

August 19, 2008 Special Meeting

BENICIA CITY COUNCIL

SPECIAL MEETING AGENDA

City Council Chambers

August 19, 2008

6:00 P.M.

I. CALL TO ORDER:

II. CONVENE OPEN SESSION:

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. REFERENCE TO THE FUNDAMENTAL RIGHTS OF PUBLIC

III. OPPORTUNITY FOR PUBLIC COMMENT:

A. WRITTEN

B. PUBLIC COMMENT

IV. PUBLIC HEARING:

A. [Public hearing to consider changes to the Benicia Breeze Transit System.](#) (Finance Director)

On July 15, 2008, the City Council authorized staff to distribute proposed changes to the Benicia Breeze Transit System and gather information from bus riders and the general public. Staff conducted three public forums, received numerous recommendations, and modified the proposed Benicia Breeze Plan to accommodate ridership concerns. The changes include reductions in monthly passes for youth and seniors, additional trips to Diablo Valley College and Sun Valley Mall, and a weekly medical shuttle to Kaiser and Sutter Medical Centers in Vallejo. The Solano Transportation Authority requested the City of Benicia plan and implement changes to the local transit to accommodate the initiation of a new express bus service operated by Vallejo Transit on the I-780 corridor between the Vallejo Ferry Terminal and the Walnut Creek BART Station. The new express bus service and local transit changes will begin on October 6, 2008.

Recommendation: Conduct a Public Hearing to consider changes to the Benicia Breeze Transit System and adopt a resolution approving said changes.

V. ADJOURNMENT:

Public Participation

The Benicia City Council welcomes public participation.

Pursuant to the Brown Act, each public agency must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency's agenda for that meeting. The City Council allows speakers to speak on non-agendized matters under public comment, and on agendized items at the time the agenda item is addressed at the meeting. Comments are limited to no more than 5 minutes per speaker. By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the City Council.

Should you have material you wish to enter into the record, please submit it to the City Manager.

Disabled Access

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance to participate in this meeting, please contact Valerie Ruxton, the ADA Coordinator, at (707) 746-4211. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

Meeting Procedures

All items listed on this agenda are for Council discussion and/or action. In accordance with the Brown Act, each item is listed and includes, where appropriate, further description of the item and/or a recommended action. The posting of a recommended action does not limit, or necessarily indicate, what action may be taken by the City Council.

Pursuant to Government Code Section 65009, if you challenge a decision of the City Council in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to, the public hearing. You may also be limited by the ninety (90) day statute of limitations in which to challenge in court certain administrative decisions and orders (Code of Civil Procedure 1094.6) to file and serve a petition for administrative writ of mandate challenging any final City decisions regarding planning or zoning.

The decision of the City Council is final as of the date of its decision unless judicial review is initiated pursuant to California Code of Civil Procedures Section 1094.5. Any such petition for judicial review is subject to the provisions of California Code of Civil Procedure Section 1094.6.

Public Records

The agenda packet for this meeting is available at the City Manager's Office and the Benicia Public Library during regular working hours. To the extent feasible, the packet is also available on the City's web page at www.ci.benicia.ca.us under the heading "Agendas and Minutes." Public records related to an open session agenda item that are distributed after the agenda packet is prepared are available before the meeting at the City Manager's Office located at 250 East L Street, Benicia, or at the meeting held in the Council Chambers. If you wish to submit written information on an agenda item, please submit to the City Clerk as soon as possible so that it may be distributed to the City Council.

 [IV-A Benicia Breeze.pdf](#)

AGENDA ITEM
SPECIAL CITY COUNCIL MEETING: AUGUST 19, 2008
PUBLIC HEARING

DATE : August 12, 2008
TO : City Manager
FROM : Finance Director
SUBJECT : **PUBLIC HEARING TO CONSIDER CHANGES TO THE BENICIA BREEZE TRANSIT SYSTEM**

RECOMMENDATION:

Conduct a Public Hearing to consider changes to the Benicia Breeze Transit System and adopt a resolution approving said changes.

EXECUTIVE SUMMARY:

On July 15, 2008, the City Council authorized staff to distribute proposed changes to the Benicia Breeze Transit System and gather information from bus riders and the general public. Staff conducted three public forums, received numerous recommendations, and modified the proposed Benicia Breeze Plan to accommodate ridership concerns. The changes include reductions in monthly passes for youth and seniors, additional trips to Diablo Valley College and Sun Valley Mall, and a weekly medical shuttle to Kaiser and Sutter Medical Centers in Vallejo. The Solano Transportation Authority requested the City of Benicia plan and implement changes to the local transit to accommodate the initiation of a new express bus service operated by Vallejo Transit on the I-780 corridor between the Vallejo Ferry Terminal and the Walnut Creek BART Station. The new express bus service and local transit changes will begin on October 6, 2008.

BUDGET INFORMATION:

There will be no impact on the General Fund. The Benicia Breeze currently receives about \$1.0 million per year in Transportation Development Act (TDA) revenues and \$300,000 in fares. Benicia's share of costs for the new route is expected to be \$220,000 of the \$1.4 million cost for FY 2008-09. The balance of the Benicia Breeze TDA revenues, STA transition assistance and fares, \$1.2 million, will be used to support local flex routes, paratransit service, Safe Ride and Taxi Scrip Programs, and Administration.

BACKGROUND:

As discussed at the prior Council Meeting, the Solano Transportation Authority (STA) plans to operate an "express route" patterned after other successful intercity routes in Solano County using a combination of Regional Measure (RM2) Bridge Toll funding and the Solano County Intercity Express Bus Service Agreement. The new express bus Route 78 will be operated by the City of Vallejo using large charter-type buses and is expected to start on October 6, 2008.

Benicia Breeze staff requested STA provide Benicia with planning funds to assist in the assessment of the Benicia Breeze Transit System and to assess the impact of Route 78 on the

system and to develop a strategy to coordinate service with the new express route. To assist in optimizing the changes to local service, the STA provided \$30,000 in funding to Benicia to retain a consultant and will seek approval to allocate another \$180,000 over a two-year period to assist in the transition process. The consultant, HDR Inc, has produced a report that recommends changes that will affect all aspects of local service, including fixed routes, flex routes, and paratransit service. The HDR Report and Council approved changes will be the basis for negotiating changes to the operations contract with MV Transportation.

Update to Prior Staff Report.

The City Council directed staff to conduct a Public Forum on July 23, 2008 and to meet with various riders to gather feedback on the proposed changes to the Benicia Breeze Transit System. The Public Forum was attended by 40 members of the public representing several ridership groups of the Benicia Breeze, including Commuters, Students, Seniors, Shoppers, Disabled, and General ridership. In the attachment to this report labeled *Public Forum Comments*, staff has summarized the comments and recommendations voiced by the public.

The central issues relating to the proposed changes included:

1. Problems with the reduced number of stops.
2. Lack of Express Service to Southampton Road.
3. Lack of adequate service to Diablo Community College and Sun Valley Mall.
4. Lack of adequate service to other areas in Concord.
5. Difficult to access bicycle storage on the raised floor buses.
6. Compassion for those drivers that will be displaced.
7. General discomfort in turning over operations to Vallejo Transit.

As a result of the public outreach process, Staff received numerous recommendations, both verbally and in writing. The letters are attached to this report. Several of the rider's requests could be addressed with minor modifications to our proposed fare schedules and Flex Route operations.

Regarding fees, the monthly pass for seniors and disabled riders has been reduced from \$98.40 to \$45.00 per month. The monthly pass for Youth has been reduced from \$98.40 to \$81.00 per month. It is also recommended that monthly passes for Adults be reduced from \$98.40 to \$90.00 per month. Each of these changes can be seen in *Table 4* of this report and is linked to a multiplier that equals either 18 trips for youths or 20 trips for seniors and disabled.

There were several requests from students attending Diablo Valley College and shoppers heading to the Sun Valley Mall to add additional trips. Another group requested a special Medical Shuttle be dispatched to Kaiser and Sutter Medical Centers in Vallejo. Staff has reviewed the financial projections and operations schedules in the HDR report and believes it is possible to increase the DVC/SVM trips to 5 per day. Along with this increase, a small bus will be pulled from the Flex Routes during the middle of the day at least one day per week and dispatched to DVC/SVM twice during a three-hour interval. This will allow senior shoppers an opportunity to shop at SVM at least one day per week and provide additional service to students at DVC. On alternate days, the bus will assist in handling paratransit riders and be dispatched as a Medical Shuttle to Vallejo Hospitals at least one day per week. As with the DVC/SVM shuttle, the Medical Shuttle will make two trips at approximately three-hour intervals. Depending on the success of these two shuttles, the needs of paratransit riders, and the financial ability of the Benicia Breeze, it may be possible to offer additional shuttle trips in both directions.

There is still much work to be done in planning for the changes. Schedules need to be produced, the operations contract with MV Transportation needs to be renegotiated, and bus route signs need to be installed or altered. All of the changes must be implemented by October 6, 2008.

Prior Staff Report

Over the years, several studies have been done to determine the best method of providing local and regional bus service. In a 2004 STA study of Intercity Transit Service by Wilbur Smith and Associates, there were several recommended options for improving regional intercity bus service in Solano County along I-780. One of the recommendations to emerge out of the development of a Solano County Intercity Transit Funding Agreement was to consolidate bus service on Interstate 680 and 780, essentially converting the 20-year old Benicia Breeze “hybrid” Route 75 into a dedicated “express” Route 78. The new express Route 78 has been designed to provide fast, convenient, commuter-style service with new state-of-the-art over-the-road coaches that would serve the I-780 Corridor in a much more streamlined fashion.

With the Bay Area voters’ approval of Regional Measure 2 in 2004, a new source of express bus funds became available to Solano County. During the fiscal year 2008-09, \$1.929 million in RM2 funding will be allocated to Solano County for new or expanded express bus service. Of this amount, \$600,527 was approved by STA for funding the new Route 78, following the termination of Route 92 service by Vallejo. The balance of the costs for operating the new route will come from the Solano County Intercity Transit Funding Agreement, which allocates a certain portion of intercity routes to responsible agencies based on a 20% fixed share and 80% per-rider share.

Benefits of New Express Bus Service.

The most obvious advantage is that riders will enjoy a more comfortable bus that has individually controlled heating and air conditioning systems and high-back seating. One of the goals of adding the bigger bus is to attract “choice riders” and reduce the number of cars crossing the Benicia-Martinez Bridge.

Another advantage will be the reduced time for riders, as the number of stops is greatly reduced. The current plan identifies 3 stops in Vallejo and 4 stops in Benicia as selected by Benicia staff. This type of reduced-stop intercity service has been successful in attracting new riders to other transit agencies and is accepted as the transit model of the future.

Route 78 will travel to the Walnut Creek BART Station as a final destination point. Walnut Creek is a major transfer center for buses traveling throughout the I-680 corridor, including the San Ramon, Dublin, and Pleasanton Business Parks. It is expected that serving Walnut Creek will add many new riders seeking to reduce the costs and stress of traveling this congested corridor.

Using RM-2 Bridge Toll funding, Benicia Breeze riders will also enjoy a financial contribution that will help in meeting the increased cost of operating bus service in California. Rising fuel prices, increased maintenance due to emission-control devices, and a reduction in Federal and State grant funding are leading to an imminent reduction in service levels for the Benicia Breeze. By adding the RM-2 funding, service levels will improve and cutbacks can be avoided.

Table 1 below summarizes the changes in local service recommended by the HDR report and endorsed by staff.

Table 1.

Comparison of Local Service Changes		
Route	Current Service	Change in Service
15	2 Trips per day from BHS and Middle School to Rose Drive & East 2nd.	No Change in service.
17	2 Trips per day from BHS and Middle School to Hastings & East 5th.	No Change in service.
19	8 Trips per day from City Park thru Industrial Park.	Route incorporated into modified Route's 21 & 22.
21	8 Trips per day thru Northwest Benicia via City Park and Downtown. 5 Trips on Saturdays.	13 Trips per day via smaller loop with additional deviations as needed thru Northwest Benicia via City Park and Downtown. One bus will operate on Saturdays as a dial-a-ride service.
22	7 Trips per day thru Northeast Benicia via City Park and Industrial Park 5 Trips on Saturdays.	13 Trips per day via smaller loop with additional deviations as needed thru Northeast Benicia via City Park and Industrial Park. One bus will operate on Saturdays as a dial-a-ride service.
23	2 Trips per day to Martinez Amtrak. Discontinued May 1, 2008.	Discontinued Service.
75	16 Trips per Day from Ferry Terminal to Pleasant Hill BART operated by Benicia Breeze with 25 Bus Stops. 4 Trips travel thru Downtown during commute. 6 Trips on Saturdays.	Discontinued Service.
76	N/A	5 Trips per day from Southampton Road to DVC and Sun Valley Mall, pending further review of available funds. Plans are being revised to arrange for additional weekday trips using Route 21 buses during midday.
78	N/A	20 Trips per day from Ferry Terminal to Walnut Creek BART operated by Vallejo Transit with 10 Bus Stops. Additional 3 Trips from Benicia to Ferry Terminal in A.M. 13 Trips on Saturdays.
Paratransit	1 Paratransit bus serving Route 75 Corridor from Ferry Terminal to Pleasant Hill BART Station. Paratransit "spillover" handled by Routes 21 & 22.	1 Paratransit bus with service confined to Benicia with transfers in Martinez and Glen Cove. Paratransit will no longer travel into Contra Costa County. A special medical shuttle is being arranged for Kaiser and Sutter Medical Centers.
Taxi Scrip	Up to \$100 per month per ADA subscriber. City share is \$50.	Up to \$200 per month per ADA subscriber. City share is \$100.

Impacts to Local Service.

Benicia staff has worked with the consultant to plan changes to local service due to the cessation of Route 75. The discussion below includes a few of the more important changes.

The City of Vallejo will charge \$4.50 per adult or student for travel across the bridge to BART, which is seventy-five cents more than the Benicia Breeze rate of \$3.75 but reasonable given the cost escalations for fuel and maintenance of the more comfortable buses. The senior intercity rate will be \$2.25 per trip

The one-way fare for adults and students for service between Benicia and Vallejo will increase from \$1.50 per trip to \$1.75. The same fare for seniors will increase from \$0.75 to \$0.85. Vallejo Transit does not offer the same level of discounts for student and senior monthly passes as the Benicia Breeze and staff is recommending lower rates for Benicia residents. The revised rates will raise the Youth Monthly Pass from \$70 to \$81 and reduce the Senior/Disabled Monthly Pass from \$50 to \$45. Typically, the cost of a monthly pass can save a commuter around 50% of the individual ticket price. **Table 4** at the end of this report compares the costs of Benicia Breeze fares to the revised Route 78 fares. These rates need to be negotiated with STA and Vallejo and may require a small subsidy from the Benicia Breeze to Vallejo Transit.

The streamlined route design will reduce travel times for most riders by reducing the number of bus stops in Vallejo and Benicia. Since the new streamlined route will not be traveling along Southamptton Road, staff has worked with the consultant to redesign the flex routes to allow them to pick up Southamptton riders and shuttle them to the City Park for a timed transfer. It is hoped this efficient transfer method will reduce the inconvenience to this ridership area.

At the present time, there are no park-and-ride lots and/or transit hubs that will allow local drivers an easy transfer point onto Route 78. To address the need, the Public Works Director has identified parking areas around City Park and at 14th and Military that could be easily expanded relatively soon. The first meeting regarding the use of local and grant funding for these areas was held at MTC on July 1, 2008 and the initial meeting was positive for using RM2 funds for acquisition and construction.

Route 78 is designed as express service and will not stop at Diablo Valley College (DVC) or Sun Valley Mall in Contra Costa County. Benicia staff has worked with the consultant to identify funding to operate a limited-service route to these areas during the morning commute, at noon, and again during the evening commute. Any rider needing service to these locations at other times can utilize the County Connection buses to shuttle them to and from the Pleasant Hill BART station or use the planned DVC/SVM weekly shuttle. The City of Vallejo will develop transfer agreements with County Connection to allow for either free or reduced fare transfers from Route 78.

ADA Paratransit Service is also subject to further investigation. With the dissolution of Route 75, the City will no longer have an obligation to offer complimentary paratransit service along the Route 75 corridor, as required by Federal Law. Working through the consultant, staff has identified funding that will allow for adequate ADA paratransit service, however, due to the limitation in funding, riders can only be transported to the Glen Cove and Martinez transfer points unless they use the weekly medical shuttle. From there, either Vallejo Runabout or County Connection paratransit buses will transport them to their destinations.

Summary of HDR Report.

The HDR report is attached to this report, with brief highlights included below for your convenience. The City of Benicia was recognized in the report for developing the successful regional Route 75. The route is able to maintain a 25.5% farebox recovery ratio, which is above the required minimum of 20%. Approximately 50% of the ridership is from Benicia, with the remaining percentage coming from various other locations, primarily Vallejo.

The proposed service strategy of the HDR Report is designed to restructure local Benicia Breeze route 19, 21, and 22 to complement the proposed Route 78. These three routes, which were redesigned in 2006, currently have low ridership and poor farebox and the consultants are recommending they be modified. The restructuring of these routes should improve service attractiveness, productivity and farebox recovery. There is a limited market for service along the I-780 and I-680 corridors, so only one regional route through the corridor is recommended.

The new proposed express Route 78 will provide Benicia with 4 stops in each direction along the Military Street corridor. Route 76 will be created as a variation of Route 75 to service the Southampton area as well as the Sun Valley Mall and DVC Campus. Local service routes are to be restructured into revised flexroute service to reduce onboard travel times. Local ADA paratransit service will also be integrated into the flexroute service and no ADA paratransit will be required of Benicia beyond city limits. The City of Benicia also effectively services a strong student market for school bound trips with Routes 15 and 17, which will be unaffected by the changes. One of the additional benefits cited in the HDR report would be a reduction in the size of Benicia Breeze's vehicle fleet from 14 to 7 resulting in a decrease in maintenance and vehicle purchase costs and decrease in fuel costs.

RM2 Funding for Intercity Routes.

Table 2 shows the introduction of RM2 Funding for the new intercity express route and compares the current shared-cost breakdown for Route 75 and the expanded-service Route 78.

Table 2.

Comparison of Route 75 vs. Route 78 Funding		
Jurisdiction/Source	Benicia Route 75	Vallejo Route 78
	<i>Est. for 2007-08</i>	<i>Est. for 2008-09</i>
Fares	\$ 212,821	\$ 283,412
RM-2		600,527
STAF North County		40,000
Intercity TDA Funding		
Benicia	221,605	219,865
Dixon	4,185	4,229
Fairfield	33,187	33,239
Rio Vista	-	-
Suisun City	8,618	8,699
Vacaville	24,964	25,121
Vallejo	185,638	184,503
Solano County	18,874	17,465
Subtotal Intercity TDA	\$ 497,071	\$ 493,121
Total Route Funding	\$ 709,892	\$ 1,417,060

Prior to FY 2006-07, Benicia paid for the entire cost to operate Route 75 (\$623,445). Although Route 75 is not eligible for RM 2 funds, it did receive Solano County Intercity Transit Funding Agreement funds prior to the initiation of Route 78.

Current Budget Concerns.

Staff have been analyzing current budget conditions and making minor cutbacks wherever possible. However, the preliminary numbers available on July 3, 2008 indicate the Benicia Breeze is approximately \$169,000 over budget for FY 2007-08, primarily due to fuel and maintenance cost overruns. Since the HDR Report recommends spending all available funds in FY 2008-09, the deficit could lead to local service cuts if STA is unable to secure the \$180,000 in funding to support the restructuring plan. **Table 3.** below compares the estimated budgets for FY 2007-08 and FY 2008-09 and includes the first year's transition support of \$90,000 from STA.

Table 3.

Budget Comparison			
Description	FY 2007-08 Revised Budget	FY 2008-09 Estimated Budget	Difference
Fares	\$ 310,000	\$ 250,662	\$ (59,338)
TDA	\$ 925,518	\$ 810,436	\$ (115,082)
Other	\$ 158,605	\$ 86,773	\$ (71,832)
A/R Vallejo	\$ 220,000		\$ (220,000)
STA Transition Support		\$ 90,000	\$ 90,000
Total Revenues	\$ 1,614,123	\$ 1,237,871	\$ (356,252)
Route 15 – School	\$ 33,040	\$ 36,100	\$ 3,060
Route 17 - School	\$ 31,611	\$ 35,042	\$ 3,431
Route 19 - Industrial Park	\$ 92,054	\$ -	\$ (92,054)
Route 21 – Flex Route	\$ 192,962	\$ 197,215	\$ 4,253
Route 22 – Flex Route	\$ 172,130	\$ 197,215	\$ 25,085
Route 23 - Martinez	\$ 44,176	\$ -	\$ (44,176)
Route 75 - Intercity	\$ 709,893	\$ -	\$ (709,893)
Route 76 – DVC/Sun Valley	\$ -	\$ 89,353	\$ 89,353
Paratransit	\$ 400,000	\$ 240,678	\$ (159,322)
Taxi Scrip	\$ 15,000	\$ 30,000	\$ 15,000
Safe Ride	\$ 5,000	\$ 5,000	\$ -
Intercity Contribution	\$ 87,336	\$ 318,653	\$ 231,317
Total Expenses	\$ 1,783,204	\$ 1,149,256	\$ (633,948)
Income/Loss	\$ (169,081)	\$ 88,615	\$ 257,696

Table 4.

PROPOSED CASH FARES FOR ROUTE 78				
	Proposed Fare*	Benicia Fare	Difference from Benicia Fare	
Vallejo to Benicia				
Adults (19 - 64 yrs)	\$1.75	\$1.50	\$0.25	
Youth (6 - 18 yrs)	\$1.75	\$1.50	\$0.25	
Senior (65 & over) & Disabled One Way	\$0.85	\$0.75	\$0.10	
Benicia to Pleasant Hill/Walnut Creek BART				
Adults (19 - 64 yrs)	\$4.50	\$3.75	\$0.75	
Youth (6 - 18 yrs)	\$4.50	\$3.75	\$0.75	
Senior (65 & over) & Disabled One Way	\$2.25	\$1.75	\$0.50	
Vallejo to Pleasant Hill/Walnut Creek BART				
Adults (19 - 64 yrs)	\$4.50	\$3.75	\$0.75	
Youth (6 - 18 yrs)	\$4.50	\$3.75	\$0.75	
Senior (65 & over) & Disabled One Way	\$2.25	\$1.75	\$0.50	
*\$0.50 annual increase recommended for Route 78 until fare equalizes with Vallejo regional routes.				
PROPOSED MONTHLY PASS PRICE FOR ROUTE 78				
	Proposed Fare	Benicia Fare	Difference from Benicia Fare	Ride Multiplier
Adult Monthly Pass				
Vallejo to Benicia (1 Zone)	\$52.50	\$50.00	\$2.50	30
Benicia to PH & WC BART (2 Zone)	\$90.00	\$82.00	\$8.00	20
Vallejo to PH & WC BART (3 Zone)	\$90.00	\$82.00	\$8.00	20
Youth Monthly Pass				
Vallejo to Benicia (1 Zone)	\$43.75	\$36.00	\$7.75	25
Benicia to PH & WC BART (2 Zone)	\$81.00	\$70.00	\$11.00	18
Vallejo to PH & WC BART (3 Zone)	\$81.00	\$70.00	\$11.00	18
Senior/Disabled Monthly Pass				
Vallejo to Benicia (1 Zone)	\$25.50	\$23.00	\$2.50	30
Benicia to PH & WC BART (2 Zone)	\$45.00	\$50.00	(\$5.00)	20
Vallejo to PH & WC BART (3 Zone)	\$45.00	\$50.00	(\$5.00)	20
PROPOSED 10-RIDE TICKET PRICE FOR ROUTE 78				
	Proposed Fare	Benicia Fare	Difference from Benicia Fare	Ride Multiplier
Adult 10-Ride Ticket				
Vallejo to Benicia (1 Zone)	\$15.75	\$13.00	\$2.60	9
Benicia to PH & WC BART (2 Zone)	\$40.50	\$32.50	\$12.50	9
Vallejo to PH & WC BART (3 Zone)	\$40.50	\$32.50	\$12.50	9
Youth 10-Ride Ticket				
Vallejo to Benicia (1 Zone)	\$15.75	\$10.00	\$5.75	9
Benicia to PH & WC BART (2 Zone)	\$40.50	\$33.00	\$7.50	9
Vallejo to PH & WC BART (3 Zone)	\$40.50	\$33.00	\$7.50	9
Senior/Disabled 10-Ride Ticket				
Vallejo to Benicia (1 Zone)	\$7.65	\$6.00	\$1.65	9
Benicia to PH & WC BART (2 Zone)	\$20.25	\$17.50	\$2.75	9
Vallejo to PH & WC BART (3 Zone)	\$20.25	\$17.50	\$2.75	9

Next Steps.

Upon completion of the Public Hearing and approval of the resolution authorizing changes to the Benicia Breeze Transit System, staff will renegotiate the current transit service contract with MV Transportation, Inc. and begin the final stages of the proposed service changes. Once they are known, staff will return the agreements to the City Council for review and approval, presumably at the September 16, 2008 Council Meeting.

In addition, meetings will continue with the Solano Transportation Authority and Vallejo Transit staff to complete the Administration Agreement and finalize any other outstanding items. If there are any material changes during the final implementation process, they will be noted in the final staff report.

Attachments:

- Resolution
- Summary of Public Forum Comments
- Letters from the Public
- Solano Transportation Authority Staff Report
- HDR Benicia Breeze Study

RESOLUTION

RESOLUTION NO. 08-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA APPROVING CHANGES TO THE BENICIA BREEZE TRANSIT SYSTEM AND AUTHORIZING THE CITY MANAGER TO NEGOTIATE AGREEMENTS TO IMPLEMENT SAID CHANGES

WHEREAS, the City Council conducted a public hearing to consider major changes to the Benicia Breeze Transit System; and

WHEREAS, the City Council has determined the changes will improve transit service for the majority of Benicia residents, as well as, those Benicia Breeze customers residing in other cities and counties; and

WHEREAS, the changes involve negotiating contracts with MV Transportation, Vallejo Transit and Solano Transportation Authority to facilitate the administration and delivery of transit services between Vallejo and Walnut Creek in accordance with the plan recommended by HDR Engineering and presented to the City Council on August 19, 2008.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Benicia hereby approves the changes to the Benicia Breeze Transit System recommended in the HDR Engineering report.

BE IT FURTHER RESOLVED THAT the City Manager is hereby authorized to negotiate contracts with MV Transportation, Vallejo Transit and Solano Transportation Authority to facilitate the administration and delivery of transit services between Vallejo and Walnut Creek. Said contracts shall be presented to the City Council for final approval.

On motion of Council Member _____, seconded by Council Member _____, the above resolution was introduced and passed by the City Council of the City of Benicia at a regular meeting of said Council held on the 19th day of August, 2008 and adopted by the following vote:

Ayes:
Noes:
Absent:

Elizabeth Patterson, Mayor

Attest:

Lisa Wolfe, City Clerk

SUMMARY OF PUBLIC FORUM COMMENTS



Finance Department
MEMORANDUM

Date: August 12, 2008
To: Jim Erickson, City Manager
From: Rob Sousa, Finance Director

Re: Comments from July 23, 2008 Public Meeting

On July 23, 2008, Melissa Andersen and myself met with the public to discuss the proposed changes to our transit system. The following is a summary of the comments we received and our responses to the questions/concerns:

1. What will happen to the drivers? The riders are very concerned about what happens to their drivers whom they have built a relationship with. Is there anything we can do to recognize their hard and dedicated work? Will they lose their jobs?
A: While Benicia Breeze does not have a direct say in what happens with the drivers at MV Transportation, we also feel the concern. Our drivers have received many compliments and we do recognize their hard work. MV is working on lessening any impact the drivers may have as a result of our route changes.
2. Can we guarantee that they will be able to make their time transfers considering now the riders will be riding with two different transit operators. Currently, riders can call the dispatch line and if one bus is running late they will hold their transfer bus.
A: As we finalize the schedules for all of the routes, we are going to take into consideration transfer times. We will continue working with Vallejo Transit to ensure our buses will give enough time to transfer to the new Route 78 as well. We will also continue working with MV transportation and their dispatchers to ensure that each agency is talking with each other should there be a time when a bus needs to hold for another bus.
3. It appears as though we are catering to the Walnut Creek area, the commuters, etc. and not those who actually are riding the buses right now. Where is the data that supports this philosophy? How many riders are actually riding to DVC, how many more are riding to BART?
A: In a report performed by DKS and Associates, sponsored by STA, the ridership showed that more riders were traveling to the Pleasant Hill Bart Station than to the DVC/Sun Valley area. However, Benicia Breeze does recognize that those who do ride the bus to DVC are some of our most loyal riders and have

been riding for several years. By having an express route that now also goes to Walnut Creek, we believe that this will provide an opportunity to attract new riders. Walnut Creek does provide several opportunities to riders. One benefit is commute riders traveling on BART will save an extra fare if they work in Walnut Creek, which the survey showed we have several riders traveling to this area. Second, there is a free shopping shuttle from this BART station, providing local residents with more opportunities for shopping and jobs. Our goal is not to cater to any group of riders, but enhance our transit system as a whole.

4. Vallejo drivers are rude, and don't provide the level of customer service that the Benicia drivers do.

A: We will continue to work with Vallejo Transit and MV Transportation to ensure that our riders are given the same courteous treatment they enjoy now.

5. How can we make sure that on Saturday, that riders are not waiting hours for a ride to get to where they need to go? How will the scheduling of dial-a-ride work? Be more specific.

A: Based on our current ridership data, ridership on Saturdays does not prove to be a popular travel day. Our data shows at best we have 10 riders total throughout the day riding the routes. We do not believe that dial-a-ride will be unable to accommodate those wishing to travel on Saturdays.

6. How will the flex-route system work during the week? Be more specific.

A: The flex-route system is a combination of fixed route and dial-a-ride. The route stays on a route, however is able to flex off the route on a scheduled bases. You may call in up to an hour before your pick up to arrange the deviation. There will be a nominal charge for each deviation made. To ensure that the bus stays on time, we will cap the number of deviations made per timed bus stop. The bus will not be able to go door to door, but can get you curb to curb.

7. Not everyone agreed that the new buses are actually more of an advantage.

8. Scenario: One lady takes the route 75 to go shopping. Uses other transit while she is there, subsequently, when she transfers back onto the 75, she no longer has another transfer pass to transfer onto our local service and must pay an additional fare. How can this be mitigated?

A: We will be looking at ways we can enhance our transfer policies and make it more efficient for those riders who do multiple transfers.

9. Research a better stop at the DVC/Sun Valley area. The area currently is not a comfortable/safe area to the riders.

A: The new route 76 will now stop directly at DVC, eliminating the walk from Sun Valley Mall. If the need arises, we can look at other places in the Sun Valley Mall area to drop/pick up passengers that would be more comfortable to them.

10. The appearance of the financial set up seems that we are bailing Vallejo out of their financial troubles. Why are we partnering with Vallejo who is a bankrupt city?
A: The new route 78 has been a discussion between STA, Benicia, and Vallejo for several years before Vallejo's current financial situation become known. The RM2 money marked for the new route will go directly to the operation of the new route, not to Vallejo's general fund.
11. Why are we cutting back service, i.e. the DVC shortened times, shortening routes 21/22, and it is costing more money to do? Appears we are passing on the higher cost through fares... more money for less service.
A: Although the appearance is that we are cutting back service, we are really trying to enhance service on a transit system that is already strained. Routes 19-22 do not have a strong ridership base, so these routes must be changed to attract new riders, as well as enhance the current riders experience. By shortening the route this will reduce the overall ride time that we have heard is not convenient. We are also providing the flex-route system to everyone, so those affected by the shortening of the route may still have the bus pick them up at their closest street corner. Route 78 seeks to bring new ridership to a route that is predominately commute-rider based. Although the trips will not be as frequent as they were on Route 75, the new route 76 is being added to serve the DVC/Sun Valley mall riders and will provide a new stop at the DVC campus.
12. The current schedule in the HDR report shows that there is no Curtola Park-n-Ride stop, and they only have a minute for transfer at City Park. What will be the exact time points and stops for the proposed Route 78?
A: The route 78 schedule in the HDR report was presented as a draft form to get a sense as to how the route will work. Vallejo is currently working on finalizing the actual schedule and will include the Curtola Park-n-Ride area, as well as the multiple stops in Benicia along Military Street. Adequate transfer times will be provided. Benicia will continue working with Vallejo Transit to ensure all the routes will compliment each other.
13. Fares to increase by Vallejo over the next few years by .50 cents. Can Benicia say NO to these fares? How much say will Benicia have in how the route 78 is operated?
A: As fares increase in Vallejo, Benicia will look at ways to subsidized costs if possible. Due to rising fuel and operating costs, some fares must be raised, but Benicia will work with Vallejo to ensure that fare increases are reasonable and substantiated.
14. How will mobility devices (i.e. wheelchairs and scooters) be handled on the new bus? Are they able to bring them on board or are they expected to be limited to a paratransit service?
A: The MCI coach buses do have wheelchair lifts on the bus and can accommodate at most 4 by adjusting seats.



Finance Department
MEMORANDUM

Date: August 12, 2008
To: Jim Erickson, City Manager
From: Rob Sousa, Finance Director

Re: Comments from Callers on Proposed Route Changes

Since our meeting on July 23, 2008, Melissa Andersen has received numerous phone calls from riders expressing their concerns regarding the proposed route changes. The calls are summarized below:

1. The studies that were done seem to be only concerned with the current riders, how are we addressing the issues pertaining to why riders are NOT currently riding the bus?
A: By providing an express route with fewer stops, it is believed that this will encourage more riders out of their cars and onto public transportation.
2. No DVC evening times – discourages students who take night classes from riding the bus. The students may be able to get to class, but must find a way home.
A: Due to budget constraints, the 5 times per day to DVC/Sun Valley is what we are limited to. Should there be in the future a budget improvement and an increase in ridership, we will consider increasing the times to the DVC area.
3. Why are we cutting back service during a time when transit is so desperately needed i.e. soaring gas prices?
A: Although the appearance is that we are cutting back service, we are really trying to enhance service on a transit system that is already strained. Routes 19-22 do not have a strong ridership base, so these routes have to be changed to attract new riders. By shortening the route this will reduce the overall ride time that we have heard was not convenient. Route 78 seeks to bring new ridership to a route that is predominately commute-rider based. Although the trips will not be as frequent as they were on Route 765, the new Route 76 is being added to serve the DVC/Sun Valley mall riders.
4. Previously, DVC was not convenient due to where the bus dropped/picked up riders. A bit of a walk going from the mall, uncomfortable area (dark, lots of graffiti, not a feeling of safety at night).
A. Route 76 will now stop directly at the college.

5. Concerns with Vallejo operating Route 78 – Vallejo seems to always be running late. Riders are concerned about Benicia having less control over what happens with the route considering so many Benician's ride the route.
 - A. Benicia Breeze will continue to work with Vallejo Transit and MV transportation to ensure that on time performance is maintained.

 6. Survey is a year old and not taking into consideration the new times i.e. gas prices, and the current economy make it more difficult to drive a car – public transportation should be the better choice. We should do a more recent study to target the “new age”.
 - A. Although the survey's used were a year old, the trend in our ridership reports have not changed since then so a new survey was not needed. We are constantly reviewing ridership and rider's needs. The new system is on a trial basis to begin with, and will be changed or altered as the need arises.

 7. Limitation of DVC Route 76 times – not as convenient as before.
 - A. Staff recognizes that the new route will not get the DVC riders to this location as convenient as before. However, due to budget constraints and overall lack of ridership to this area, it is felt that the 5 times per day to DVC/Sun Valley mall is warranted. Should the future provide more funding options and more ridership, we will look at increasing the times to this area.

 8. How does transit as a whole work in getting funds... please give overview, who really operates the transit agencies? Do we get money from the general fund?
 - A. We do not receive operating funds from the general fund. Transportation funds are allocated based on a funding worksheet on each transit agencies projected budget. The money comes from state and federal budgets allocated for transit purposes. Each agency runs their own transit system, with guidance from county, state, and federal agencies.

 9. Riders will have fewer options due to decrease in stops in Benicia, making it more difficult to take public transit.
 - A. Route 78 will have less stops in Benicia, however our local routes will still be in service. Routes 21 and 22 will operate on opposite sides of the city and time into the route 78. These routes will also be a flex-route, and will no longer be constrained to only seniors and disabled. The routes will be able to flex off the routes in a curb-to-curb fashion. There will be caps put on the amount of deviations taken on a flex route, to ensure the route stays on time.

 10. Would like to see the Dial-A-Ride system restored.
 - A. The new system will be combining fixed route with dial-a-ride for more convenient service for everyone.
-

15. Bicycle concerns on new bus: 1) how many bikes can be carried on this bus? If more than 2 bikes riders board... what happens to their bikes? 2) Will the bike have to be laid down... concern that this could damage the bike over long distances if not secured underneath. Preference is on having the bike be on a bike stand in front. 3) Those who have a bike may have a harder time getting their bike under the bus in such a short time.

A: The MCI coach buses do have a compartment underneath the bus that stores 2 bicycles securely. They do not lay on each other so they are going to be protected. The driver of the bus will be provided ample time for the rider to secure their bicycle. Due to the length of the MCI bus, they cannot maintain a bike rack at the front of the bus. We will work with Vallejo transit on developing a bike policy should there be more than two bike riders at a time.



Finance Department
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1. The studies that were done seem to be only concerned with the current riders, how are we addressing the issues pertaining to why riders are NOT currently riding the bus?
A: By providing an express route with fewer stops, it is believed that this will encourage more riders out of their cars and onto public transportation.
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 - A. Benicia Breeze will continue to work with Vallejo Transit and MV transportation to ensure that on time performance is maintained.

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 - A. The new system will be combining fixed route with dial-a-ride for more convenient service for everyone.
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LETTERS FROM THE PUBLIC

Melissa Andersen - Comments on the proposed elimination of Benicia Breeze 75

From: Infectious Diseases Admin <idadmin@berkeley.edu>
To: <transit@ci.benicia.ca.us>, <epatterson@ci.benicia.ca.us>, <mioakimedes@ci.benicia.ca.us>, <aschwartzman@ci.benicia.ca.us>, <mhughes@ci.benicia.ca.us>, <tcampbell@ci.benicia.ca.us>
Date: 7/29/2008 9:41:53 AM
Subject: Comments on the proposed elimination of Benicia Breeze 75

Hi City Manager and Members of the City Council

I wrote to the City council members last time on this already, and thanked Mike for responding to my email. I would like to send in my comments on the proposed elimination of route 75 after getting feedback on the public forum. Can the future public forum be held at a later hour, we as commuter will be really lucky if we can get home at 6:00 pm, I am afraid many of us still on the road trying to make all the connections and transit by 6:00 pm.

I totally agreed that the route for 75 is too long, with 21 stops is a waste time and money, just within Benicia downtown, the winding of the routes took at least 15 minutes before we hit the highway. If we want to save some money, cut the Sat service and shorten the route can make it more attractive and cost effective. By the way, all take the bus is for commuting to work very early in the morning for various connection and bart transit and in the late afternoon, the bus is totally obsolete beyond the commuting hours.

I understand cutting cost is a concern, it should always be, but without a local bus service, Benicia will lose its attractiveness from holding our real estate values, lose its independency and voice in service with the proposed merge to Vallejo one. I do not think any riders cares about the boastful big and comfort bus, after all we are not tourists, just give us a reliable service to go to work and make an honest living will do. The proposed to use all these small buses to route everyone to the main stop for the big bus is fine, but it will require much deeper, broader and careful planning so that all the current riders interest and needs are presented and taken care for. I paid a much higher prize when I bought the house years ago, because one of the features is "it is close to public transportation" how can the city compensate me for this lost of benefits, if the bus no longer stop at Southhampon and Hasting.

All these small buses need to have a fixed route and arrive earlier than the designated stop to wait for the big bus, there is no point like now we have to wait in Safeway for at least 5 to 7 minutes idling everyday and not keep on going, the inefficiency and deficit of the long route of 75 is totally man made and can be streamlined and work around. The propsoal to have small bus shuttle taking people to work and home should be better plan and cover similar route the 75 is covering, so that we as riders do not need to make too much sacrifice and adjustment and for a higher bus pass. We need to ask for a pilot study or trial run before the City Council should make any decision for the riders and the City. I bet none of you ride the Benicia Freeze 75. I encourage to ride with the commuters and got their honest feedback directly without any filtering and distortion of information as most Administration will do to push their own agenda.

In short, I hope City Council looks at all option, and do not just blindly think that one option will work. As you heard from the public forum, many riders want the status quo, please see if you can do something to improve 75, cut Sat day service and only runs at peak commute hours. If we have to go forward to the Vallejo plan, please make sure they give us more service, demand less money and have

the small shuttle bus route carefully planned out. I do not want not knowing when I will be able to go home and cook dinner for my family while waiting for all these small buses (winding everywhere and no clues of when it will come and I will reach my stop) A few time I called the benicia dial a ride, oh God, the bus driver said no idea when they will come, if you do not call ahead, no service for you, and it took me almost half an hour from Safeway to reach my home just by Hasting and Southhampton, there is too much uncertainty and is totally unreliable) After that painful experience, I swear I will never take the dial a ride.

Thank you.

Teresa

--

Teresa Liu
Administrative Associate
Division of Infectious Diseases
School of Public Health
UC Berkeley
207N University Hall
Berkeley, CA 94720-7360
Email: idadmin@berkeley.edu
Phone: (510) 642-9189
Fax: (510) 643-6426

7-23-08

Jo Maria Preciado

Escribo estas letras para pedir que ojalay no mueban la ruta del 75, porque yo trabajo en Benicia y no se manejar y no tengo raite. Para mi es muy servicial el Bas y yo pienso que seria mejor que no cambien la ruta, aunque nos costara mas, osea pagar un poco mas de dinero para tomar el bas.

Ojalay siba de algo mi comentario

Gracias

Maria Preciado

I, MARIA PRECIADO,

AM WRITING THIS LETTER TO ASK TO NOT CHANGE ROUTE 75, BECAUSE I WORK IN BENICIA AND I DO NOT KNOW HOW TO DRIVE AND CANNOT GET A RIDE. TO ME, THE BUS IS VERY USEFUL AND WOULD BE BETTER IF IT WASN'T CHANGED, EVEN IF IT WOULD COST MORE TO RIDE. HOPE MY COMMENT IS PUT TO GOOD USE.

THANKS,

MARIA PRECIADO

IV-A-24

I rely on the bus to get to to school everyday. I don't want the bus schedule to change.

Everyone really likes the bus drivers. They are always very nice.

I don't want the Vallejo buses passing through my city because the Vallejo bus drivers are very rude.

Catherine Ho

~~I want~~

I rely on the Bus
to get to school everyday.
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I don't want the vallejo buses
passing through my city because
the vallejo Bus drivers are
very rude.

Allen Lopez

Melissa Andersen - Comments on Benicia Breeze Changes

From: <markandmargo@comcast.net>
To: <melissa.andersen@ci.benicia.ca.us>
Date: 7/25/2008 8:38 AM
Subject: Comments on Benicia Breeze Changes

Our son, Brandon Willis, is a 21 year-old developmentally disabled young man who lives with us in northeast Benicia near the corner of Rose and Panorama. Brandon is high functioning, despite his disability, and works as a courtesy clerk at the Benicia Safeway. However, due to his disability, Brandon is unable to drive.

Benicia Breeze has been Brandon's pathway to independence. He uses the service daily to commute to work, and often uses it on Saturday's to go to the mall or other locations. Brandon is still enrolled in the BUSD via the CBI (Community Based Instruction) program. One of the most important skills Brandon has learned in CBI is the use of public transportation.

The current route schedule is ideal for Brandon with the convenient, regular service at Rose and Panorama. We are concerned that if service to this stop is discontinued, Brandon's independence will be greatly compromised. It is unlikely that he will remember to regularly schedule the required deviations. Thus, he will be forced to reduce his activities, walk to work at times (3 miles), or burden family and friends with ride requests.

We believe that, despite the fiscal challenges, municipalities should make public transportation a priority (indeed working to expand its availability). The social, environmental, and political justifications for this are obvious.

Thanks for listening.

Mark and Margo Higginbotham

Breeze Comments
250 East L Street
Benicia, CA 94510



July 23, 2008

To whom it may concern:

Thank you for the taking into consideration citizen comments regarding the Benicia Breeze schedules.

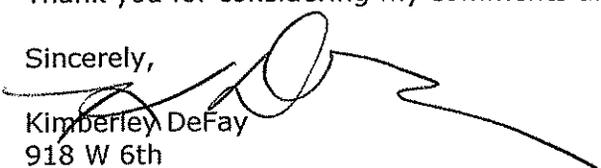
I was very pleased to hear that the Benicia Breeze is recommending a DVC drop off. In the past, not having a drop off at DVC has been a deterrent to me and other DVC students who want to take public transportation but found the drop off at Sun Valley questionably safe, inconvenient, or too far from the campus. When considering the new schedule please factor in potential ridership.

Please consider the following when designing schedules to accommodate DVC students and employees. In addition to current riders, potential ridership to DVC should be researched and included in the recommendation for the DVC time schedule.

1. The DVC Human Resources department could supply an accurate number of DVC employees who are Benicia residents. When do most of these employees start work?
2. The DVC Registrar's office could supply an accurate number of current DVC students who are Benicia residents. Please consider when classes begin (generally on the hour and ½ hour) so drop off should be 10 to 15 minutes before the hour. Classes start at **8:00 AM** and evening classes can run until **9:50 PM**.
3. Having a late pick-up (10:05 PM) would allow evening students a way to get back to Benicia. Currently there is no way for DVC students to return to Benicia via public transportation in the evening. For people who (work) can only attend classes at night this would be a big help.
4. Benicia High School counseling department could supply an accurate number of BHS students who concurrently take classes at DVC. Due to BHS scheduling, concurrent students may only take afternoon and evening classes. Again, there is no way for DVC students to return to Benicia via public transportation if they take an evening class.

Thank you for considering my comments and suggestions

Sincerely,



Kimberley DeFay
918 W 6th
Benicia, CA

To: Benicia Breeze Comments
250 East L Street
Benicia, CA 94510

From: May Howell
428 Greenbrier Court
Benicia, CA
707.748.4204
zzhmay@yahoo.com

July 22, 2008

RE: Proposed Changes to Benicia Breeze

To Whom It May Concern,

My name is May Howell and I am a regular rider of the Benicia bus system. I am a mother of a 1 year old and rely solely on the bus system to get around and run errands. I recently read in the Benicia Herald about the proposed changes and wanted to state my concerns.

The proposed changes seemed biased and largely focused to benefit the commuter crowd who travel outside of Benicia. I use the system largely during non-peak hours and predominately within Benicia, and I am concerned that the changes will greatly reduce my mobility. I ride the 21 and 22 buses most often. Living in the Southamptton Hills area, I cannot easily walk to the city center areas and rely heavily on the bus service. If the hours and routes are reduced, I do not know how I will run errands, buy groceries, etc.

For a brief period the system offered Benicians a magnificent program – the Dial-a-Ride. At a small additional cost, I was picked-up and dropped off at my destinations. This was a great help to me during my pregnancy. This seemed to me the most ideal, in that it was cost-effective, efficient, and garnered many more riders than what I anecdotally see today.

I agree that the current system needs changes. Currently, I ride the bus for 1 hour, often circling areas more than once just to get home. Moreover, my son and I are sometimes the only passengers. My concern, however, is that the currently proposed changes will reduce routes within Benicia. Also, I periodically rely on the Saturday service offered and understand that under the current proposal this will no longer be offered.

I am asking that the council considers a return to the Dial-a-Ride program. Many other small cities have successfully incorporated this type of system and I don't see why Benicia can't. This is especially poignant with today's high gas prices. Also, I am asking that the Saturday service be maintained. I am making this plea and believe strongly that if the Dial-a-Ride program were reincorporated ridership would increase. I ask that those who have final say on the changes to consider the difficulties riders will face if the proposed changes are incorporated, especially in respect to routes 21 and 22.

Thank you,


May Howell

Melissa Andersen - Changes to Benicia Breeze Route 75

From: <mbecker1008@comcast.net>
To: <mandersen@ci.benicia.ca.us>
Date: 7/15/2008 4:58 PM
Subject: Changes to Benicia Breeze Route 75

Ms. Andersen,

I am a rider on Benicia Breeze Route 75 and have serious concerns about the proposed Route 76/78 combination and the transfer of control to STA and MV Transportation. I believe that these new routes will not serve Benicia nearly as well as the current route. Consider the following:

- 1) The rider ship survey identified that 20% of Route 75 riders had school as a destination, most likely DVC. The proposed Route 76 schedule will not serve this population. Many classes begin at 8:00 a.m. and many of the day classes end after 4:30. Any student that currently rides the bus will either have to schedule around the very limited Route 76 schedule or drive.
- 2) The proposed transfer of control of the service to STA and MV will virtually eliminate any control that the citizens of Benicia have over the service.
- 3) With the recent rapid increases in fuel, the rider ship study performed only a year ago may be invalid.
- 4) As global climate change becomes more and more of a concern, operations like Benicia Breeze should look for ways to expand service, not reduce it. As the proposal looks to me, we're getting less for more money.
- 5) Is the goal of this project to serve the community and riders or to leverage transportation funds?

As a DVC administrator, the combination of work hours and the proposed schedule will force me to find other methods of transportation to work (driving).

I strongly urge you and the City Council to send this one back to the drawing boards.

Thank you,

Mike Becker
110 Gill Way

Melissa Andersen - the wheels on the bus go round and round.....

From: "Lee Teasdale" <leeannshouse@earthlink.net>
To: <aschwartzman@ci.benicia.ca.us>, <mioakimedes@ci.benicia.ca.us>, <mhughes@ci.benicia.ca.us>, <tcampbell@ci.benicia.ca.us>, <epatterson@ci.benicia.ca.us>, <melissa.andersen@ci.benicia.ca.us>
Date: 7/16/2008 10:04 AM
Subject: the wheels on the bus go round and round.....

This communication is in reference to the upcoming bus changes in Benicia. I regularly ride the 75 to get to BART, DVC, and the mall. I understand the new 78 express will skip two out of three of my destinations. Please take into account this riders needs, and construct a route that will allow me to get to school (and back home after school too!)
Thank you for considering my input.
Regards, Lee Teasdale
Benicia, CA

**SOLANO TRANSPORTATION AUTHORITY
IMPLEMENTATION PLAN FOR ROUTE 78**



DATE: June 2, 2008
TO: STA Board
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Funding and Implementation Plan for SolanoExpress Route (Rt.) 70 Service

Background:

In June 2006, the Solano Transportation Authority (STA) Board authorized the development of an Intercity Transit Funding Agreement for Fiscal Year (FY) 2006-07 in response to a request from members of the Transit Consortium. This agreement was the result of the work of the Intercity Transit Funding (ITF) Working Group comprised of representatives from STA, Solano County, and each city in Solano County. The agreement covered nine (9) intercity routes operated by four (4) transit operators.

Initially the ITF Working Group focused on development of a uniform methodology for shared funding of intercity transit services. Rising costs and potential service changes broadened the scope of the ITF Working Group to include service coordination and streamlining services along parallel routes. The funding agreement and agreed upon service changes to the intercity routes were primarily implemented in early FY 2006-07. These service changes took into account the availability of various funding sources including Regional Measure 2 (RM 2). RM 2 transit operating funds were available to bus routes that contributed to the reduction of traffic over one of the Bay Area bridges.

One service change that was discussed in the agreement and included for implementation in FY 2007-08 was the deletion of Vallejo Transit Rt. 92 (Vacaville to Vallejo Baylink Ferry) and the initiation of SolanoExpress Rt. 70 serving the I-780 Corridor by Vallejo Transit. Rt. 70 is proposed as a new express route in the I-780/I-680 corridor from Vallejo to Pleasant Hill BART. Both Rt. 92 and Rt. 70 are RM 2 eligible routes. The two-year RM 2 funding agreement took into account this service and dedicated funds for this service change in addition to the transfer of Rt. 90 from Vallejo to Fairfield.

A similar process was followed to develop a FY 2007-08 ITF Agreement. This agreement also addressed Rt. 70 and assumed it would begin operation in FY 2007-08.

Rt. 70 was originally scheduled to begin at the start of FY 2007-08. Vallejo Transit was undergoing operational changes during the summer of 2007 and Benicia Breeze was undertaking its Short Range Transit Plan (SRTP) and it was agreed that the service change would be postponed until January 2008. With the passage of Senate Bill (SB) 976 shifting the ferry system to the new Water Emergency Transit Authority (WETA) and once Vallejo Transit, Benicia Breeze and STA staff began to meet to work through the transitional issues, it became apparent that an April start date was more realistic.

With the implementation of Rt. 70, it was initially proposed that Benicia Breeze would suspend or modify service on its existing Rt. 75 which travels in the I-780/I-680 corridor functioning as a combination of a local and intercity service. Benicia Breeze staff expressed interest in maintaining Rt. 75 in a modified version to maintain transit service in Northern Contra Costa County and to cover portions of the cities not directly served by Rt. 70 at their own cost.

The new, proposed Solano Express Rt. 70 to be operated by Vallejo Transit was originally proposed to have been an express route along I-780 connecting the Baylink Ferry Terminal, Vallejo, Benicia, Pleasant Hill and Walnut Creek BART Stations in Contra Costa County. It was designed to provide fast, convenient commuter style service with new state of the art over the road coaches that would served the I-780 Corridor in a much more streamlined fashion. Based on this concept as a new service, it was eligible to receive RM 2 operating funds.

Subsequently, Benicia staff requested more time to study and address their local transit issues and priorities before committing to Rt. 70 and if and where Rt. 70 would stop in Benicia. The STA has provided Benicia with \$30,000 in State Transit Assistance Fund (STAF) and consultant assistance to undertake this evaluation. The new service was scheduled to begin April 7, 2008 in order to capture and not lose nearly \$400,000 in RM 2 operating and marketing funds for the Rt. 70 for FY 2007-08.

The Vallejo City Council acted in March to operate Rt. 70. This action included a request that the STA manage Rt. 70 through an operating agreement with Vallejo. The STA staff and legal counsel have drafted a two-party agreement to clarify the roles of Vallejo and the STA. This arrangement is proposed to be similar to the STA's arrangement with Fairfield/Suisun Transit for management and operation of Rt. 30 and 90.

Discussion:

For the past several months, staff from STA, Benicia, and Vallejo met and strived to coordinate and resolve issues related to the initiation of Rt. 70 service along the I-80 Corridor. In late March, Benicia staff conveyed to STA that there were still a number of remaining local questions and issues outstanding and they were not prepared to make a decision regarding their participation in the initial start-up of Rt. 70 until after they could conduct an assessment of their local transit system. STA provided Benicia with the resources to conduct this assessment. Concurrently, STA staff was recommending STA also continue to partner with Vallejo to start Rt. 70 service with direct service from Vallejo to BART which would have accessed the RM 2 funds for the route this fiscal year and not lose these competitive regional funds from Solano County. Once Benicia completed a local system assessment, the Rt. 70 could have been readjusted to provide service to Benicia during the forthcoming fiscal year.

In early April, Benicia continued to express concerns about the implementation of Rt. 70 under the latest service plan. In addition, MTC was preparing documents to approve the allocation of RM 2 funds for Rt. 70 which had been pending while a specific route alignment and schedule was being determined. MTC staff was concerned about the lack of local consensus and the overlap of transit services on the I-780 corridor with the implementation of Rt. 70 without a specific commitment or timeline for the reduction or modification of Benicia Breeze's Rt. 75. This resulted in a postponement of MTC action in allocating RM 2 funds until the end of May. This would have placed STA and Vallejo Transit in the position of initiating Rt. 70 without a commitment of RM 2 operating funds. At the Consortium and TAC meetings in March, STA staff recommended to change the original staff recommendation from approving the initiation of Rt. 70 to postponing the initiation of Rte. 70.

This recommendation was approved by the STA Board in April, but the Board also provided further direction by modifying one of the staff recommendations. The Board directed staff to return to the Board with not just a status report, but directed staff to return with a funding and implementation plan in June to ensure STA with the opportunity implement Rt. 70 in FY 2008-09. At this time, a funding plan for Rt. 70 has been developed and incorporated into the FY 2008-09 ITF Agreement (see Attachment A). The details of the new service is still being worked out with Benicia and Vallejo, but this provides the funding resource for express service in the I-780 corridor six days a week. Although the funding was secured for the full twelve months, to allow time to negotiate the details, service is not expected to begin until October 1, 2008. Concurrently, Benicia transit staff has requested the ITF Working Group consider funding Rt. 75 through the first quarter of FY 2008-09 until Rt. 70 is started.

Benicia's assessment of their local system is expected to conclude this month. With that analysis, it is expected that they will offer clearer direction on their expectations of Rt. 70 for their community and how their local service can coordinate with Rt. 70. STA staff will work with Benicia and Vallejo staff, as well as MTC, to finalize a service plan and secure the RM 2 funds.

This was reviewed and approved by both the Consortium and Technical Advisory Committee (TAC). At the Consortium, the City of Benicia staff opposed the action and at the TAC, the Benicia representative abstained. All other members of the TAC and the Consortium supported the recommendation.

Fiscal Impact:

The proposed Rt. 70 service plan was consistent with the cost amounts for each agency who have agreed to contribute funding in the FY 2008-09 ITF Agreement and with the proposed FY 2008-09 RM 2 funding distribution.

Recommendation:

Approve the following:

1. The funding plan for SolanoExpress Rt. 70 for FY 2008-09; and
2. Authorize the Executive Director to enter into a management agreement with Vallejo Transit to operate Rt. 70.

Attachments:

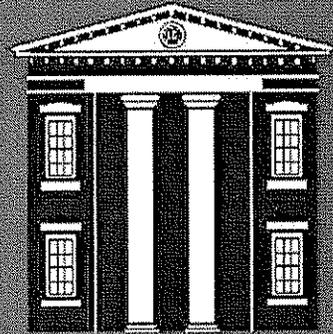
- A. SolanoExpress Rt. 70 Funding Plan
- B. SolanoExpress Rt. 70 Preliminary Service Plan

Preliminary SolanoExpress Rt. 70 Service Plan

- Rt. 70 would connect Vallejo to Pleasant Hill and Walnut Creek BART Stations.
 - The Rt. 70 service would operate Monday through Saturday along the I-780 corridor
 - Limited stops:
 - 3 stops in Vallejo (Baylink Ferry Terminal, Curtola PNR, York/Marin)
 - 2 or 3 stops in Benicia (Southampton, Downtown and 5th Street)
 - Pleasant Hill BART
 - Walnut Creek BART.
 - Travel times estimated to be approximately 30% faster. For example, travel time from Vallejo to Pleasant Hill BART station would be reduced from 60 minutes to 42 minutes.
-

HDR BENICIA BREEZE STUDY

DRAFT

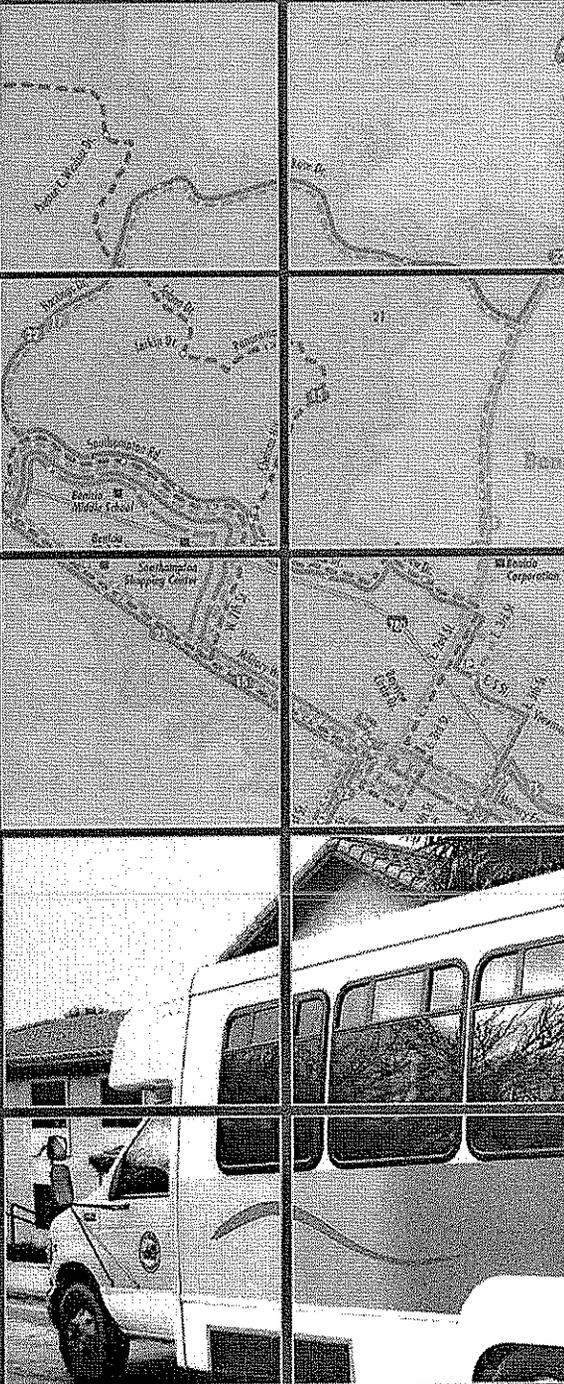


THE CITY OF
BENICIA
CALIFORNIA

Prepared By:



DKS Associates
TRANSPORTATION SOLUTIONS



Analysis of The Benicia Breeze Transit System Service Strategy Report

May 30, 2008

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1. INTRODUCTION

HDR Engineering Inc., DKS Associates and Pacific Municipal Consultants (PMC) have been engaged by the City of Benicia to conduct the **Analysis of the Benicia Breeze Transit System Project**. The objectives of this project include:

- 1) Establish a service plan for the implementation of a commuter service for Benicia residents along the 780 corridor to potential destinations in Central and Western Contra Costa County.
- 2) Develop a service plan to improve ridership and productivity on the City of Benicia's local transit services.

The following document, **Analysis of the Benicia Breeze Transit System Project: Service Strategy Report**, provides a service performance summary of current Benicia Breeze fixed route and paratransit services (Section 2), an overview of Benicia commuter and local travel patterns and demand forecasts (Section 3), a service strategy for local Benicia Breeze transit services designed to complement the proposed regional commuter Route 78 serving Benicia and Vallejo residents (Section 4), and a ten year financial plan to support the proposed Benicia Breeze service strategy (Section 5).

The following **Analysis of the Benicia Breeze Transit System Project: Service Strategy Report** is in a draft form for review by City of Benicia staff and is intended to serve as a basis for the restructuring of local Benicia Breeze transit services in anticipation of the implementation of the Solao Transportation Authority (STA) initiated regional commuter Route 78 on October 2008. Upon approval, the proposed service strategy proposed in this document will be incorporated into the current Benicia Breeze Draft SRTP Report.

The new Route 78 is intended to replace the current Benicia Breeze Route 75. The new Route 78 will be established as a regional express commuter service to leverage Regional Measure 2 (RM2) funds for initiatives determined to reduce congestion in the Bay Area. Route 78 will be administered by STA and operated by the City of Vallejo under a service agreement with STA.

An implementation plan for the proposed Benicia Breeze service strategy will be developed separately in response to City of Benicia concerns with the replacement of the current Benicia Breeze Route 75 by the proposed regional commuter Route 70.

2. BENICIA BREEZE SERVICE PERFORMANCE OVERVIEW

I. Data Concerns

The consulting team found that the service performance data included in the recent **Draft FY 2007/08 – 2017/18 SRTP** were summarized by service category and not broken out by individual route. Disaggregate performance data at the individual route data were required for the **Analysis of the Benicia Breeze Transit System Project**. In addition, the operating cost data in the **Draft FY 2007/08 – 2017/18 SRTP** was limited to contractor costs and did not include City administration overheads, as well as City-paid fuel, maintenance and insurance costs. This omission results in an inaccurate projection of true operating costs.

Route by route ridership, fare collection, and revenue hours data for this performance assessment were taken directly from the contractor's monthly performance summaries for the period FY 2006/07 YTD-April 2007 provided by the City (based on what was available to the consulting team). Inconsistencies were found in the spread sheet formulae for the calculation of cumulative year to date (YTD) totals).

¹The proposed Route 78 was originally designated as Route 70. However, the new service will be called Route 78 to avoid confusion with the existing regional Route 70X operated by LAVTA between the Dublin/Pleasanton BART Station and the Walnut Creek BART Station

²The final date will be determined through discussions between STA and the City of Vallejo.

In this review, individual month end data were summarized for the 10 month period and projected for the full 12 months. Although inconsistencies were found with the data recorded on the contractor's summaries, the productivity for the Route 75 was in line with the projections and actuals presented in both the current, approved **2005/06 – 2012-2013 SRTP** and recent **Draft FY 2007/08 – 2017/18 SRTP**. The **2005/06 – 2012-2013 SRTP** projected 11.0 passengers per hour for this route in FY 2006/07 (then called Route 1). The more recent FY 2007/08 – 2017/18 SRTP found Route 75 productivity to be approximately 10.8 based on findings from a ridecheck conducted in late May/early June 2007. However, the data for the flexroutes does not seem to reflect what was actually scheduled.

II. Service Performance

FY 2006/07 performance for Benicia Breeze Routes 15, 17, 19, 21, 22, 23 and 75 and paratransit is summarized in Figure 2.1. From this data:

- Given their school market orientation, Routes 15 and 17 understandably performed strongly with limited service hours, productivity over 20 passengers/service hour, and strong farebox recovery – 36% and 47%, respectively.

Figure 2.1 - Benicia Breeze Route by Route Performance Summary (FY 2006/07)

	Route 75	Route 15	Route 17	Route 19	Route 21	Route 22	Route 23	Paratransit	Total Fixed Route
OPERATING DATA									
Passengers Carried	103,368	10,352	12,716	2,312	5,321	5,137	470	6,906	139,678
Service Hours	10,397	513	483	885	2,682	2,760	533	4,136	18,254
Service Miles	205,279	5,630	4,279	17,647	43,396	34,730	9,086	46,362	320,049
Operating Costs	\$795,562	\$39,229	\$36,943	\$67,752	205,218	211,232	40,822	244,938	\$1,396,759
Farebox Revenues	\$202,853	\$13,960	\$17,315	\$1,907	4,940	5,488	701	25,974	247,163
PERFORMANCE									
Passengers/Service Hour	9.94	20.19	26.34	2.61	1.98	1.86	0.88	1.67	7.65
Passengers/Service Mile	0.50	1.84	2.97	0.13	0.12	0.15	0.05	0.15	0.44
Service Miles/Passenger	1.99	0.54	0.34	7.63	8.16	6.76	19.32	6.71	2.29
Operating Cost/Service Hour	\$76.52	\$76.52	\$76.52	\$76.52	\$76.52	\$76.52	\$76.52	\$59.22	\$76.52
Operating Cost/Service Mile	\$3.88	\$6.97	\$8.63	\$3.84	\$4.73	\$6.08	\$4.49	\$5.28	\$4.36
Operating Cost/Passenger	\$7.70	\$3.79	\$2.91	\$29.30	\$38.57	\$41.12	\$86.78	\$35.47	\$10.00
Subsidy Cost/Passenger	\$5.73	\$2.44	\$1.54	\$28.47	\$37.64	\$40.05	\$85.29	\$31.71	\$8.23
Average Fare Collected/Passenger Carried	\$1.96	\$1.35	\$1.36	\$0.82	\$0.93	\$1.07	\$1.49	\$3.76	\$1.77
Farebox Recovery*	25.50%	35.58%	46.87%	2.81%	2.41%	2.60%	1.72%	10.60%	17.70%

* Based on farebox revenue only

- Route 75 productivity is slightly under 10 passengers/service hours with approximately 25% farebox recovery.
- Although ADA paratransit productivity is under 2.0 passengers/service hour, farebox recovery is slightly over the TDA 10% minimum.

- Flexroutes 19, 21 and 22 performed poorly with hourly productivity ranging from 1.86 to 2.61 passengers/revenue hour (only slightly higher than ADA paratransit). The cost/one-way passenger trip on the flexroutes ranged from over \$28. to \$40. Farebox recovery was under three percent in the case of all three flexroutes. It is clear that people are not using these routes. This may be a function of their long one way loop orientation.
- Route 23 (recently discontinued) was clearly the worst performing of the Benicia Breeze routes with hourly productivity under 1 passenger/service hour and a cost/passenger of over \$86.
- The poor performance of Routes 19 through 23 brought the overall Breeze fixed route performance below 18%, devaluing the relatively strong performance of Routes 15, 17 and 75.

III. Implications for Service Planning and Delivery

The poor performance of Routes 19 through 23 brought the overall Breeze fixed route performance below the TDA minimum 20% farebox requirement. The recent discontinuation of Route 23 will help correct this problem. However, continued low productivity on Routes 19, 21, and 22 will have a negative impact on overall Benicia Breeze farebox recovery, potentially putting continued TDA funding at risk. The discontinuation of Route 75 with the introduction of the proposed Route 70 will have a further negative impact on the overall Benicia Breeze farebox recovery ratio.

Flexroute restructuring is required to reduce the least productive revenue hours and to attract increased ridership through the reduction of onboard travel times.

Benicia's local ADA paratransit service could be combined with the flexroute services to reduce overall revenue hours and bus pullout requirements, and increase flexroute productivity.

Even with restructuring, Benicia Breeze local services will not likely achieve a 20% farebox recovery ratio. Either a lower farebox recovery policy should be applied to local Benicia Breeze services, or farebox recovery from these routes should be averaged with a broader regional base of transit services.

Route 75 is not a Benicia local route. With approximately 50% of Route 75 riders living outside Benicia¹, it is a regional commute route. Route 75's current performance suggests a market for the continuation of a regional route serving Benicia as well as Vallejo.

Benicia alone would not likely have a strong enough market base to sustain a regional commute route – the poor performance of the discontinued Route 23 may suggest this possibility.

There is not sufficient demand to support both the continuation of the current Route 75 as well as the introduction of the proposed Route 70. Current ridership would essentially be split between two competing routes resulting in lower productivity and farebox recovery levels for both routes – negatively impacting sustainability.

3. TRAVEL PATTERNS AND RIDERSHIP PROJECTIONS

The primary service area of the Benicia Transit service is the City of Benicia. The orientation of the service is to provide transit options for both residents and employees within the City. While other trips are sometimes made

¹ Results of Solano Transportation Authority Countywide Ridership Study: Benicia Breeze Local and Intercity Lines (March 26, 2007).

using Route 75 (such as Vallejo to Central Contra Costa County), the service design focuses on primarily benefiting Benicia trip ends.

I. Overall Population and Employment Estimates and Growth

The Association of Bay Area Governments (ABAG) develops projections based on general plans, demographic patterns, construction trends and changes in the demographic profiles of Bay Area communities (such as proportions of youth and retirees) to develop forecasts of population, employment and associated characteristics. ABAG has projected that Benicia will grow slightly in the next few years, so that there is not anticipated to be major changes in the level of trip making within the community in the future.

The City of Benicia contains an estimated 27,200 people in 2005, according to the Association of Bay Area Governments (ABAG, Projections 2007). This population is forecast to grow only slightly in the next few years. There is an anticipated 10-year population growth of 1,400 residents by ABAG. This represents an overall population growth of 5 percent over this period.

The number of jobs in the City of Benicia is estimated at 15,530 according to ABAG (Projections 2007). Similar to population growth, the employment growth is projected to be slight, growing by an estimated 1,800 jobs for the 2005 to 2015 period.

There are an estimated 14,590 employed residents in 2005 in the City. This is only slightly less than the total number of jobs, which suggests that Benicia is slightly more of a "destination" than an "origin" for commuter trips. The employed resident total is forecast to grow to 16,360 by 2015.

II. Travel Patterns of Benicia Residents

Using ABAG projections as control totals, the Solano-Napa travel demand model provides reasonable estimates of travel patterns of Benicia residents and workers. This travel model, accepted by use by STA, contains a set of complex input assumptions about land uses across the entire Bay Area and Sacramento Region, as well as roadway and transit networks and associated travel speeds between various points in the system. The model was validated according to industry guidelines, and forecasts controlled to regional totals have been developed.

This travel model provides an approximation of the current and projected travel patterns of Benicia residents. The results from the model are provided in 2000 and 2030 estimates. Potential patterns anticipated for 2008, 2013 and 2018 are shown in Figure 3.1.

- Figure 3.1 shows that most Benicia residents usually leave the city for work. Only 20 to 21 percent of local residents are estimated work within the City.
- Figure 3.1 suggests that the most popular location for jobs is in Central Contra Costa County. There are almost as many persons working in this area as there are within Benicia.
- Vallejo is also another popular work location.
- Although the commute percentage is lower, the next most popular work locations – San Francisco and Oakland – tend to be jobs that are filled with a higher proportion of commuters who use transit.
- One-transfer access is generally provided for all major commute patterns except East Contra Costa County, and Tri-Valley (combined Danville/Alamo/San Ramon and Dublin/Livermore/Pleasanton).

Figure 3.1 - Estimated Work Travel Patterns of Commuting Benicia Residents

Work Destination	2008		2013		2018	
	Persons	Percent	Trips	Percent	Trips	Percent
Benicia	3070	21%	3199	20%	3329	20%
Martinez/Concord/Pleasant Hill/Walnut Creek	2724	18%	2797	18%	2870	17%
Vallejo	2338	16%	2466	16%	2595	16%
San Francisco	1102	7%	1227	8%	1352	8%
Oakland/North Alameda County	1061	7%	1092	7%	1124	7%
West Contra Costa County	1045	7%	1081	7%	1117	7%
East Contra Costa County	500	3%	550	4%	601	4%
Fairfield/Suisun City	356	2%	413	3%	470	3%
Danville/Alamo/San Ramon	335	2%	340	2%	345	2%
Central/Southern Alameda County	324	2%	341	2%	359	2%
Santa Clara	295	2%	318	2%	342	2%
Dublin/Livermore/Pleasanton	292	2%	318	2%	344	2%
San Mateo	264	2%	292	2%	319	2%
Marin	262	2%	295	2%	328	2%
Napa	254	2%	281	2%	309	2%
Sacramento	192	1%	212	1%	231	1%
Lamorinda	175	1%	184	1%	192	1%
Sonoma	103	1%	115	1%	127	1%
Other Solano County	81	1%	93	1%	106	1%
San Joaquin	10	0%	11	0%	12	0%
Lake	3	0%	3	0%	3	0%
Total	14785		15630		16475	

III. Travel Patterns of Benicia Workers

Persons traveling to Benicia for work often come from Solano County. It is estimated that there are more Vallejo residents working in Benicia, than Benicia residents both living and working there. The third most popular home location for workers is estimated to be Fairfield and Suisun City. These three areas represent the estimated home locations of two-thirds of all workers. IT should be noted that the jobs and working residents totals vary because some persons work at more than one job. Potential patterns anticipated for 2008, 2013 and 2018 are shown in Figure 3.2.

Figure 3.2 - Estimated Work Travel Patterns of Commuting Benicia Workers

Work Destination	2008		2013		2018	
	Persons	Percent	Trips	Percent	Trips	Percent
Vallejo	4752	30%	4879	29%	5006	29%
Benicia	3761	24%	3919	24%	4077	24%
Fairfield/Suisun City	2155	14%	2320	14%	2484	14%
Martinez/Concord/Pleasant Hill/Walnut Creek	1202	8%	1258	8%	1314	8%

Work Destination	2008		2013		2018	
	Persons	Percent	Trips	Percent	Trips	Percent
East Contra Costa County	927	6%	977	6%	1026	6%
Other Solano County	812	5%	874	5%	936	5%
Napa	623	4%	685	4%	746	4%
West Contra Costa County	464	3%	486	3%	508	3%
Sacramento	228	1%	257	2%	285	2%
Sonoma	210	1%	226	1%	241	1%
Oakland/North Alameda County	139	1%	151	1%	164	1%
Danville/Alamo/San Ramon	123	1%	134	1%	145	1%
Marin	91	1%	92	1%	93	1%
Central/Southern Alameda County	70	0%	75	0%	80	0%
Lamorinda	59	0%	66	0%	72	0%
Tri-Valley/Livermore/Pleasanton	54	0%	61	0%	68	0%
San Joaquin	46	0%	45	0%	43	0%
Santa Clara	20	0%	21	0%	22	0%
San Francisco	15	0%	15	0%	16	0%
San Mateo	12	0%	13	0%	13	0%
Lake	8	0%	8	0%	8	0%
Total	15772		16561		17349	

IV. Ridership Characteristics

In March 2007, the Solano Transportation Authority conducted surveys on Benicia Breeze riders. The response rates were highest on the Route 75, which is major commute route.

A summary of the rider characteristics is shown in Figure 3.3. This summary demonstrates:

- A high proportion of riders are choice riders. About 70 percent of the riders have at least one auto available at home. 17 percent have more than three autos available at home.
- Most of the trips have one or both ends in Vallejo or Benicia. The total number of trip ends in Benicia is estimated at 38 percent, while Vallejo adds about 29 percent of the trips.
- Central Contra Costa County is a trip end of at least 20 percent of all riders. The combination of Concord, Pleasant Hill and Walnut Creek are the most popular destinations beyond Vallejo and Benicia.
- Not all of the people on the bus are traveling to work. In fact, the Route 75 users rely on the bus to get to a number of different types of destinations.

Figure 3.3 - Route 75 Ridership Characteristics

Item	Category	Percentage of Responses
Income	Under \$15,000	24.3%
	\$15,000 - \$24,999	13.2%
	\$25,000 - \$34,999	11.8%
	\$35,000 - \$44,999	11.2%
	\$45,000 - \$59,999	12.5%
	\$60,000 - \$99,999	15.8%
	\$100,000 - \$150,000	5.9%
	Over \$150,000	5.3%
Auto Ownership	No Auto	30.2%
	1 Auto	31.2%
	2 Autos	21.4%
	3 or more	17.2%
Trip End Percentage	Benicia	38%
	Vallejo	29%
	Pleasant Hill	8%
	Concord	8%
	Walnut Creek	5%
	Fairfield	2%
	San Francisco	3%
	Oakland	1%
	Other	5%
Trip Purpose	Work	38%
	School	20%
	Medical	4%
	Shopping/errands	15%
	Visiting friends or relatives	9%
	Other	13%

It is noted that surveys were also conducted on Benicia local routes. Unfortunately, the survey resulted in only 20 to 25 responses per question, so that the results do not yield significant enough information to be applied to forecasts in this report.

V. First Year Ridership Projections for Route 75

The anticipated change in commuter riders on the new commuter route is projected to be minimal. The overall span of service (5:00 AM to 8:30 PM) and service frequency (30 minutes at peak; 60 minutes at non-peak) is projected to be essentially similar to the existing Route 75. The Route 75 currently carries about 150 to 170 riders per day. The addition of service to the Walnut Creek BART area should increase ridership by about 10 to 20 percent, as there will be more directly-accessible work and shopping destinations available as well as direct connections to the buses to San Ramon Business Park.

The route would likely lose some riders as a result of users that would switch to Route 76. This route would likely attract about 10 to 20 percent of the riders that were using Route 75. This should result in similar route performance on the restructured route as would be demanded today.

It should be noted that transit ridership is highly sensitive to marketing, on-time performance, special promotions and external factors to the cost of living. With approximately 12,000 working residents working in other communities and the rider survey indicated that many residents use Route 75 for other reasons, the transit use appears to be about one percent of the non-Benicia mode share for work trips (One percent would represent 120 daily boardings or 60 residents at two trips per resident) . A slight shift in transit mode share to two percent would represent a doubling of ridership demand, but would also only mean a ridership increase of another 120 daily boardings.

VI. First Year Ridership Projections for Route 76

The anticipated change in commuter riders on the new Route 76 is projected to be smaller than that on Route 75. The overall quality of service is projected to be reduced to 9 trips per day. It is estimated that about 10 to 20 percent of the 150 to 170 trips – about 15 to 30 trips per day, are destined for Sunvalley Mall or Diablo Valley College. The addition of timed transfers to other routes – especially the demand responsive routes – should significantly improve rider interest in using the Route 76. The anticipated ridership demand for this route could vary between 15 passengers in the most pessimistic situation to 60 per day in an optimistic one, if appropriate marketing, on-time performance, special promotions and other factors promote route use.

VII. 2013 and 2018 Ridership

Using the data presented earlier, the overall growth rate in Benicia is very gradual. A reasonable growth in ridership would be approximately one-half of one percent in ridership growth each year, all other factors equal. The result is that the overall ridership trends will be more affected by marketing and needs of specific markets than of growth in the general population.

4. SERVICE STRATEGY

The proposed Benicia Breeze service strategy is designed to complement the proposed regional commuter Route 70 serving Benicia and Vallejo residents. It includes:

- A proposed local Route 76 providing limited weekday service between Benicia and Sunvalley Mall and Diablo College.
- A restructuring of current Flexroutes 19, 21 and 22 designed to improve service attractiveness, productivity and farebox recovery attractiveness by reducing both service hours and miles operated.
- The continuation of Routes 15 and 17 in conjunction with school bell times at current annual revenue hour levels.

- A regional route concept plan and schedule has been developed that combines elements of both the current Benicia Breeze Route 75 and the regional Route 78 as originally proposed. Although the new regional route is not included in the Analysis of the Benicia Breeze Transit System Project financial plan (Section 5), it is included in this section as background information pertinent to the Benicia Breeze Service Strategy.

The proposed local Benicia Breeze transit service is reflective of the funding available for transit in Benicia and at scale of operation that can be administered by a part time transit coordinator responsible for day to day contract oversight, service marketing, service monitoring and evaluation, as well as the preparation of monthly, quarterly and annual management reports. The transit coordinator would also be Benicia's working representative in the administrative partnership to implement and operate the proposed regional route replacement for the current Benicia Breeze Route 75. Benicia's Finance Director would continue to be responsible for the Benicia Breeze program including the procurement and negotiation of service operating agreements, participation on the regional funding consortium, and the preparation of the annual operating and capital budgets.

I. Regional Route 78

Purpose – Provides: limited stop express between Vallejo and Benicia, and Vallejo/Benicia and the Pleasant Hill and Walnut Creek BART; express service for Benicia residents to Baylink Ferries and BART as well as good connections to Vallejo Transit, CCCTA local services, Bishop Ranch Express service and LAVTA's Route 70X; express service for Vallejo residents to Benicia and BART as well as the aforementioned transit services in Contra Costa County.

Routing – Proposed Route 78 alignment between Vallejo Ferry Terminal and Walnut Creek BART Station operating as a limited stop express including stops at the York & Marin TC, Curtola PnR, Military & Southampton (in conjunction with planned Benicia PnR), Military & W. 7th, Military & 1st (pulsed with local Benicia flexroutes and proposed Route 76), Military & E. 5th, Pleasant Hill BART, and Walnut Creek BART.

Service Span – Weekdays from 5:00 AM to 8:45 PM. Saturdays from 6:30 AM to 8:15 PM.

Headways – 30 minute headway from 5:00 AM to 7:30 AM and from 3:30 PM to 7:00 PM on weekdays. Two hour headways on Saturdays. Concept schedule for the proposed route is provided in Figure 4.1.

Peak Hour Bus Pullout and Service Hours – Four buses are required in peak, two buses in the off peak and one bus on Saturdays. Approximately 10,932 annual hours (10,300 weekday service hours and 632 Saturday hours) are required.

Funding – RM2 with farebox, and regional cost share agreement contributions. (To be finalized.)

Equipment and Operations – Vallejo MCI's operated eventually through a JPA to ensure equal partnership management and agreement on cost structure (such as setting a maximum for overhead assignments to operating costs), performance standards, service evaluation and planning, and service policies. Prior to the establishment of a JPA, the service would be operated through a service agreement with the City of Vallejo and administered by STA.

Implementation Date – Early October 2008.

Route Numbering Issue – The proposed regional route will connect with the existing LAVTA Route 70X at Walnut Creek BART. This issue has been resolved by naming the new regional service Route 78 instead of the original Route 70.

II. Local Route 76

Purpose – To provide a local route connecting Benicia riders with Sunvalley Mall and Diablo Valley College (DVC). Route 76 will be pulsed with the proposed regional route at City Park to allow connections for Vallejo passengers wanting to travel to Sun Valley Mall or DVC. Connections with CCCTA routes at DVC.

Routing – Military/Southampton loop, Military, 1st Street, East B St, East, 2nd Street, East H Street, East 5th Street, I-780, I 680, Willow Pass Road to, Sunvalley Mall, Contra Costa Boulevard, and Concord Avenue to DVC. Figure 4.2 provides a Route 76 map.

Service Span – Weekdays with three round trips - one in the AM peak, one mid day, and one in the PM peak.

Headways – With a limited number of trips, the schedule should be carefully designed with passenger input to determine the most critical trip times based on DVC work shifts and/or class times. Figure 4.3 provides a sample schedule built around an interline with the Route 15.

Peak Hour Bus Pullout and Service Hours – One bus is required. One bus would be interlined with local Route 15 or Route 17 to reduce non-service hours. Approximately 1,150 annual service hours are required.

Funding – City of Benicia TDA allocations and farebox revenues.

Equipment and Operations – City of Benicia will operate using current equipment (one 35 foot Gillig as in-service bus and one 35 foot Gillig as backup).

Implementation Date – Early October 2008 in conjunction with implementation of the proposed regional Route 78.

Performance Expectations – Approximately 20% (15 - 30 passengers per weekday) of current Route 75 weekday passengers board at the current stops associated with Sun Valley Mall and DVC. The consultant projects 30 passengers per weekday in FY 2008-09. This may not be sufficient to support reasonable farebox recovery minimums. Route 76 should be introduced on a two year trial basis with expectations to achieve a minimum 20% farebox recovery in combination with Routes 15 and 17. Consideration should be given to the discontinuation of this service if after 18 months ridership is not sufficient to achieve the minimum farebox recovery requirement.

III. Routes 15 and 17

Purpose – To provide student transportation to Benicia High School and Benicia Middle school.

Routing – Maintain current routing

Service Span – Operates on class days throughout the school year.

Headways – Each route operates one AM and one PM trip in conjunction with school arrival and dismissal bells.

Bus and Service Hours Requirements – An interline with the proposed Route 76 reduces the bus pullout requirement to one bus. Approximately 995 annual service hours are required.

Figure 4.1 - Concept Schedule for Proposed Regional Route

Bus	Valley Ferry Terminal	Dep York & Mann	Arr Midway (A, EB)	Dep Midway (A, EB)	Arr Pleasant Hill BART	Dep Walnut Creek BART	Arr Walnut Creek BART	Dep Walnut Creek BART	Arr Pleasant Hill BART	Dep Pleasant Hill BART	Arr Midway (A, WB)	Dep Midway (A, WB)	Arr York & Mann	Valley Ferry Terminal
A	5:30 AM	5:35 AM	5:50 AM	5:51 AM	6:13 AM	6:22 AM	6:30 AM	6:40 AM	6:43 AM	6:50 AM	7:00 AM	7:00 AM	7:15 AM	5:15 AM
B	6:00 AM	6:05 AM	6:20 AM	6:21 AM	6:43 AM	6:53 AM	7:00 AM	7:10 AM	7:13 AM	7:20 AM	7:30 AM	7:30 AM	7:45 AM	5:40 AM
C	6:30 AM	6:35 AM	6:50 AM	6:51 AM	7:13 AM	7:23 AM	7:30 AM	7:40 AM	7:43 AM	7:50 AM	8:00 AM	8:00 AM	8:15 AM	6:10 AM
D	7:00 AM	7:05 AM	7:20 AM	7:21 AM	7:43 AM	7:53 AM	8:00 AM	8:10 AM	8:13 AM	8:20 AM	8:30 AM	8:30 AM	8:45 AM	6:40 AM
A	7:30 AM	7:35 AM	7:50 AM	7:51 AM	8:13 AM	8:23 AM	8:30 AM	8:40 AM	8:43 AM	8:50 AM	9:00 AM	9:00 AM	9:15 AM	7:10 AM
C	8:00 AM	8:05 AM	8:20 AM	8:21 AM	8:43 AM	8:53 AM	9:00 AM	9:10 AM	9:13 AM	9:20 AM	9:30 AM	9:30 AM	9:45 AM	7:40 AM
A	9:30 AM	9:35 AM	9:50 AM	9:51 AM	10:13 AM	10:23 AM	10:30 AM	10:40 AM	10:43 AM	10:50 AM	11:00 AM	11:00 AM	11:15 AM	8:10 AM
C	10:00 AM	10:05 AM	10:20 AM	10:21 AM	10:43 AM	10:53 AM	11:00 AM	11:10 AM	11:13 AM	11:20 AM	11:30 AM	11:30 AM	11:45 AM	8:40 AM
A	11:30 AM	11:35 AM	11:50 AM	11:51 AM	12:13 PM	12:23 PM	12:30 PM	12:40 PM	12:43 PM	12:50 PM	1:00 PM	1:00 PM	1:15 PM	9:10 AM
C	12:00 PM	12:05 PM	12:20 PM	12:21 PM	12:43 PM	12:53 PM	1:00 PM	1:10 PM	1:13 PM	1:20 PM	1:30 PM	1:30 PM	1:45 PM	9:40 AM
A	1:30 PM	1:35 PM	1:50 PM	1:51 PM	2:13 PM	2:23 PM	2:30 PM	2:40 PM	2:43 PM	2:50 PM	3:00 PM	3:00 PM	3:15 PM	10:10 AM
C	2:00 PM	2:05 PM	2:20 PM	2:21 PM	2:43 PM	2:53 PM	3:00 PM	3:10 PM	3:13 PM	3:20 PM	3:30 PM	3:30 PM	3:45 PM	10:40 AM
A	3:30 PM	3:35 PM	3:50 PM	3:51 PM	4:13 PM	4:23 PM	4:30 PM	4:40 PM	4:43 PM	4:50 PM	5:00 PM	5:00 PM	5:15 PM	11:10 AM
B	4:00 PM	4:05 PM	4:20 PM	4:21 PM	4:43 PM	4:53 PM	5:00 PM	5:10 PM	5:13 PM	5:20 PM	5:30 PM	5:30 PM	5:45 PM	11:40 AM
C	4:30 PM	4:35 PM	4:50 PM	4:51 PM	5:13 PM	5:23 PM	5:30 PM	5:40 PM	5:43 PM	5:50 PM	6:00 PM	6:00 PM	6:15 PM	12:10 PM
D	5:00 PM	5:05 PM	5:20 PM	5:21 PM	5:43 PM	5:53 PM	6:00 PM	6:10 PM	6:13 PM	6:20 PM	6:30 PM	6:30 PM	6:45 PM	12:40 PM
A	5:30 PM	5:35 PM	5:50 PM	5:51 PM	6:13 PM	6:23 PM	6:30 PM	6:40 PM	6:43 PM	6:50 PM	7:00 PM	7:00 PM	7:15 PM	1:10 PM
B	6:00 PM	6:05 PM	6:20 PM	6:21 PM	6:43 PM	6:53 PM	7:00 PM	7:10 PM	7:13 PM	7:20 PM	7:30 PM	7:30 PM	7:45 PM	1:40 PM
C	6:30 PM	6:35 PM	6:50 PM	6:51 PM	7:13 PM	7:23 PM	7:30 PM	7:40 PM	7:43 PM	7:50 PM	8:00 PM	8:00 PM	8:15 PM	2:10 PM
D	7:00 PM	7:05 PM	7:20 PM	7:21 PM	7:43 PM	7:53 PM	8:00 PM	8:10 PM	8:13 PM	8:20 PM	8:30 PM	8:30 PM	8:45 PM	2:40 PM

SATURDAY SERVICE

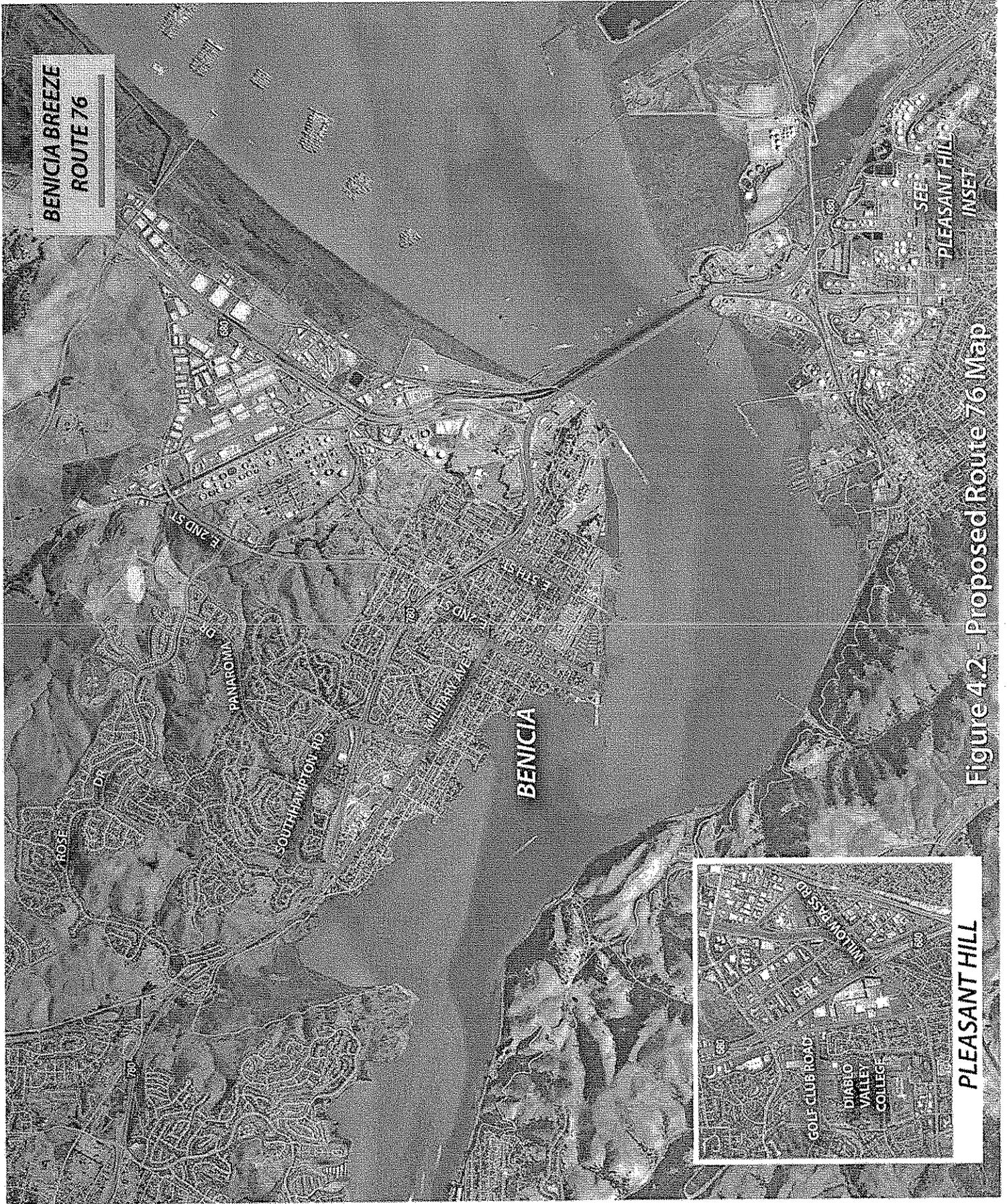


Figure 4.2 - Proposed Route 76 Map

Figure 4.3 - Possible Route 76 Schedule

Bus	Dpt Military/1st WB	Dpt Military/Southampton	Southampton Shopping Center	Arr Military/1st EB	Dpt Military/1st EB	DVC	Sunvalley Mail	Arr Military/1st WB
A	8:00 AM	8:05 AM	8:11 AM	8:17 AM	8:22 AM	8:47 AM	8:52 AM	9:17 AM
A	11:00 AM	11:05 AM	11:11 AM	11:17 AM	11:22 AM	11:47 AM	11:52 AM	12:17 PM
A	4:00 PM	4:05 PM	4:11 PM	4:17 PM	4:22 PM	4:47 PM	4:52 PM	5:17 PM

From Rte 15

In from Route 15

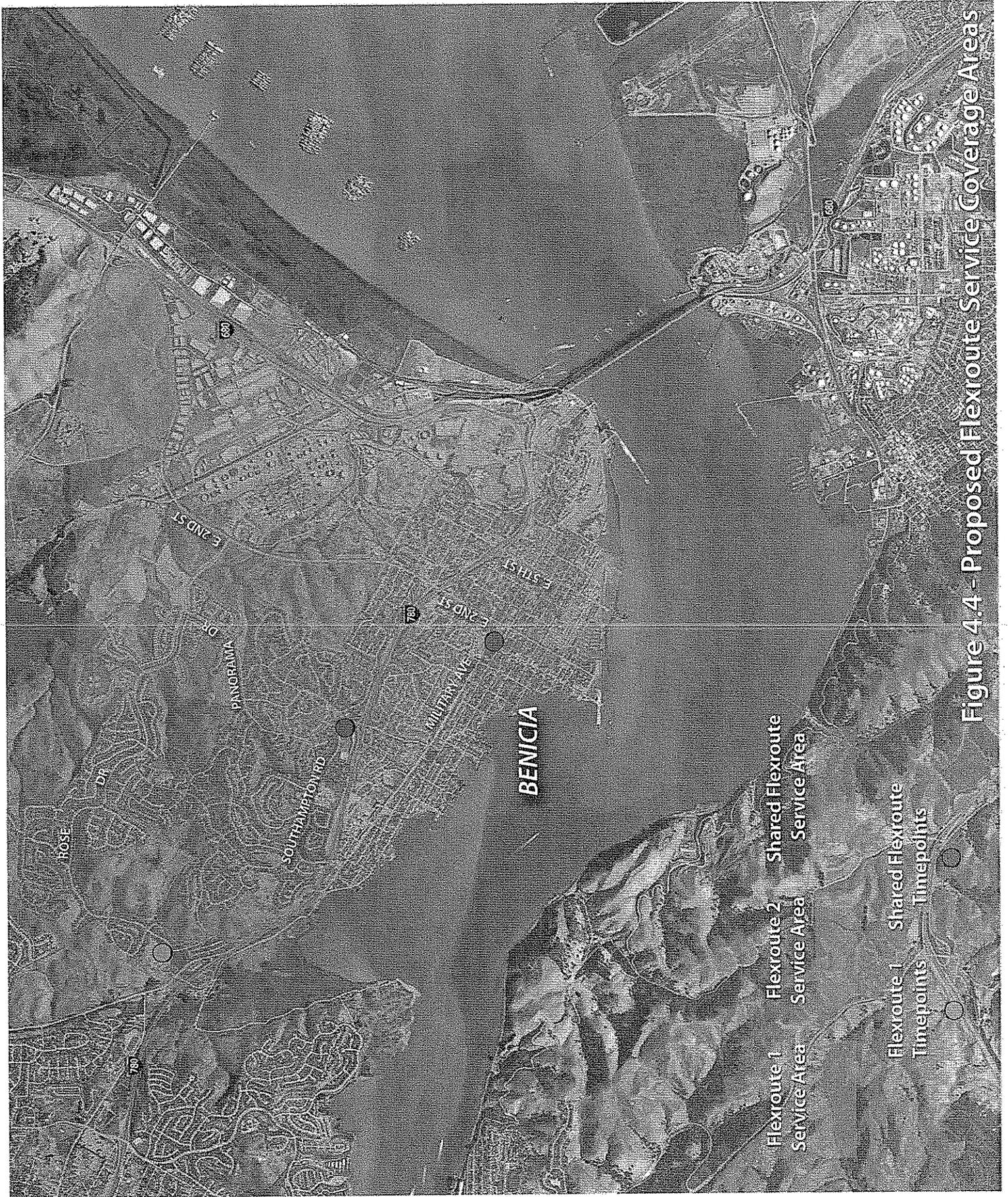


Figure 4.4 - Proposed Flexroute Service Coverage Areas

Funding – City of Benicia TDA allocations and farebox revenues.

Equipment and Operations – City of Benicia will operate using current equipment (one 35 foot Gillig as in-service bus – second bus and spare bus are already accounted for through the Route 76 service requirements).

Implementation Date – Continue current operations.

Performance Expectations – Routes 15 and 17 currently achieve 36% and 47% farebox recovery ratios, respectively. A 35% minimum farebox recovery expectation should be established for these routes in order to facilitate an overall 20% recovery minimum when combined with the proposed Route 76.

IV. Flexroutes

Purpose – To serve as: feeders to the proposed regional route and proposed local Route 76 and local community circulators service.

Routing – The proposed restructuring of the local Benicia flexroute service is based on the concept originally recommended in Benicia’s 2005/06 – 2012-2013 SRTP. Under the proposed structure, two flexroutes would operate with a limited number of timepoints serving origins and destinations located between the scheduled timepoints on a demand response basis. This would eliminate the current one way loop routing and reduce service miles operated, fuel consumption and on board travel time for passengers.

- Flexroute 1 will provide hourly service with scheduled stops at Rose & Cambridge, Southampton Center, City Park, Solano Square and locations in downtown Benicia. The route would travel as a flex service in three zones: the western portion of the Southampton neighborhood, downtown east of 1st Street, and the Military West corridor from 1st Street to West 14th (shared zone with Flex 2).
- Flexroute 2 will provide hourly service with scheduled stops at Southampton Center and City/Park Solano Square. The route would travel as a flex service in three zones: the eastern portion the Southampton neighborhood, northeast Benicia including the Benicia Industrial Park, and the Military West corridor from 1st Street to West 14th Street (shared zone with Flexroute 1).

Figure 4.4 provides a flexroute service coverage map. Both flexroutes will serve as feeders to the proposed regional route in support of the more direct routing along Military. Connections will be scheduled at the Military & 1st stops. Peak hour service could be provided on a subscription basis.

The proposed restructuring facilitates more direct service for passengers than the current one way loop structure. This should make the service more attractive to seniors and persons with disabilities currently using the ADA paratransit service.

Service Span – Operates on weekdays between 6:00 AM and 7:00 PM. No Saturday service is recommended. However, a single bus Saturday service could be provided by reducing off peak weekday service to a single bus (covering the total service area) and transferring the saved hours to Saturday coverage.

Headways – Each route operates on a 60 minute headway completing a round trip every hour.

Bus and Service Hours Requirements – Two in-service cutaways and one spare cutaway are required. Approximately 6,630 annual service hours are required. Saturday service can be achieved with no increase

in annual service by reducing the proposed weekday capacity.

Funding – City of Benicia TDA allocations and farebox revenues.

Equipment and Operations – City of Benicia will operate using current cutaways. Two in-service vehicles and one backup bus are required.

Implementation Date – Early October 2008 in conjunction with implementation of the proposed regional Route 78.

Performance Expectations – There is limited demand for any type of local transit service in Benicia. The proposed restructured flexroutes should be introduced on a 2 year trial basis. If integrated with Benicia's local ADA paratransit service, the flexroute minimum farebox requirements will be reduced to 10%. Given the minimum number of scheduled timepoints, the restructured service will be predominantly a general public and special needs demand response service. The elimination of the less productive Saturday service will also increase productivity. If a 10% minimum farebox recovery ratio is not achievable after 18 months consideration should be given to a reduction of service span coverage and/or the replacement of the flexroute service with a single bus general public dial-a-ride service.

V. ADA Paratransit

Given the demand response nature of the proposed flexroute service, ADA paratransit riders can be accommodated by the flexroute service for their local trip needs. The consultants are recommending the discontinuation of Benicia's paratransit service beyond the city boundaries and the integration of local ADA service with the new flexroute service. This will both reduce annual revenue hours and increase flexroute productivity.

However, a single bus ADA paratransit service will continue to be provided for trips to destinations in Vallejo, Fairfield and Contra Costa County. When not required for ADA trips beyond Benicia, the paratransit vehicle could provide additional flexroute capacity if needed. One bus and 3,315 annual service hours are required for this service.

5. FINANCIAL PLAN

I. Operating Finance Plan

The financial plan takes into account the proposed changes in transit delivery for both local and regional service to be provided in the City of Benicia, and their impact on revenue hours and miles. The financial plan utilizes the three variable cost allocation plan developed for the intercity transit funding agreement to generate an estimated cost per hour by route for the proposed services. It is assumed that the City of Benicia does not operate the new regional Route 70. However, Benicia's estimated contribution to the intercity funding agreement, which includes the City's formula share contribution to the Route 70, is included in the City's total transit system operating expenses.

The operating cost structure for the financial plan utilizes the City's FY 2008-09 budgeted data for transit services assuming current services (existing Route 75, ADA paratransit, flex routes and school trippers), and makes cost adjustments to reflect the reduced revenue hours and miles from the proposed service. For example, it is assumed that with decreased service, the contract cost with MV Transportation will be reduced for both fixed and variable cost without penalty by MV (as has been verbally discussed between the City and MV). In addition, maintenance

and fuel costs have been adjusted downward to reflect a smaller vehicle fleet requirement and less revenue miles. The adjustment to these costs is on a cost per mile basis from the FY 2008-09 budget.

II. Cost Allocation by Route FY 2008-09

Figure 5.1 presents the operations input data from the proposed service delivery. The data forms the basis for the allocation of cost by route, and includes revenue hours, miles and peak vehicles.

Figure 5.1 - Weekday Operations Data (One Weekday)

Weekday Service (in Daily Numbers)				
Route	Revenue Hours	Revenue Miles	Number of Trips	Peak Vehicles
15	1.43	15.75	2.00	0.5
17	1.43	13.50	2.00	0.5
21	13.00	104.00	26.00	1
22	13.00	104.00	26.00	1
76	4.51	60.00	6.00	0.5
Paratransit	13.00	137.25	11.00	1.5
Totals	46.37	434.50	73.00	5.00

Notes	
Routes 15 & 17 Trippers	
610	Annual Revenue Hours
7.9	One Way Route Miles for Route 15
6.8	One Way Route Miles for Route 17
Routes 21 & 22	
6,630	Annual Revenue Hours
4.0	One Way Route Miles for Route 21
4.0	One Way Route Miles for Route 22
26	One Way Trips Each, Hourly Service for 13 Hours per Day
Route 76	
1,150	Annual Revenue Hours
10.0	One Way Route Miles from S. Hampton/Hastings to DVC, from Yahoo! Maps
Paratransit	
3,315	Annual Revenue Hours
35,000	Annual Revenue Miles

Figure 5.2 shows the consolidated line item costs developed for the cost allocation plan for the Benicia transit system. The line items include contract costs, maintenance and fuel, and city support which are allocated by revenue hours, revenue miles and peak vehicles. By assuming a decreased fleet under the proposed service from 14 to 7 vehicles, the contract costs are reduced to reflect an assumed reduction in management and supervision. The retrofit of vehicles with particulate traps and other major maintenance have been completed, resulting in

additional assumed cost savings. The variable costs reflect the total proposed annual revenue hours of 11,705, and multiplied by the MV variable rate of \$21.64 for FY 2008-09, which includes the contract cost rate escalator of 2.7 percent per year.

Maintenance and fuel costs are decreased from the FY 2008-09 budget in direct proportion to the difference in revenue miles between the existing service and the proposed service. The cost per mile for maintenance and fuel is multiplied by the new reduced revenue miles to arrive at the annual cost for the proposed plan. This is shown in Figure 5.3.

City support costs budgeted by the City account for some assumed efficiencies from a smaller transit system, whether from a smaller allocation of cost from the finance department, lower cost for a transit manager, or other reduction from current budgeting. On-going SRTP development is included in the support services costs and is annualized at \$11,000 per year.

Figure 5.2 - Costs for Proposed Transit Service

Based on FY 08-08 Costs	Allocate by Revenue Hours	Allocate by Vehicle Miles	Allocate by Peak Vehicles	Total
Contract Cost (MV)				
Fixed Fee	\$63,704	\$21,888	\$99,177	\$184,769
Hourly Cost	\$253,296			\$253,296
Maintenance/Fuel Cost				
Maintenance		\$114,337		\$114,337
Fuel Costs		\$105,461		\$105,461
Support Services				
Transit Administration/City Overhead			\$137,750	\$137,750
Cost of Transit System	\$317,000	\$241,686	\$236,927	\$795,614

Figure 5.3 - Maintenance/Fuel Cost Reduction from FY 2008-09 Budgeted Figures

	FY 2008-09 City Budget	Rev. Miles Existing Service	Cost per Rev. Hour	Rev. Hours Proposed Service Plan	Cost for Revised Service Plan
Maintenance	\$266,093	255,000	\$1.04	109,570	\$114,337
Fuel	\$245,438	255,000	\$0.96	109,570	\$105,461

Figures 5.4 through 5.6 show the allocated costs by route based on the above operating and cost data. The costs are allocated by the proposed level of service provided by each route and reflected by the anticipated revenue hours and miles and peak vehicle needs.

Figure 5.4 - Cost Allocation by Revenue Hours

Route	Weekday Revenue Hours	# of Weekdays FY 2009	Total Weekday Rev Hours FY 2009	Total Revenue Hours	Allocation Ratio	Costs to Allocate	Allocation Costs - Rev Hours
15	1.43	213.00	305	305	0.03	317,000	8,260
17	1.43	213.00	305	305	0.03	317,000	8,260
21	13.00	255.00	3,315	3,315	0.28	317,000	89,778
22	13.00	255.00	3,315	3,315	0.28	317,000	89,778
76	4.51	255.00	1,150	1,150	0.10	317,000	31,145
Para	13.00	255.00	3,315	3,315	0.28	317,000	89,778
Totals	46.37	1,446.00	11,705.00	11,705	1.00		317,000

Figure 5.5 - Cost Allocation by Revenue Miles

Route	Weekday Revenue Miles	# of Weekdays FY 2009	Total Weekday Rev Miles FY 2009	Total Revenue Miles	Allocation Ratio	Costs to Allocate	Allocation Costs - Rev Miles
15	15.75	213.00	3,355	3,355	0.03	241,686	7,400
17	13.50	213.00	2,876	2,876	0.02	241,686	6,343
21	104.00	255.00	26,520	26,520	0.24	241,686	58,497
22	104.00	255.00	26,520	26,520	0.24	241,686	58,497
76	60.00	255.00	15,300	15,300	0.14	241,686	33,748
Para	137.25	255.00	35,000	35,000	0.32	241,686	77,202
Totals	434.50	1,446.00	109,570	109,570	1.0		241,686

Figure 5.6 - Cost Allocation by Peak Vehicles

Route	Weekday Peak Vehicles	# of Weekdays FY 2009	Total Weekday Peak Vehicles FY 2009	Total Peak Vehicles	Allocation Ratio	Costs to Allocate	Allocation Costs - Peak Vehicles
15	0.50	213.00	106.50	106.50	0.09	236,927	20,440
17	0.50	213.00	106.50	106.50	0.09	236,927	20,440
21	1.00	255.00	255.00	255.00	0.21	236,927	48,940
22	1.00	255.00	255.00	255.00	0.21	236,927	48,940
76	0.50	255.00	127.50	127.50	0.10	236,927	24,470
Para	1.50	256.00	384.00	384.00	0.31	236,927	73,698
Totals	5.00	1,447.00	1,234.50	1,234.50	1.00		236,927

From the allocation of costs using the three-tier method, the cost for each route is developed, as presented in Figure 5.7. The total cost of each route is also expressed as operating cost per revenue hour and per revenue mile. The average systemwide cost per revenue hour and per revenue mile is also shown. To provide a full picture of the

City's transit cost, the City's intercity transit contribution and the anticipated cost of the taxi script and safe ride program are also shown as separate line items.

Figure 5.7 - Operating Cost by Route

Route	Allocated Costs - Rev Miles (Annual)	Allocated Costs - Rev Hours (Annual)	Allocated Costs - Peak Vehicles (Annual)	Total Allocated Costs (Annual)	Revenue Vehicle Miles	Route Costs by Rev Veh Miles	Rev Veh Hours	Route Costs by Rev Veh Hours
15	\$7,400	\$8,260	\$20,440	\$36,100	3,355	\$10.76	305	\$118.36
17	\$6,343	\$8,260	\$20,440	\$35,042	2,876	\$12.19	305	\$114.89
21	\$58,497	\$89,778	\$48,940	\$197,215	26,520	\$7.44	3,315	\$59.49
22	\$58,497	\$89,778	\$48,940	\$197,215	26,520	\$7.44	3,315	\$59.49
76	\$33,748	\$31,145	\$24,470	\$89,353	15,300	\$5.84	1,150	\$77.71
Para	\$77,202	\$89,778	73,698	\$240,678	35,000	\$6.88	3,315	\$72.60
Sub Totals	\$241,686	\$317,000	\$236,927	\$795,614	109,570	\$50.54	11,705	\$67.97

Intercity Service Contribution				\$318,653				
Taxi Script				\$30,000				
Safe Ride Program				\$5,000				
Total Benicia Breeze				\$1,149,267				

III. Operating Plan 10-Year Forecast

Based on the proposed service plan and cost assumptions, a 10-year forecast is developed for the system with FY 2008-09 serving as the base year. The cost forecast is shown in Figure 5.8. The base annual operating cost is \$1.15 million and grows to \$1.34 million by the 5th year, and to \$1.60 million by the 10th year. Purchased transportation costs increase 2.7 percent annually per the existing contract provisions; fuel and maintenance costs increase 10 percent the first three years, then by 5 percent after the third year (assuming stability in oil prices after the third year); all other costs increase by 3.5 percent year (inflation estimate). Systemwide operating cost per revenue hour is also shown, including with and without the intercity fund contribution.

Revenue growth is assumed at 3.0 percent annually for each revenue source to maintain parity with inflation. Fare revenues are based on ridership projections from the proposed service plan and based on FY 2006-07 data. An average fare per passenger by route is also derived from FY 2006-07 data and multiplied by the ridership to arrive at fare revenues (shown in Table 5.9). It is also assumed that the cities of Vallejo and Benicia will enter into an agreement where Vallejo will credit Benicia with the fare revenues from the new intercity Route 70 in exchange for the like amount of Benicia's TDA revenues. This revenue exchange is allowed under the intercity funding agreement and by both the Metropolitan Transportation Commission and the Solano Transportation Authority. Under the arrangement, there is no lost of revenue by either city while Benicia's farebox is improved to meet its required farebox recovery ratio. TDA/LTF operating revenues are net of the amount used for matching capital expenditures for fleet replacement, which are assumed to occur in fiscal years 2010, 2011, 2012, 2014, 2015 and 2018. However, the city's general fund or other local support revenue may be needed as a substitute for the matching capital grants if the TDA is required for operations.

Figure 5.8 - 10-Year Operating Cost Forecast

	1	2	3	4	5	6	7	8	9	10	TOTAL
	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	
OPERATING COST FORECAST (1)											
Purchased Transportation	\$438,065	\$449,893	\$462,040	\$474,515	\$487,327	\$500,485	\$513,998	\$527,876	\$542,129	\$556,766	\$4,953,096
Intercity Funding Contribution	\$318,653	\$329,806	\$341,349	\$353,296	\$365,662	\$378,460	\$391,706	\$405,416	\$419,605	\$434,291	\$3,738,244
Administrative	\$137,750	\$142,571	\$147,561	\$152,726	\$158,071	\$163,604	\$169,330	\$175,256	\$181,390	\$187,739	\$1,615,999
Fuel and Maintenance	\$219,798	\$241,778	\$265,956	\$279,254	\$293,216	\$307,877	\$323,271	\$339,434	\$356,406	\$374,227	\$3,001,217
"Safe Ride Program/ Taxi Script (2)"	\$35,000	\$36,225	\$37,493	\$38,805	\$40,163	\$41,569	\$43,024	\$44,530	\$46,088	\$47,701	\$410,599
Total	\$1,149,267	\$1,200,273	\$1,254,399	\$1,298,596	\$1,344,440	\$1,391,995	\$1,441,329	\$1,492,513	\$1,545,619	\$1,600,725	\$13,719,155
% Increase		4%	5%	4%	4%	4%	4%	4%	4%	4%	

Notes: (1)

2.70% Increase to purchased transportation per current MV Contract

10% Fuel/Maintenance for the first 3 years of the forecast period.

5% Fuel/Maintenance increase after 3rd year.

3.5% All other cost, including intercity fund contribution

(2) Taxi Script cost plus Safe Ride Program Cost for Marketing, Printing and Advertising, per SRTP p. 8.

Figure 5.9 - Ridership And Fare Revenue Projection by Route

	1	2	3	4	5	6	7	8	9	10
Fare Revenues	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	20015-16	2016-17	2017-18
Route 15										
Passengers	10,404	10,456	10,508	10,561	10,613	10,666	10,720	10,773	10,827	10,881
Percent Growth		0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Avg. Fare per Passenger	\$1.35	\$1.35	\$1.35	\$1.35	\$1.35	\$1.35	\$1.35	\$1.35	\$1.35	\$1.35
Fare Revenues	\$14,045	\$14,115	\$14,186	\$14,257	\$14,328	\$14,400	\$14,472	\$14,544	\$14,617	\$14,690
Route 17										
Passengers	12,780	12,843	12,908	12,972	13,037	13,102	13,168	13,234	13,300	13,366
Percent Growth		0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Avg. Fare per Passenger	\$1.36	\$1.36	\$1.36	\$1.36	\$1.36	\$1.36	\$1.36	\$1.36	\$1.36	\$1.36
Fare Revenues	\$17,380	\$17,467	\$17,554	\$17,642	\$17,730	\$17,819	\$17,908	\$17,998	\$18,088	\$18,178
Routes 21 and 22										
Passengers	17,240	17,326	17,413	17,500	17,587	17,675	17,764	17,853	17,942	18,031

Percent Growth		0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Avg. Fare per Passenger	\$0.94	\$0.94	\$0.94	\$0.94	\$0.94	\$0.94	\$0.94	\$0.94	\$0.94	\$0.94
Fare Revenues	\$16,206	\$16,287	\$16,368	\$16,450	\$16,532	\$16,615	\$16,698	\$16,781	\$16,865	\$16,950
Route 76										
Passengers	7,688	7,727	7,765	7,804	7,843	7,882	7,922	7,961	8,001	8,041
Percent Growth		0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Avg. Fare per Passenger	\$1.96	\$1.96	\$1.96	\$1.96	\$1.96	\$1.96	\$1.96	\$1.96	\$1.96	\$1.96
Fare Revenues	\$15,069	\$15,144	\$15,220	\$15,296	\$15,373	\$15,449	\$15,527	\$15,604	\$15,682	\$15,761
Paratransit										
Passengers	2,814	2,828	2,842	2,856	2,871	2,885	2,899	2,914	2,929	2,943
Percent Growth		0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Avg. Fare per Passenger	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Fare Revenues	\$10,553	\$10,605	\$10,658	\$10,712	\$10,765	\$10,819	\$10,873	\$10,927	\$10,982	\$11,037
Total Fare Revenues Benicia Breeze Routes	\$73,252	\$73,619	\$73,987	\$74,357	\$74,728	\$75,102	\$75,478	\$75,855	\$76,234	\$76,615
Fare Revenues Route 70	\$177,410	\$182,732	\$188,214	\$193,861	\$199,677	\$205,667	\$211,837	\$218,192	\$224,738	\$231,480
Total Fare Revenues	\$250,662	\$256,351	\$262,201	\$268,217	\$274,405	\$280,769	\$287,314	\$294,047	\$300,972	\$308,095

Figure 5.10 shows the 10-year combined operating cost and revenue plan, and projected systemwide farebox. While the farebox ratio would meet compliance due to the crediting of the intercity Route 70 fares, the operating forecast shows potential shortfalls in future operating revenues. The city will need to balance the capital funding needs with operations, as well as routinely review the productivity of the routes and fares charged, as a means to address the possible shortfall. Alternatively, supplemental local revenues might be considered.

Figure 5.10 - 10-Year Operating Cost and Revenue Plan

	1	2	3	4	5	6	7	8	9	10	TOTAL
	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	
OPERATING COST FORECAST (1)											
Purchased Transportation	\$438,065	\$449,893	\$462,040	\$474,515	\$487,327	\$500,485	\$513,998	\$527,876	\$542,129	\$556,766	\$4,953,096
Intercity Funding Contribution (1)	\$318,653	\$329,806	\$341,349	\$353,296	\$365,662	\$378,460	\$391,706	\$405,416	\$419,605	\$434,291	\$3,738,244
Administrative	\$137,750	\$142,571	\$147,561	\$152,726	\$158,071	\$163,604	\$169,330	\$175,256	\$181,390	\$187,739	\$1,615,999
Fuel and Maintenance	\$219,798	\$241,778	\$265,956	\$279,254	\$293,216	\$307,877	\$323,271	\$339,434	\$356,406	\$374,227	\$3,001,217
"Safe Ride Program/ Taxi Script (2)"	\$35,000	\$36,225	\$37,493	\$38,805	\$40,163	\$41,569	\$43,024	\$44,530	\$46,088	\$47,701	\$410,599

Total	\$1,149,267	\$1,200,273	\$1,254,399	\$1,298,596	\$1,344,440	\$1,391,995	\$1,441,329	\$1,492,513	\$1,545,619	\$1,600,725	\$13,719,155
% Increase		4%	5%	4%	4%	4%	4%	4%	4%	4%	
OPERATING REVENUE FORECAST (2)											Total
Transit Fares (3)	\$250,662	\$256,351	\$262,201	\$268,217	\$274,405	\$280,769	\$287,314	\$294,047	\$300,972	\$308,095	\$2,783,034
Taxi Script Revenues (4)	\$15,000	\$15,450	\$15,914	\$16,391	\$16,883	\$17,389	\$17,911	\$18,448	\$19,002	\$19,572	\$171,958
TDA/LTF (5)	\$810,436	\$810,494	\$834,324	\$573,443	\$912,153	\$910,035	\$936,747	\$996,734	\$1,026,636	\$1,021,599	\$8,832,602
STAF	\$40,000	\$41,200	\$42,436	\$43,709	\$45,020	\$46,371	\$47,762	\$49,195	\$50,671	\$52,191	\$458,555
Auxiliary (Advertising, Refunds/Rebates, Interest) (6)	\$20,773	\$21,396	\$22,038	\$22,699	\$23,380	\$24,081	\$24,804	\$25,548	\$26,314	\$27,104	\$238,135
FTA Section 5303 Planning	\$11,000	\$11,330	\$11,670	\$12,020	\$12,381	\$12,752	\$13,135	\$13,529	\$13,934	\$14,353	\$126,103
Total	\$1,147,871	\$1,156,221	\$1,188,582	\$936,479	\$1,284,221	\$1,291,398	\$1,327,672	\$1,397,500	\$1,437,529	\$1,442,913	\$12,610,387
% Increase		1%	3%	-21%	37%	1%	3%	5%	3%	0%	

Operating Surplus/ (Deficit)	\$(1,396)	\$(44,052)	\$(65,817)	\$(362,117)	\$(60,219)	\$(100,597)	\$(113,657)	\$(95,012)	\$(108,090)	\$(157,811)	\$(1,108,768)
Farebox	21.8%	21.4%	20.9%	20.7%	20.4%	20.2%	19.9%	19.7%	19.5%	19.2%	20.3%

(1) Benicia contribution to Solano Express Cost Sharing (incl. Rte 70) for FY 2008-09. Intercity Transit Consortium agenda item May 28, 2008.

(2) Revenue sources, except fares, grow by 3.0 percent annually.

(3) Benicia Breeze fare revenues grow by 0.5 percent annually, plus Route 70 fares (\$177,400) credited by Vallejo in exchange for TDA.

(4) Taxi Script revenue is \$15,000 (3,000 coupon books maximum sold per year, \$5 per book, SRTP p. 7)

(5) FY 2008-09 MTC est. 2/27/08 (net of deduction for STA planning). Forecast reflects net LTF after deductions for capital expenses.

(6) Advertising/Refunds/Rebate revenues from expected FY 2007-08. Interest revenue from city financial audit.

IV. Capital Finance Plan

The capital plan cost structure accounts only for the new fleet requirement, and does not address other capital facilities that are planned in the SRTP (e.g. park and ride lots, bus stop amenities, etc). The proposed transit service is assumed to use three of the existing 35-foot buses for the proposed fixed route services (Route 76 and school tripper services), while the flexroute and paratransit services are assumed to require four of the existing 22-foot and 25-foot cutaway vehicles. One of the buses and one of the cutaway vehicles would serve as backup spares. Total vehicle fleet for revenue service with spares is seven, which is a reduction of seven vehicles from the City's current revenue fleet of 14 active buses and vans.

Among the current Benicia Breeze fleet includes three 22-foot paratransit vans purchased in 2006 and one 25-foot van in 2007, and three 35-foot Gillig buses purchased in 2000. The buses have had mid-life rebuilding and particulate traps installed. Per the FTA capital standard, it is assumed that the heavy duty buses have a useful life of 12-years, and the smaller vans have a useful life of 4-years. To arrive at the proposed fleet requirement of 7 vehicles, the capital plan assumes continued use of the existing vehicles that would best meet the needs of the proposed service plan, and that have relatively lower mileage. Figure 5.11 shows the replacement schedule and lifespan of each vehicle.

Figure 5.11 - 10-Year Capital Replacement Schedule

Fleet	Purchase Year	Replace Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Flexroutes (Rtes. 21 and 22) and Paratransit												
Cutaway - 22 Ft - existing	2006	2010	■	■								
Cutaway - 22 Ft - existing	2006	2010	■	■								
Cutaway - 22 Ft - existing	2006	2011	■	■	■							
Cutaway - 25 Ft - existing	2007	2011	■	■	■							
Cutaway - 22 Ft - new	2010	2014		■	■	■	■	■				
Cutaway - 22 Ft - new	2010	2014		■	■	■	■	■				
Cutaway - 22 Ft - new	2011	2015			■	■	■	■	■			
Cutaway - 22 Ft - new	2011	2015			■	■	■	■	■			
Cutaway - 22 Ft - new	2014	2018						■	■	■	■	■
Cutaway - 22 Ft - new	2014	2018						■	■	■	■	■
Cutaway - 22 Ft - new	2015	2019							■	■	■	■
Cutaway - 22 Ft - new	2015	2019							■	■	■	■
Fixed Routes (Rtes. 15, 17 and 76)												
Gillig Phantom 35 ft. - rehab, existing	2000	2012	■	■	■	■						
Gillig Phantom 35 ft. - rehab, existing	2000	2012	■	■	■	■						
Gillig Phantom 35 ft. - rehab, existing	2000	2012	■	■	■	■						
Gillig Phantom 35 ft. - new	2012	2024				■	■	■	■	■	■	■
Gillig Phantom 35 ft. - new	2012	2024				■	■	■	■	■	■	■
Gillig Phantom 35 ft. - new	2012	2024				■	■	■	■	■	■	■

Combined Fleet												
Fleet	Purchase Year	Replace Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Total Large Buses			3	3	3	3	3	3	3	3	3	3
Total Cutaways			4	4	4	4	4	4	4	4	4	4
Total Revenue Fleet			7									

Peak Requirement												
Fleet	Purchase Year	Replace Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fixed Route			2	2	2	2	2	2	2	2	2	2
Flex Route			3	3	3	3	3	3	3	3	3	3
Total Vehicles Needed for Revenue Service			5									
Total Spare Fleet			2	2	2	2	2	2	2	2	2	2

The cost of replacement vehicles is based on recent pricing for heavy duty buses, and the Caltrans bid list for cutaway vehicles. The 2008 price for a standard 35-foot bus is about \$428,000, while the price for a 22-foot short cutaway vehicle is about \$45,000. An additional \$10,000 per cutaway vehicle is added for additional features, for a total price of \$55,000 per vehicle. The cost is escalated by 5 percent annually. It is assumed that FTA Section 5307 funds will provide an 80 percent share of the capital funding, with the remaining 20 percent from TDA funds. However, in lieu of TDA, the city may need to use other local funding sources (e.g. general fund) for its capital match should the TDA be needed for operations. Figure 5.12 shows the 10-year capital replacement plan for the proposed service.

Figure 5.12 10-Year Capital Replacement Plan

	1	2	3	4	5	6	7	8	9	10	TOTAL
	2008-09	2009-10	2010-11	1011-12	1012-13	1013-14	1014-15	2015-16	2016-17	2017-18	
COSTS											
35-ft Bus				\$1,560,710							\$1,560,710
22-ft-Cutaways		\$121,275	\$127,339			\$147,411	\$154,781			\$179,178	\$729,984
Total Cost		\$121,275	\$127,339	\$1,560,710		\$147,411	\$154,781			\$179,178	\$2,290,694
REVENUES											
FTA 5307		\$97,020	\$101,871	1,248,568		\$117,928	\$123,825			\$143,343	\$1,832,555
LTF/STAF Match		\$24,255	\$25,468	\$312,142		\$29,482	\$30,956			\$35,836	\$458,139
General Fund		\$-	\$-	\$-		\$-	\$-			\$-	\$-
Total Revenue		\$121,275	\$127,339	\$1,560,710		\$147,411	\$154,781			\$179,178	\$2,290,694
Notes:											
2008 Cost of 35 ft. Standard Bus - \$428,000											
2008 Cost of Type II Short, 22 ft. Cutaway - base \$45,000 (Caltrans procurement list), Assume add \$10,000 for accessories.											
Assume cost increase by 5% per year											

6. CONCLUSION

Benicia Breeze is at a crossroads. The service changes proposed in this document are in response to the need to implement a new regional commuter bus route to leverage RM2 funds, rising transit operating costs, and limited markets for transit in Benicia.

The City of Benicia should be recognized for developing the successful regional Route 75 that has served Benicia, Vallejo and Solano County residents. Regarding local service, Benicia Breeze has found and effectively serves a strong student market for school bound trips. This is an important transit market for a community like Benicia and one that can be efficiently served. Student generated school trips make up a significant portion of the transit dependent market in Benicia.

However, Benicia-generated ridership for both regional and local transit service is limited. Approximately 50% of current Route 75 passengers are Benicia residents. Demand for local flexroute and ADA paratransit is low. The transit dependent market is limited in Benicia and it remains difficult to attract "choice transit riders". This problem has recently been reflected in the poor ridership on the discontinued Route 23 and low ridership on the flexroutes.

Regional travel patterns tend to be dispersed and hard to effectively serve by traditional public transit. Again, this fact impacts the ability of transit to attract a choice transit market. Routes like the current Route 75 and proposed regional Route 78 can effectively serve as feeders to other regional commute modes such as BART, Baylink Ferry services or the Bishop Ranch shuttles that operate from the Walnut Creek BART Station. As more Benicians express interest in alternatives to single car occupancy (SOV) use for the journey to work (driven by rising fuel prices), they may be better served through rideshare initiatives. Car and vanpool alternatives can more effectively serve dispersed travel patterns than fixed route bus service.

The proposed Benicia Breeze service strategy is designed to restructure local Benicia Breeze service to complement the proposed STA initiated regional Route 78. Since there is a limited market for regional commute bus service along the I-780 and I-680 corridors, only one regional route can be efficiently operated. The Benicia Breeze Route 75 is not eligible for RM2 funds and will be discontinued with the introduction of the proposed Route 78 in early October, 2008. The proposed Route 78 is eligible for RM2 funds, thereby expanding the funding base for a needed regional service.

The proposed Route 78 will still provide good service to Benicians with four stops in each direction along the Military corridor. Those living along the Military will be able to walk to and from the Route 70 bus stops. Others will be able to access the service via the planned park'n'ride facilities or by feeder services provided by the restructured flexroute services.

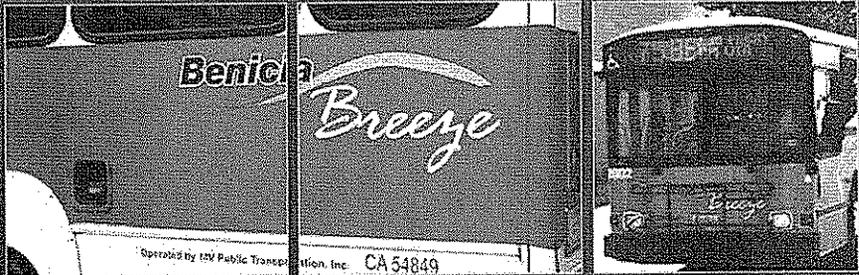
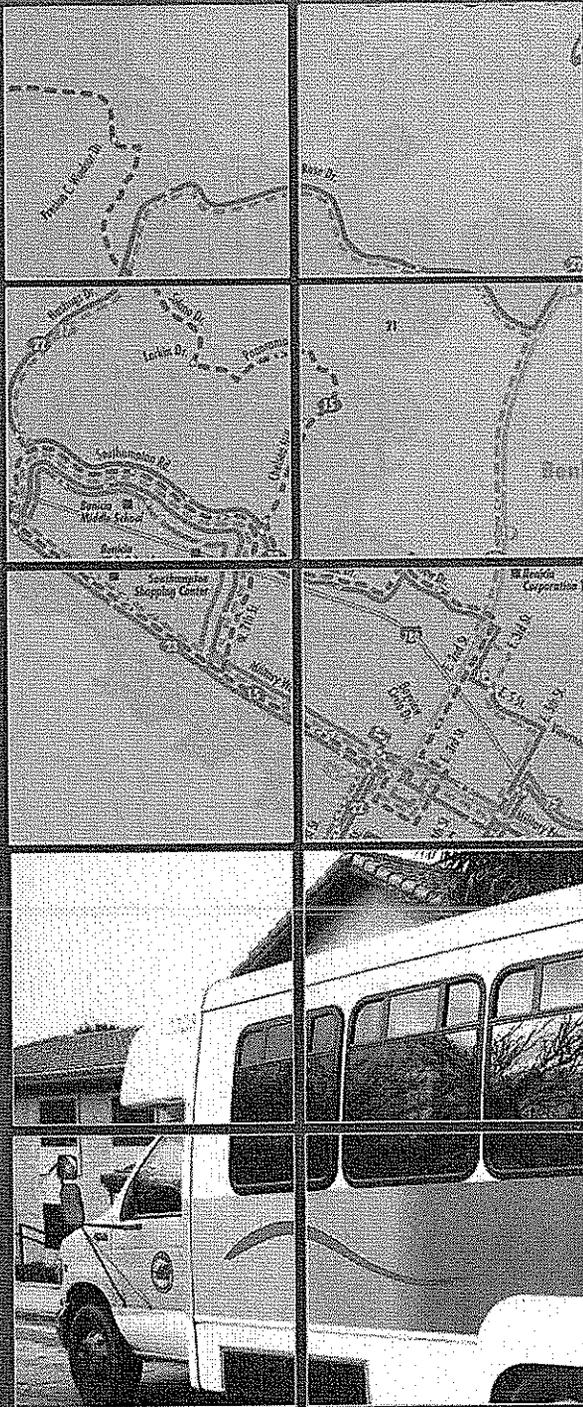
The proposed service plan also includes a Route 76 operating locally along the Southampton corridor and current Route 75 routing south of Military. The proposed Route 76 will provide direct service to Sunvalley Mall and the DVC campus. The plan also calls for the restructuring of the current flexroute services to reduce onboard travel times. Local ADA paratransit will be fully integrated with the revised flexroute service to increase ridership and reduce overall revenue hours. With the discontinuation of the Route 75, Benicia will no longer be required to provide ADA complementary paratransit beyond the City limits; however a limited ADA paratransit service will be continued to serve trips by ADA certified Benicians to Vallejo, Fairfield, and Contra Costa County. Routes 15 and 17 will continue to operate at the current service levels. Under this plan, Benicia Breeze fleet requirements will be reduced to three 35 foot transit coaches and 4 cutaways.

The proposed Benicia Breeze service plan does not include Saturday service coverage. This is essentially a cost cutting measure to reduce less productive service hours. However, some Saturday flexroute could be provided by reducing weekday flexroute coverage and reassigning the service hours to Saturday coverage. The consulting team also feels strongly that the local ADA paratransit service should be blended into the flexroute service.

Flexroute service is actually designed to serve those who have difficulty getting to and from bus stops as well as the general public. Eventually, ADA trips to and from destinations beyond Benicia should be accommodated on a regional basis where economies of scale should reduce deadheading and the cost per passenger trip.

The proposed Route 76 and restructured flexroute service should be introduced on a trial basis with productivity expectations. If these services do not meet the established performance benchmarks it may be necessary to reduce service further, discontinue service or replace the non-school services with a more limited general public dial-a-ride service.

The proposed Route 78 will eventually be administered under a JPA with Benicia and Vallejo as equal partners. Eventually this JPA could provide the framework for the administration of both Benicia and Vallejo local services. This arrangement could facilitate: operating and capital economies of scale; the development of local routes that better connected Vallejo residents with jobs in Benicia, and Benicians with jobs, health facilities and retail concentrations in Vallejo; and a broader base of services to blend Benicia's local service farebox recovery with.



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