maintenance, and contractor costs.

Exhibit 3 - 15 Operating Cost/VSH



Operating Cost/Passenger

Operating Cost/Passenger started at \$73.73 in January 2006 and experienced a 43 percent gain in the following month. This was due almost solely to an 88.5 percent increase in operating cost.

In general terms, ridership and Operating Cost/Passenger are inversely related. That is, as a program's ridership grows, the associated cost is spread over a fixed cost base (i.e., economy of scale). Evidence of this relationship can be noted in the decrease of ridership between May 2006 and June 2006, when ridership decreased 34 percent and the operating cost increased 7.4 percent. Post-June 2006, the Operating Cost/Passenger decreased as there was a rise in overall ridership.

The largest decrease in Operating Cost/Passenger occurred in January 2007 with the introduction of Route 51. The operating cost decreased 57.7 percent to \$5,547 and ridership dropped approximately 12 percent. This considerable decrease was due to the modification of the Rio Vista Delta Breeze service delivery and service level. There was also a drop in the Vehicle Service Hours for this month.

Exhibit 3 - 16 Operating Cost/Passenger

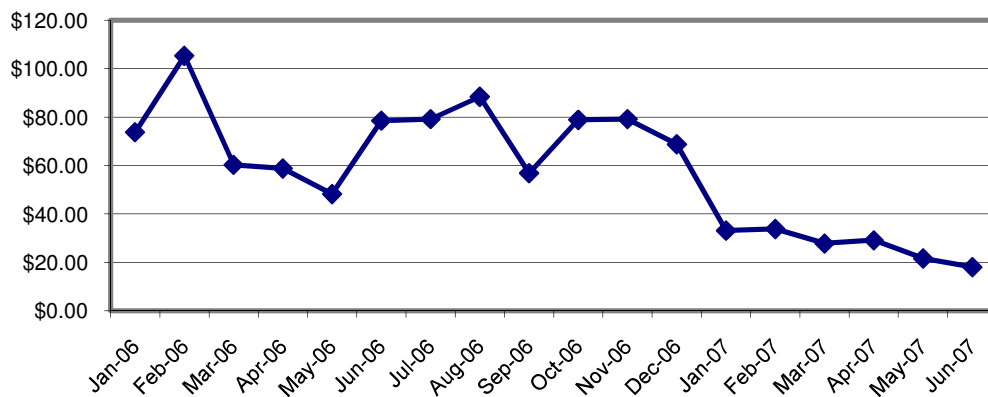


Exhibit 3 – 17 Operating Cost/Passenger Data

Jan-06	\$73.73
Feb-06	\$105.26
Mar-06	\$58.79
Apr-06	\$60.27
May-06	\$48.24
Jun-06	\$78.50
Jul-06	\$79.16
Aug-06	\$88.37
Sep-06	\$56.84
Oct-06	\$78.86
Nov-06	\$79.17
Dec-06	\$68.76
Jan-07	\$33.18
Feb-07	\$33.82
Mar-07	\$27.82
Apr-07	\$29.17
May-07	\$21.71
Jun-07	\$18.10
Total FY 2007	\$51.25

Source: City of Rio Vista

Farebox Recovery Ratio

Based on the State of California's Transportation Development Act (TDA) regulations, if the claimant is categorized as a non-urbanized area, it must maintain a farebox revenue ratio of not less than 10 percent.

Given Rio Vista Delta Breeze began in January 2006, the service is exempt from the required farebox ratio until FY 2009/10. In FY 2006/07, the service posted a farebox recovery ratio of 7.3 percent. The trend has been on the rise since April 2007. Assuming this trend continues, it is forecasted that Rio Vista Delta Breeze will cross the threshold sometime in FY 2009/10.

While raising fares is always an option, we believe that, given the significant ride-dependency of the average Rio Vista Delta Breeze patron, any significant increase would result in a corresponding ridership decline. Therefore, in the event the TDA standard is not achieved as forecasted, we recommend the City consider initiating discussion with the Metropolitan Transportation Commission to determine whether or not an alternative performance indicator (i.e., cost/ride, rides/VSH) would be more appropriate to Rio Vista Delta Breeze.

Exhibit 3 - 18 Farebox Recovery

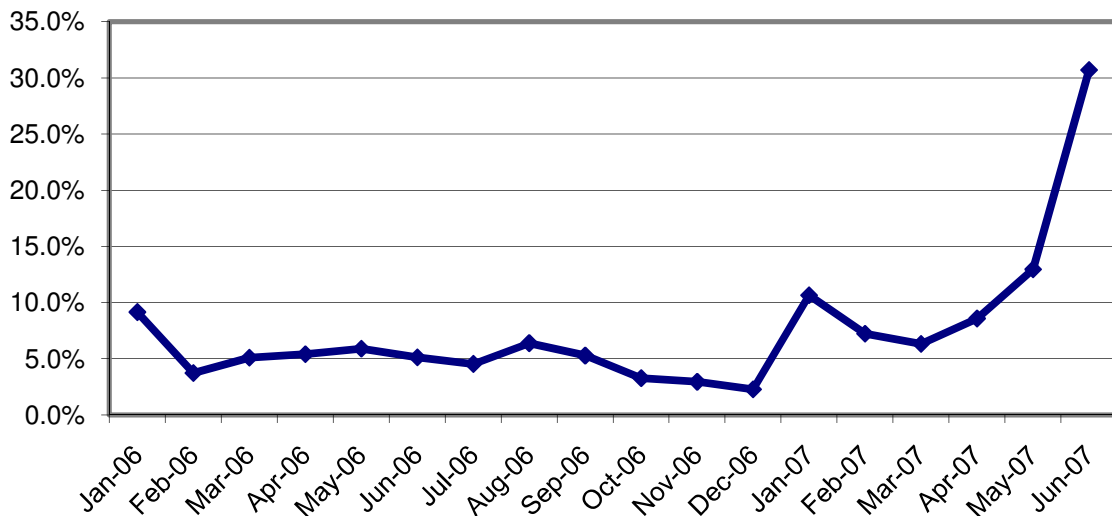


Exhibit 3 – 19 Farebox Recovery Data

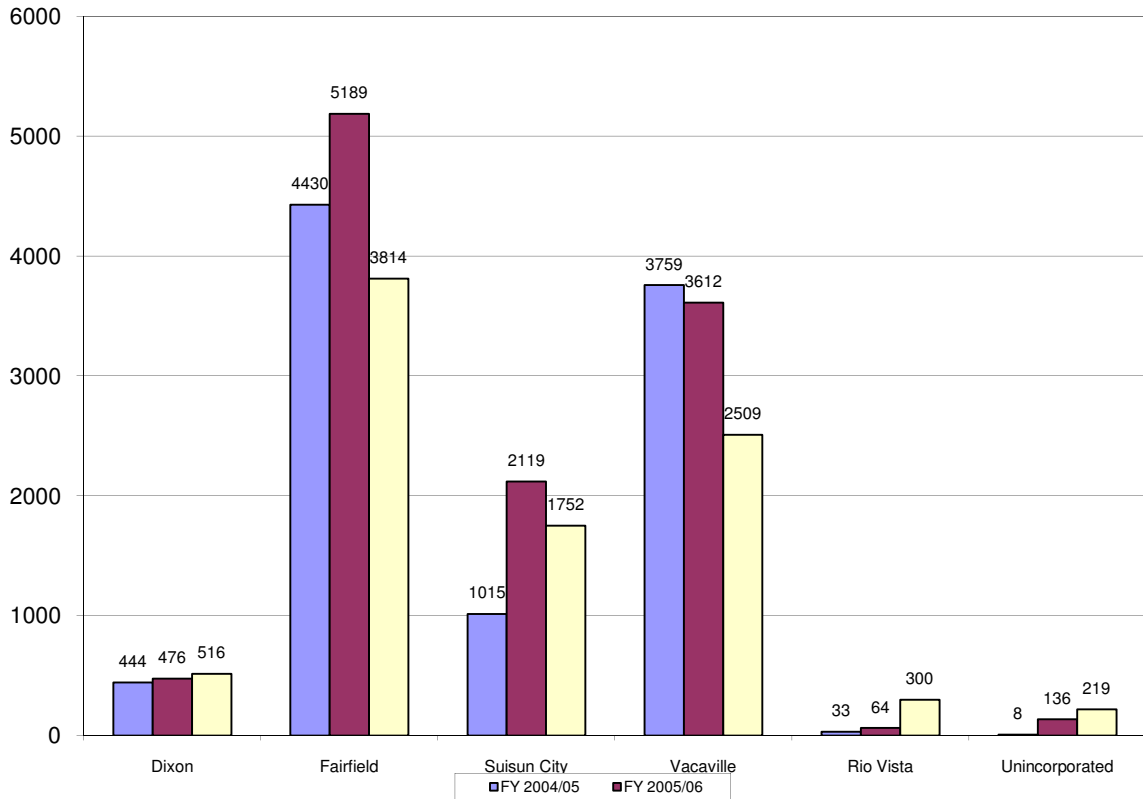
Jan-06	9.2%
Feb-06	3.7%
Mar-06	5.1%
Apr-06	5.4%
May-06	5.9%
Jun-06	5.1%
Jul-06	4.6%
Aug-06	6.4%
Sep-06	5.3%
Oct-06	3.3%
Nov-06	3.0%
Dec-06	2.3%
Jan-07	10.7%
Feb-07	7.2%
Mar-07	6.3%
Apr-07	8.6%
May-07	13.0%
Jun-07	30.7%
Total FY 2007	8.4%

Solano Paratransit

Solano Paratransit, a program administered by the Solano Transportation Authority and operated by Fairfield/Suisun Transit System, provides intercommunity door-to-door service to ADA-eligible persons unable to access traditional fixed-route transit service due to mobility impairment. There are currently 47 Rio Vista residents certified for the Solano Paratransit service. However, only 26 maintain active status.

Solano Paratransit's activity level within Rio Vista is significantly lower than that found in other communities in the county. In FY 2004/05, Solano Paratransit provided 33 trips in Rio Vista constituting only 0.3 percent of the program's ridership. The following fiscal year, ridership rose to 64. In FY 2006/07, Solano Paratransit activity rose yet again (to 300), equating to 2.8 percent of program ridership. Although the free paratransit service component has experienced significant ridership growth, we conclude this trend will soon "plateau", as the eligible population base remains numerically modest.

Exhibit 3 - 20 Ridership Data Residence

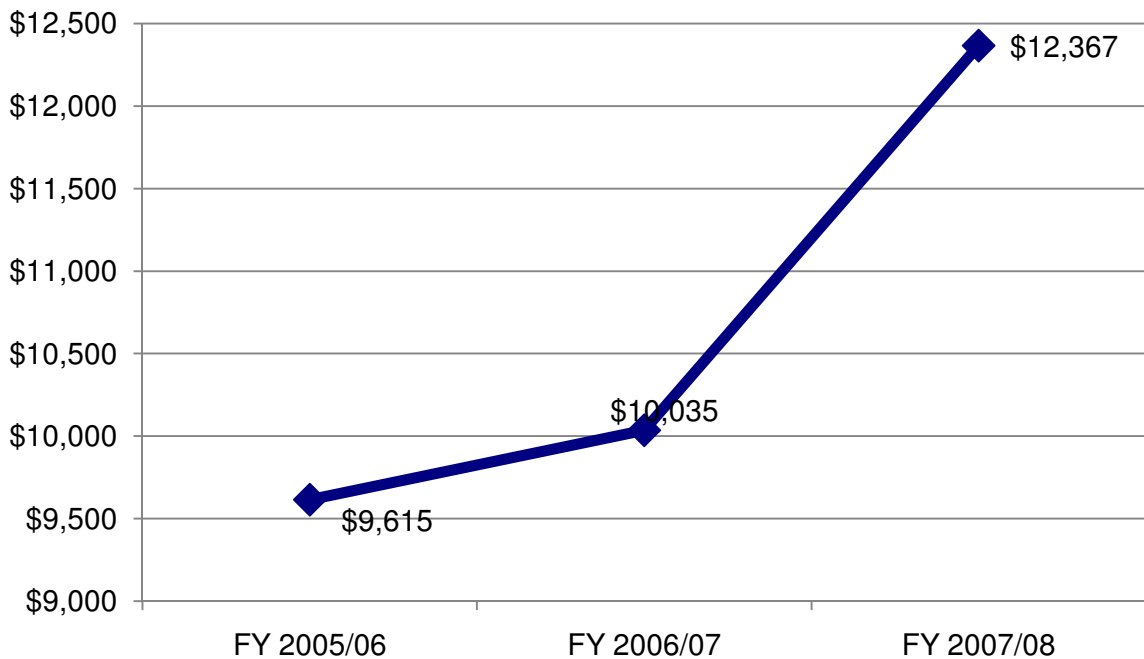


Solano Paratransit serves only the northern communities of Solano County; each jurisdiction contributes funding shares to Solano Paratransit program through the annual TDA claim process; which the Solano Transportation Authority administers in conjunction with the MTC. The Solano Paratransit funding is based on community population numbers, trips, and mileage share formula adopted in June 2002. In FY 2005/06, the City of Rio Vista contributed \$9,615 of TDA funding to Solano Paratransit. In FY 2006/07, the City's contribution increased 4.4 percent to \$10,035. In FY 2007/08, the TDA subsidy will rise to \$12,367.

The City's funding share for Solano Paratransit has increased on an annual basis; yet, the number of Rio Vista residents who utilize the service remains modest. Therefore, we recommend the City work with the STA to explore increased transit marketing yielding to increased ridership. While Solano Paratransit ridership has

greatly increased across the past three fiscal years the City should increase target marketing (i.e., specific to this service) in Rio Vista. Also, the City should review the findings of STA's Solano Paratransit Review Assessment, prepared by Nelson/Nygaard Consulting Associates (May 2006) to determine the effectiveness of the Solano Paratransit operation within Rio Vista. The assesment indicated that the City is contributing 2% towards the overall costs of the services but receives 1.1% benefit. The City should also consider Rio Vista's surrounding communities' contribution to Solano Paratransit's funding, and work with STA to ensure a proportionate contribution to the service based on true passenger demand.

Exhibit 3 - 21 Solano Paratransit Funding: Rio Vista



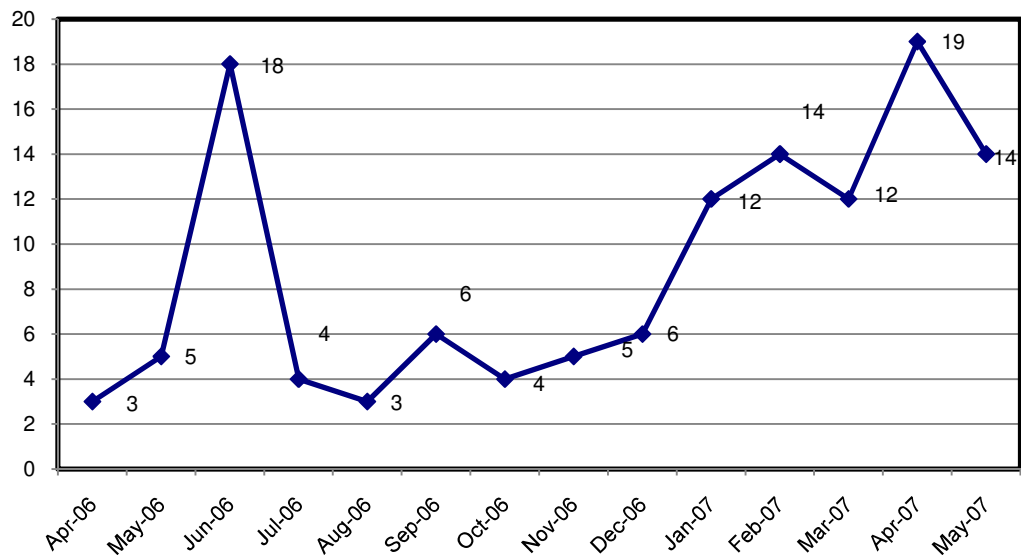
Rio Vista Delta Breeze Taxi Scrip Program

Rio Vista Delta Breeze Taxi Scrip Program provides a curb-to-curb demand-response taxi service; 7:00 a.m. to 3:00 a.m., seven days a week. This service is open only to certified Rio Vista residents: seniors age 55 and over, persons with disabilities, and Medicare card holders. This mobility program is contracted to Delta Cab Co, which owns and operates the vehicles. The contractor takes telephone calls and schedule trips on an "as received basis" from certified users. The Taxi Scrip Program provides service anywhere in the City of Rio Vista as well as to regional destinations outside the city. An accessible vehicle is available given 24-hour notice.

The City pays the contractor at the rate of one dollar per scrip redeemed. The City sells ten dollars' worth of taxi scrip in booklet form for five dollars through its Finance Department.

Taxi Scrip Program ridership has fluctuated since April 2006. At the time of our study, there were 18 certified participants. The Taxi Scrip Program noted its largest increase in June 2006 when ridership rose to 18, increasing 260 percent from the previous month. This can be attributed to an increase in awareness regarding the service amongst eligible Rio Vista residents. Further, the Taxi Scrip Program has opportunity for growth with selective marketing. Marketing for the program should focus on those trip generators most critical to the target population. A successful taxi scrip program was in place in American Canyon (Napa County) and served as the catalyst for transition to more traditional transit service. As the current provider is the only public taxi service in the community, should there be a change in operator ownership, the City will need to reassess the viability of the Taxi Scrip Program. In doing so, the City will have a number of options to explore including expanding the operational services of Rio Vista Delta Breeze.

Exhibit 3 - 22 Taxi Scrip Program Passenger Trips



Federal Title VI Compliance

The most recent filing of the City's Federal Title VI report with the California Department of Transportation (Caltrans) was September 9, 2005. No service deficiencies were identified within the compliance statement. Even though Rio Vista Delta Breeze receives federal funding, the City is not required to complete the full Title VI report because Caltrans functions as the actual claimant and passes the funds on to the City. It is recommended that the any eligible FTA Section 5311 funds continue to be claimed in an effort to grow the City's transit operations.

Triennial Performance Audit

Since the City of Rio Vista has not claimed TDA Article 4 funds previously, the City is not required to conduct a TDA Triennial Performance Audit. The last audit was in September 1983.



4. RIDE
CHECK
ANALYSIS

Chapter 4 – Ride Check Analysis

A ride check has two primary objectives:

1. Assess schedule adherence, and
2. Assess productivity at the individual bus stop level.

Concurrent with the on-board customer survey, Moore & Associates conducted a ride check of Rio Vista Delta Breeze's deviated fixed-routes. Despite the fact there was only one ride check for each of the deviated fixed-routes, an assessment can still be made and conclusions drawn. A sampling of two trips was evaluated across a two-day period, Tuesday, June 19, and Thursday, June 21, 2007.

On-Time Performance

A key aspect of our ride check was a comprehensive and objective evaluation of the Rio Vista Delta Breeze's on-time performance under actual field conditions. On-time performance was assessed at the beginning (departure), midpoint (departure), and end of each trip (arrival). Methodology for determining on-time performance is identical to that employed by Moore & Associates in numerous communities throughout California. Our firm's survey coordinator synchronizes his time-piece with that of the operations services contractor. The individual surveyors collect data at all timepoints along the route. The resulting data is then entered into spreadsheets where it is cleaned, coded, and analyzed.

We employed the following criteria to evaluate transit on-time performance:

- **On-time:** Defined as any trip departure occurring between the published schedule time and no greater than the fifth minute past the published schedule time.
- **Early:** Defined as any departure occurring prior to the published schedule time.

- **Late:** Defined as any departure occurring five or more minutes after the published schedule time.

Findings

Rio Vista Delta Breeze has a performance standard of 90 percent based on criteria adopted as part of the City's 2006 Mini SRTP. Actual overall on-time performance during the 2007 ride check stood at 91.6 percent, slightly above the adopted standard.

In contrast with similar small, non-urbanized transit services, Rio Vista Delta Breeze's on-time performance remains fairly consistent throughout the service day. Schedule adherence was 100 percent at trip start, decreasing to 75 percent at mid-run, and returning back to 100 percent by trip end. Given the relatively modest ridership of Rio Vista Delta Breeze, the behavior of one or two customers can have a significant impact on on-time performance.

Exhibit 4 - 1 System On-Time Performance

	Beginning of Trip (Departures)			Mid-Point (Departures)			End of Trip (Arrivals)		
	On-Time	Early	Late	On-Time	Early	Late	On-Time	Early	Late
Overall	100%	0%	0%	75%	0%	25%	100%	0%	0%

Route-by-Route Analysis

Moore & Associates' survey team completed a route-by-route analysis to illustrate key stops and ridership cluster patterns. All boarding and alighting data attained from the individual timepoints was geocoded using ESRI Geographic Information System (ArcView GIS) software. Next, maps were generated to present a clear, visual representation of service activity levels.

Despite the modest scope, we segregated all ridership data for Routes 50 and 52 into two different day-parts: 8:30 a.m. to 10:45 a.m., and 12:45 p.m. to 2:45 p.m.

Route 50

Route 50 only operates on Tuesday and originates at the Trilogy Vista Clubhouse. The route travels to Front and Main Street (Downtown Rio Vista). It then travels eastward to Isleton, stopping at Second Street and Jackson Boulevard. Located here is a transfer point to the South County Transit/LINK Delta Route, which originates at Isleton City Hall. Route 50 then returns west back to the Trilogy Vista Clubhouse. The route continues its service westward along State Route 12 to the Western Railway Museum in Suisun City. The route then travels 10.3 miles west, reaching the Suisun/Fairfield Amtrak Station. The succeeding stop, Westfield Solano, is a popular destination for this route. Several route deviations occur in this area since there are many retail and medical facilities. The Fairfield Transportation Center is Route 50's westbound terminus, which includes a two-hour layover. During the two-hour layover, the driver either takes a break or performs service deviations as requested. While in Fairfield, deviations are limited to within city limits. Beginning with the eastbound run at the Fairfield Transportation Center, Route 50 then retraces its alignment.

Based on the one-day data sample, Route 50 experienced peak boardings in the morning from 8:00 a.m. to 11:00 a.m. Peak alightings occurred in the early afternoon from 12:45 p.m. to 2:45 p.m. Only six passengers were noted

throughout the service day. All but one used the service to travel roundtrip from Rio Vista to Fairfield.

Exhibit 4 - 2 Route 50 Productivity

Route 50	Boardings	Alighting
8:30 a.m. to 10:45 a.m.	6	3
12:45 p.m. to 2:45 p.m.	0	5

Exhibit 4 - 3 Route 50 Boardings

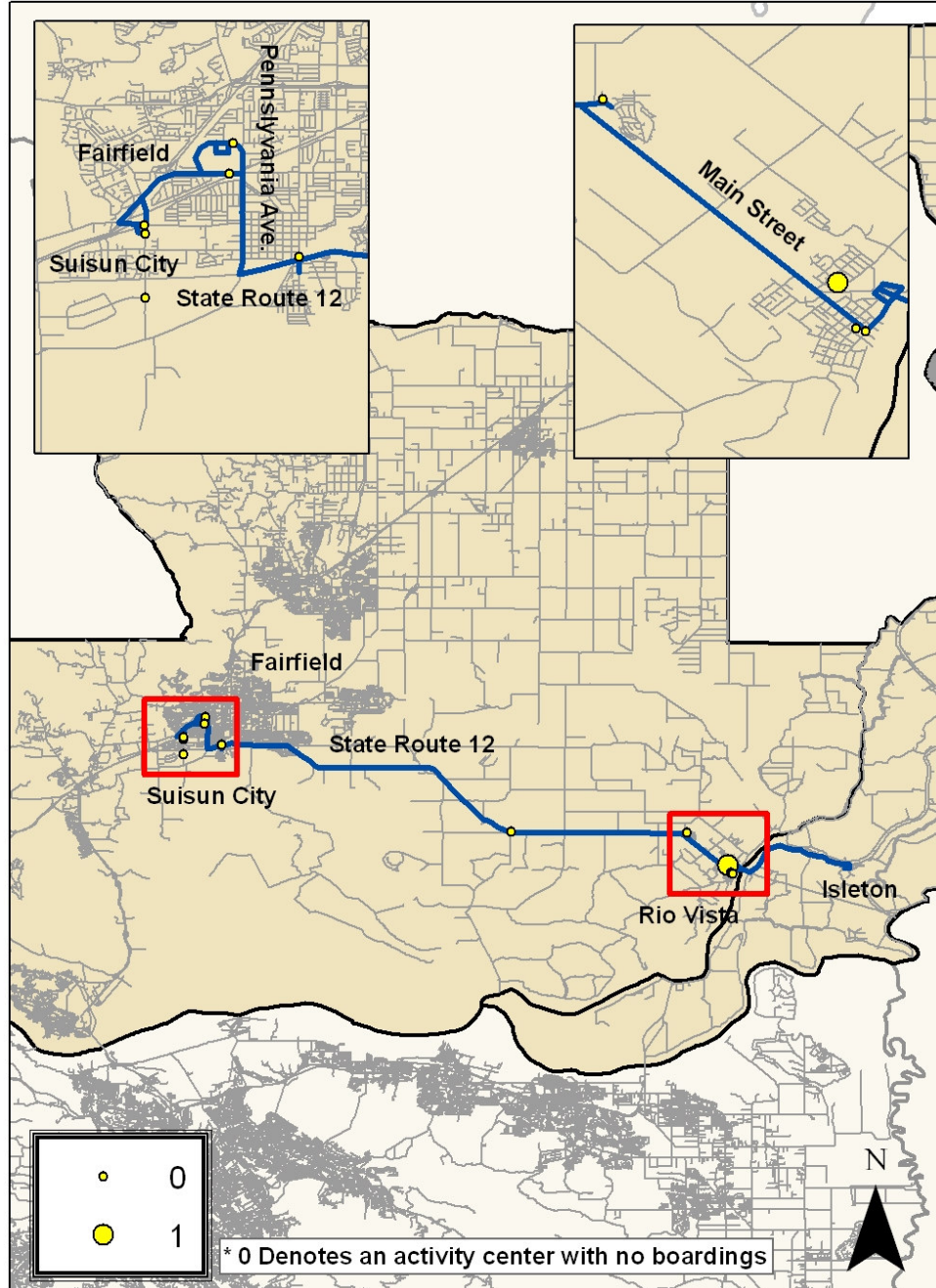
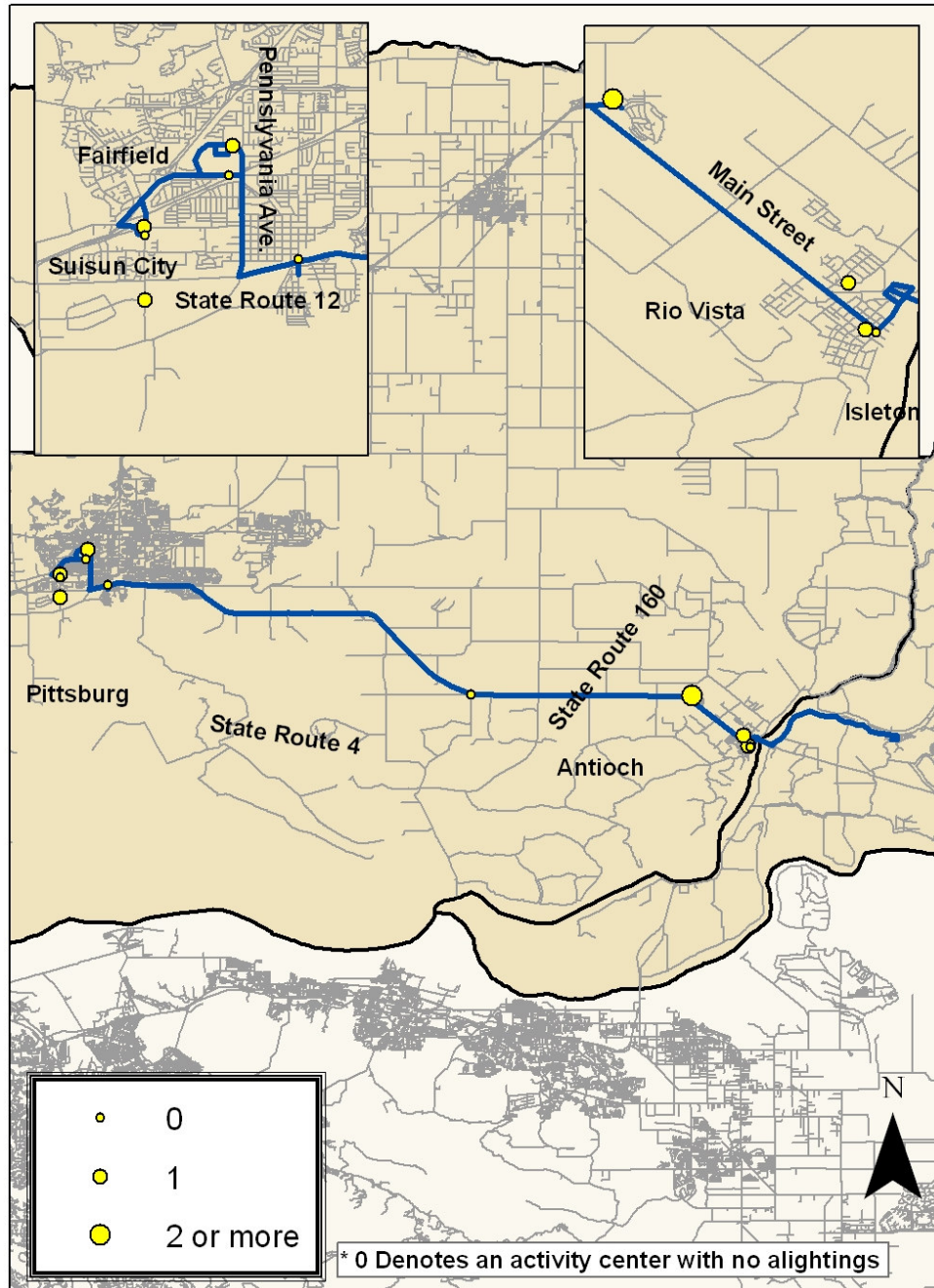


Exhibit 4 - 4 Route 50 Alightings



Route 52

Route 52 only operates on Thursday and originates at the Trilogy Vista Clubhouse in Rio Vista. The route then travels to Front and Main Street in downtown Rio Vista, continuing east to Second Street and Jackson Boulevard in neighboring Isleton. This stop provides transfers with South County Transit/LINK Delta Route at Isleton City Hall. The route then heads south along State Route 160, arriving at Eighteenth Street and State Route 4 near Kmart. The route then continues south to the Hillcrest Park and Ride facility in Antioch where transfer can be made to Tri Delta Transit and The County Connection. From there, Route 52 heads west to the Pittsburg/Bay Point BART Station via State Route 4. This last published timepoint completes Route 52's southbound service followed by a 3.25 hour layover. Like Route 50, Route 52 heads north retracing its path back to Rio Vista.

While boarding and alighting activity for Route 52 peaked in the early morning (8:00 a.m. to 10:30 a.m.), overall productivity (i.e., average ridership) remained moderate. There were a very modest number of people traveling to the Pittsburg/Bay Point BART Station and the Kmart in neighboring Contra Costa County. Most of the activity on this route occurred in Rio Vista and Isleton.

Exhibit 4 - 5 Route 52 Productivity

Route 52	Boardings	Alightings
8:30 a.m. to 10:30 a.m.	3	3
1:30 p.m. to 3:00 p.m.	1	1

Exhibit 4 - 6 Route 52 Boardings

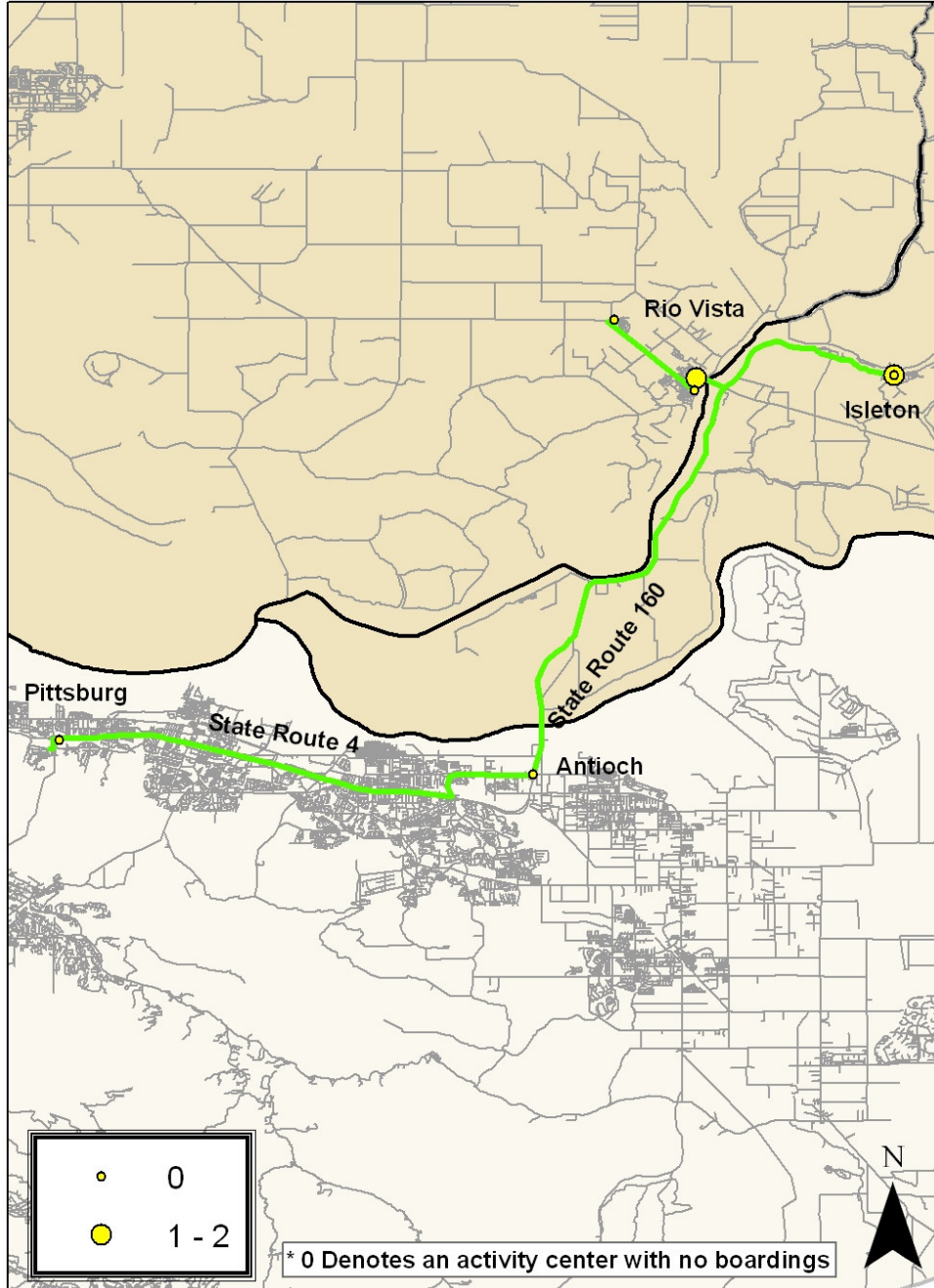
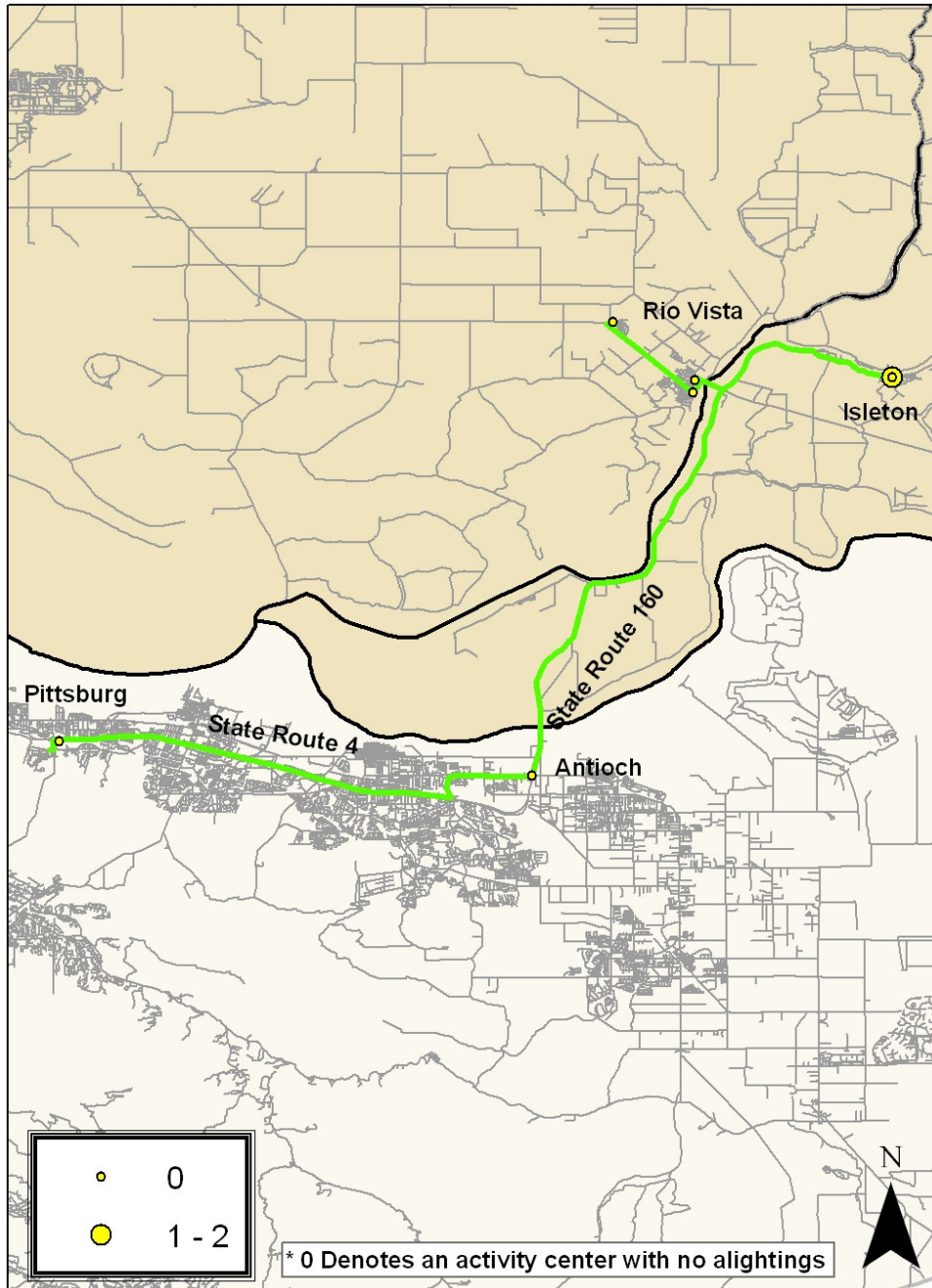


Exhibit 4 - 7 Route 52 Alightings



Demand-Response Performance Analysis

Trip sheets for Route 51 were evaluated from the period of June 19 through July 18, 2007. This review reflects a 100-percent sampling of the route.

One aspect of the trip sheet review was an assessment of Route 51's on-time performance. Prospective riders are directed to request service between 15 and 30 minutes in advance of desired travel time. The dispatcher provides the passengers with a 30-minute pick-up window. The following criteria were used to evaluate on-time performance:

- **On-time**, defined as the arrival at a scheduled boarding within the existing 30-minute window.
- **Early**, defined as any arrival prior to the scheduled 15-minute pick-up window.
- **Late**, defined as any arrival after the scheduled 10-minute pick-up window.

On-Time Performance

Rio Vista Delta Breeze Route 51 posted an aggregate on-time performance of 98 percent throughout the five-week evaluation period. On average, the incidence of early and late arrival was no greater than one percent.

There were only two instances of early arrival (Tuesday, July 3 and Thursday, July 12) and two of late arrival (Wednesday, July 11 and Friday, July 13) throughout the four-week period.

The following exhibit illustrates the overall on-time, early, and late percentages.

Exhibit 4 - 8 Route 51 On-Time Performance

	On Time	Early	Late	Total	% On Time	% Early	% Late
06/19/07	11	0	0	11	100%	0%	0%
06/20/07	6	0	0	6	100%	0%	0%
06/21/07	9	0	0	9	100%	0%	0%
06/22/07	15	0	0	15	100%	0%	0%
06/25/07	18	0	0	18	100%	0%	0%
06/26/07	17	0	0	17	100%	0%	0%
06/27/07	13	0	0	13	100%	0%	0%
06/29/07	24	0	0	24	100%	0%	0%
07/02/07	15	0	0	15	100%	0%	0%
07/03/07	13	1	0	14	93%	7%	0%
07/06/07	13	0	0	13	100%	0%	0%
07/09/07	18	0	0	18	100%	0%	0%
07/11/07	19	0	1	20	95%	0%	5%
07/12/07	9	1	0	10	90%	10%	0%
07/13/07	11	0	1	12	92%	0%	8%
07/16/07	24	0	0	24	100%	0%	0%
07/17/07	18	0	0	18	100%	0%	0%
07/18/07	21	0	0	21	100%	0%	0%
Total	274	2	2	278	98%	1%	1%

Taking into consideration the fact that drivers are allotted a window of 10 minutes to pick up a passenger, the route's current on-time performance of 98 percent is outstanding.

Cancellations

Rio Vista Delta Breeze Route 51 policy requires at least 15 to 30 minutes of advance notice for scheduling a ride. Should a rider no longer require a ride, a cancellation call is expected to be placed as soon as possible. Riders should allow a 15-minute pick-up window. The bus will wait up to five minutes after arriving at a location before departing.

The incidence of trip cancellations during the four-week evaluation period equated to 1.8 percent of total possible trips. The highest incidence of cancellations, 8 percent, occurred on Wednesday, June 27 and Friday, July 6. Thirteen of the eighteen sample days posted zero incidences.

It is important that the City clearly communicate the consequences of “no shows” to its customers. Additionally, the City may want to consider establishing a penalty policy for repeat offenses. This approach could include temporary loss of service privileges.

Exhibit 4 - 9 Incidence of Cancellations

	Cancelled	Total Trips	Percent Cancelled
06/19/07	0	11	0%
06/20/07	0	6	0%
06/21/07	0	9	0%
06/22/07	0	15	0%
06/25/07	0	18	0%
06/26/07	0	17	0%
06/27/07	1	13	8%
06/29/07	0	24	0%
07/02/07	0	15	0%
07/03/07	0	14	0%
07/06/07	1	13	8%
07/09/07	0	18	0%
07/11/07	1	20	5%
07/12/07	0	10	0%
07/13/07	0	12	0%
07/16/07	1	24	4%
07/17/07	1	18	6%
07/18/07	0	21	0%
Total	5	278	1.8%

Boarding and Alighting Analysis

The single-most popular stop was Lira's Supermarket. This location represents 20.5 percent of all boardings and 15.4 percent of all alightings noted during the survey period.

The intersection of Front and Main Street was the second-most active stop, noting 8 percent of total trips. This location is a published timepoint in downtown Rio Vista for both Routes 50 and 52; and provides access to commercial, health, education, and public service trip generators.

The City of Isleton experienced an appreciable percentage of total boardings (4.9%). This can be attributed to its close proximity to Rio Vista as well as the fact that Rio Vista Delta Breeze serves as Isleton's sole transit service.

Another popular service point was 285 Fourth Street in downtown Rio Vista with 12 alightings (6.9 percent). Delta Pharmacy had 10 alightings which is 3.8 percent of all surveyed alightings. A private residence, located within Trilogy at Rio Vista: also saw eight boardings.

Exhibit 4 - 10 Most Common Origins

Boarding	Frequency	% of Total Trips
Lira's Supermarket	50	20.5%
Front/Main Streets	31	12.7%
Isleton City Hall	12	4.9%
Trilogy	8	3.3%

Exhibit 4 - 11 Most Common Destinations

Alighting	Frequency	% of Total Trips
Lira's	40	15.4%
Front/Main Streets	18	6.9%
285 Fourth Street	12	4.6%
Delta Pharmacy	10	3.8%
407 Main Street	9	3.5%

Exhibit 4 - 12 Route 51 Alightings

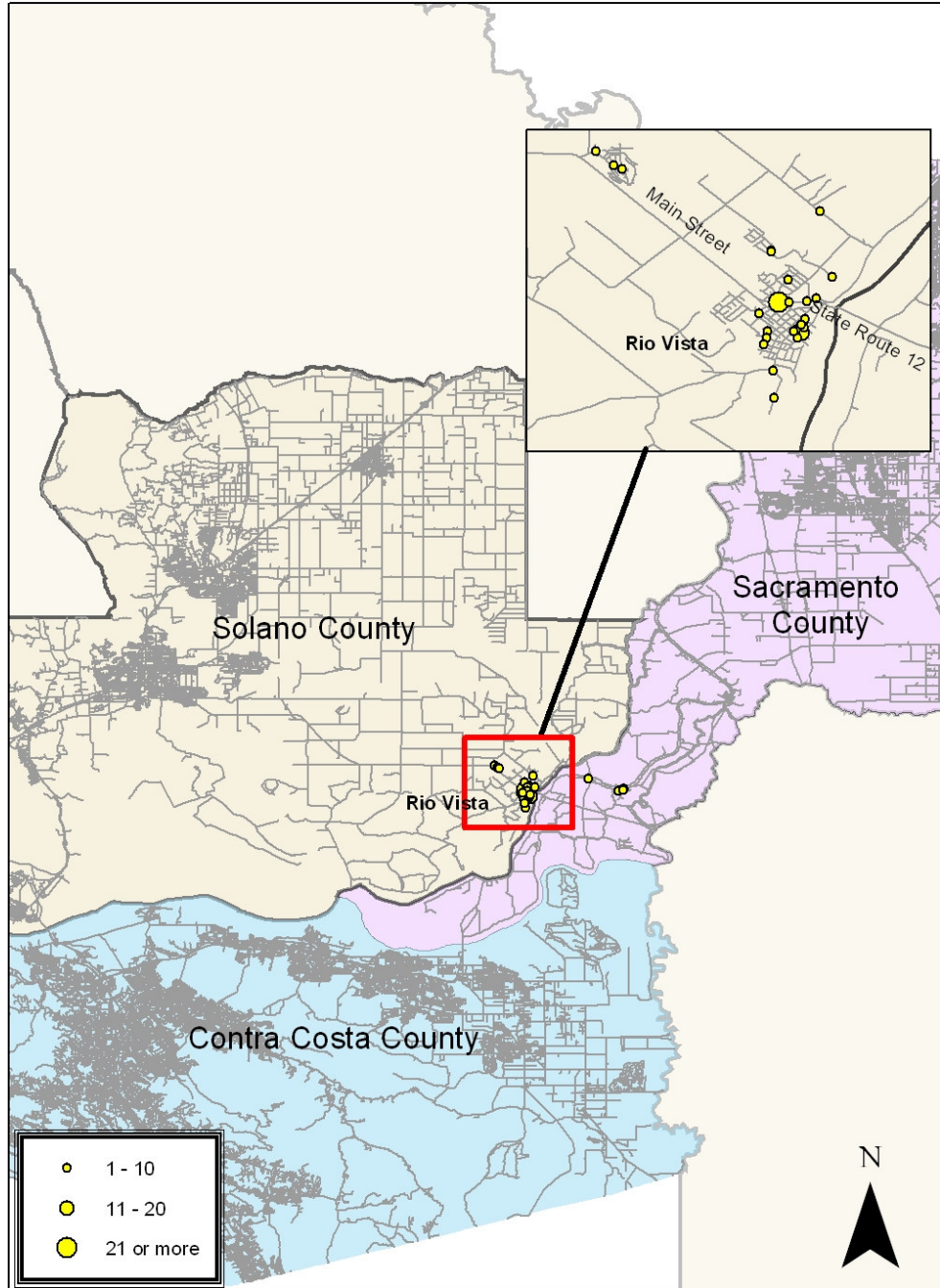


Exhibit 4 - 13 Route 51 Boardings

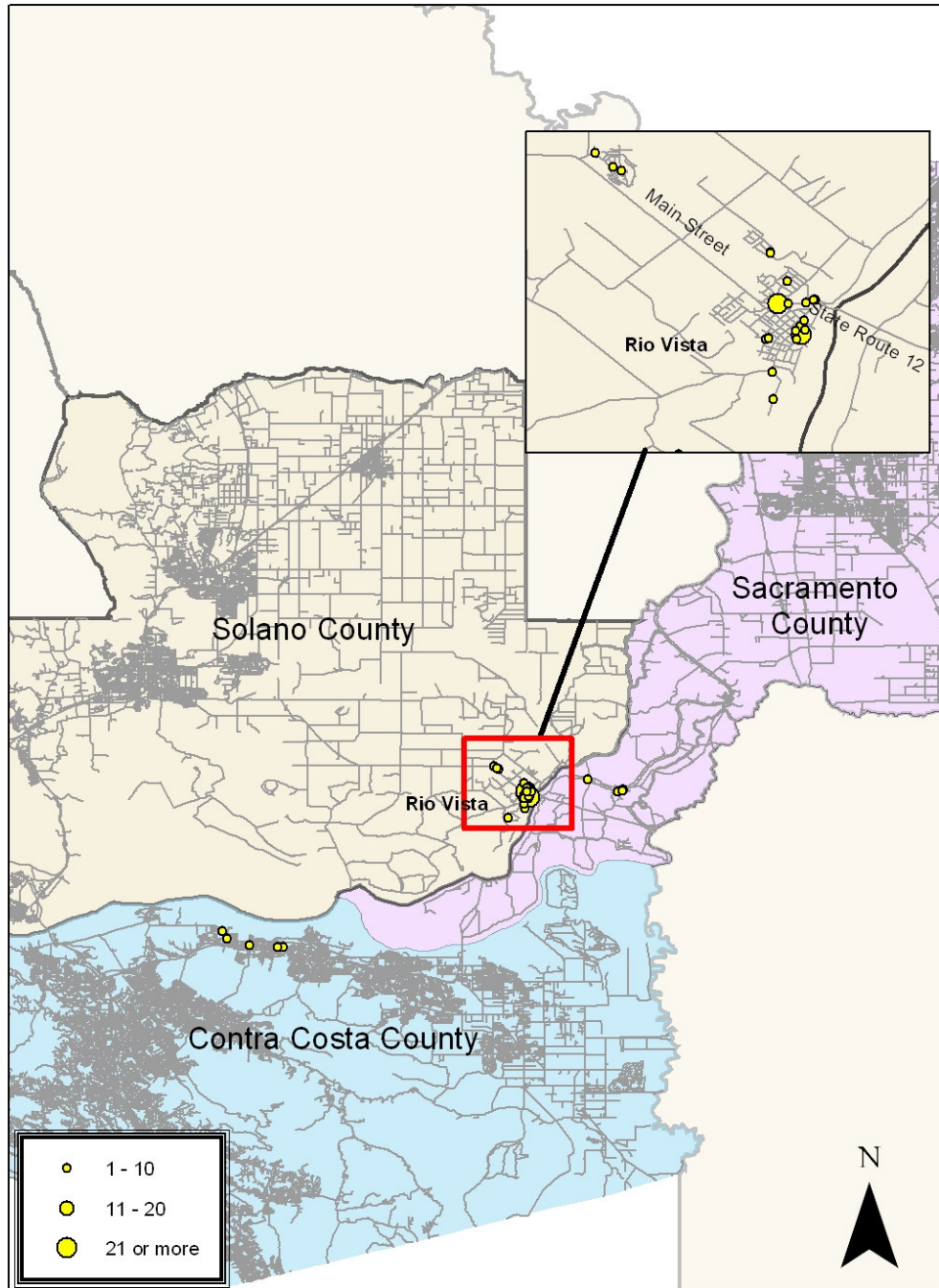


Exhibit 4 - 14 Route 51 Alightings Frequency

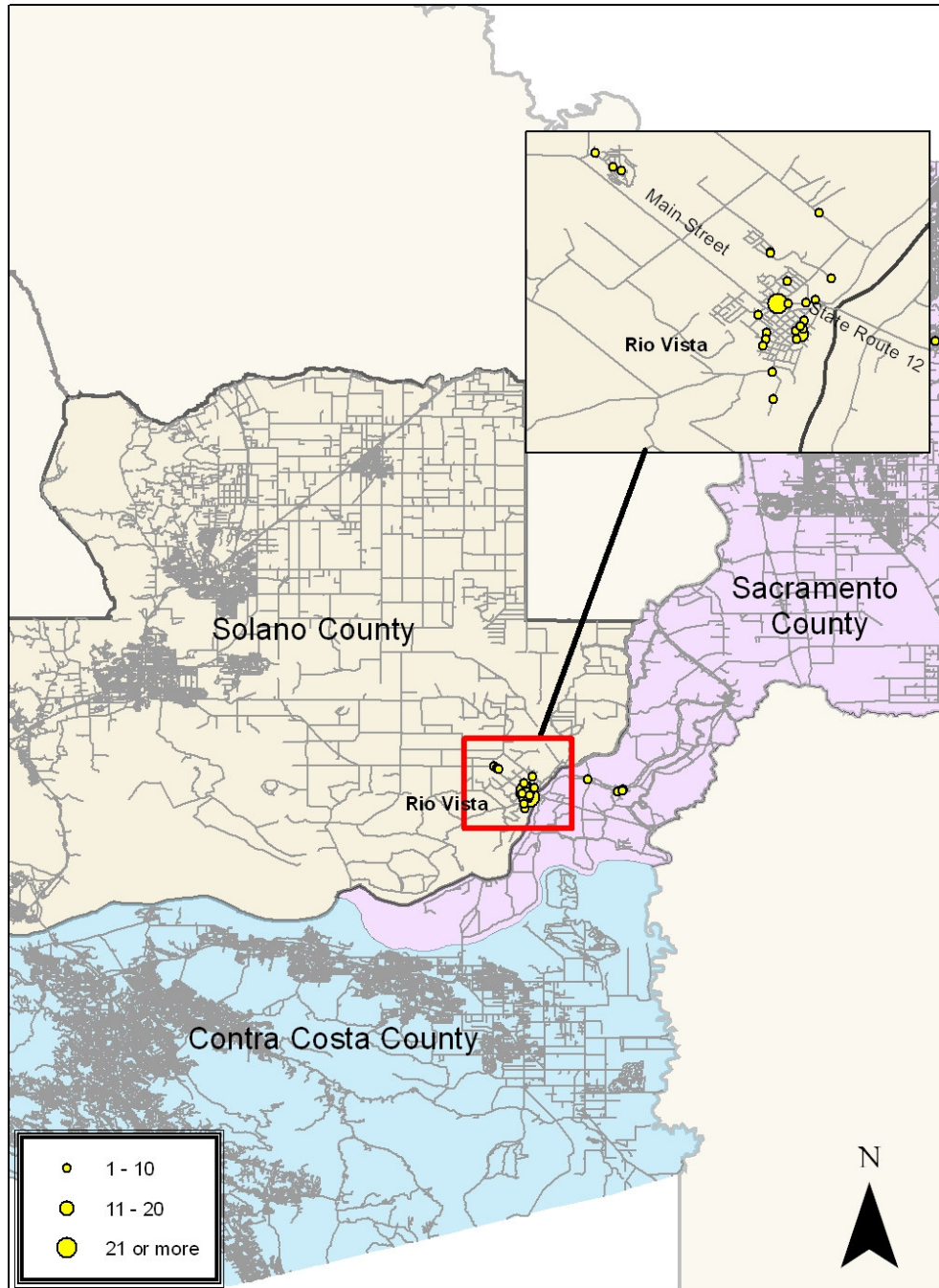
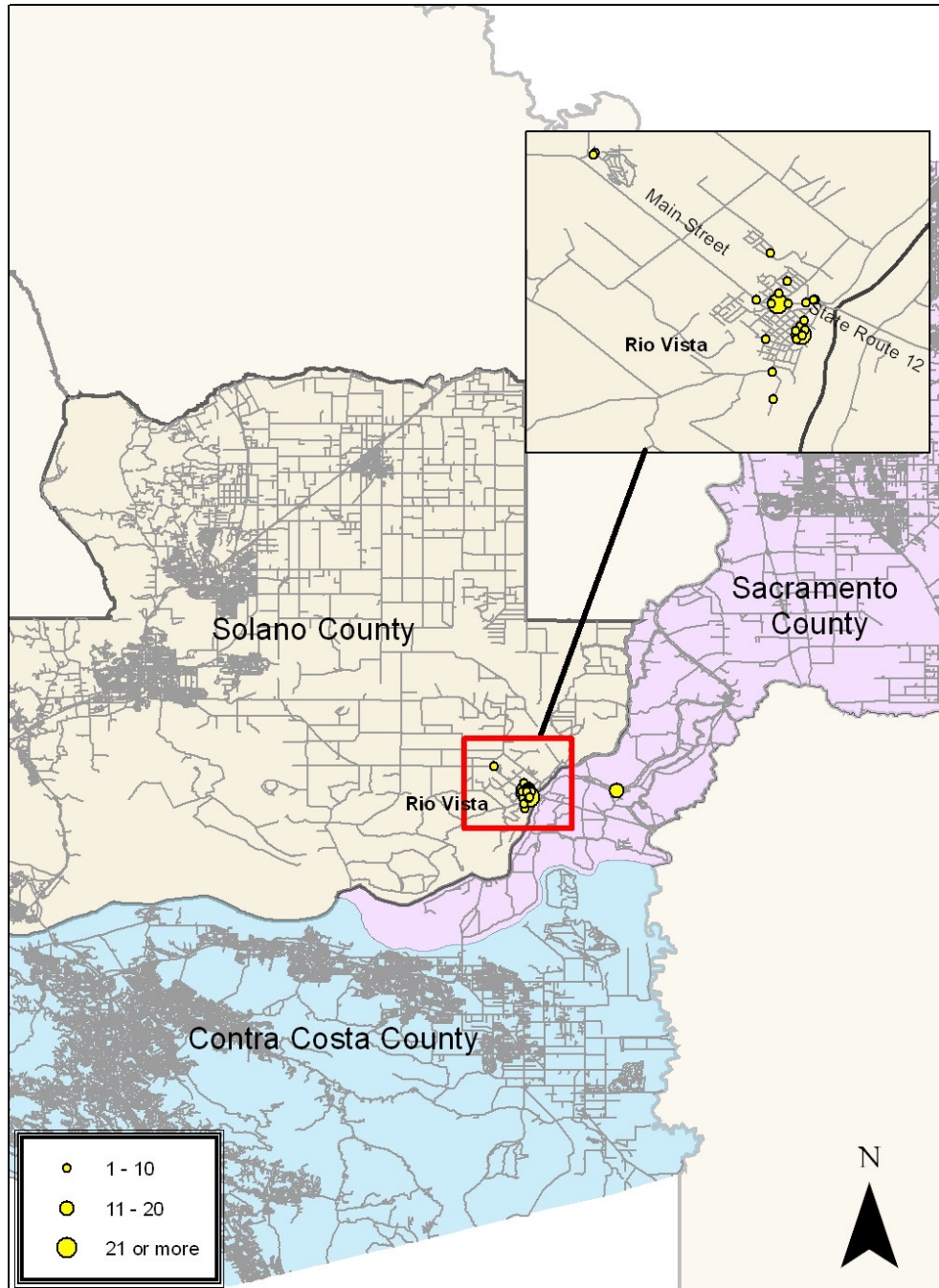


Exhibit 4 - 15 Route 51 Boardings Frequency



5

5.

PUBLIC OUTREACH ANALYSIS

Chapter 5 – Public Outreach Analysis

Community Meeting

Ten residents attended the community meeting convened on August 15, 2007 at the Rio Vista Senior Center. All but two were seniors and there was only one male in the group. Approximately half were current Rio Vista Delta Breeze riders. The male attendee formerly rode the bus but stopped because of perceived unreliability.

All attendees expressed a clear preference for of transit service prior to January 30, 2006. Comments were made reflecting the former service was smooth running, while the current service is unreliable. Several participants noted the ten-dollar round trip fare was too high for what they received (i.e., long trips with long wait times). Fares were consistently an issue for participants, noting that on a limited budget (i.e., typically \$900/month) a ten-dollar round trip is expensive. Additional concerns pertained to time required to complete a typical trip. Further, many seniors have health constraints that may prevent them from taking long trips.

Ironically, the same people who complained about long periods between pickups also indicated they were not given enough time at the destination to shop.

There was discussion on the demographics of the system, the majority being seniors. Participants noted this, and expressed the desire to have a true "senior" bus for medical trips (Kaiser). Participants expressed repeatedly the current system is not convenient for its users of any demographic. Improvements aimed at increasing ridership were also discussed. These included more convenient schedules, publication of timepoints, and improved telephone customer service.

Unmet Transit Needs Hearings

Rio Vista Delta Breeze fulfills its public outreach requirement by participating in MTC and STA sponsored Unmet Transit Needs hearings. Solano County is the only county in the MTC region that conducts the hearings since the County of Solano and the cities of Rio Vista, Vacaville and Suisun City use TDA Article 8 funds for street and roadway projects. An “unmet need” exists if a person of any age or physical condition is unable to transport themselves because of deficiencies in the existing transportation system. MTC and STA jointly organizes and calls these hearings each fiscal year, thereby creating a forum for residents throughout the county to identify enhancements to current services. Since FY 2002/03, there have been no complaints or suggestions within Solano County that have been deemed “reasonable to meet”. This includes services offered within the Rio Vista Delta Breeze service area. Due to the lack of identified demand, the City can use a portion of its TDA funding for non-transit purpose (i.e., roads, streets).

6

6. OPERATIONS
PLAN
& BUDGET

Chapter 6 – Operations Plan and Budget

Service Operations Changes Matrix

Exhibit 6 – 1 Service Operations Changes Matrix

Time	Route	Service Changes		Reason for Changes
		Area Served	Frequency	
January 30, 2006	50	Rio Vista, Isleton, Suisun City, and Fairfield	2 midday trips leaving Rio Vista at 9:50 a.m. and 2:45 p.m.; plus one "on-demand" round trip Rio Vista - Isleton at 5:00 p.m.	City proposed changes
	51	Local deviated route service within Rio Vista	Every 60 minutes, 7:00 a.m. to 10:25 a.m., 12:00 p.m. to 4:25 p.m. On request, deviates up, to 3/4 mile from route.	
	52	Rio Vista - Antioch (Hillcrest Park & Ride)	Two midday round trips leaving Rio Vista at 8:45 a.m.; the a.m. trip runs via Isleton.	
	Taxi Scrip Program	Rio Vista Seniors and persons with disabilities to local and regional destinations	Delta Cab Company operating hours are from 7:00 a.m. to 3:00 a.m.; seven days per week	
	Vanpool Program	Fairfield	On-demand, 6:00 a.m and 7:00 a.m. to Fairfield, return 4:00 p.m. and 7:00 p.m. to Rio Vista. (Service discontinued due to lack of demand; funding to be changed to Route 50).	
January 1, 2007	50	Rio Vista, Isleton, Suisun City, and Fairfield	Tuesday, 8:45 a.m. to 2:45 p.m.	Recommended changes from Mini-SRTP 2006
	51	Entire city limits of Rio Vista with service to Isleton and resort communities along State Route 160 between Antioch Bridge, and Isleton.	Monday, Wednesday, Friday 8:00 a.m. to 9:30 a.m. and 10:30 a.m. to 3:30 p.m.; Tuesday, Thursday 2:45 p.m. to 5:00 p.m.	
	52	Rio Vista, Isleton, Antioch, and Pittsburg	Thursday, 8:15 a.m. to 3:05 p.m.	
	Taxi Scrip Program	Rio Vista Seniors and persons with disabilities to local and regional destinations	Delta Cab Company operating hours are from 7:00 a.m. to 3:00 a.m.; seven days per week.	
October 29, 2007	50	Rio Vista, Isleton, Suisun City, and Fairfield	Monday through Friday, 5:30 a.m. to 8:15 p.m.	City proposed changes based upon receiving grant funds to expand Route 50 service.
	51	Rio Vista, Isleton, Delta Loop Recreation Area, Oxbow Marina and resort communities along State Route 160 between Antioch Bridge	Monday and Wednesday 8:30 a.m. to 9:30 a.m. and 10:30 a.m. to 1:00 p.m. and 2:00 p.m. to 3:30 p.m.; Tuesday and Thursday 2:45 p.m. to 5:00 p.m.	
	52	Rio Vista, Isleton, Antioch, and Pittsburgh Bay Point BART Station	Thursday, 8:15 a.m. to 3:05 p.m.	
	53	Rio Vista, Delta Loop Recreation Area Terminus, Flag City, and Lodi	Tuesday, 9:00 a.m. to 10:40 a.m. and 1:40 p.m. to 3:15 p.m.	
	Taxi Scrip Program	Rio Vista Seniors and persons with disabilities to local and regional destinations	Delta Cab Company operating hours 7:00 a.m. to 3:00 a.m.; seven days per week.	

Operations Plan

Fall 2007 Rio Vista Delta Breeze Proposed Service Changes

The City of Rio Vista intends to implement changes to Rio Vista Delta Breeze program in Fall 2007. These changes include the addition of new Route 53 State Route 12 East/Lodi Express to Lodi one day a week, and the restoration of daily service to Fairfield and Suisun City. The proposed service changes would provide residents an opportunity to either work or attend school in the Fairfield area, or travel to areas outside of Solano County.

Intercity Transit Plan

Route 50

Route 50 would now operate Monday through Friday between 5:30 am and 8:00 p.m. This route would offer connections to Vallejo Transit, Amtrak California Thruway bus, Fairfield/Suisun Transit System, SCT/LINK, and the Capitol Corridor. The route would also provide service to major activity centers such as the Fairfield Transportation Center, North Bay Medical Center, Westfield Solano, Fairfield Civic Center, Kaiser Permanente, Sutter Medical Foundation, Solano County Administrative Center, and Suisun/Fairfield Amtrak Station. Revised Route 50 would operate four round trips and function as a deviated fixed-route service. Route 50 would deviate upon request within Rio Vista, Isleton, Suisun City, and Fairfield city limits. This route would also serve bus stops along the route for riders who would like to utilize connecting transit services. Route 50 would have connections with express buses to BART, Capitol Corridor, as well as deviate to worksites in Fairfield and Suisun City. This new commuter service is expected to serve approximately 30 passenger trips per day.

This project is to operate two morning and two afternoon trips on Route 50 to Fairfield and Suisun City during the weekday peak period. This route will be marketed and qualified drivers and riders/commuters will be secured, through Solano Napa Commuter Information (SNCI). Also new timetables, flyers, and

other marketing materials will be developed to promote the service. Quarterly performance reviews/evaluations will be conducted and the results reported.

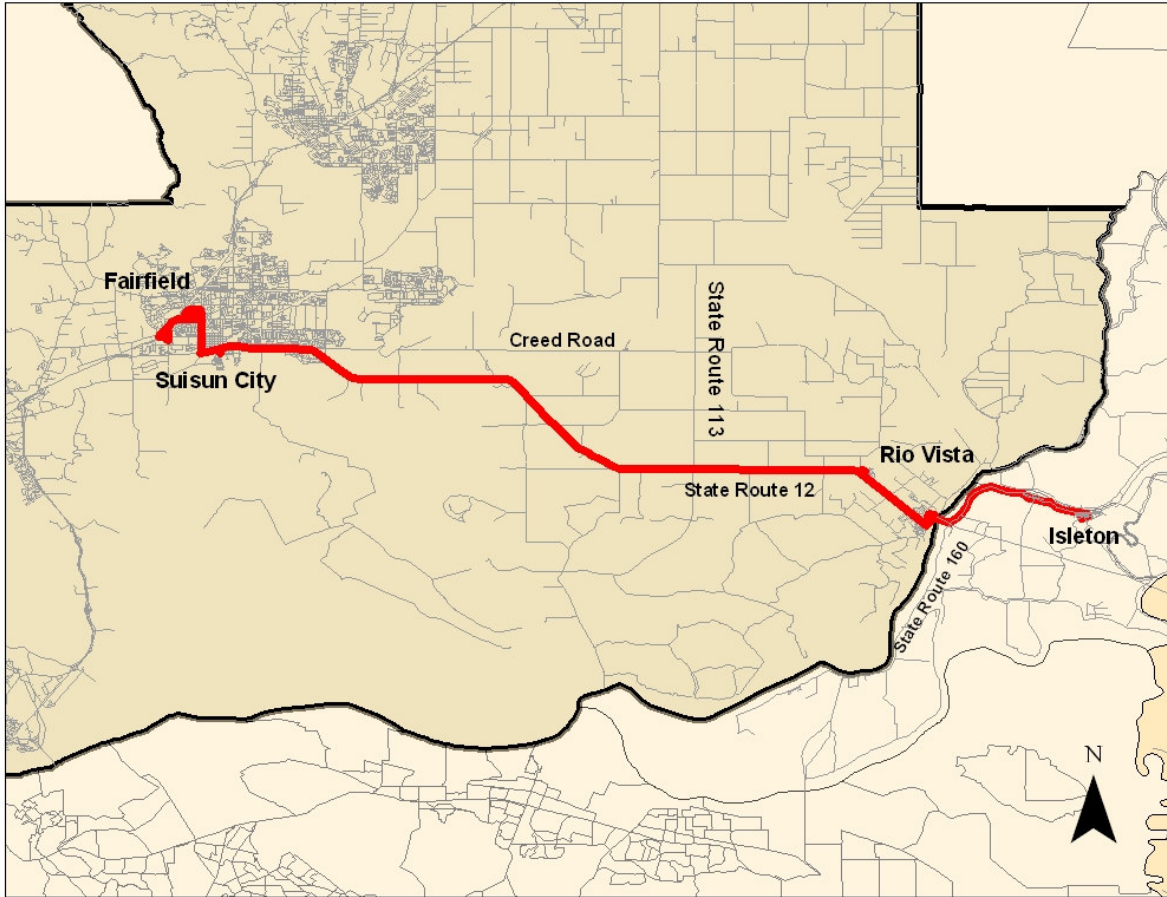
The expanded Route 50 service is funded with LIFT, Lifeline, YSAQMD and TDA funds for a period at three years. At the end of three years, the City will evaluate the service and make a determination regarding the future of the expanded service.

Exhibit 6 – 2 Route 50 Project Budget

Income	7/1/2007	7/1/2008	7/1/2009	Total
LIFT Request	\$22,559	\$23,263	\$24,673	\$70,495
Lifeline Funds	\$8,333	\$8,333	\$8,334	\$25,000
YSAQMD Solano Air Program Funds	\$10,000	\$10,000	\$10,000	\$30,000
City of Rio Vista (TDA)	\$5,221	\$5,694	\$5,854	\$16,769
Passenger Fares	\$5,221	\$5,694	\$5,855	\$16,770
Total Income	\$51,334	\$52,984	\$54,716	\$159,034

Expenses	7/1/2007	7/1/2008	7/1/2009	Total
Administration/Evaluation	\$3,300	\$3,365	\$3,639	\$10,304
Transit Operation Cost	\$43,330	\$44,649	\$45,863	\$133,812
Fuel	\$4,734	\$4,910	\$5,214	\$14,918
Total Expenses	\$51,334	\$52,984	\$54,716	\$159,034

Exhibit 6 -3 Route 50

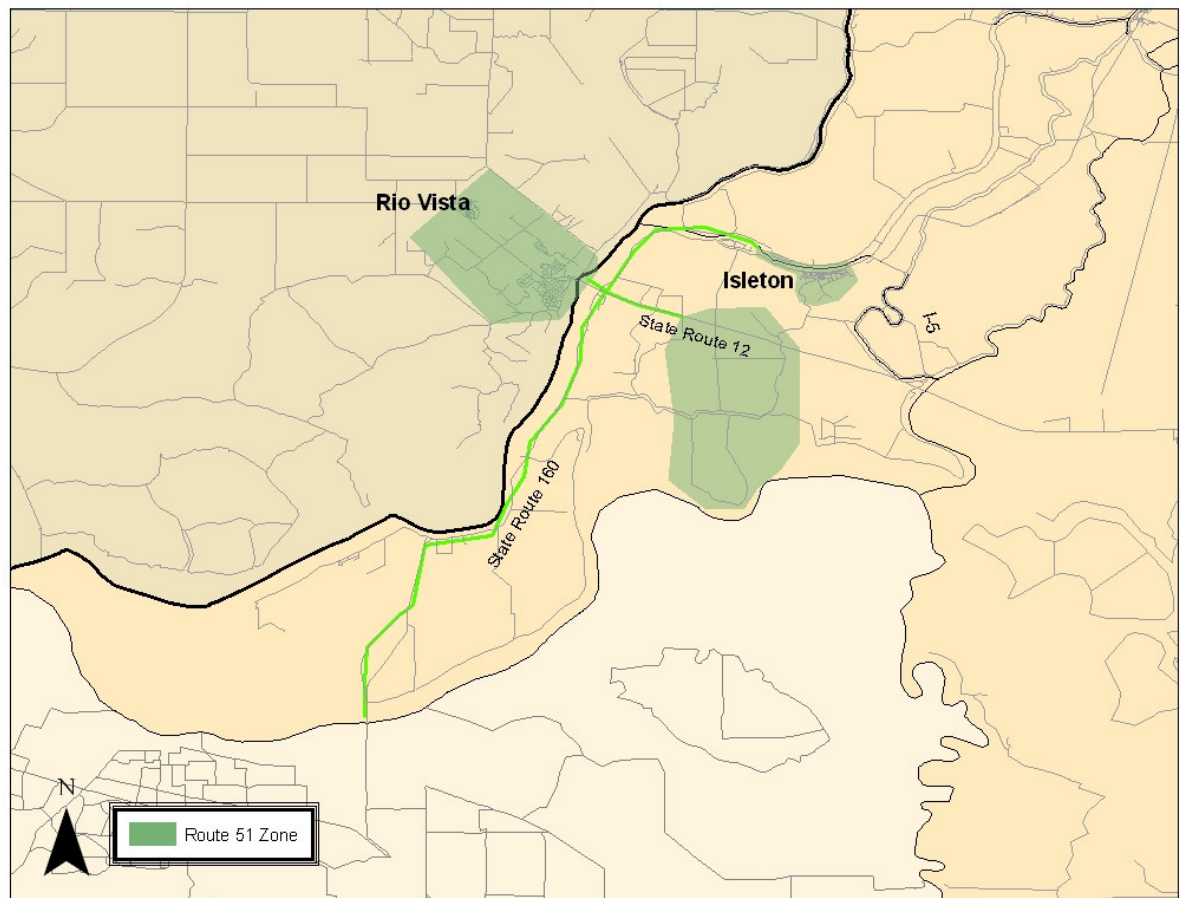


Demand-Response Services

Route 51

Route 51 functions as a demand response service within the cities of Rio Vista and Isleton. Route 51 would operate Monday, Wednesday, and Friday (8:30 a.m. to 9:30 a.m., 10:30 a.m. to 1:00 p.m., and 2:00 p.m. to 3:30 p.m.). Possible trip generators include the resorts adjacent to the Delta Loop Recreation Area and Oxbow Marina. Also, timed transfers connections with South County Transit/LINK at Isleton City Hall could be made at 9:00 a.m., 12:40 p.m., and 2:30 p.m.

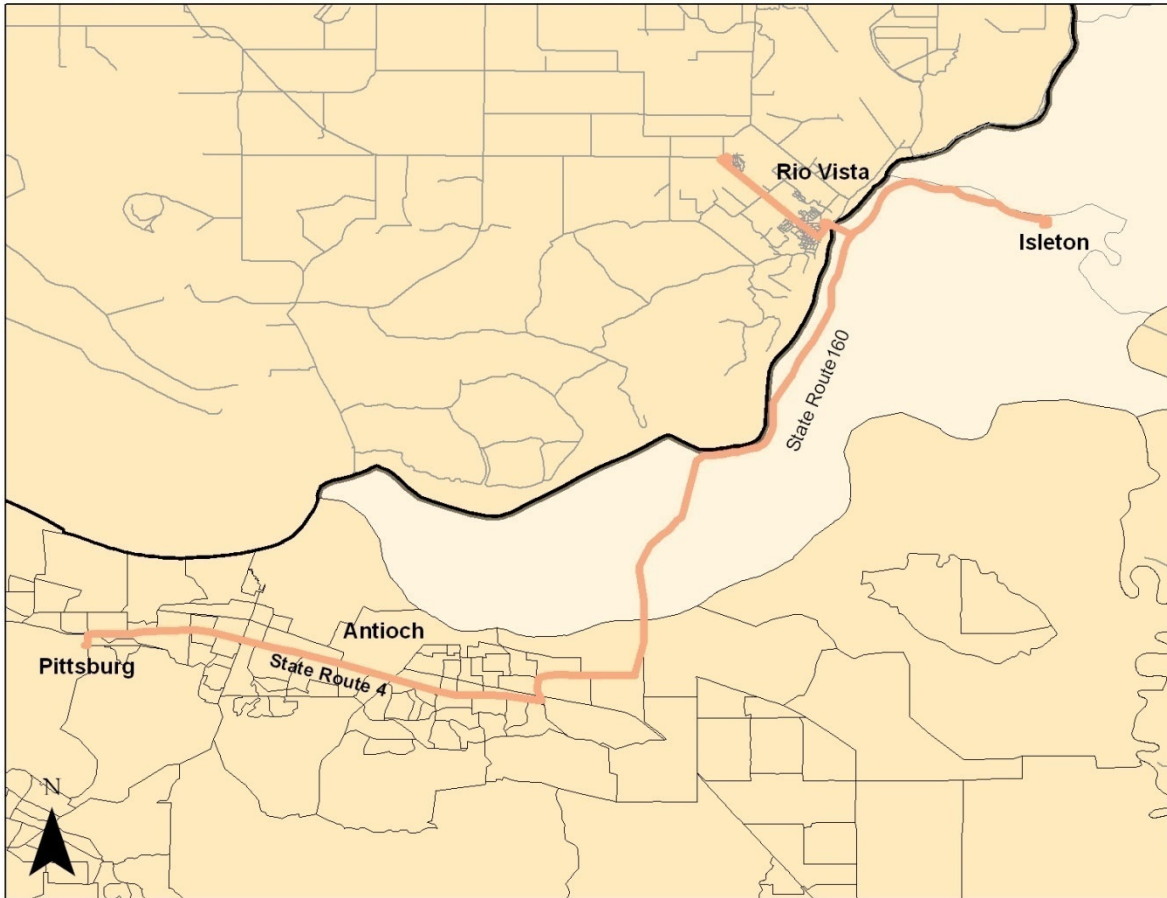
Exhibit 6 -4 Route 51 General Public DAR



Route 52

There are no recommended modifications to the alignment or frequency for Route 52.

Exhibit 6 -5 Route 52-State Route 160 Express

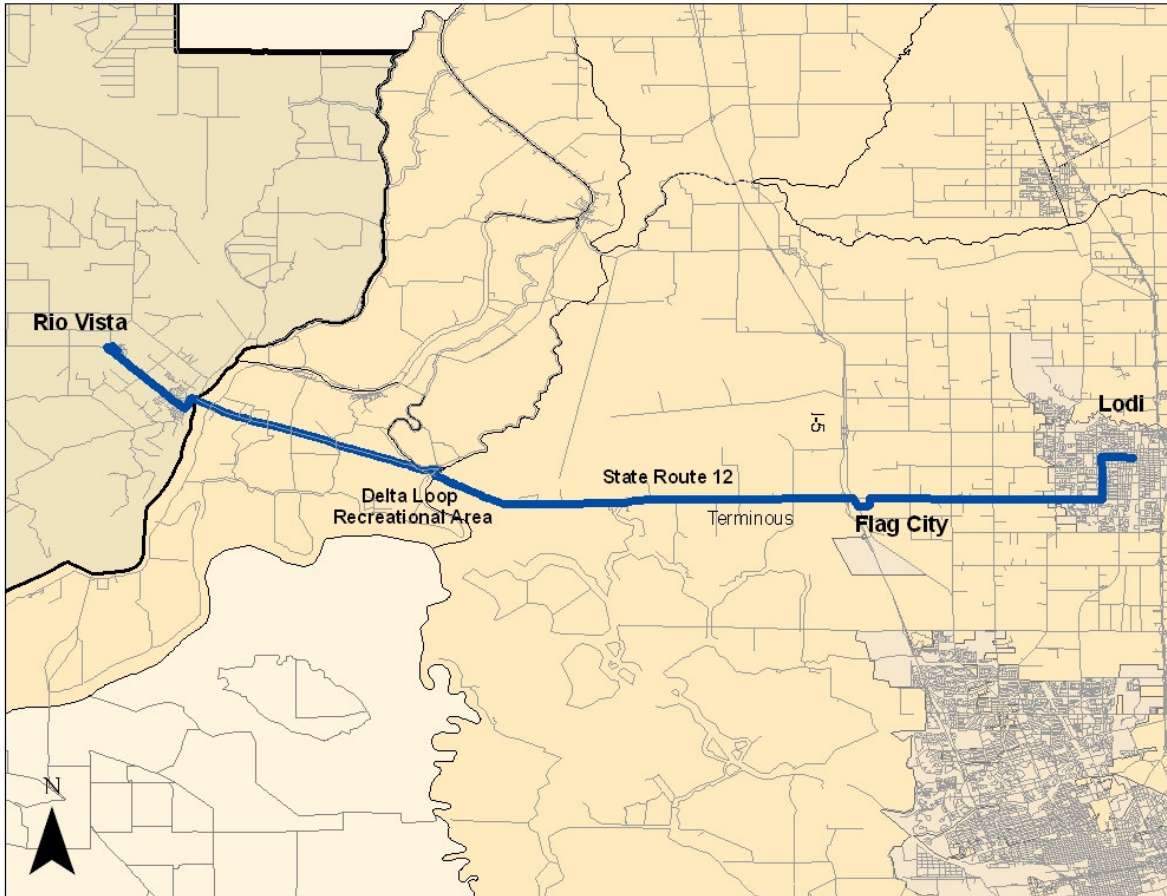


Route 53 – State Route 12 East/Lodi Express

Route 53 is a new route proposed to operate on Tuesday, linking the Trilogy Vista Clubhouse in Rio Vista, downtown Rio Vista, Delta Loop Recreation Area, Terminous, Flag City, and Lodi. Trip generators potentially served by the route in Lodi include Target, Wal-Mart, Lodi Memorial Hospital, S-MART Foods, 99 Cents Only, Mervyns, Ross, and the Lodi Transportation Center. Similar to Route 50, this route would deviate within three-quarter miles of its alignment while operating along State Route 12 or within Lodi. Riders would also have the opportunity to access other locations in Lodi by transferring to the GrapeLine or Lodi Dial-A-Ride. A transfer agreement would be established with GrapeLine, Calaveras Transit, and San Joaquin RTD for connecting travel to other destinations.

The new Route 53 is proposed because the City has received many request from riders to establish direct service to Lodi without a transfer in Isleton. Routes 50, 51 and 52 will continue to meet SCT/LINK in Isleton for those wishing to travel to Lodi other days in the week beside Tuesday.

Exhibit 6 -6 Route 53 – State Route 12 East/Lodi Express



Reallocation

No asset reallocation scenario is proposed.

Growth

The following growth scenarios are intended to assist the City in achieving the TDA-stipulated farebox recovery ratio.

Weekend Service

Added weekend service on Route 51 from 10:00 a.m. to 5:00 p.m. and Routes 50 and 53 with two round trips between Fairfield and Lodi between the hours of 8:30 a.m. and 8:05 p.m.

The City should partner with Caltrans Division of Rail and Amtrak to obtain funding for the operation of this expanded service. With their funding this route would be an Amtrak California Thruway bus route and would be expected to have timed connections with the Capitol Corridor at Suisun/Fairfield Station and the San Joaquin at Lodi Station. The route would also accept Amtrak tickets.

Exhibit 6 -7 Route 50/53 – Weekend Service

Westbound to Fairfield			
<i>San Joaquin to Bakersfield</i>	---	---	---
<i>San Joaquin to Sacramento</i>	---	---	---
<i>San Joaquin from Bakersfield</i>	---	11:34 AM	5:45 PM
<i>San Joaquin from Sacramento</i>	---	11:05 AM	5:05 PM
LV Lodi Station	---	12:50 PM	6:45 PM
LV Kettleman & Tienda	---	1:00 PM	6:55 PM
LV Flag City	---	1:10 PM	7:05 PM
LV Terminous	---	1:20 PM	7:15 PM
LV Delta Loop	---	1:30 PM	7:25 PM
LV Isleton City Hall	8:30 AM	1:40 PM	7:35 PM
LV Front/Main	8:45 AM	1:55 PM	7:50 PM
LV Trilogy Vista Clubhouse	9:00 AM	2:10 PM	8:05 PM
LV Western Railway Museum	9:15 AM	2:25 PM	---
LV Suisun/Fairfield Amtrak Station	9:40 AM	2:50 PM	---
<i>Capitol Corridor to San Jose</i>	9:49 AM	2:54 PM	---
<i>Capitol Corridor to Auburn</i>	10:03 AM	3:03 PM	---
LV Westfield Solano	9:50 AM	3:00 PM	---
AR Fairfield Transportation Center	9:55 AM	3:10 PM	---
Eastbound to Lodi			
LV Fairfield Transportation Center	10:00 AM	4:00 PM	---
LV Westfield Solano	---	4:10 PM	---
LV Suisun/Fairfield Amtrak Station	10:10 AM	4:35 PM	---
<i>Capitol Corridor from San Jose</i>	10:03 AM	4:33 PM	---
<i>Capitol Corridor from Auburn</i>	9:49 AM	4:14 PM	---
LV Western Railway Museum	10:35 AM	4:55 PM	---
LV Trilogy Vista Clubhouse	10:55 AM	5:10 PM	---
LV Front/Main	11:10 AM	5:25 PM	---
LV Isleton City Hall	11:25 AM	5:40 PM	---
LV Delta Loop	11:40 AM	5:55 PM	---
LV Terminous	11:55 AM	6:10 PM	---
LV Flag City	12:10 PM	6:25 PM	---
LV Kettleman & Tienda	12:25 PM	6:40 PM	---
AR Lodi Station	12:40 PM	6:45 PM	---
<i>San Joaquin to Bakersfield</i>	1:55 PM	6:45 PM	---
<i>San Joaquin to Sacramento</i>	3:10 PM	8:30 PM	---
<i>San Joaquin from Bakersfield</i>	11:34 AM	5:45 PM	---
<i>San Joaquin from Sacramento</i>	11:05 AM	5:05 PM	---

Exhibit 6 - 8 Routes 50/53 – Weekend Service Proposed Miles

	Daily Miles	Annual Miles
Routes 50/53	239	26,334

Exhibit 6 - 9 Routes 50/53 – Weekend Service Proposed Hours

	Daily Hours	Annual Hours
Route 52/53	10	1,100

Extended Route 51 Service Hours

It is recommended that the City seek to expand Rio Vista Delta Breeze Route 51. This route currently functions as the Rio Vista Delta Breeze cornerstone yet operates on a fragmented schedule: Monday, Wednesday, Friday 8:00 a.m. to 9:30 and 10:30 a.m. to 3:30 p.m.; and Tuesday and Thursday; 2:45 p.m. to 5:00 p.m. It is proposed that Route 51 operate Monday through Friday, 8:00 a.m. to 5:00 p.m. This is supported by the onboard survey which revealed 28.1 percent prefer more frequent service rather than enhancement. Once enough funds become available to support this service extension, it should be implemented as a six-month demonstration project.

Exhibit 6 - 10 Route 51– Proposed Hours

	Daily Hours	Annual Hours
Route 51	8	2,040

Increase Route 52 Service Operations

It is recommended that the City consider increasing Route 52 from one day/week to twice weekly. This increase in frequency would enhance community mobility to Antioch and Pittsburg Bay Point BART Station and other destinations in eastern Contra Costa County.

Exhibit 6 - 11 Route 52 Proposed Miles

	Daily Miles	Annual Miles
Route 52	39.4	4,019

Exhibit 6 -12 Route 52 Proposed Hours

	Daily Hours	Annual Hours
Route 52	3.6	367

Service to Vacaville

It is recommended that the City assess demand for scheduled service to Vacaville. Should sufficient demand be identified, its recommended that Rio Vista Delta Breeze introduce a route from Rio Vista to Vacaville that includes stops at Front and Main, Trilogy, Ulatis Cultural Center, and the Vacaville Downtown Transit Plaza. This service would allow Rio Vista residents to commute to Vacaville for healthcare, education, and shopping.

It is believed that service would be most effective if operated once a week during the morning and early afternoon. It is also believed that Saturday service should be introduced as a six-month demonstration project.

Exhibit 6 - 13 Proposed Vacaville Route Schedule

STOP	
Front St/Main St	8:00 AM
Trilogy at Rio Vista	8:14 AM
Ulatis Cultural Center	9:00 AM
Downtown Transit Plaza	9:10 AM
Downtown Transit Plaza	12:50 PM
Ulatis Cultural Center	1:00 PM
Trilogy at Rio Vista	1:46 PM
Front St/Main St	2:00 PM

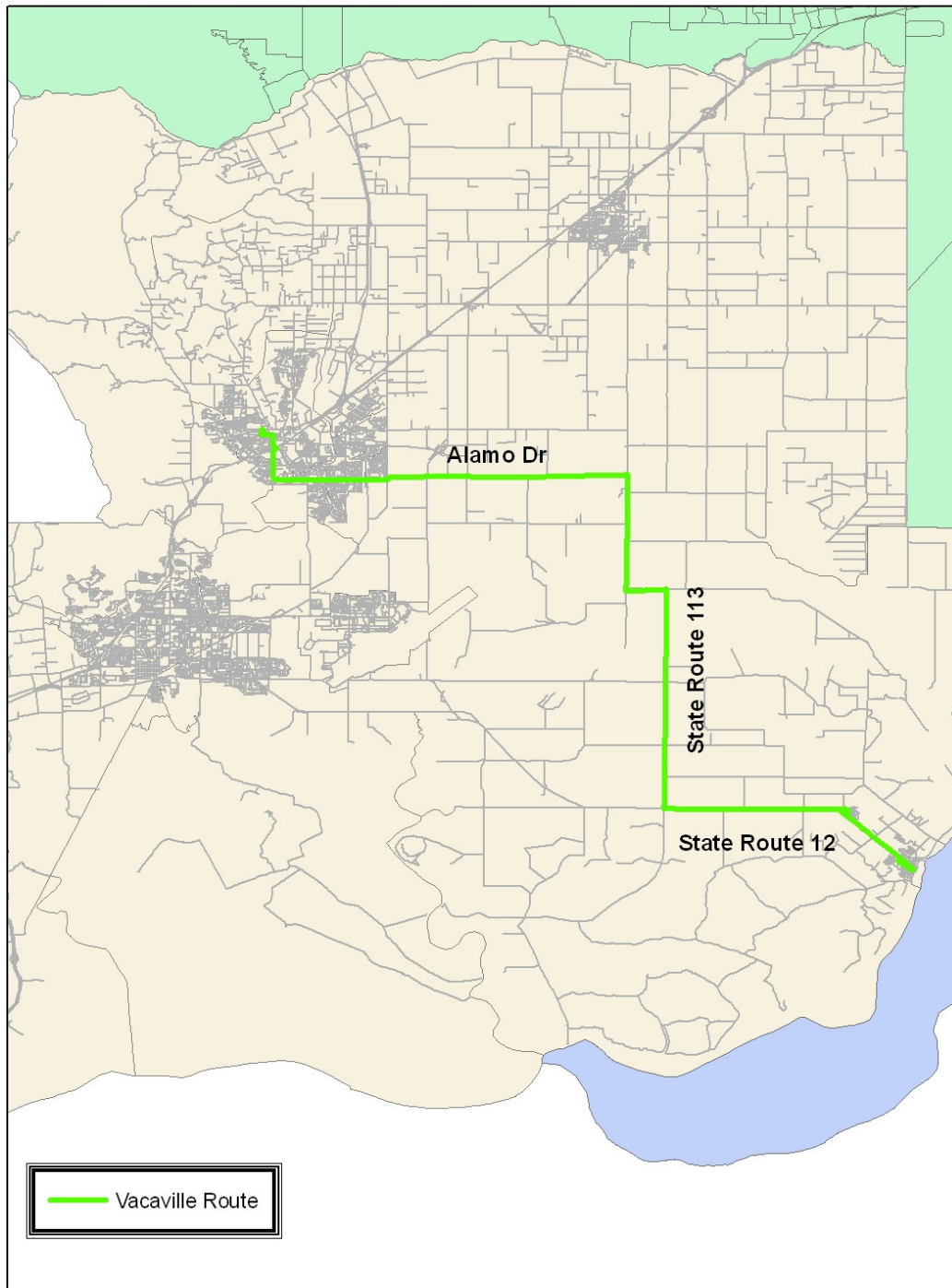
Exhibit 6 -14 Proposed Vacaville Route Service Hours

	Daily Hours	Annual Hours
Vacaville Route	2	102

Exhibit 6 -15 Proposed Vacaville Route Service Miles

	Daily Miles	Annual Miles
Vacaville Route	33.3	1,698

Exhibit 6 -16 Proposed Vacaville Route



Water Taxi Service

The City intends to rehabilitate the boat launch in Rio Vista and implement a water taxi with service to Rio Vista, Isleton, Ryer Island Ferry, and Shady Beach County Park. Support for the perseveration and enhancement of the Rio Vista waterfront is documented in the City's Land-Use element. The Land-Use element states the downtown area should be strengthened and retained as the central focus of the community. A successful example of a water taxi service can be found in Marina Del Rey. The Marina Del Rey Water Bus travels throughout the Marina with stops at neighboring marinas, harbors, dining, and retail locations. The water taxi service in Rio Vista region could operate on a similar seasonal schedule to that of the Marina Del Rey Water Bus. The water taxi would most likely need to be financially supported beyond TDA funds including private subsidies. Preparation for a water taxi should commence in FY 2014/15.

Exhibit 6 -17 Water Taxi Schedule

Rio Vista Water Bus	Time
Monday - Friday	8 a.m. to 6 p.m.
Saturday and Sunday	11 a.m. to Midnight

Paratransit Services

There are no proposed service changes relative to Rio Vista's Delta Breeze Taxi Scrip program. It is assumed that as population growth continues to grow in Solano County, Solano Paratransit demand will also grow. Then, growth plans will be determined by STA, in consultation with the City, and other participating agencies.

Service Level Reductions

There are no proposed reductions in service levels required to achieve a balanced operating budget.

Service Changes

Given the previously discussed service options, we estimate the system would operate approximately 1,761 additional service hours and travel 91,500 additional service miles annually.

Exhibit 6 -18 Proposed Service Hours FY2007/2008

Service Hours		
Route	Daily Hours	Annual Hours
50	4.07	1,026
50 LIFT	5.14	1,295
51 (MWF)	5	735
51 (T/TH)	2.25	234
52	3.25	169
53	3.25	169
Total		3,628

Exhibit 6 -19 Proposed Service Miles FY 2007/2008

Service Miles		
Route	Daily Miles	Annual Miles
50	122	43,554
50 LIFT	154	54,978
52	23.6	1,204
53	25.9	1,321
Total		101,057

Exhibit 6 - 20 Proposed Route 50 FY 2007/2008

Route 50 - State Route 50 Express Westbound to Fairfield (Monday-Friday)								
Leave Isleton (2nd Street & Jackson Blvd)	SCT/LINK Delta Route Leaves Isleton City Hall	SCT/LINK Delta Route Arrives Lodi Station	Leave Rio Vista (Front Street & Main Street)	Leave Rio Vista Trilogy Vista Clubhouse	Arrive Western Railway Museum	Arrive Suisun/Fairfield Amtrak Station	Arrive Westfield Solano	Arrive Fairfield Transportation Center
---	---	---	5:30 AM	5:38 AM	---	6:08 AM	---	6:15 AM
---	---	---	7:00 AM	7:08 AM	---	7:38 AM	7:45 AM	7:55 AM
9:00 AM	9:00 AM	10:00 AM	9:15 AM	9:30 AM	9:50 AM	10:10 AM	10:25 AM	10:40 AM
2:30 PM	1:40 PM	2:30 PM	2:45 PM	3:05 PM	---	---	---	---
---	---	---	4:30 PM	4:38 PM	4:58 PM	---	5:20 PM	5:25 PM
6:30 PM	---	---	---	---	---	---	---	7:15 PM

Deadhead to Fairfield

Route 50 - State Route 50 Express Eastbound to Isleton (Monday-Friday)								
Leave Fairfield Transportation Center	Leave Westfield Solano	Leave Suisun/Fairfield Amtrak Station	Arrive Western Railway Museum	Arrive Trilogy Vista Clubhouse	Arrive Rio Vista (Front Street & Main Street)	Arrive Isleton (2nd Street & Jackson Blvd)	SCT/LINK Delta Route Leaves Lodi Station	SCT/LINK Delta Route Arrives Isleton City Hall
6:15 AM	---	---	---	---	6:55 AM	---	---	---
8:00 AM	---	8:08 AM	---	8:38 AM	8:45 AM	9:00 AM	9:00 AM	10:00 AM
1:05 PM	1:15 PM	1:20 PM	1:40 PM	2:00 PM	2:15 PM	2:30 PM	1:40 PM	2:30 PM
5:25 PM	---	5:35 PM	5:50 PM	6:08 PM	6:15 PM	6:30 PM	---	---
7:15 PM	7:25 PM	7:35 PM	---	8:08 PM	8:15 PM	---	---	---

Deadhead to Rio Vista

Exhibit 6 -21 Proposed Route 51 FY 2007/2008

Route 51 Proposed Schedule	
	Hours of Service
Monday	8:30 am -9:30 am, 10:30 am - 1:00 pm, 2:00 pm - 3:30 pm
Tuesday	2:45 pm - 5:00 pm
Wednesday	8:30 am - 9:30 am, 10:30 am - 1:00 pm, 2:00 pm - 3:30 pm
Thursday	2:45 pm - 5:00 pm
Friday	8:30 am - 9:30 am, 10:30 am - 1:00 pm, 2:00 pm - 3:30 pm

Exhibit 6 -22 Proposed Route 52 FY 07/08

Route 52 - State Route 160 Express Southbound to Antioch (Thursday-Only)								
Leave Rio Vista Trilogy Vista Clubhouse	Leave Rio Vista (Front Street & Main Street)	Leave Isleton (2nd Street & Jackson Blvd)	SCT/LINK Delta Route Leaves Isleton City Hall	SCT/LINK Delta Route Arrives Lodi Station	Arrive Kmart (East 18th Street & State Route 4)	Arrive Antioch (Hillcrest Park and Ride Lot)	Arrive Pittsburg/Bay Point BART Station	BART Departs Pittsburg/Bay Point BART Station for Daly City
8:15 AM	8:30 AM	9:00 AM	9:00 AM	10:00 AM	9:30 AM	9:45 AM	10:10 AM	10:17 AM

Route 52 - State Route 160 Express Northbound to Rio Vista (Thursday-Only)								
BART Arrives Pittsburg/Bay Point BART Station from Daly City	Leave Pittsburg/Bay Point BART Station	Leave Antioch (Hillcrest Park and Ride Lot)	Leave Kmart (East 18th Street & State Route 4)	Arrive Isleton (2nd Street & Jackson Blvd)	SCT/LINK Delta Route Leaves Lodi Station	SCT/LINK Delta Route Arrives Isleton City Hall	Arrive Rio Vista (Front Street & Main Street)	Arrive Rio Vista Trilogy Vista Clubhouse
1:18 PM	1:25 PM	1:40 PM	2:00 PM	2:30 PM	1:40 PM	2:30 PM	2:45 PM	3:05 PM

Exhibit 6 -23 Proposed Route 53 FY 07/08

Route 53 - Lodi/State Route 12 East Express Eastbound to Lodi (Tuesday-Only)								
Leave Rio Vista Trilogy Vista Clubhouse	Leave Rio Vista (Front Street & Main Street)	Arrive Delta Loop Recreation Area - B & W Resort	Arrive State Route 12 @ Tower Park Way (Terminous)	Arrive Flag City (Thornton Road & Flag City Park & Ride Lot)	Arrive Lodi (Wal- Mart on Kettleman Lane)	Arrive Lodi (Ham Lane & Vine Lane - Lodi Memorial Hospital)	Arrive Lodi Station	San Joaquin RTD Route 23 to Stockton Departs
9:00 AM	9:15 AM	9:20 AM	9:50 AM	10:05 AM	10:25 AM	10:35 AM	10:40 AM	10:45 AM

Route 53 - Lodi/State Route 12 East Express Westbound to Rio Vista (Tuesday-Only)								
San Joaquin RTD Route 23 from Stockton Arrives	Leave Lodi Station	Arrive Lodi (Ham Lane & Vine Lane - Lodi Memorial Hospital)	Arrive Lodi (Wal- Mart on Kettleman Lane)	Arrive Flag City (Thornton Road & Flag City Park & Ride Lot)	Arrive State Route 12 @ Glasscock Road (Terminous)	Arrive Delta Loop Recreation Area - B & W Resort	Arrive Rio Vista (Front Street & Main Street)	Arrive Rio Vista Trilogy Vista Clubhouse
1:39 PM	1:40 PM	1:45 PM	1:50 PM	2:00 PM	2:15 PM	2:30 PM	3:00 PM	3:15 PM

Operations Budget

Rio Vista Population Growth and TDA Funds

TDA funds allocated to Rio Vista serve as the foundation for the future development of the Rio Vista Delta Breeze program. TDA funds are allocated to eligible jurisdictions on a population formula, which is fortunate as Rio Vista's population has grown approximately eight percent from 1990 to 2007. Therefore, its TDA fund allocation mirrors relative population growth.

It is recommended the City work with the City of Isleton and Sacramento Area Council of Governments to obtain STA funds from Isleton to support Rio Vista Delta Breeze operations as it is the "community's" main transit operator. SCT/LINK only provides intercity service through the City four times each day between Galt and Lodi, Monday through Friday.

Grant Revenues

Rio Vista has received \$75,000 in FTA Section 5311 funds for FY 2007/08 and \$149,000 is anticipated in FY 2008/09. The City will need to reapply each year in order to continue receiving such funding. Section 5311 is a non-urbanized grant program whose goal is to ensure residents within rural areas have access to public transit in order to meet basic mobility goals. This grant also provides funding for public transportation, intercity bus projects, and rural transit assistance programs.

The City has also received LIFT Funding for Route 50 in the amount of \$22,559 in order to expand the service level. This funding is forecasted to continue for three years. The City will also receive \$25,000 in Lifeline funds to support expansion of Route 50 service.

In an effort to mitigate vehicle emissions, the City of Rio Vista has allocated \$70,495 in Yolo-Solano Air Quality Management District (YSAQMD) funding

towards the procurement of diesel particulate traps for two buses. Additional YSAQMD funds in the amount of \$30,000 could support expansion of service on Routes 50 and 52.

FTA Funds

5310 funds are programmed for the purchase of one bus in FY 07/08, radios for all four buses, dispatch base station, new dispatch computer, and printer.

Regional Measure 2

Regional Measure 2 (RM2) was passed by voters on March 2, 2004 and raises the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by one dollar. This revenue will help fund multiple transportation projects deemed to mitigate congestion, and or mobility enhancements within the toll bridge corridor. Rio Vista Delta Breeze Route 52 is eligible for funding within the Northern Group under the Express Bus Category, and the funds realized from RM2 can be applied toward Route 52's operating cost.

Lifeline Project Funds

The City of Rio Vista has been awarded Lifeline funds for Route 50 which commuter service using small buses between Rio Vista and Fairfield. Lifeline funds are used for projects that result in improved mobility for low-income residents in San Francisco Bay Area counties. These funds have a three-year life-span and the City will have to apply for Lifeline funds every three years.

Coordinated Public Transit/Human Services Plan

The MTC is completing a Coordinated Public Transit/Human Services Plan intended to codify the transportation needs of the region's low-income, elderly, and disabled populations. This Plan will also seek coordination opportunities within these demographics. If the City is a participant in this Plan, funds may become available within FTA Sections 5310, 5316 (JARC), and 5317 (New Freedom).

Intercity Transit Services Agreement

In October 2007, the City is set to enter into an Intercity Transit Services Agreement with the Solano Transportation Authority for the provision of intercity transit services in Solano County. The agreement should also encourage the City Manager and the Transit Coordinator to work with the STA next fiscal year to obtain intercity funding for Rio Vista Delta Breeze service along State Route 12 and State Route 160. The catalyst for the Intercity Transit Services Agreement was continued increases in operating costs, to ensure municipalities served by intercity routes contribute their appropriate share to run their service and mitigate the cost of intercity transit service to assist in reducing operating deficits.

The City was set to contribute approximately \$16,032 towards the Intercity Transit Service Agreement, yet the City believes this to be unreasonable as it longer no received funds for Route 50. In summary, Rio Vista does not benefit from the other intercity routes. An agreement between the STA and the City wherein Rio Vista is prepared to contribute \$6,471 of its Transportation Development Act (TDA) funds towards the operation of the seven intercity routes. Those routes include Fairfield/Suisun Transit System Routes 20, 30, 40 and 90 and Vallejo Transit/Baylink Express Routes 80 and 85 and a pending Route 70. This would result in the remaining \$9,561 be funded by Solano County from its share of STA population based funds.

Should the City opt to not contribute toward the Agreement this fiscal year or in the near future, the STA would have to use additional State Transit Assistance population-based Fund (STAF) allocated to Solano County to cover the City's deficit. With the passage of state-wide Proposition 42 and Proposition 1B, there is sufficient STAF funding available to offset the City's full share toward the Intercity Transit Services Agreement.

Intercity Working Group Principles

The Intercity Working Group has three main principles. The first is to establish a consistent method and an agreement for allotting subsidies for all intercity routes by Solano transit operators for FY 2006/07 and future years.

The second principle is to focus limited monetary resources and develop efficient intercity transit service as soon as possible, resulting in a cost-effective and affordable revised route structure. This new structure would be introduced with the new subsidy sharing agreement, meet the agreed upon policy/coverage requirements, and be marketed collectively.

The third principle is to develop strategies to consistently evaluate, modify, and market intercity transit services after the intercity subsidy sharing agreement is implemented, and focus limited financial resources and deliver productive intercity transit service on an on-going basis while meeting the policy/coverage requirements agreed upon.

Greyhound Interline Agreement

Another source of funding for the City is to partner with Greyhound lines, Inc to implement an interline agreement. By doing this, Rio Vista Delta Breeze Route 50, 52, and 53 would be included on Greyhound schedules, ticket sales and promotional materials. This arrangement is working well in Modoc County (Sage Stage). The City should pursue this additional funding to help improve the farebox recovery ratio.

Transit Consolidation Study

In March 2005 the STA Board directed staff to commence a countywide Transit Consolidation Study. In April 2005 goals, objectives, and evaluation criteria were approved by the STA Board to be implemented into the scope of work for the Study. The Study was prompted by the desire to consolidate some or all transit services in Solano County. STAF funds included in the STA budget for FY 2006/07

and FY 2007/08. If the City were to participate in transit consolidation then there could be a possibility that it would have to allocate a portion of its transit funds to a larger transit operator's annual operating cost. Doing so could impede Rio Vista Delta Breeze in increasing its own farebox recovery ratio. The City should continue to be an active participant in this study being conducted by STA.

Operational and Capital Budget

Ten-year operating expenses have been projected using the following assumptions:

- Recommendations outlined in the Operations Plan would be implemented during the first quarter of FY 2007/08.
- Purchase of Rio Vista Delta Breeze replacement vehicles and expansion vehicles would occur during the fiscal year identified in the Capital Improvement Plan.
- All other expenditures in the Capital Improvement Plan would occur during the fiscal year identified.
- Operational costs and revenues for the first four years of the budget were provided by the City in the Rio Vista Delta Breeze Summary Report covering FY 2004/05 to FY 2006/07.
- The rate of inflation is forecast at three percent per annum.
- Capital TDA revenue figures were provided by the City in the FY 2007/08 and reflect the aggregate of the FTA Sections 5310 and 5311, LIFT, and YSAQMD line items.
- No change in the Rio Vista Delta Breeze fare structure would occur during the Plan period.
- The City would continue to apply for all eligible grants and funds in order to accommodate future service expansion.

Introduction of Route 53 was proposed because the City of Rio Vista received requests for direct service to Lodi. Additionally the City will restore daily service to Fairfield and Suisun City. With the change in service hours and addition of service

area, overall ridership for Rio Vista Delta Breeze should increase so as to achieve the required farebox ratio.

Exhibit 6 -24 Status Quo Budget

	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18
Expenses											
Operating Expenses											
Ridership	3,864	3,999	4,159	4,326	4,499	4,679	4,866	5,060	5,263	5,473	5,692
Contractual Services	\$177,238	\$182,555	\$188,032	\$193,673	\$199,483	\$205,467	\$211,631	\$217,980	\$224,520	\$231,255	\$238,193
Marketing	\$11,300	\$11,639	\$11,988	\$12,348	\$12,718	\$13,100	\$13,493	\$13,898	\$14,315	\$14,744	\$15,186
Other	\$83,017	\$85,508	\$88,073	\$90,715	\$93,436	\$96,239	\$99,127	\$102,100	\$105,163	\$108,318	\$111,568
Salaries & Wages	\$18,347	\$18,897	\$19,464	\$20,048	\$20,650	\$21,269	\$21,907	\$22,564	\$23,241	\$23,939	\$24,657
Full SRTP	\$10,000	\$0	\$0	\$0	\$20,000	\$20,600	\$0	\$0	\$0	\$23,185	\$0
Mini-SRTP	\$0	\$10,000	\$10,300	\$10,609	\$10,927	\$11,255	\$11,593	\$11,941	\$12,299	\$0	\$13,048
Total Operating Expenses	\$299,902	\$308,599	\$317,857	\$327,393	\$357,215	\$367,931	\$357,751	\$368,483	\$379,538	\$401,442	\$402,652
Operating Funds											
Operating Revenue											
Transit Fares	\$ 12,937	\$ 13,972	\$ 15,090	\$ 16,297	\$ 17,601	\$ 19,009	\$ 20,529	\$ 22,172	\$ 23,945	\$ 25,861	\$ 27,930
Operating Revenue Subtotal	\$ 12,937	\$ 13,972	\$ 15,090	\$ 16,297	\$ 17,601	\$ 19,009	\$ 20,529	\$ 22,172	\$ 23,945	\$ 25,861	\$ 27,930
Farebox Recovery Ratio	7.3%	7.7%	8.0%	8.4%	8.8%	9.3%	9.7%	10.2%	10.7%	11.2%	11.7%
NON OPERATING FUNDS											
Developer Reimbursement	\$ 900	\$ 914	\$ 927	\$ 941	\$ 955	\$ 970	\$ 984	\$ 999	\$ 1,014	\$ 1,029	\$ 1,044
Interest Income	\$ 600	\$ 609	\$ 618	\$ 627	\$ 637	\$ 646	\$ 656	\$ 666	\$ 676	\$ 686	\$ 696
Misc Revenue (Bus Sale, Newspapers)	\$ 1,000	\$ 1,015	\$ 1,030	\$ 1,046	\$ 1,061	\$ 1,077	\$ 1,093	\$ 1,110	\$ 1,126	\$ 1,143	\$ 1,161
Bus Advertising	\$ 2,000	\$ 2,030	\$ 2,060	\$ 2,091	\$ 2,123	\$ 2,155	\$ 2,187	\$ 2,220	\$ 2,253	\$ 2,287	\$ 2,321
Non Operating Subtotal	\$ 4,500	\$ 4,568	\$ 4,636	\$ 4,706	\$ 4,776	\$ 4,848	\$ 4,920	\$ 4,994	\$ 5,069	\$ 5,145	\$ 5,222
FUNDING SOURCES											
TDA - Operating	\$ 278,267	\$285,224	\$292,354	\$299,663	\$307,155	\$314,834	\$322,704	\$330,772	\$339,041	\$347,517	\$356,205
Section 5311 (Operations)	\$ 80,000	\$84,000	\$88,200	\$92,610	\$97,241	\$102,103	\$107,208	\$112,568	\$118,196	\$124,106	\$130,312
Section 5311 F	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Section 5303 (Full SRTP)	\$10,000	\$0	\$0	\$0	\$20,000	\$20,600	\$0	\$0	\$0	\$23,185	\$0
Section 5303 (Mini-SRTP)	\$0	\$10,000	\$10,300	\$10,609	\$10,927	\$11,255	\$11,593	\$11,941	\$12,299	\$0	\$13,048
Section 5317	\$0	\$0	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500
Lifeline Funding (Route 50)	\$ 25,000	\$26,875	\$28,891	\$31,057	\$33,387	\$35,891	\$38,583	\$41,476	\$44,587	\$47,931	\$51,526
LIFT Funding (Route 50)	\$ 22,559	\$23,263	\$24,673	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
YSAQMD Funds (Routes 50 & 52)	\$ 30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Funding Source Subtotal	\$ 445,826	\$456,972	\$468,396	\$480,106	\$492,108	\$504,411	\$517,021	\$529,947	\$543,196	\$556,776	\$570,695
TOTAL OPERATING FUNDS	\$ 463,263	\$ 475,511	\$ 488,122	\$ 501,108	\$ 514,485	\$ 528,268	\$ 542,471	\$ 557,113	\$ 572,210	\$ 587,782	\$ 603,847

Projections based on the City of Rio Vista's proposed FY 2007/08 budget.

Exhibit 6 -25 Operations Budget – With City Recommended Changes

	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18
Expenses											
Operating Expenses											
Ridership	4,173	4,507	4,868	5,257	5,677	6,132	6,622	7,152	7,724	8,342	8,676
Contractual Services	\$197,160	\$203,075	\$209,167	\$215,442	\$221,905	\$228,562	\$235,419	\$242,482	\$249,756	\$257,249	\$264,967
Marketing	\$11,300	\$11,639	\$11,988	\$12,348	\$12,718	\$13,100	\$13,493	\$13,898	\$14,315	\$14,744	\$15,186
Other	\$63,095	\$64,988	\$66,937	\$68,946	\$71,014	\$73,144	\$75,339	\$77,599	\$79,927	\$82,325	\$84,794
Salaries & Wages	\$18,347	\$18,897	\$19,464	\$20,048	\$20,650	\$21,269	\$21,907	\$22,564	\$23,241	\$23,939	\$24,657
Full SRTP	\$10,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$23,185	\$0
Mini-SRTP	\$0	\$10,000	\$10,300	\$10,609	\$0	\$11,255	\$11,593	\$11,941	\$12,299	\$0	\$13,048
Total Operating Expenses	\$299,902	\$308,599	\$317,857	\$327,393	\$346,287	\$347,331	\$357,751	\$368,483	\$379,538	\$401,442	\$402,652
Operating Funds											
Operating Revenue											
Transit Fares	\$ 12,937	\$ 15,098	\$ 16,306	\$ 17,611	\$ 19,020	\$ 20,541	\$ 22,184	\$ 23,959	\$ 25,876	\$ 27,946	\$ 29,064
Operating Revenue Subtotal	\$ 12,937	\$ 15,098	\$ 16,306	\$ 17,611	\$ 19,020	\$ 20,541	\$ 22,184	\$ 23,959	\$ 25,876	\$ 27,946	\$ 29,064
Farebox Recovery Ratio	6.6%	7.4%	7.8%	8.2%	8.6%	9.0%	9.4%	9.9%	10.4%	10.9%	11.0%
NON OPERATING FUNDS											
Developer Reimbursement	\$ 900	\$ 914	\$ 927	\$ 941	\$ 955	\$ 970	\$ 984	\$ 999	\$ 1,014	\$ 1,029	\$ 1,044
Interest Income	\$ 600	\$ 609	\$ 618	\$ 627	\$ 637	\$ 646	\$ 656	\$ 666	\$ 676	\$ 686	\$ 696
Misc Revenue (Bus Sale, Newspapers)	\$ 1,000	\$ 1,015	\$ 1,030	\$ 1,046	\$ 1,061	\$ 1,077	\$ 1,093	\$ 1,110	\$ 1,126	\$ 1,143	\$ 1,161
Bus Advertising	\$ 2,000	\$ 2,030	\$ 2,060	\$ 2,091	\$ 2,123	\$ 2,155	\$ 2,187	\$ 2,220	\$ 2,253	\$ 2,287	\$ 2,321
Non Operating Subtotal	\$ 4,500	\$ 4,568	\$ 4,636	\$ 4,706	\$ 4,776	\$ 4,848	\$ 4,920	\$ 4,994	\$ 5,069	\$ 5,145	\$ 5,222
FUNDING SOURCES											
TDA - Operating	\$ 278,267	\$285,224	\$292,354	\$299,663	\$307,155	\$314,834	\$322,704	\$330,772	\$339,041	\$347,517	\$356,205
Section 5311 (Operations)	\$ 80,000	\$84,000	\$88,200	\$92,610	\$97,241	\$102,103	\$107,208	\$112,568	\$118,196	\$124,106	\$130,312
Section 5311 F	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Section 5303 (Full SRTP)	\$10,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$23,185	\$0
Section 5303 (Mini-SRTP)	\$0	\$10,000	\$10,300	\$10,609	\$0	\$11,255	\$11,593	\$11,941	\$12,299	\$0	\$13,048
Section 5317	\$0	\$0	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500
Lifeline Funding (Route 50)	\$ 25,000	\$26,875	\$28,891	\$31,057	\$33,387	\$35,891	\$38,583	\$41,476	\$44,587	\$47,931	\$51,526
LIFT Funding (Route 50)	\$ 22,559	\$23,263	\$24,673	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
YSAQMD Funds (Routes 50 & 52)	\$ 30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Funding Source Subtotal	\$ 445,826	\$456,972	\$468,396	\$480,106	\$492,108	\$504,411	\$517,021	\$529,947	\$543,196	\$556,776	\$570,695
TOTAL OPERATING FUNDS	\$ 463,263	\$ 476,637	\$ 489,338	\$ 502,422	\$ 515,904	\$ 529,800	\$ 544,126	\$ 558,900	\$ 574,141	\$ 589,867	\$ 604,981

Projections based on the City of Rio Vista's proposed FY 2007/08 budget.

Exhibit 6 -26 Projected Solano Paratransit InterCity Transit Services Agreement

FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18
\$12,367	\$12,738	\$13,120	\$13,514	\$13,919	\$14,337	\$14,767	\$15,210	\$15,666	\$16,136	\$16,620

Exhibit 6 -27 Operations Budget – Proposed Vacaville Route

	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18
Expenses											
Operating Expenses											
Ridership	3,980	4,298	4,642	5,014	5,415	5,848	6,316	6,821	7,367	7,956	8,592
Contractual Services	\$180,324	\$185,733	\$191,305	\$197,044	\$202,956	\$209,044	\$215,316	\$221,775	\$228,428	\$235,281	\$242,340
Marketing	\$11,300	\$11,639	\$11,988	\$12,348	\$12,718	\$13,100	\$13,493	\$13,898	\$14,315	\$14,744	\$15,186
Other	\$89,932	\$92,629	\$95,408	\$98,271	\$101,219	\$104,255	\$107,383	\$110,604	\$113,923	\$117,340	\$120,860
Salaries & Wages	\$18,347	\$18,897	\$19,464	\$20,048	\$20,650	\$21,269	\$21,907	\$22,564	\$23,241	\$23,939	\$24,657
Full SRTP	\$10,000	\$0	\$0	\$0	\$20,000	\$20,600	\$0	\$0	\$0	\$23,185	\$0
Mini-SRTP	\$0	\$10,000	\$10,300	\$10,609	\$10,927	\$11,255	\$11,593	\$11,941	\$12,299	\$0	\$13,048
Total Operating Expenses	\$309,902	\$318,899	\$328,466	\$338,320	\$368,470	\$379,524	\$369,691	\$380,782	\$392,206	\$414,490	\$416,091
Operating Funds											
Operating Revenue											
Transit Fares	\$ 12,937	\$ 14,399	\$ 15,551	\$ 16,795	\$ 18,139	\$ 19,590	\$ 21,157	\$ 22,850	\$ 24,678	\$ 26,652	\$ 28,784
Operating Revenue Subtotal	\$ 12,937	\$ 14,399	\$ 15,551	\$ 16,795	\$ 18,139	\$ 19,590	\$ 21,157	\$ 22,850	\$ 24,678	\$ 26,652	\$ 28,784
Farebox Recovery Rate	7.2%	7.8%	8.1%	8.5%	8.9%	9.4%	9.8%	10.3%	10.8%	11.3%	11.9%
NON OPERATING FUNDS											
Developer Reimbursement	\$ 900	\$ 914	\$ 927	\$ 941	\$ 955	\$ 970	\$ 984	\$ 999	\$ 1,014	\$ 1,029	\$ 1,044
Interest Income	\$ 600	\$ 609	\$ 618	\$ 627	\$ 637	\$ 646	\$ 656	\$ 666	\$ 676	\$ 686	\$ 696
Misc Revenue (Bus Sale, Newspapers)	\$ 1,000	\$ 1,015	\$ 1,030	\$ 1,046	\$ 1,061	\$ 1,077	\$ 1,093	\$ 1,110	\$ 1,126	\$ 1,143	\$ 1,161
Bus Advertising	\$ 2,000	\$ 2,030	\$ 2,060	\$ 2,091	\$ 2,123	\$ 2,155	\$ 2,187	\$ 2,220	\$ 2,253	\$ 2,287	\$ 2,321
Non Operating Subtotal	\$ 4,500	\$ 4,568	\$ 4,636	\$ 4,706	\$ 4,776	\$ 4,848	\$ 4,920	\$ 4,994	\$ 5,069	\$ 5,145	\$ 5,222
FUNDING SOURCES											
TDA - Operating	\$ 278,267	\$285,224	\$292,354	\$299,663	\$307,155	\$314,834	\$322,704	\$330,772	\$339,041	\$347,517	\$356,205
Section 5311 (Operations)	\$ 80,000	\$84,000	\$88,200	\$92,610	\$97,241	\$102,103	\$107,208	\$112,568	\$118,196	\$124,106	\$130,312
Section 5311 F	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Section 5303 (Full SRTP)	\$10,000	\$0	\$0	\$0	\$20,000	\$20,600	\$0	\$0	\$0	\$23,185	\$0
Section 5303 (Mini-SRTP)	\$0	\$10,000	\$10,300	\$10,609	\$10,927	\$11,255	\$11,593	\$11,941	\$12,299	\$0	\$13,048
Section 5317	\$0	\$0	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500
Lifeline Funding (Route 50)	\$ 25,000	\$26,875	\$28,891	\$31,057	\$33,387	\$35,891	\$38,583	\$41,476	\$44,587	\$47,931	\$51,526
LIFT Funding (Route 50)	\$ 22,559	\$23,263	\$24,673	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
YSAQMD Funds (Routes 50 & 52)	\$ 30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Funding Source Subtotal	\$ 445,826	\$456,972	\$468,396	\$480,106	\$492,108	\$504,411	\$517,021	\$529,947	\$543,196	\$556,776	\$570,695
TOTAL OPERATING FUNDS	\$ 463,263	\$ 475,939	\$ 488,583	\$ 501,607	\$ 515,024	\$ 528,849	\$ 543,099	\$ 557,791	\$ 572,943	\$ 588,573	\$ 604,702

Projections based on the City of Rio Vista's proposed FY 2007/08 budget.

Exhibit 6 -28 Projected Solano Paratransit InterCity Transit Services Agreement

FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18
\$12,367	\$12,738	\$13,120	\$13,514	\$13,919	\$14,337	\$14,767	\$15,210	\$15,666	\$16,136	\$16,620

Exhibit 6 -29 Operations Budget – Proposed Weekend Service Route 50, 51 and 53

	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18
Expenses											
Operating Expenses											
Ridership	3,864	4,173	4,507	4,868	5,257	5,677	6,132	6,622	7,152	7,724	8,342
Contractual Services	\$230,463	\$237,377	\$244,498	\$251,833	\$259,388	\$267,170	\$275,185	\$283,440	\$291,944	\$300,702	\$309,723
Marketing	\$11,300	\$11,639	\$11,988	\$12,348	\$12,718	\$13,100	\$13,493	\$13,898	\$14,315	\$14,744	\$15,186
Other	\$29,792	\$30,686	\$31,606	\$32,555	\$33,531	\$34,537	\$35,573	\$36,640	\$37,740	\$38,872	\$40,038
Salaries & Wages	\$18,347	\$18,897	\$19,464	\$20,048	\$20,650	\$21,269	\$21,907	\$22,564	\$23,241	\$23,939	\$24,657
Full SRTP	\$10,000	\$0	\$0	\$0	\$20,000	\$20,600	\$0	\$0	\$0	\$23,185	\$0
Mini-SRTP	\$0	\$10,000	\$10,300	\$10,609	\$10,927	\$11,255	\$11,593	\$11,941	\$12,299	\$0	\$13,048
Total Operating Expenses	\$299,902	\$308,599	\$317,857	\$327,393	\$337,215	\$347,931	\$357,751	\$368,483	\$379,538	\$401,442	\$402,652
Operating Funds											
Operating Revenue											
Transit Fares	\$ 12,937	\$ 13,980	\$ 15,098	\$ 16,306	\$ 17,611	\$ 19,020	\$ 20,541	\$ 22,184	\$ 23,959	\$ 25,876	\$ 27,946
Amtrak Funding	\$ 33,275	\$ 35,937	\$ 38,812	\$ 41,917	\$ 45,270	\$ 48,892	\$ 52,803	\$ 57,028	\$ 61,590	\$ 66,517	\$ 71,838
Operating Revenue Subtotal	\$ 46,212	\$ 49,917	\$ 53,910	\$ 58,223	\$ 62,881	\$ 67,911	\$ 73,344	\$ 79,212	\$ 85,549	\$ 92,393	\$ 99,784
Farebox Recovery Ratio	5.6%	5.9%	6.2%	6.5%	6.8%	7.1%	7.5%	7.8%	8.2%	8.6%	9.0%
NON OPERATING FUNDS											
Developer Reimbursement	\$ 900	\$ 914	\$ 927	\$ 941	\$ 955	\$ 970	\$ 984	\$ 999	\$ 1,014	\$ 1,029	\$ 1,044
Interest Income	\$ 600	\$ 609	\$ 618	\$ 627	\$ 637	\$ 646	\$ 656	\$ 666	\$ 676	\$ 686	\$ 696
Misc Revenue (Bus Sale, Newspapers)	\$ 1,000	\$ 1,015	\$ 1,030	\$ 1,046	\$ 1,061	\$ 1,077	\$ 1,093	\$ 1,110	\$ 1,126	\$ 1,143	\$ 1,161
Bus Advertising	\$ 2,000	\$ 2,030	\$ 2,060	\$ 2,091	\$ 2,123	\$ 2,155	\$ 2,187	\$ 2,220	\$ 2,253	\$ 2,287	\$ 2,321
Non Operating Subtotal	\$ 4,500	\$ 4,568	\$ 4,636	\$ 4,706	\$ 4,776	\$ 4,848	\$ 4,920	\$ 4,994	\$ 5,069	\$ 5,145	\$ 5,222
FUNDING SOURCES											
TDA - Operating	\$ 278,267	\$285,224	\$292,354	\$299,663	\$307,155	\$314,834	\$322,704	\$330,772	\$339,041	\$347,517	\$356,205
Section 5311 (Operations)	\$ 80,000	\$84,000	\$88,200	\$92,610	\$97,241	\$102,103	\$107,208	\$112,568	\$118,196	\$124,106	\$130,312
Section 5311 F	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Section 5303 (Full SRTP)	\$10,000	\$0	\$0	\$0	\$20,000	\$20,600	\$0	\$0	\$0	\$23,185	\$0
Section 5303 (Mini-SRTP)	\$0	\$10,000	\$10,300	\$10,609	\$10,927	\$11,255	\$11,593	\$11,941	\$12,299	\$0	\$13,048
Section 5317	\$0	\$0	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500
Lifeline Funding (Route 50)	\$ 25,000	\$26,875	\$28,891	\$31,057	\$33,387	\$35,891	\$38,583	\$41,476	\$44,587	\$47,931	\$51,526
LIFT Funding (Route 50)	\$ 22,559	\$23,263	\$24,673	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
YSAQMD Funds (Routes 50 & 52)	\$ 30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Funding Source Subtotal	\$ 445,826	\$456,972	\$468,396	\$480,106	\$492,108	\$504,411	\$517,021	\$529,947	\$543,196	\$556,776	\$570,695

Projections based on the City of Rio Vista's proposed FY 2007/08 budget.

Exhibit 6 -30 Projected Solano Paratransit InterCity Transit Services Agreement

FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18
\$12,367	\$12,738	\$13,120	\$13,514	\$13,919	\$14,337	\$14,767	\$15,210	\$15,666	\$16,136	\$16,620



7. CAPITAL PLAN &
BUDGET

Chapter 7 – Capital Improvement Plan

Fleet

The City of Rio Vista's transit fleet is composed of four vehicles. Vehicle 15 is a 1993 General Coach E350. This vehicle is diesel-powered, carries eight ambulatory passengers and one wheelchair, and is scheduled to be replaced in 2007 once FTA Section 5310 funds become available. The fleet also includes 2001 General Coach 3500 that runs on unleaded fuel. It is capable of holding one wheelchair and eight ambulatory passengers, and its scheduled to be retired in 2010. The two remaining vehicles, numbers 16 and 17, are both Ford E450s, diesel-powered, hold two wheelchairs, and have an ambulatory seating capacity for 16 riders each. These vehicles are scheduled for replacement in 2015.

FTA regulations stipulate medium-sized, light-duty vehicles, such as those in Rio Vista's fleet, must be kept in service for at least five years (or 550,000 miles) in order to receive funding for their replacement. While the current nine-year schedule meets this requirement, it is recommended the City replace future vehicles at six-year intervals. This approach would ultimately reduce maintenance costs as the average age of the fleet would be reduced.

FTA regulations also state light-duty vehicles, such as regular and specialized vans, must be kept in service for at least four years (or 100,000 miles) in order to be eligible for replacement funding. While the current nine-year schedule certainly meets this requirement, it is recommended that the City replace the light-duty vehicles. It is also recommended the City replace its light-duty vehicles with diesel, medium-sized, medium-duty vehicles as each baseline vehicle is retired.

Vehicle number 16 should be replaced in FY 2010/11 by a medium-sized, medium-duty vehicle with a manufactured date of 2010. This replacement

vehicle should be placed into revenue service in FY 2010/11. The desired length vehicle would be 27 feet, have ambulatory seating for 16, wheelchair capacity of two, and gasoline-powered. Estimated cost and funding for this vehicle are portrayed in the Capital Budget.

Vehicle number 17 should be replaced in FY 2011/12 by a medium-sized, medium-duty vehicle with manufacture date of 2011. The replacement vehicle should be placed into revenue service in FY 2011/12. The desired vehicle would be 27 feet in length, have ambulatory seating for 16, wheelchair capacity of two, and be gasoline-fuel powered. Estimated cost and funding for this vehicle are portrayed in the Capital Budget.

Vehicle number 18 should be replaced in FY 2013/14 by a medium-sized, medium-duty vehicle with a manufacture date of 2013. The replacement vehicle should be placed into revenue service in FY 2013/14. The desired vehicle would be 27 feet in length, have ambulatory seating for 16 people, wheelchair capacity of two, and be gasoline fuel-powered. Estimated cost and funding for this vehicle are portrayed in the Capital Budget.

In FY 2010/11, 2011/12, and FY 2013/14, the City is proposing to expand its fleet with medium-sized, medium-duty vehicles. By this time, Rio Vista's population should reach a point where the demand for transit would require an additional vehicle. One vehicle would be added to the fleet in both FY 2010/11 and 2011/12, and two vehicles are expected to be added to the fleet in 2013/14.

Cost estimation for the replacement and expansion buses were provided by the City.

Exhibit 7 -1 Rio Vista Delta Breeze Fleet Inventory

Vehicle Number	Year	Manufacturer	Model	Description	Number of Wheelchairs bus can hold	Ambulatory Seating Capacity	Fuel Type	Planned Retirement Year
15	1993	General Coach	E350	Cutaway	1	8	Diesel	2007
16	2001	General Coach	3500	Cutaway	1	8	Unleaded	2010
17	2006	El Dorado National Aerotech	E450	Cutaway	2	16	Diesel	2015
18	2006	El Dorado National Aerotech	E450	Cutaway	2	16	Diesel	2015

Amenities

It is recommended that the City install additional benches, ensure all stops are signed, and all buses feature bike racks. Emphasis should be placed on the need for a park and ride facility at Church Road and State Route 12, as identified in the Circulation Element of Rio Vista's General Plan, as well as the probability of new development occurring nearby. Also, it is recommended a park and ride facility within downtown Rio Vista be considered.

The City's Public Works Department is scheduled to occupy a new facility near Trilogy in the near future, replacing the existing facility on Saint Francis Way. It is recommended the City convert the existing facility to storage, transit operations, and maintenance facility in order to support transit program growth.

The City also plans to rehabilitate the Corporation Yard in FY 2011/12 and FY 2011/12, adding transit maintenance capabilities. This would allow additional parking for transit buses and covered vehicle maintenance.

The City has plans to rehabilitate the boat launch area in Rio Vista in order to implement a Water Taxi service in FY 2014/15.

The City's transit maintenance facility should be reviewed for safety and operational issues so the facility is capable of maintaining the Rio Vista Delta Breeze service at peak efficiency.

A new computer for the Transit Dispatcher with associated software, printer, digital camera, and scanner should be purchased in FY 2008/09 to support the operations of Rio Vista Delta Breeze.

Radio equipment, including a base station, mobile units, and hand-held radios, for transit service should be purchased in FY 2008/09. Automated Vehicle Locators (AVL) should be purchased in FY 2015/2016

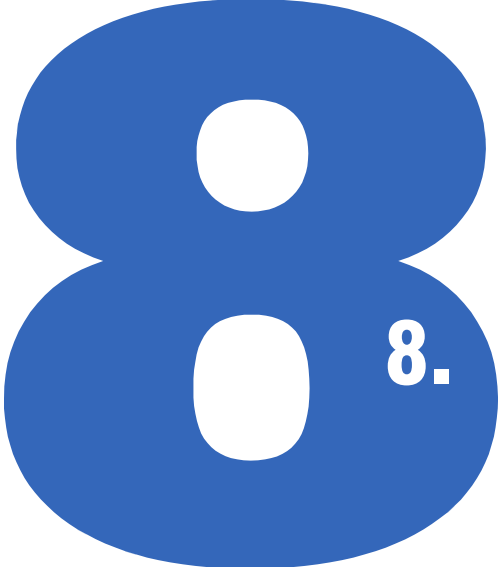
Exhibit 7 -2 Rio Vista Delta Breeze Recommended Fleet Replacement and Expansion Schedule

RIO VISTA DELTA BREEZE Projected Operating Plan	Projected FY 07/08	Projected FY 08/09	Projected FY 09/10	Projected FY 10/11	Projected FY 11/12	Projected FY 12/13	Projected FY 13/14	Projected FY 14/15	Projected FY 15/16	Projected FY 16/17
FLEET CHARACTERISTICS										
Active Fleet Size	4	4	4	5	6	6	8	8	8	8
Peak Hour Fleet Size	2	2	2	2	2	2	2	2	2	2
Spare Vehicles	2	2	2	3	4	4	6	6	6	6
Spare Ratio	100%	100%	100%	150%	200%	200%	300%	300%	300%	300%
Expected Service Expansion	No	No	No	Yes	Yes	No	Yes	No	No	No
Expected Service Reduction	No	No	No	No	No	No	No	No	No	No
OPERATING CHARACTERISTICS										

Exhibit 7 -3 Capital Budget

RIO VISTA DELTA BREEZE RANGE TRANSIT PLAN FY 2007/08- FY 2017/18

	FY 07/08	FY 08/09	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18
Expenses											
Particulate Traps	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bus Stop Amenities	\$5,119	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
Radio Equipment	\$0	\$4,440	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance Facility Upgrades	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Computer Equipment	\$0	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Dispatch Software & Office Equipment	\$0	\$1,000	\$1,000	\$480,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fleet Replacement	\$0	\$57,500	\$60,000	\$0	\$0	\$0	\$0	\$0	\$139,113	\$71,643	\$0
Fleet Expansion	\$0	\$0	\$0	\$60,000	\$60,000	\$0	\$120,000	\$0	\$0	\$0	\$0
Park & Ride (Church Rd @ SR12)	\$0	\$0	\$650,000	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Rio Vista Park & Ride Lot (Front & Main)	\$0	\$0	\$50,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rehabilitate Corporation Yard	\$0	\$0	\$0	\$200,000	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$0
Water Taxi Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,755,000	\$0	\$0	\$0
Automated Vehicle Locator for Buses	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0
Total Capital Expenses	\$30,119	\$66,940	\$762,000	\$2,591,000	\$1,161,000	\$1,000	\$121,000	\$1,756,000	\$290,113	\$72,643	\$1,000
Revenues											
Section 5310		\$61,450	\$57,500	\$57,500	\$57,500	\$0	\$60,000	\$0	\$0	\$0	\$0
Section 5311	\$0	\$500	\$348,000	\$1,245,250	\$515,000	\$0	\$30,000	\$125,000	\$87,500	\$70,143	\$0
YSAQMD	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STIP	\$0	\$0	\$82,500	\$20,000	\$100,000	\$0	\$0	\$351,000	\$0	\$0	\$0
TDA	\$5,119	\$4,990	\$274,000	\$1,268,250	\$488,500	\$1,000	\$31,000	\$465,000	\$152,613	\$2,500	1000
TLC Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$464,000	\$0	\$0	\$0
STAF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$351,000	\$50,000	\$0	0
Total Capital Revenue	\$30,119	\$66,940	\$762,000	\$2,591,000	\$1,161,000	\$1,000	\$121,000	\$1,756,000	\$290,113	\$72,643	\$1,000



8. ON-BOARD
SURVEY

Chapter 8 – On-Board Survey

Metropolitan Transportation Commission Demographic/Solano Transportation Authority Countywide Ridership Surveys

In March 2007, the Solano Transportation Authority's Countywide Ridership Study for Rio Vista Delta Breeze was completed. The findings associated with this study are the results of on-board surveys conducted on Rio Vista Delta Breeze Routes 50, 51, and 52. However, there were no passengers onboard the days when surveys were attempted on Routes 50 and 52. Therefore, only six complete surveys were acquired and no statistically significant findings could be obtained from the survey.

Based upon the survey results, all six of the surveyed Rio Vista Delta Breeze Route 51 riders were pleased with the service. They typically use the bus to go from their home and a variety of destinations in Rio Vista. All six reside in Rio Vista. Four of the six riders were age 50 or older and retired, and three reside in single-person households.

The Benicia and Rio Vista Elements of the MTC Transit Passenger Demographics Survey were completed in 2007. This survey was performed on Benicia Breeze from February 7 to February 21, 2007, and on Rio Vista Delta Breeze on February, 20, 2007. A sample of 150 surveys was collected for Benicia Breeze and seven surveys for Rio Vista Delta Breeze. Given the modest size of the Rio Vista Delta Breeze sample, the consultant concluded: "statistically valid comparisons are not possible, and will not be attempted."

Based upon the seven Rio Vista Transit surveys, a majority (71.4%) came from their home when they boarded the bus, and 28.6 percent were pursuing recreation or entertainment, taking care of personal/business errands, and going home. When asked about traveling between the two locations, what would their total

traveling time be: 42.9 percent answered 20 to 29 minutes 28.6 percent answered 10 to 19 minutes, and 28.6 percent answered 30 to 39 minutes. All seven of the respondents paid their fare with cash, and their fare categories were 57.1 percent Adult and 12.9 percent Senior. All, seven of the respondents took public transportation even though they had an automobile available.

In June 2007, Moore & Associates; survey team facilitated a driver administered on-board survey in support of this Short Ranged Transit Plan

Exhibit 8 -1 Survey Respondents

Survey	Respondents
Moore & Associates	25
STA	6
MTC	7

A statistically-valid sample of 25 surveys was attained, equating to a 95-percent confidence level and ± 19.57 margin of error.

The survey was conducted over a 31-day period in June 2007, distributed on all Rio Vista Delta Breeze routes. The survey process gathers critical information with respect to rider preferences, needs, and behavior. This survey had several core objectives:

- Collect information at the rider level,
- Assist in the development of a demographic profile of Rio Vista Delta Breeze ridership,
- Identify travel patterns within the survey population,
- Assess customer satisfaction regarding a variety of service attributes,
- Identify potential service enhancements as well as the propensity to patronize same, and
- Identify potential marketing and promotional channels.

The following is a comparison between this on-board survey and that of the STA and MTC survey referenced in this report.

Among the three surveys the most common trip purpose was *home*. The most highly cited response from the M&A survey was for *shopping*, 37.9 percent. For the STA survey the highest was *home*, 50 percent, and for the MTC survey *home* was also the most documented trip purpose, 71.4 percent.

Exhibit 8 -1 Trip Purpose

	M&A Survey	STA Survey	MTC Survey
Work	34.0%	16.7%	0.0%
Home	13.8%	50.0%	71.4%
Shopping	37.9%	0.0%	28.6%
Medical Services	10.3%	0.0%	0.0%
Social/Personal Business	20.7%	16.7%	0.0%
Other	13.8%	16.7%	0.0%

Between the three surveys, the typical Rio Vista Delta Breeze patron uses the service at least once a week. From the M&A survey 56.3 of the participants cited that it was their *first time* using Rio Vista Delta Breeze. The STA survey had 50 percent of its respondents citing use the service *3 to 4 days a week*. The only cited response from the MTC survey was that all participants used the service *less than once a week or on occasion*.

Exhibit 8 -2 Ridership Frequency

	M&A Survey	STA Survey	MTC Survey
First Time	56.3%		
Once/month	6.3%		
Twice/month	6.3%		
1-2 days/week	31.3%		
6 to 7 days a week			0.0%
4 to 5 days a week			0.0%
Less than once a week or on occasion			100.0%
Your first time taking this trip			0.0%
5 to 7 days a week		33.3%	
3 to 4 days a week		50.0%	
1 to 2 days a week		16.7%	
Once a month or less		0.0%	
First time riding		0.0%	

The most common age among all the participants in the three surveys was, 65 or older. This supports the fact the Rio Vista Delta Breeze can be considered a senior transit service as most of its patrons are over the age of 65.

Exhibit 8 -3 Rider Age

	M&A Survey	STA Survey	MTC Survey
65 and over	25.0%		
45 to 64	25.0%		
25 to 44	31.3%		
19 to 24	6.3%		
Under 18	12.5%		
DK/NA			28.6%
65 or older			42.9%
55 to 64			0.0%
45 to 54			0.0%
35 to 44			28.6%
25 to 34			0.0%
18 to 24			0.0%
13 to 17			0.0%
Under 13			0.0%
65 and older		50.0%	
50 to 64		16.7%	
35 to 49		0.0%	
25 to 34		16.7%	
18 to 24		0.0%	
14 to 17		16.7%	
13 and younger		0.0%	

Among the three surveys, the typical rider of Rio Vista Delta Breeze documented a household income less than \$10,000 a year. The highest cited household income came from the MTC survey where 42.9 percent of the participants have an income of \$100,000 to \$149,000.

Exhibit 8 -4 Rider Income

Income			
	M&A Survey	STA Survey	MTC Survey
More than \$50,000 per year	7.7%		
\$40,001 to \$50,000 per year	15.4%		
\$30,001 to \$40,000 per year	7.7%		
\$20,001 to \$30,000 per year	7.7%		
\$10,001 to \$20,000 per year	15.4%		
Less than \$10,000 per year	46.2%		
Over \$150,000		0.0%	
\$100,000 to \$150,000		0.0%	
\$60,000 to \$99,999		33.3%	
\$45,000 to \$59,999		0.0%	
\$35,000 to \$44,999		0.0%	
\$25,000 to \$34,999		33.3%	
\$15,000 to \$24,999		33.3%	
Under \$15,000		0.0%	
DK/NA/Refused			28.6%
\$200,000 or higher			0.0%
\$150,000 to \$199,999			0.0%
\$100,000 to \$149,999			42.9%
\$75,000 to \$99,999			0.0%
\$50,000 to \$74,999			0.0%
\$25,000 to \$49,999			14.3%
\$15,000 to \$24,999			0.0%
Under \$15,000			14.3%

Survey Methodology

In order to remain consistent with the project's goal of obtaining quality information, assuring statistical validity is critical. A stratified random-sample methodology was obtained to have a balanced sample, reflecting Rio Vista Delta Breeze deviated-fixed routes relative ridership. In addition, surveying was conducted across a 31-day period, encouraging the broadest participation rate.

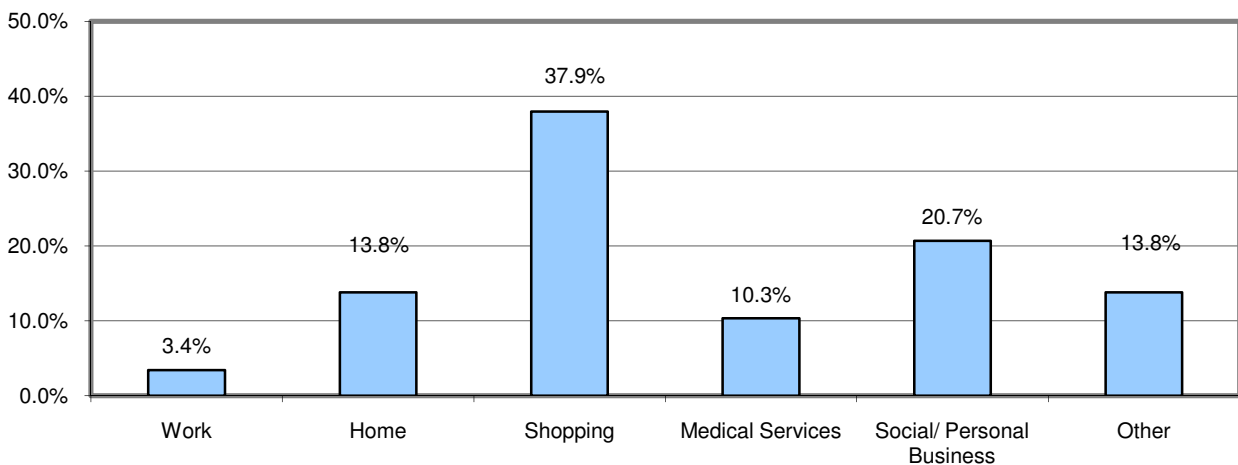
The validity of each completed survey form was verified to identify any possible incidence of survey response bias. In doing so, survey forms reflecting partially completed or faulty data were not included within the final data sample to reduce the likelihood of any data skewing.

Once the data collection stage was deemed complete, the survey data was imported into Statistical Package for the Social Sciences (SPSS) software. The raw survey data was then cleaned and coded, to report both simple frequencies as well as relationships (i.e., cross-tabulations) between individual data sets. Using this data, a series of findings and recommendations was developed.

Using the aggregate data collected from the on-board survey, a series of scenarios was developed regarding respondent travel patterns. The majority (52.2 percent) of surveys were completed on Route 51.

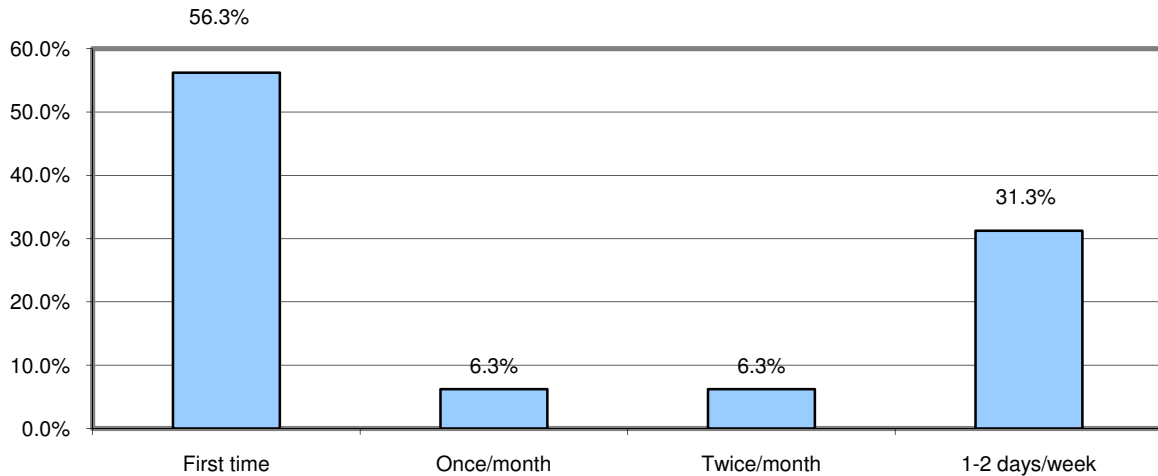
When queried regarding *trip purpose*, on a system-wide basis, *shopping* (37.9 percent) was the most frequently-cited motivator, followed by *social/personal business* (20.7 percent).

Exhibit 8-5 Trip Purpose



Survey participants were asked how often they typically ride Rio Vista Delta Breeze. Surprisingly, 56.3 percent indicated they were riding the Rio Vista Delta Breeze for the first time. This unusually high percentage of first-time riders (coupled with the relatively modest number of high frequency riders) may indicate the service does not meet the typical travel needs of the broader Rio Vista community. In other words, the current Rio Vista Delta Breeze does not effectively address the core mobility needs of the Rio Vista community at-large.

Exhibit 8 - 6 Frequency of Ridership

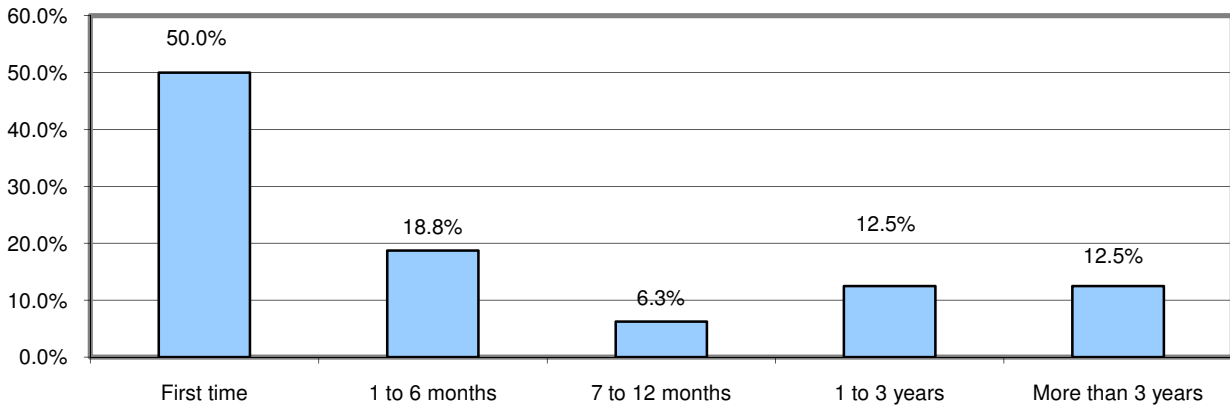


When asked about the duration of their patronage, 50 percent indicated riding for the first time; an additional 18.8 percent indicated riding for one to six months. Because the service is new, we recommend the City determine the program's success in the program is retaining riders.

We believe the most successful transit services are market-driven. In order to realize sustainable ridership, it is impractical to focus marketing/community outreach chiefly on the ride-dependent population.

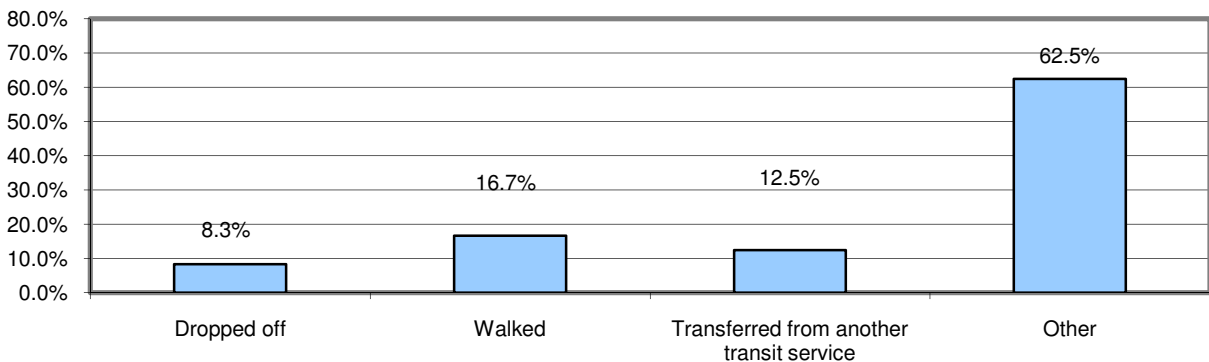
To address this, it is recommended the City undertake a series of targeted marketing campaigns designed to expand the traditional profile of Rio Vista Delta Breeze riders, entice trial ridership, and reward ongoing patronage. These strategies have been successful in communities similar to Rio Vista and would not be difficult to implement. Further, unlike "broad brush" marketing tactics, we believe the City will receive a solid return of investment for each transaction marketing dollar spent strategically. It is also important that a young service like Rio Vista Delta Breeze continue to monitor customer satisfaction to ensure it continues to meet the needs of the community.

Exhibit 8 - 7 Length of Patronage



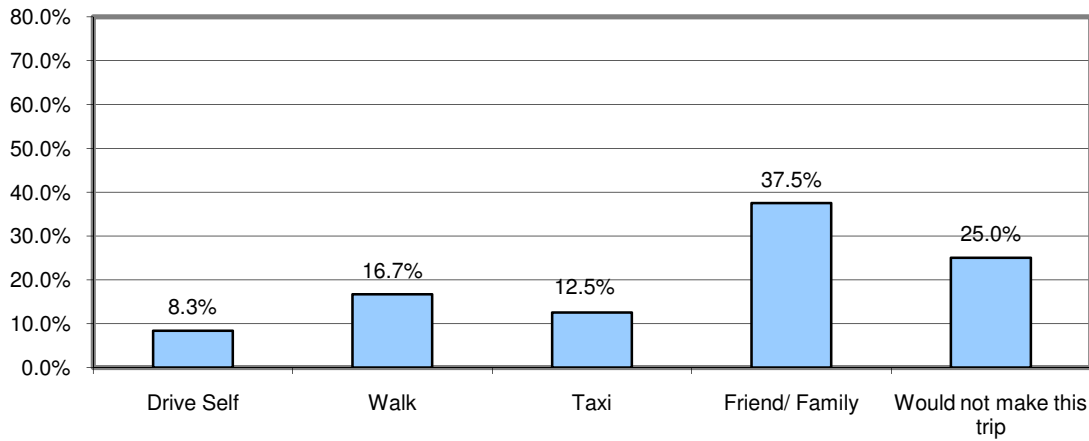
Respondents were asked how they typically access Rio Vista Delta Breeze bus stops. Among the responses received, nearly 63 percent indicated *other*. A cross-tabulation was performed to link route with specified *other* responses. We determined the majority (53.3 percent) of persons who have indicated an alternative mode to access the bus stop were either riding on Route 51 or had the bus come directly to and from their home. Other responses included *walking*, *transfer from another service*, and *being dropped off*.

Exhibit 8 - 8 Access to Bus Stop



To further assess personal mobility options, each respondent was asked how he or she would have made the surveyed trip had Rio Vista Delta Breeze not been available. The most frequent response was *friend or family member* (37.5 percent). An additional 25 percent indicated they would not have made the surveyed trip if the service was not available.

Exhibit 8 - 9 Mobility Alternatives



Survey participants were asked if they were aware Rio Vista Delta Breeze provides connections with neighboring transit services. Among respondents, 53.8 percent were aware of opportunities to transfer, yet only 16.7 percent of this group could identify a connecting service.

Customer Satisfaction

The survey provided Rio Vista Delta Breeze riders an opportunity to indicate relative satisfaction with respect to a series of specified service attributes. Participants were asked to rate each attribute as *excellent*, *good*, *fair*, or *poor*. For analytical purposes, responses were then translated to a numerical rating scale, wherein four signifies “excellent” and one “poor.” The mean score for each attribute is presented in Exhibit 5-6. “Overall Satisfaction” reflects the mean.

Exhibit 8 - 10 Service Attribute Satisfaction

Attribute	Mean Score
Driver courtesy	4.00
On-time performance	3.90
Convenience	3.89
Service frequency	3.61
Service hours	3.42
Areas served	3.59
Cost	3.63
Ease of transfer	3.69
Overall satisfaction rating	3.72

Source: 2007 Onboard Survey.

Interestingly, Rio Vista Delta Breeze service attributes received an overall satisfaction rating of “good” to “excellent”. This serves to underscore the recommendation for the City to undertake targeted marketing in order to increase ridership among current riders as well as attract new customers.

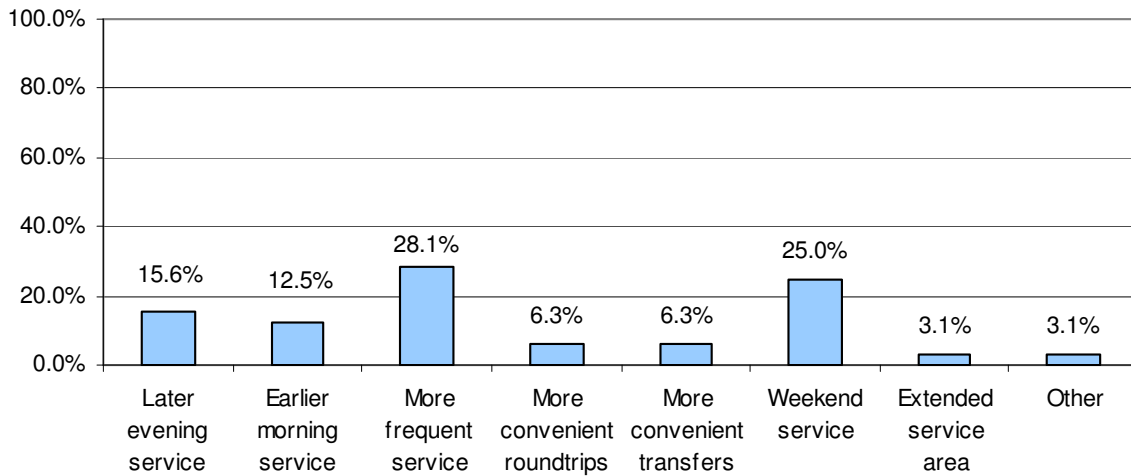
Due to the approval of the system’s core riders, we might recommend a testimonial marketing campaign in which riders describe the benefits of the Rio Vista Delta Breeze.

Service Enhancements

As part of the survey, participants were provided with a list of seven service enhancement options and asked to select the option they would most like to see implemented or enhanced.

Although many cited multiple enhancements, the most frequent request was *more frequent service* (28.1 percent), followed by *weekend service* (25 percent), and *later evening service* (15.6 percent). This response was not surprising considering Rio Vista Delta Breeze makes only one trip to/from each destination one day per week.

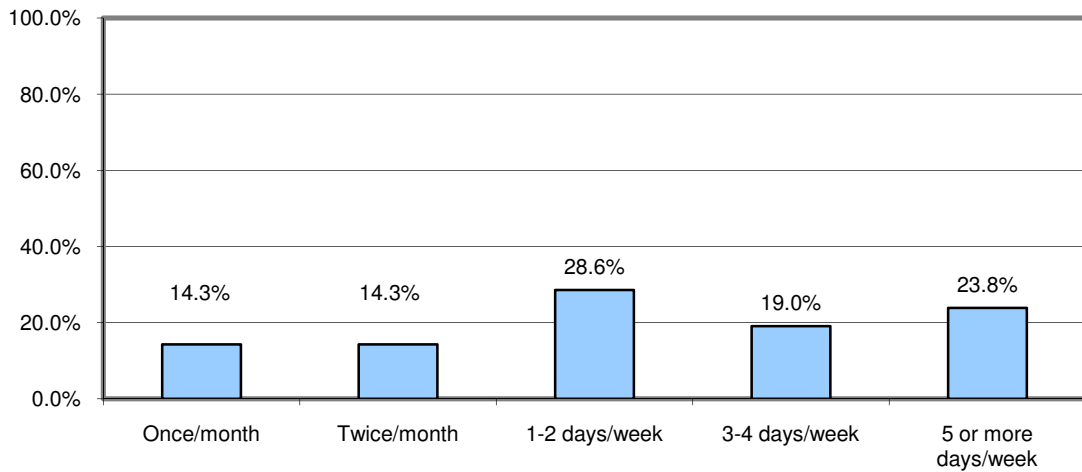
Exhibit 8 - 11 Service Enhancements



Source: 2007 Onboard Survey.

To further assess the impact specified service enhancements might have on Rio Vista Delta Breeze, participants were asked how the desired adjustment change might affect their patronage. Nearly 71.4 percent indicated the introduction of the desired service change would result in the addition of at least one additional trip per week.

Exhibit 8 - 12 Potential Trips with Increased Frequency



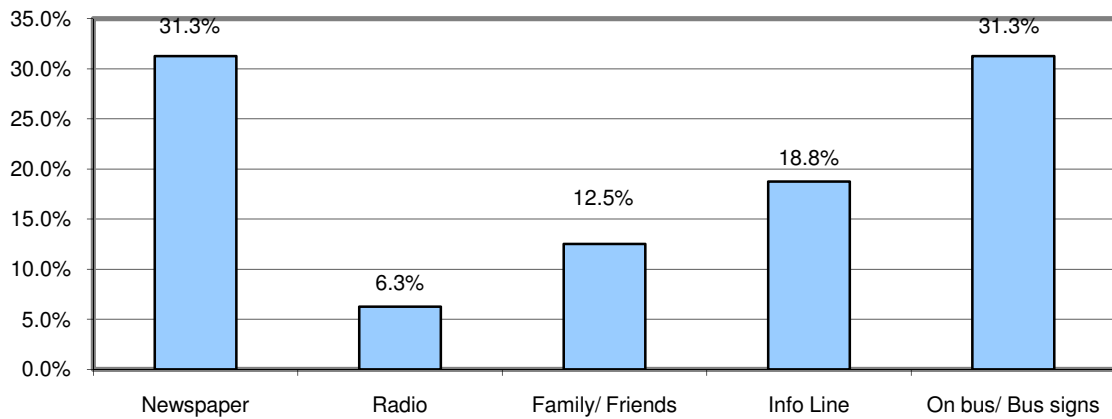
Source: 2007 Onboard Survey.

A data cross-tabulation was performed comparing individual service attributes with frequency of patronage. Of those respondents who expressed a propensity to increase their ridership by more than 5 trips per week, 33.3 percent indicated *service frequency* as their most desired service enhancement.

Information Channels

To assist the City in more effective targeting of future transit marketing activities, survey participants were asked how they typically obtain information regarding Rio Vista Delta Breeze services. Most cited newspapers, bus stop signage, and information onboard buses as their “typical” Rio Vista Delta Breeze resource channel (31.1 percent each). Additionally, nearly 19 percent cited the Rio Vista Delta Breeze information line as their primary transit information resource.

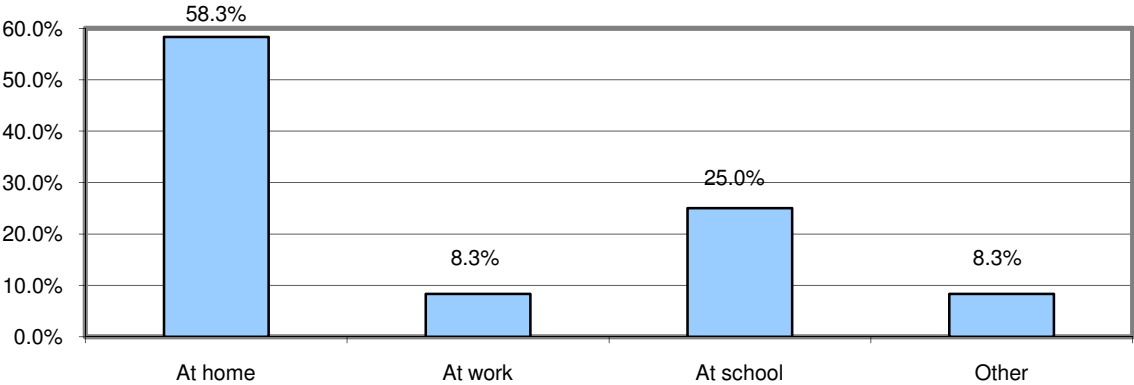
Exhibit 8 - 13 Information Channels



Source: 2007 Onboard Survey.

When asked if they had Internet access at home, 48 percent responded affirmatively. Yet when asked how they learned about Rio Vista Delta Breeze's services, no participant cited the internet as the primary channel.

Exhibit 8 - 14 Internet Access



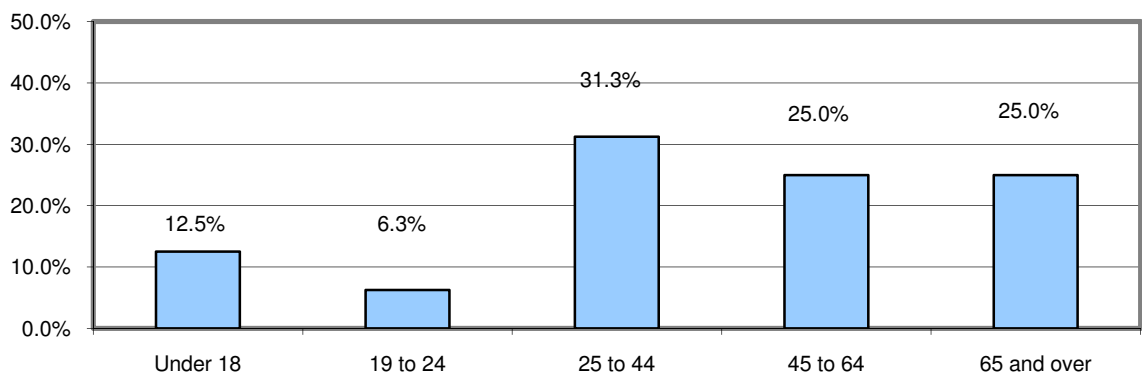
Source: 2007 Onboard Survey.

Demographic Information

Using the aggregate data collected as part of the customer survey process, a demographic profile of the “typical” Rio Vista Delta Breeze customer was developed. Females were prevalent (66.7 percent), and nearly one-third commonly identified themselves as *retired* (29.4 percent).

Thirty-one percent fell within the age 25-44 demographic, followed by age 45-64 (26.5 percent). This finding is consistent with regional census data which indicates said age demographics comprise one-half of Solano County's total population.

Exhibit 8 - 15 Rider Age

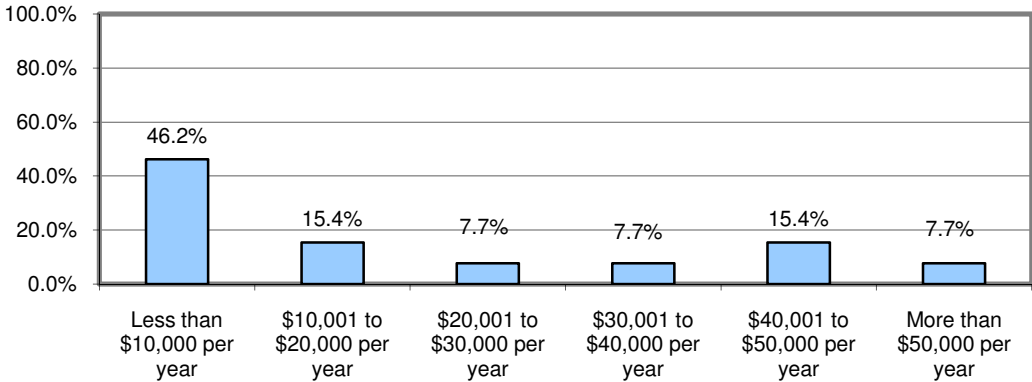


Source: 2007 Onboard Survey.

Based on the survey data, we believe 40 percent of the current Rio Vista Delta Breeze customer base can be termed completely ride-dependent. This translates to the absence of both a valid driver license as well as a personal vehicle.

Finally, respondents were queried as to total annual household income. Approximately 46 percent cited an annual household income of less than \$10,000.

Exhibit 8 - 16 Household Income



Source: 2007 Onboard Survey.