

**AGENDA ITEM II – C
STAFF REPORT**

**YUBA-SUTTER TRANSIT AUTHORITY
ANNUAL REPORT
JANUARY 2018**

Organizational History

Yuba-Sutter Transit, known as the Hub Area Transit Authority (HATA) until January 1993, was formed in 1975 by Sutter and Yuba Counties and the Cities of Marysville and Yuba City as a joint powers agency (JPA) for the provision of public transit services. Since its inception, Yuba-Sutter Transit has carried out this charge by contracting with private transportation companies for the operation of all services.

From 1975 to 1979, service was provided exclusively to seniors and persons with disabilities through a contract with a local taxicab company for the operation of the "Our Car" taxi subsidy program. As a condition of a legal settlement with California Rural Legal Assistance (CRLA), this service was replaced and expanded in 1979 with the purchase of thirteen mini-buses to implement a general public demand response service known as Dial-A-Ride. The system expanded again in 1982 to add a network of local fixed routes. Since 1979, a national transportation provider (currently Transdev Services, Inc.) has operated Yuba-Sutter Transit's core services.

In January 1988, following an independent operational analysis prompted by poor system performance, the service was significantly reduced through the elimination of the local fixed route system, Sunday service and most rural area services in lieu of a general public zonal dial-a-ride system for the urban area. At the same time, Sutter County withdrew from the Authority to establish a taxi subsidy program for service to the unincorporated urban areas of the county. This service was discontinued when Sutter County rejoined the Authority in January 1991.

In response to the 1988 operational and organizational changes, CRLA filed another lawsuit against the Authority, the member jurisdictions and the Sacramento Area Council of Governments (SACOG). The resulting settlement agreement in 1990 led to the 1992 completion of a fixed route feasibility study and a comprehensive marketing plan. As a result of these studies, fixed route service was reinstated and the agency name was changed to the Yuba-Sutter Transit Authority effective January 1993.

Services Provided

Yuba-Sutter Transit now has a fleet of 51 buses ranging in seated capacity from 16 to 57 passengers. In FY 2017, this fleet operated a combined 91,365 vehicle service hours and provided 1,063,215 one way passenger trips over our six local fixed routes; local demand response (Dial-A-Ride) service; intercity express commuter and midday Sacramento service; and, three rural routes serving Live Oak, Wheatland and the Yuba County foothills.

In FY 2018, approximately 56 percent of the operation will be provided as urban fixed route service. The local fixed route system provides service every 30 to 60 minutes on six routes with 14 buses in all day service Monday through Friday (12 on Saturdays) in Yuba City, Marysville, Linda and Olivehurst. Local fixed route service is provided each weekday from approximately 6:30 a.m. to 6:30 p.m. and from approximately 8:30 a.m. to 5:30 p.m. on Saturdays. No local fixed route service is operated on Sundays or major holidays.

After more than 20 years of steady and often spectacular growth in response to numerous service expansions and enhancements, local fixed route ridership peaked in FY 2015 at 1,066,580 passenger trips before dropping by 9 percent in FY 2016 and by another 11 percent to 858,384 passenger trips in FY 2017. While these decreases were generally consistent with recognized regional and national ridership trends, a September 2015 fare policy change was certainly a major contributing factor. This change, which eliminated the practice of allowing transfers to be exchanged for another transfer as long as it was on another route, eliminated the incentive to ride multiple out of direction buses to effectively complete a round trip on just a single fare. A more recent factor was the Oroville Dam spillway crisis and evacuation in February 2017 that resulted in the loss of several days of service and severely disrupted the community for some time thereafter. In addition, the generally positive local economy and continued low gas prices along with chronic system on-time performance and fleet reliability challenges are believed to be factors as well.

The local Dial-A-Ride service accounts for approximately 27 percent of the operation. This service is provided only within the urban area during regular weekday and Saturday fixed route service hours and weekday evenings from 6:00 p.m. to 9:30 p.m. Except for the weekday evening service which is open to the general public without restriction, Dial-A-Ride service is available only to seniors age 65 and over and persons with disabilities. Dial-A-Ride is also Yuba-Sutter Transit's complimentary paratransit service as required under the Americans with Disabilities Act (ADA). Dial-A-Ride carried 68,023 passenger trips in FY 2017 (down 3 percent from FY 2016), but ridership has been fairly stable on this service in recent years at around 70,000 annual passenger trips since FY 2014.

Fifteen percent of the operation is provided as service between Marysville/Yuba City and downtown Sacramento primarily in peak hour weekday commuter service. Beginning in 1990 with two 15-passenger buses, the Sacramento commuter service now provides nine morning and ten afternoon peak hour schedules with another three midday schedules. This service is provided with a fleet of 13 specially equipped 41 and 57 passenger buses. The midday schedules are used by many daily or occasional commuters, but they are also popular with those traveling to and from Sacramento for medical, school and other non-work purposes. The combined Sacramento services provided a high of 158,213 passenger trips in FY 2014, but ridership has since fallen to 130,627 trips in FY 2017 – a three year reduction of 17 percent. This reduction is believed to be due to a combination of factors that include the move of many State offices out of downtown Sacramento, the changing demographics of State employees, lack of local population growth, prolonged relatively low fuel prices and service reliability challenges of an aging commuter bus fleet.

Limited route deviation services to the Yuba County foothills and the Cities of Live Oak and Wheatland account for the remaining operation. The Foothill Route provides two round trips every Tuesday, Wednesday and Thursday between selected foothill communities from Brownsville to Marysville. The Live Oak Route provides two round trips each weekday into Yuba City and Marysville. The Wheatland Route

offers one round trip each weekday to Marysville. The Live Oak and Wheatland Routes operate under a fully allocated cost reimbursement agreement with those cities since they are not members of the Authority.

Administration and Finance

Yuba-Sutter Transit is governed by a Board of Directors that is composed of two elected representatives from each of the four member jurisdictions. The Authority operates with a five person staff consisting of a Transit Manager, two Program Managers (Finance & Administration and Planning & Marketing), a Program Analyst and an Administrative Assistant. Since 1988, Yuba-Sutter Transit's staff has also served as contract administrative staff to the Regional Waste Management Authority concurrent with their transit duties. Approximately 10 percent of the available staff time is now budgeted for waste management responsibilities. Through this shared staffing relationship, both agencies realize reduced administrative overhead expenses.

Yuba-Sutter Transit's operating expenses for FY 2018 are budgeted at \$7,181,300. The budgeted funding mix is about 32 percent Federal (Federal Transit Administration); 45 percent State and local (Transportation Development Act); 18 percent passenger fares; and, 5 percent miscellaneous income from special State grants, advertising, interest and contract service payments. The capital budget, which varies substantially from year to year, is \$6.8 million for FY 2018 with most of this earmarked for two major vehicle replacement projects. Capital funding is derived from a mix of Federal, State and local sources depending on the project.

Major Projects

Facilities: Yuba-Sutter Transit relocated in May 1996 to its combined maintenance, operating and administration facility (formerly the Seven-Up Bottling Company plant) at 2100 B Street in Marysville. The facility was remodeled and expanded again in 2011 to serve the site's ultimate maximum crush capacity of approximately 70 buses.

The only Caltrans owned park and ride lot in Yuba and Sutter Counties opened on the northeast corner of Bogue Road and Highway 99 south of Yuba City in August 1997 largely with Federal funds obtained by Yuba-Sutter Transit. The capacity of this facility was nearly doubled in 2012 again with Federal and local funds obtained exclusively by Yuba-Sutter Transit. The lot now offers on-site parking for 164 vehicles with available land to nearly double this capacity when needed.

Yuba County opened the McGowan Park & Ride Lot on Powerline Road at McGowan Parkway in December 2008 and the Plumas Lake Park & Ride Lot on Feather River Boulevard east of Highway 70 in October 2009. Both lots were sited and constructed by Yuba County in coordination with Yuba-Sutter Transit. Project funding was derived primarily from development impact fees collected by Yuba County from projects in both the North Arboga Study Area and the Plumas Lake Specific Plan. Yuba County maintains both facilities with ongoing Community Service District revenue.

Yuba-Sutter Transit currently serves 260 designated bus stops within the local fixed route service area with another 21 stops located along the rural routes and in Sacramento. A total of 83 bus stop benches and 50 bus stop shelters have been placed at key points and high boarding locations throughout the system. Of

these, 66 of the bus stop benches and 28 of the bus stop shelters are owned and maintained by Stott Outdoor Advertising while most of the remaining shelters and benches are owned by Yuba-Sutter Transit. Stott owns and maintains the ad shelters and ad benches at no cost to Yuba-Sutter Transit in exchange for the exclusive right to sell and place advertising on them while paying a small commission on the sale of each ad. In addition, 50 route information panels are on bus stop poles throughout the system and bike lockers are available for rent at three of the five local commuter bus stops.

Vehicles: The current fleet of 51 revenue vehicles includes 22 local fixed route buses, 16 demand response (Dial-A-Ride) buses and 13 specially equipped intercity commuter buses. Since 2014, all of the local fixed route buses are modern low floor buses with seating capacities of 27 – 32 passengers. All of the demand response buses are on a cutaway van chassis with a seating capacity of 16 passengers. While primarily used for Dial-A-Ride service, these versatile little buses are also used on rural routes; to augment the local fixed route fleet; and, to provide supplemental capacity for the Sacramento Commuter service as necessary. The commuter buses includes six 57 passenger, tour-style buses and seven older model 41 passenger buses that will be replaced in 2018 with buses matching the larger existing buses.

Services: Starting with the 1993 reintroduction of local fixed route service, the system grew and expanded over time in response to passenger demand and the recommendations from the 1994, 1998, 2003, 2008 and 2015 Yuba-Sutter Short Range Transit Plans that serve to guide the operation and development of public transportation for Yuba and Sutter Counties. After two decades of sometimes major service changes and enhancements, the current transit plan that was adopted in May 2015 was more modest in scope. The major service recommendations from this plan for consideration through 2020 included extended weekday and Saturday service hours; 20 minute service frequencies on Routes 1 and 3; and, annual increases in the number of Dial-A-Ride service hours provided. Capital recommendations included several fleet replacement and minor fleet expansion projects; enhanced and expanded passenger facilities and transit centers; and, several technology projects. While the plan does not include a specific recommendation regarding any fare increases over the five year period, it does suggest that increases may be necessary depending on a variety of factors. Most of the proposed service enhancements have been deferred indefinitely in response to declining ridership since FY 2015.

Technology: Yuba-Sutter Transit is intentionally slow to adopt industry technology trends for reasons related to the relative cost, risk and need for each. As cost/benefit ratios and quality improves over time, Yuba-Sutter Transit has gradually moved toward more sophisticated technology. In the last five years, these include the retrofit or installation of all buses with on-board video surveillance systems; the replacement of an obsolete mobile radio system with a digital system that includes automatic vehicle location (AVL) capability; the installation of video surveillance systems in three park and ride lots; and, the recent introduction of the regional Connect Card electronic fare payment system. Technology projects that are now in the works include a real-time passenger information system, Wi-Fi service on commuter buses and computer aided dispatching software.

Current and Future Issues

Despite the recent downturn in systemwide ridership, the future of public transit in Yuba and Sutter Counties remains bright. While most transit operators cut service, raised fares or both (some several times) over the last decade, Yuba-Sutter Transit has avoided such scenarios due to strong overall ridership growth

and a historically conservative fiscal and operational approach. While Yuba-Sutter Transit still operates limited or no evening, weekend or holiday service and half of the six local fixed routes operate on hourly frequencies, both passenger fares and hourly operating costs remain among the lowest of any system in California.

The current multi-year Federal transportation funding measure, State greenhouse gas reduction funding programs and the passage of State Senate Bill (SB) 1 have combined to establish a strong capital and operating funding foundation for the future. Even the State sales tax related Local Transportation Fund (LTF), which took a severe hit during the prolonged economic downturn, is beginning to approach pre-recession levels. Key future financial factors include the 2018 end of the 10 year Proposition 1B bond program; annual grant renewals for the FRAQMD funded fare subsidy program; a gradually declining systemwide farebox ratio and potential November 2018 referendums that could result in the repeal of SB 1.

While the incredible quarter century trend in ridership growth finally stalled in FY 2016, Yuba-Sutter Transit's ability to efficiently and effectively meet the anticipated demand for service in the future will continue to be in doubt as all of the planned or approved large scale developments in Yuba and Sutter Counties are in areas where public transportation is largely non-existent. The potential demand for services of every kind from these projects will severely stretch what in most cases is still just a minimal level of service and available operating revenue sources may not grow at the same pace. To compound the problem, except for the fees collected by Yuba County for the development and operation of two park and ride lots, routine impact fees have otherwise not been required from new developments for the capital and operating revenue necessary to serve those developments.

Plumas Lake and Sutter Pointe are two examples of this challenge because of their size; location outside of the existing service area; primarily low density, single-family residential design; and, a primary market of out-of-area commuters. In addition to these large developments, thousands of new homes along with many hundreds of thousands of square feet of new commercial projects have been constructed, approved or are under consideration in other jurisdictions as well. Even individual projects such as Yuba College's Sutter County Center that opened in 2012 at the north edge of Yuba City present significant operational and financial challenges because of the placement of an obvious transit trip generator far from any existing service.

As a result, a population boom would be problematic for Yuba-Sutter Transit as little funding has been identified in the multi-year capital and operating plans for service expansion. To further complicate the issue, many new residents, attracted by the lower cost of living and proximity to other employment centers in the Mid-Valley, will commute to work in Placer, Sacramento and Yolo Counties and beyond. Even without population growth, the demand for specialized services for seniors and persons with disabilities is expected to grow significantly according to all population projections. Also, specialized services that are now provided through the Alta California Regional Center for the developmentally disabled are limited and subject to annual funding cuts and Yuba-Sutter Transit's own Dial-A-Ride service already operates at or near capacity levels during peak periods.

Regardless of the demand for new and expanded services resulting from future population growth and demographic changes, one of the most significant and immediate issues facing Yuba-Sutter Transit is a recent proposal from the California Air Resources Board (CARB) to phase in a mandate for the purchase of

zero-emission buses (ZEBs) by all public transportation agencies between 2020 and 2029. The proposed Innovative Clean Transit regulation, which is now scheduled for action consideration this summer, would require that 25 percent of all buses purchased by public transit agencies with a fleet of 100 or more buses be zero-emission buses (powered by either battery electric or hydrogen fuel cell systems) beginning in 2020. The requirement for smaller agencies like Yuba-Sutter Transit with 30 or more buses would begin in 2023 when 50 percent of all buses purchased would have to be zero-emission. All transit agencies, regardless of fleet size, would be covered by this regulation beginning in 2026 when 75 percent of all buses purchased would have to be ZEBs followed by a 100 percent requirement in 2029. While this regulation would result in a significant increase in the cost of new buses, the greater impact for Yuba-Sutter Transit is likely to result from the need to either retrofit the existing operating facility to add charging/fueling capacity or replace the facility if the provision of such capacity proves impractical for technical or financial reasons.

Summary

Yuba-Sutter Transit has certainly undergone an amazing metamorphosis over the last 25 years to become a vital component of the local service network, but the need for continuous adjustments dictates that the agency remains focused on fine-tuning, improving and maintaining the existing system while carefully considering future growth opportunities in response to demonstrated service demand. While Yuba-Sutter Transit operates what is certainly among the widest range of services at one of the lowest local cost of any urban transit system in California; the mix, level and relative priority for these services must continually be evaluated in light of local funding and policy priorities as well as passenger demand.

Additional Informational Resources

Yuba-Sutter Transit System Fact Sheet (January 2018)
Summary of Key Events (January 2018)
Ride Guide and Individual Service Brochures (Effective September 1, 2017)
FY 2018 Operating and Capital Budgets
2015 Yuba-Sutter Short Range Transit Plan (SRTP)
FY 2018 – FY 2022 Transportation Improvement Plan Program of Projects
FY 2035 Capital Improvement Plan (Amended July 2017)
Website: www.yubasuttertransit.com

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YUBA-SUTTER TRANSIT -- SYSTEM FACT SHEET

	AUDITED FY 07/08	AUDITED FY 08/09	AUDITED FY 09/10	AUDITED FY 10/11	AUDITED FY 11/12	AUDITED FY 12/13	AUDITED FY 13/14	AUDITED FY 14/15	AUDITED FY 15/16	AUDITED FY 16/17 (Note 1)	PROJECTED & BUDGETED FY 17/18
REVENUE FLEET											
Dial-A-Ride / Rural Buses (14 - 16 Seats)	16	15	15	15	15	15	16	16	16	16	16
Local Fixed Route Buses (27 - 32 Seats)	11	18	18	18	18	17	22	22	22	22	22
Intercity Commuter Buses (41 - 57 Seats)	11	11	14	13	13	13	13	13	13	13	13
Total	38	44	47	46	46	45	51	51	51	51	51

SERVICE HOURS

Fixed Route	44,042	46,819	49,791	50,049	50,383	50,542	50,623	51,526	52,472	51,126	51,900
Dial-A-Ride	22,194	22,072	21,590	22,878	23,414	24,054	24,674	24,812	24,771	24,476	25,300
Sacramento (Commuter & Midday)	12,064	13,566	13,661	13,558	13,729	13,731	13,536	13,373	13,530	13,449	13,600
Rural (Foothill, Live Oak & Wheatland)	1,370	1,653	1,716	1,744	1,752	1,810	1,811	1,837	2,374	2,314	2,300
Total	79,669	84,110	86,758	88,229	89,278	90,136	90,644	91,549	93,147	91,365	93,100

PASSENGER TRIPS

Fixed Route	741,989	823,165	846,564	907,798	975,805	986,356	1,045,508	1,066,580	971,606	858,384	840,000
Dial-A-Ride	63,685	59,895	60,240	63,804	63,979	65,537	69,672	70,088	70,047	68,023	67,600
Sacramento (Commuter & Midday)	134,187	161,916	149,987	156,513	159,949	157,797	158,213	154,896	144,327	130,627	127,800
Rural (Foothill, Live Oak & Wheatland)	2,750	3,716	4,073	5,214	4,797	6,144	6,218	5,058	6,285	6,181	6,100
Total	942,611	1,048,692	1,060,864	1,133,329	1,204,530	1,215,834	1,279,611	1,296,622	1,192,265	1,063,215	1,041,500

PASSENGER TRIPS / SERVICE HOUR

Fixed Route	16.8	17.6	17.0	18.1	19.4	19.5	20.7	20.7	18.5	16.8	16.2
Dial-A-Ride	2.9	2.7	2.8	2.8	2.7	2.7	2.8	2.8	2.8	2.8	2.7
Sacramento (Commuter & Midday)	11.1	11.9	11.0	11.5	11.7	11.5	11.7	11.6	10.7	9.7	9.4
Rural (Foothill, Live Oak & Wheatland)	2.0	2.2	2.4	3.0	2.7	3.4	3.4	2.8	2.6	2.7	2.7
Total	11.8	12.5	12.2	12.8	13.5	13.5	14.1	14.2	12.8	11.6	11.2

OPERATING EXPENSES

	\$4,418,824	\$4,744,369	\$5,326,033	\$5,684,862	\$5,836,452	\$5,976,479	\$6,283,876	\$6,350,674	\$6,407,831	\$6,719,268	\$7,181,300
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OPERATING REVENUES

Federal	\$1,206,656	\$1,698,965	\$1,990,790	\$2,110,512	\$2,162,536	\$2,235,000	\$2,407,718	\$2,386,000	\$2,328,256	\$2,267,330	\$2,300,000
State & Local (TDA)	1,968,157	1,743,029	2,064,776	2,172,283	2,247,926	2,296,830	2,394,870	2,478,966	2,613,445	2,886,172	3,255,000
Miscellaneous	184,138	140,867	100,311	85,200	51,028	49,103	42,432	39,029	131,322	287,118	330,300
Fares	1,059,873	1,161,508	1,170,156	\$1,316,867	1,374,962	1,395,546	1,438,856	1,446,679	1,334,808	1,278,648	1,296,000
Total	\$4,418,824	\$4,744,369	\$5,326,033	\$5,684,862	\$5,836,452	\$5,976,479	\$6,283,876	\$6,350,674	\$6,407,831	\$6,719,268	\$7,181,300

AVERAGE FARE / PASSENGER

	\$1.12	\$1.11	\$1.10	\$1.16	\$1.14	\$1.15	\$1.12	\$1.12	\$1.12	\$1.20	\$1.24
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FARE RECOVERY RATIO*

	25.0%	26.1%	22.9%	24.2%	23.6%	23.4%	22.9%	22.6%	20.8%	19.0%	18.0%
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OPERATING COST / PASSENGER

	\$4.69	\$4.52	\$5.02	\$5.02	\$4.85	\$4.92	\$4.91	\$4.90	\$5.37	\$6.32	\$6.90
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OPERATING COST / SERVICE HOUR

	\$55.46	\$56.41	\$61.39	\$64.43	\$65.37	\$66.31	\$69.32	\$69.37	\$68.79	\$73.54	\$77.14
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* Calculated pursuant to California Transportation Development Act standards.

Note 1 -- Includes the Oroville Dam spillway related evacuation period of February 13- 17, 2017 (missed two weekdays, operated Saturday service on a third weekday and school closures all week)

REVISED JANUARY 4, 2018 WITH AUDITED FIGURES FOR FY 2017 & YEAR-END PROJECTED OPERATIONAL FIGURES FOR FY 2018

**YUBA-SUTTER TRANSIT
SUMMARY OF KEY SYSTEM EVENTS
REVISED JANUARY 4, 2018**

July 1, 1975	Effective date of the initial Hub Area Transit Authority joint powers agreement (JPA) and creation of the "Our Car" subsidized taxi service for seniors and the disabled
August 1979	Replacement of "Our Car" with a general public Dial-A-Ride service
September 1982	First urban fixed routes introduced
January 1988	Replacement of fixed route service with a general public "Zonal" Dial-A-Ride system which, when combined with other cuts, resulted in a 37 percent service reduction from FY 1986-87 to FY 1988-89 / Sutter County withdraws from the JPA
July 1990	Sacramento Commuter service begins on Highway 70 with two 15-passenger buses
January 1991	Sutter County rejoins the JPA
January 1993	Hub Area Transit Authority renamed Yuba-Sutter Transit with the reintroduction of urban fixed route service and the restructuring of the Dial-A-Ride service
Aug./Sept. 1994	Expansion of the Sacramento Commuter service into the Highway 99 corridor and the start of a subsidized vanpool program which ended December 2000
November 1994	Weekday evening subsidized taxi service begins (ended June 1999)
March 1995	New Marysville route; and, local fixed route and commuter buses equipped with bike racks (on all buses by June 1997)
May/June 1996	Occupation of the remodeled former Seven-Up plant in Marysville as the operations, maintenance and administration facility / First summer youth bus pass program.
August 1997	Opening of the Bogue Road Park & Ride Lot south of Yuba City (expanded in March 2012 to nearly double the size)
April 1998	Initiation of Downtown Trolley demonstration service (ended December 1998)
July/August 1998	Bi-directional service on Route 4, Saturday fixed route service and an expanded Dial-A-Ride boundary / Monthly passes & discount ticket book programs initiated
Aug./Sep. 1999	Initiation of weekday evening general public Dial-A-Ride service and a weekday commuter service to the Lincoln Airport Industrial Park which ended January 2004
April 2001	Initiation of Route 5 in south Yuba City and ½ hour service frequencies on Routes 1 and 3
April 2002	Expand the Sacramento service to six daily roundtrips
September 2003	Introduction of monthly fixed route pass for youth with deep discounts in other pass rates; Saturday Route 4B service; North Beale Transit Center; and, bus stop information panels
July 2004	Dial-A-Ride fare increase, Saturday service hours are extended and a noon Sacramento schedule is added
September 2005	Initiation of the FRAQMD funded Discount Monthly Youth Pass Program (combined in 2015 with similar discount pass programs for seniors and persons with disabilities).

August 2006	Delivery of six commuter buses (replacing three buses) allows the Sacramento service to be expanded to seven daily roundtrips
October 2006	Route 6 (Linda Shuttle) is added to allow Route 1 to be extended to the Yuba City Marketplace and River Valley High School (the school segment was delayed until October 2007) and ½ hour service frequencies are added to Routes 1 & 3 on Saturdays
September 2007	Sacramento Commuter service expanded to nine weekday roundtrips
December 2008	Opening of the McGowan Parkway Park & Ride Lot in Olivehurst and a corresponding restructuring of all Sacramento schedules Delivery of 12 low-floor local fixed route buses to replace 8 buses to greatly enhance accessibility, speed passenger boarding and allow for the expansion of Route 2
January 2008	Expansion of the Wheatland Route to two days a week with other route, schedule, stop and policy changes to eliminate advance reservation requirement
January 2009	Expansion of Route 2 to half-hour service each weekday; expansion of the Live Oak Route from one to two roundtrips each Monday, Wednesday and Friday; and, Foothill route, schedule, stop and policy changes to eliminate advance reservation requirement
October 2009	Opening of the Plumas Lake Park & Ride Lot
January 2010	Installation of video surveillance system on all local fixed route buses and delivery of ten replacement Dial-A-Ride buses
April 2010	Delivery of three expansion tour-bus style, 57 seat, 45' commuter buses
January 2012	Completion of the remodel and expansion of the existing operations, maintenance and administration facility for the ultimate capacity of approximately 70 buses
September 2012	Delivery of three replacement tour-bus style 57 seat, 45' commuter buses.
April 2013	Initiation of the FRAQMD funded Discount Monthly Senior Pass Program (combined in 2015 with similar discount pass programs)
January 2014	Initiation of a FRAQMD funded one year demonstration Discount Monthly Disabled Pass Program (combined in 2015 with similar discount pass programs) Delivery of 11 heavy duty low floor replacement & expansion fixed route buses for an all low floor fixed route fleet
February 2014	Delivery of six Dial-A-Ride replacement & expansion buses
July 2015	Expansion of the Live Oak Route from three to five days a week with service to Yuba College's Sutter County Center
September 2015	Local fixed route changes to move Route 1 from the Mall and realign Route 4A with Route 4B and other related and miscellaneous changes
October 2015	Convert supplemental to 7 th PM 99 schedule & other minor Sacramento changes
June 2017	Introduction of the regional Connect Card and related fare policy changes
Summer 2018	Full Connect Card conversion (drop paper passes & transfers) / Delivery of seven replacement tour-bus style, 57 seat, 45' commuter buses