



**INTERCITY TRANSIT CONSORTIUM  
 AGENDA**

**10:00 a.m., Wednesday, November 28, 2012**  
**Solano Transportation Authority**  
**One Harbor Center, Suite 130**  
**Suisun City, CA 94585**

**ITEM**

**STAFF PERSON**

**I. CALL TO ORDER**

**II. APPROVAL OF AGENDA**

**III. OPPORTUNITY FOR PUBLIC COMMENT**  
 (10:05 –10:10 a.m.)

**IV. REPORTS FROM STA STAFF AND OTHER AGENCIES**  
 (10:10 –10:40 a.m.)

- Presentation: Fare and Service Coordination Analysis/Transit Corridor Study Status ARUP
- Presentation: Mobility Management Plan Innovative Paradigm

**V. CONSENT CALENDAR**

*Recommendation: Approve the following consent items in one motion.*  
 (10:40 – 10:45 a.m.)

- A. Minutes of the Consortium Meeting of September 26, 2012** Johanna Masielat  
*Recommendation:*  
*Approve the Consortium Meeting Minutes of September 26, 2012.*  
**Pg. 1**

**CONSORTIUM MEMBERS**

<u>Janet Koster</u>	<u>Wayne Lewis</u>	<u>John Andoh</u>	<u>Mona Babauta</u>	<u>Brian McLean</u>	<u>Matt Tuggle</u>
Dixon Readi-Ride	Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Solano County Transit SolTrans	Vacaville City Coach	County of Solano

- B. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – October 2012** Liz Niedziela  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the FY 2012-13 Solano TDA Matrix – December 2012 for the City of Fairfield as shown in Attachment A.*  
**Pg. 7**

**VI. ACTION FINANCIAL**

- A. None presented.**

**VII. ACTION NON-FINANCIAL**

- A. Proposed SolanoExpress Route 78 Service Changes** Liz Niedziela and  
Angie Haslam,  
SolTrans  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the proposed route changes by SolTrans to SolanoExpress Route 78 as shown in Attachment A.*  
(10:45 – 10:50 a.m.)  
**Pg. 9**
- B. Proposed SolanoExpress Route 85 Service Changes** Liz Niedziela and  
Angie Haslam,  
SolTrans  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve adding the Sereno Transit Center as the final bus stop for Route 85's last weekday trip as proposed by SolTrans staff.*  
(10:50 – 10:55 a.m.)  
**Pg. 19**
- C. STA's Draft 2013 Legislative Priorities and Platform** Jayne Bauer  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the STA's 2013 Legislative Priorities Platform, including the cap and trade points as indicated.*  
(10:55 – 11:00 a.m.)  
**Pg. 23**

**VIII. INFORMATIONAL ITEMS**

- A. Presentation and Status of Curtola & Lemon Park and Ride Lot Expansion** Sam Shelton  
Jim McElroy,  
SolTrans  
(11:00 – 11:10 a.m.)  
**Pg. 35**
- B. SolanoExpress Capital Replacement** Liz Niedziela  
(11:10 – 11:15 a.m.)  
**Pg. 77**

- C. **MTC's Transit Performance Initiative (TPI) and Allocation Alternatives**  
(11:15 – 11:20 a.m.)  
**Pg. 79** Liz Niedziela
  
- D. **Countywide Paratransit Services Memorandum of Understanding (MOU)**  
(11:20 – 11:25 a.m.)  
**Pg. 103** Matt Tuggle,  
County of Solano
  
- E. **SolanoExpress Intercity Quarterly Reports**  
(11:25 – 11:30 a.m.)  
**Pg. 105** Liz Niedziela
  
- F. **Alternative Fuel and Infrastructure Plan Status Update**  
(11:30 – 11:35 a.m.)  
**Pg. 115** Robert Guerrero

**NO DISCUSSION**

- G. **SNCI Monthly Issues**  
**Pg. 117** Judy Leaks
  
- H. **Solano Commute Challenge Wrap-up**  
**Pg. 119** Judy Leaks
  
- I. **OneBayArea Grant (OBAG) Funding Criteria**  
**Pg. 123** Robert Macaulay
  
- J. **Funding Opportunities Summary**  
**Pg. 137** Sara Woo

**IX. TRANSIT OPERATOR ISSUES**

Group

**X. ADJOURNMENT**

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, January 2, 2013.**

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**SOLANOEXPRESS INTERCITY TRANSIT CONSORTIUM**  
**Minutes for the meeting of**  
**September 26, 2012**

**I. CALL TO ORDER**

Mona Babauta called the regular meeting of the Solano Express Intercity Transit Consortium to order at approximately 10:00 a.m. in the Solano Transportation Authority Conference Room.

**Consortium Present:**

*(In Alphabetical Order by Last Name)*

John Andoh (By phone)	Delta Breeze
Mona Babauta, Chair	SolTrans
Janet Koster	Dixon Read-Ride
Judy Leaks	SNCI
Wayne Lewis	Fairfield and Suisun Transit
Brian McLean	Vacaville City Coach
Matt Tuggle	County of Solano

**Also Present:**

*(In Alphabetical Order by Last Name)*

Robert Guerrero	STA
Robert Macaulay	STA
Johanna Masielat	STA
Liz Niedziela	STA
Elizabeth Richards	Project Manager

**Others Present:**

*(In Alphabetical Order by Last Name)*

Angie Perkins Haslam	SolTrans
Jean Foletta	Innovative Paradigms
Philip Kamhi	SolTrans
Shannon Nelson	Vacaville City Coach
Nathan Newell	County of Solano

**II. APPROVAL OF THE AGENDA**

On a motion by Wayne Lewis, and a second by Brian McLean, the Solano Express Intercity Transit Consortium approved the agenda.

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

#### IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Robert Guerrero announced the following:

1. Alternative Fuels Study: STA held a Working Group meeting in August and distributed a survey to each city and County fleet manager to complete. Mr. Guerrero added that the Working Group is anticipated to meet in October to discuss the survey results as well as a report on alternative fuels.
2. TFCA Funding: A staff report was included in the TAC agenda explaining that a portion of the TFCA funds originally dedicate to Benicia was recommended to be shifted to SNCI's rideshare program. Mr. Guerrero explained that SNCI was an ideal candidate since it continues to be a TFCA cost effective program and that there was a timing constraint to allocate the funding. Mr. Guerrero further explained that the additional funds proposed for SNCI will be used to provide targeted incentives to encourage new vanpools and to encourage vanpools to take advantage of underutilized parking at other park and ride lots. In addition, the funding will assist in promoting SolTrans and FAST transit services. .

Liz Niedziela announced the following:

1. Tony Bruzone, ARUP, is scheduled to present the Coordinated Short Range Transit Plan (SRTP) at the STA Board meeting of October 10, 2012; and
2. Harriett Dietze, Area Agency on Aging, will present at the next regular meeting of the Consortium in November.

#### **Presentation: Solano County Mobility Management Plan**

Jean Foletta, Innovative Paradigms, presented and provided a progress report in the development of the Solano County Mobility Management Plan. She distributed a proposed talking points listing the topics to be discussed as follows:

1. One-Stop Transportation Call Center;
2. Strategy to Partner with Transportation Providers and Stakeholders;
3. Countywide ADA Eligibility Process;
4. Travel Training;
5. Information on Older Driver Safety Programs; and
6. Next Steps

**Other:** None presented.

## V. CONSENT CALENDAR

On a motion by John Andoh, and a second by Matt Tuggle, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A. At the request of Chair Babauta, Items B, Proposed SolanoExpress Route 78 Service Changes and Item C, Proposed SolanoExpress Route 20 Service Changes, were pulled for discussion.

### A. Minutes of the Consortium Meeting of June 27, 2012

#### Recommendation:

Approve the Consortium Meeting Minutes of June 27, 2012.

On a motion by Matt Tuggle, and a second by Wayne Lewis, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

### C. Proposed SolanoExpress Route 20 Service Changes

#### Recommendation:

Forward a recommendation to the STA Board to approve *a conceptual schedule with* proposed route changes by FAST to SolanoExpress Route 20 as shown in Attachment B.

Wayne Lewis reviewed the proposed changes to the SolanoExpress Route 20 for better coordination at the same time FAST local fixed route changes in the fall to improve service between Fairfield and Vacaville. He noted that FAST is currently testing the timing of the local routes and if any changes are needed to coordinate transfers better, the changes should only be minor. He added that the major change is the elimination of the stop at the Davis Street Park and Ride in Vacaville.

On a motion by Wayne Lewis, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved the recommendation as amended shown above in *bold italics*.

## VI. ACTION FINANCIAL ITEMS

### A. None presented.

## VII. ACTION NON-FINANCIAL ITEMS

### A. OneBayArea Grant (OBAG) Funding Criteria

Robert Macaulay summarized the inputs from the STA Advisory Committee and public comments on the OBAG Project and Program Selection from the public input meeting held on September 12, 2012. He added that the Pedestrian Advisory Committee (PAC) and the Consortium had not met to provide any OBAG project or program recommendations.

Chair Babauta reviewed her comments presented at the September 12<sup>th</sup> OBAG Public Input meeting. She recommended modifications to both the Summary of STA Advisory Committee and Public Comments on OBAG Project and Program Selection and the Recommended OBAG CMAQ Projects and Program Criteria.

After discussion, the Consortium recommended the following modifications:

Under the Summary of STA Advisory Committee and Public Comments on OBAG Project and Program Selection (Attachment A), add the following:

1. *Support the Transit Ambassador Program (with Vacaville City Coach's program being cited as a good example.)*
2. *To set aside \$1.5 million aside for Transit Alternative Fuels Program and to ensure transit fleets are in a state of good repair for long term sustainability and reliability of service.*

Under the Recommended OBAG CMAQ Projects and Program Criteria (Attachment B), make the following changes as listed below in ~~strikethrough~~ **bold italics**:

10. Does the allocation of funds, including OBAG, Safe Routes to Schools projects, State Transit Assistance Funds and Regional Measure 2 project funding, benefit multiple ~~cities~~ **jurisdictions**?

**ADD:**

11. *Does the project encourage or facilitate the use of public transit or other use of alternative modes?*

Recommendation:

Forward a recommendation to the STA Board to:

1. Adopt the final project selection criteria contained in Attachment B; and
2. Provide recommendations to the STA Board on programs and projects that should be prioritized for OBAG CMAQ Funding.

On a motion by Janet Koster, and a second by Mona Babauta, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation as amended shown above in ~~strikethrough~~ **bold italics**. The vote was 4 to 0 with two abstentions (Brian McLean and Matt Tuggle).

**B. STA's Draft 2013 Legislative Priorities and Platform**

Jayne Bauer reported that staff will forward the Draft 2013 Legislative Platform and Priorities to the STA Board at their October 10<sup>th</sup>, 2012 meeting with a recommendation to distribute the draft document for a 30-day review and comment period. He noted that the Final Draft will be placed on the December 2012 STA Board agenda for consideration of adoption.

Recommendation:

Forward a recommendation to the STA Board to distribute the STA's Draft 2013 Legislative Priorities Platform for a 30-day review and comment period.

On a motion by Wayne Lewis, and a second by Matt Tuggle, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

## **VIII. INFORMATIONAL - DISCUSSION**

### **A. Lifeline Transportation Program Cycle 3 Next Steps**

Liz Niedziela provided a brief update to the status of the Lifeline Program. She cited that more detail information will follow in the next few weeks and will be distributed to Project Sponsors.

### **B. Transit Studies Update**

Due to shortage of time, this item was not presented.

### **C. Moving Ahead for Progress in the 21st Century (MAP 21) Update**

Due to shortage of time, this item was not presented.

### **D. Countywide Paratransit Services Memorandum of Understanding (MOU)**

Matt Tuggle reviewed the draft MOU and requested the Consortium members to provide comments and feedback. He cited that the County is proposing to cover countywide paratransit services beyond the phase 2 proposal for accessible taxis for new ambulatory ADA certified passengers.

## **NO DISCUSSION NECESSARY**

### **E. SNCI Monthly Issues**

### **F. Funding Opportunities Summary**

### **G. SolanoExpress Ridership Numbers**

## **IX. TRANSIT OPERATOR ISSUES**

## **X. ADJOURNMENT**

The meeting was adjourned at 12:10 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, November 28, 2012.**

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DATE: November 13, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix –  
December 2012

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**Background:**

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

For a number of years, TDA funds had been modestly increasing. TDA is generated from a percentage of countywide sales tax. After several years of growth, Solano TDA revenue began to decline after FY 2006-07. At its peak in FY 2006-07, the TDA available countywide was \$15.9 million and then modestly declined for two years. In FY 2008-09, TDA made its first significant drop of nearly 5% to \$14.7 million and in FY 2009-10, Solano TDA decreased by even a larger percentage (10.7%) to \$13.1 million. For FY 2012-13, the February 2012 projection was that TDA will increase by almost 8% allocating almost \$13.9 million for Solano transit operators. The TDA and STAF FY 2012-13 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2012.

**Discussion:**

The actual Bay Area TDA sales tax receipts for FY 2011-12 have been revised from the February projections. The actual sale tax receipts for FY 2011-12 are 11% higher than originally estimated by the Bay Area region County Auditors. More specifically, for Solano County the revenue adjustment for FY 2011-12 is 9.3% higher. MTC also finalized and included all the TDA adjustments made after December 2011 so STA staff revised the TDA matrix to include the new TDA estimates dated July 25, 2012 (Attachment A).

The STA Planning funds were approved by the STA Board in May 2012 and are shown on the TDA matrix. The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The cost share has increased for the reconciled FY 2010-11 compared to the previous two years due to the exhausted federal ARRA funding that the two intercity operators (Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST)) included in the formula to benefit the participating funding partners. SolTrans has projected cost savings in FY 2012-13 as a result of service changes and other efficiencies.

The TDA matrix is developed to guide MTC as they review allocations from Solano jurisdictions and to prevent any jurisdictions' TDA balances being over-subscribed. Tracking various allocations is essential given the amount of cross claiming of TDA in Solano for various shared cost transit services. One of the major services shared by multiple jurisdictions is the seven major intercity routes covered in the Intercity Transit Funding Agreement. The Board approved the Intercity Transit Funding shares for FY 2012-13 at their May 2012 Board meeting and these have been included on the TDA matrix. Also in June, the STA Board approved the multiple operators' TDA shares for the new intercity taxi program, the City of Vacaville, SolTrans, and STA claim for Dixon's West B Street Overcrossing capital project.

The City of Fairfield has prepared their TDA claim for FY 2012-13. Fairfield is claiming \$5,580,591 for operating Fairfield and Suisun Transit service and \$200,000 for capital projects for bus replacements and various maintenance needs.

**Fiscal Impact:**

With the STA Board approval of the December TDA matrix, it provides the guidance needed by MTC to process the STA's TDA claim submitted by the transit operators. This staff report identifies the TDA funds to be claimed by the City of Fairfield for Fairfield and Suisun Transit service.

**Recommendation:**

Forward a recommendation to the STA Board to approve the FY 2012-13 TDA Matrix – December 2012 for the City of Fairfield as shown in Attachment A.

Attachment:

- A. FY 2012-13 TDA Matrix – December 2012  
(To be provided to the committee members under cover.)



DATE: November 13, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Proposed SolanoExpress Route 78 Service Changes

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**Background:**

Prior to 2005, the funding for Solano County's intercity routes, collectively called Solano Express, was shared among local jurisdictions through various understandings and informal and year to year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit, the STA developed with the transit operators a countywide cost-sharing method that would provide funding stability for the operators of the intercity services and an equitable and predictable cost sharing formula for the funding partners. A working group was formed, the Intercity Transit Funding (ITF) Working Group, and was comprised of representatives from STA, Solano County, and each participating city in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement are the Intercity Cost Sharing Formula, primarily based upon two factors: ridership by residence and population. This shared funding is for the cost of these routes after farebox and other non-local revenue are taken into account. Another key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of these routes' performances. This data helps guide future funding, service planning and marketing decisions.

SolanoExpress Route 78 provides service along the I-780 corridor between Baylink Ferry and Pleasant Hill and Walnut Creek BART station. Route 78 is the only one of seven SolanoExpress initialed after the first Intercity Transit Funding (ITF) agreement was developed. Through an agreement, Route 78 is managed by Solano Transportation Authority and operated by SolTrans and is one of the seven routes in the ITF Agreement that funding partners pay into. Route 78 is also one of the five SolanoExpress routes funded by Regional Measure 2 (RM 2) bridge toll funds. SolanoExpress Route 78 needs to meet a 20% farebox recovery rate in order to maintain its Regional Measure 2 (RM 2) funding source.

In an effort to operate an overall sustainable transit system, some the proposed changes by SolTrans affected the SolanoExpress Route 78. STA staff analyzed the service changes to Route 78 and with the concurrence of the STA Board, sent a letter to SolTrans requesting them to reconsider eliminating service to Pleasant Hill BART to avoid a potential loss of ridership and to address concerns about the potential loss of RM 2 funds if ridership decreases on this route.

In June, SolTrans Board approved a recommendation to authorize staff to retain the Pleasant Hill BART stop on the SolanoExpress Route 78 and to continue the existing schedule pending further service and financial analysis is conducted. In September, SolanoExpress Route changes were presented to TAC. After TAC review, the Committee asked for public outreach comments to be presented before forwarding a recommendation.

**Discussion:**

SolTrans staff drafted an initial proposal that included schedule and routing changes for Route 78 (Attachment A), in order to address the farebox recovery needs. SolTrans staff initiated the outreach process on October 2nd (Attachment B) with public comment period ending October 16th. After incorporating public, committee and other stakeholder comments, SolTrans staff developed a revised proposal to Route 78 (Attachment C). Staff went out for public comment process again on October 29th with the revised proposal with comment period ending November 12th (Attachment D).

Key changes are:

- Re-instating Curtola Park and Ride inbound service to its current configuration; served inbound after 9:30 a.m. on weekdays.
- Proposed elimination of service before 6:00 a.m.
- Adjusting trip times to better meet passengers' needs, and updated schedules soon to be implemented by partner transit agencies.
- Adjusting running time, based on adding Curtola Park-and-Ride back in.

SolTrans staff will be available to answer any questions.

**Recommendation:**

Forward a recommendation to the STA Board to approve the proposed route changes by SolTrans to SolanoExpress Route 78 as shown in Attachment C.

Attachments:

- A. Route 78 Proposed Changes, Public Outreach Flyer, October 2, 2012.
- B. Route 78 Outreach Process Flyer, October 17, 2012.
- C. Route 78 Revised Proposal, Public Outreach Flier, October 29, 2012
- D. Route 78 Press Release, October 29, 2012



# RIDER ALERT

## ROUTE 78 PROPOSED CHANGES

SolTrans is working to make Route 78 more efficient and productive, in compliance with our Regional Grant funding requirements. These grants pay for the operational costs associated with Route 78, and the route must be made compliant in order to maintain this funding.

### **The proposed Route 78 schedule is on the back of this Rider Alert**

Please note that Route 78 does not currently operate on Sundays, and no plans have been made to add Sunday service.

### **Proposed changes include:**

- Improved connection times to neighboring transit agencies during commute hours
- Adjusted running times that will better reflect travel time and improve on-time performance
- Vallejo Ferry will no longer be served; the route will begin and end at the Vallejo Transit Center
- The route will no longer serve Curtola Park-and-Ride traveling northbound (inbound), although options are being considered for an alternate location
- Eliminate layover at Pleasant Hill BART

**SolTrans would greatly appreciate your feedback on these proposed changes by October 16, 2012. Please submit your comments via one of the following formats:**

Mail      311 Sacramento Street, Vallejo, CA 94590  
 Web      [www.soltransride.com](http://www.soltransride.com) ("Leave a Comment," section at the bottom of each page)  
 Phone    707-553-7269

For more information, visit <http://www.soltransride.com>. Also, you may visit the SolTrans Facebook page: <https://www.facebook.com/SolTrans>.

For specific schedule information, call Customer Service at 707-648-4666.



# RIDER ALERT

## ROUTE 78 PROPOSED SCHEDULE

<b>Route 78 Proposed Schedule Southbound/Outbound</b>				<b>Monday-Friday Northbound/Inbound</b>		
Vallejo Transit Center	Military/1 <sup>st</sup> (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1 <sup>st</sup> (City Park Benicia)	Vallejo Transit Center
5:40 AM	5:58 AM	6:20 AM	6:30 AM	6:45 AM	7:05 AM	7:20 AM
6:40 AM	6:48 AM	7:20 AM	7:30 AM	7:45 AM	8:05 AM	8:20 AM
7:00 AM	7:18 AM	7:40 AM	7:50 AM	8:45 AM	9:05 AM	9:20 AM
7:40 AM	7:58 AM	8:20 AM	8:30 AM	10:15 AM	10:35 AM	10:50 AM
8:30 AM	8:48 AM	9:10 AM	9:20 AM	11:30 AM	11:50 AM	12:05 PM
9:10 AM	9:28 AM	9:50 AM	10:00 AM	1:15 PM	1:35 PM	1:50 PM
10:40 AM	10:54 AM	11:12 AM	11:20 AM	3:00 PM	3:20 PM	3:35 PM
12:20 PM	12:34 PM	12:52 PM	1:00 PM	4:45 PM	5:10 PM	5:35 PM
2:05 PM	2:19 PM	2:37 PM	2:45 PM	5:30 PM	5:55 PM	6:20 PM
3:50 PM	4:04 PM	4:22 PM	4:30 PM	6:15 PM	6:40 PM	7:05 PM
5:20 PM	5:34 PM	5:52 PM	6:00 PM	6:45 PM	7:10 PM	7:35 PM
5:50 PM	6:04 PM	6:22 PM	6:30 PM	8:00 PM	8:25 PM	8:50 PM
7:50 PM	8:04 PM	8:22 PM	8:30 PM	8:45 PM	9:10 PM	9:25 PM

<b>Route 78 Proposed Schedule Southbound/Outbound</b>				<b>Saturday Northbound/Inbound</b>		
Vallejo Transit Center	Military/1 <sup>st</sup> (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1 <sup>st</sup> (City Park Benicia)	Vallejo Transit Center
6:35 AM	6:51 AM	7:11 AM	7:19 AM	7:32 AM	7:52 AM	8:10 AM
8:35 AM	8:51 AM	9:11 AM	9:19 AM	9:32 AM	9:52 AM	10:10 AM
10:35 AM	10:51 AM	11:11 AM	11:19 AM	11:32 AM	11:52 AM	12:10 AM
12:35 PM	12:51 PM	1:11 PM	1:19 PM	1:32 PM	1:52 PM	2:10 PM
2:35 PM	2:51 PM	3:11 PM	3:19 PM	3:32 PM	3:52 PM	4:10 PM
4:35 PM	4:51 PM	5:11 PM	5:19 PM	5:32 PM	5:52 PM	6:10 PM
6:35 PM	6:51 PM	7:11 PM	7:19 PM	7:32 PM	7:52 PM	8:10 PM
8:30 PM	8:46 PM	9:06 PM	9:14 PM	9:35 PM	9:55 PM	10:13 PM

For more information, visit <http://www.soltransride.com>. Also, you may visit the SolTrans Facebook page: <https://www.facebook.com/SolTrans>.

For specific schedule information, call Customer Service at 707-648-4666.



## **ROUTE 78 OUTREACH PROCESS**

SolTrans is working to make Route 78 more efficient, productive and in compliance with our Regional Grant funding requirements. Meeting the grant requirements is critical for ensuring the viability of this service, given that at least 80% of the route's operations are financed through grants.

This proposal has been circulated for the purpose of gathering public feedback to be considered for the development of a final schedule. The initially proposed Route 78 schedule is on the back of this message for reference.

The initial public comment period closed on October 16, 2012. SolTrans staff is currently analyzing and considering the comments received. Once input is compiled and analyzed, SolTrans will modify the proposal to reflect the public's comments. A 2<sup>nd</sup> draft of the proposed schedule will be issued for further public comment. This notice will likely include a potential implementation date, potential public hearing and/or meeting date, and any other applicable details. Depending on feedback received from the 2<sup>nd</sup> version of the schedule, subsequent adjustments may be made prior to any action by the SolTrans Board of Directors. The public will be notified as soon as a recommendation is forwarded to the Board for action.

For more information, visit <http://www.soltransride.com>. Also, you may visit the SolTrans Facebook page: <https://www.facebook.com/SolTrans>.

For specific schedule information, call Customer Service at 707-648-4666.

Flier Release Date: October 17, 2012



# 1<sup>ST</sup> ROUTE 78 PROPOSED SCHEDULE

(INITIALLY RELEASED ON 10-2-12)

<b>Route 78 Proposed Schedule Southbound/Outbound</b>				<b>Monday-Friday Northbound/Inbound</b>		
Vallejo Transit Center	Military/1 <sup>st</sup> (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1 <sup>st</sup> (City Park Benicia)	Vallejo Transit Center
5:40 AM	5:58 AM	6:20 AM	6:30 AM	6:45 AM	7:05 AM	7:20 AM
6:40 AM	6:48 AM	7:20 AM	7:30 AM	7:45 AM	8:05 AM	8:20 AM
7:00 AM	7:18 AM	7:40 AM	7:50 AM	8:45 AM	9:05 AM	9:20 AM
7:40 AM	7:58 AM	8:20 AM	8:30 AM	10:15 AM	10:35 AM	10:50 AM
8:30 AM	8:48 AM	9:10 AM	9:20 AM	11:30 AM	11:50 AM	12:05 PM
9:10 AM	9:28 AM	9:50 AM	10:00 AM	1:15 PM	1:35 PM	1:50 PM
10:40 AM	10:54 AM	11:12 AM	11:20 AM	3:00 PM	3:20 PM	3:35 PM
12:20 PM	12:34 PM	12:52 PM	1:00 PM	4:45 PM	5:10 PM	5:35 PM
2:05 PM	2:19 PM	2:37 PM	2:45 PM	5:30 PM	5:55 PM	6:20 PM
3:50 PM	4:04 PM	4:22 PM	4:30 PM	6:15 PM	6:40 PM	7:05 PM
5:20 PM	5:34 PM	5:52 PM	6:00 PM	6:45 PM	7:10 PM	7:35 PM
5:50 PM	6:04 PM	6:22 PM	6:30 PM	8:00 PM	8:25 PM	8:50 PM
7:50 PM	8:04 PM	8:22 PM	8:30 PM	8:45 PM	9:10 PM	9:25 PM

<b>Route 78 Proposed Schedule Southbound/Outbound</b>				<b>Saturday Northbound/Inbound</b>		
Vallejo Transit Center	Military/1 <sup>st</sup> (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1 <sup>st</sup> (City Park Benicia)	Vallejo Transit Center
6:35 AM	6:51 AM	7:11 AM	7:19 AM	7:32 AM	7:52 AM	8:10 AM
8:35 AM	8:51 AM	9:11 AM	9:19 AM	9:32 AM	9:52 AM	10:10 AM
10:35 AM	10:51 AM	11:11 AM	11:19 AM	11:32 AM	11:52 AM	12:10 AM
12:35 PM	12:51 PM	1:11 PM	1:19 PM	1:32 PM	1:52 PM	2:10 PM
2:35 PM	2:51 PM	3:11 PM	3:19 PM	3:32 PM	3:52 PM	4:10 PM
4:35 PM	4:51 PM	5:11 PM	5:19 PM	5:32 PM	5:52 PM	6:10 PM
6:35 PM	6:51 PM	7:11 PM	7:19 PM	7:32 PM	7:52 PM	8:10 PM
8:30 PM	8:46 PM	9:06 PM	9:14 PM	9:35 PM	9:55 PM	10:13 PM

For more information, visit <http://www.soltransride.com>. Also, you may visit the SolTrans Facebook page: <https://www.facebook.com/SolTrans>.

For specific schedule information, call Customer Service at 707-648-4666.

Flier Release Date: October 17, 2012



# RIDER ALERT

## ROUTE 78 Revised (2<sup>nd</sup>) Proposal

In response to public comments regarding our initial Route 78 Proposal, SolTrans' Staff has developed a revised proposal.

We would greatly appreciate your feedback on this proposal. All public comments received in response to this proposal will be recorded and reviewed by SolTrans' Planning Staff, before any route changes are made. In order to help Staff better serve you, please provide specific days and times that you travel, in your comments.

Route 78 does not currently operate on Sundays, and no plans have been made to add Sunday service (Proposed schedules on reverse).

### **Proposed changes include:**

- \*Adjusted running times that will better reflect travel time and improve reliability.
- \*Schedule adjustments that will allow us to maintain route funding.
- \*Adjusted connection times to neighboring transit agencies, in response to passenger input.
- \*First a.m. Outbound trip, currently leaving at 5:30 a.m., will no longer be served.
- \* Vallejo Ferry Terminal will no longer be a Route 78 stop; the route will begin and end at the Vallejo Transit Center. Passengers may use the new pedestrian bridge, located above the City of Vallejo Parking Garage, to access the Vallejo Ferry Terminal.
- \*Eliminate layover time at Pleasant Hill BART Station (This does **NOT** mean that the stop will not be served, just that four minutes of unnecessary wait time will be eliminated).
- \*Curtola Park and Ride Lot will continue to be served on Inbound trips after 9:30 a.m., exactly as it is now served.

**SolTrans would greatly appreciate your feedback, on these newly proposed changes, by November 12, 2012. Please submit your comments via one of the following formats:**

Mail: 311 Sacramento Street, Vallejo, CA 94590  
 Web: [www.soltransride.com](http://www.soltransride.com) ("Leave a Comment," at bottom of each page)  
 Phone: 707-553-7269

Release Date: October 29, 2012



<b>Route 78 Proposed Schedule Southbound/Outbound</b>				<b>Monday-Friday Northbound/Inbound</b>		
Vallejo Transit Center	Military/1 <sup>st</sup> (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1 <sup>st</sup> (City Park Benicia)	Vallejo Transit Center
6:00	6:18	6:40	6:50	6:55	7:15	7:30
6:20	6:38	7:00	7:10	7:15	7:35	7:50
6:40	6:58	7:20	7:30	7:35	7:55	8:10 <b>G</b>
7:00	7:18	7:40	7:50	7:55	8:15	8:30 <b>G</b>
7:40	7:58	8:20	8:30	8:35	8:55	9:10
8:00	8:18	8:40	8:50	9:00	9:20	9:35 <b>G</b>
9:20	9:38	10:00	10:10	10:15	10:35	10:50
10:55	11:09	11:27	11:37	11:42	<b>12:02</b>	<b>12:17</b>
<b>12:25</b>	<b>12:39</b>	<b>12:57</b>	<b>1:07</b>	<b>1:12</b>	<b>1:32</b>	<b>1:52</b>
<b>2:15</b>	<b>2:29</b>	<b>2:47</b>	<b>2:55</b>	<b>3:04</b>	<b>3:29</b>	<b>3:59 G</b>
<b>4:15</b>	<b>4:29</b>	<b>4:47</b>	<b>4:55</b>	<b>5:04</b>	<b>5:29</b>	<b>5:59</b>
<b>4:45</b>	<b>4:59</b>	<b>5:17</b>	<b>5:25</b>	<b>5:30</b>	<b>5:55</b>	<b>6:25 G</b>
<b>5:15</b>	<b>5:29</b>	<b>5:47</b>	<b>5:55</b>	<b>6:00</b>	<b>6:25</b>	<b>6:55</b>
<b>6:10</b>	<b>6:24</b>	<b>6:42</b>	<b>6:50</b>	<b>6:55</b>	<b>7:20</b>	<b>7:50 G</b>
<b>7:10</b>	<b>7:24</b>	<b>7:42</b>	<b>7:50</b>	<b>7:55</b>	<b>8:35</b>	<b>8:50 G</b>

**G**= Bus returning to garage, passengers must disembark

P.M. times in **bold**

Curtola Park and Ride will be served in the Inbound direction from the 10:55 a.m. trip on; not before that time. It will be served in the Outbound direction for all trips.

<b>Route 78 Proposed Schedule Southbound/Outbound</b>				<b>Saturday Northbound/Inbound</b>		
Vallejo Transit Center	Military/1 <sup>st</sup> (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1 <sup>st</sup> (City Park Benicia)	Vallejo Transit Center
6:35	6:51	7:11	7:19	7:32	7:52	8:10
8:35	8:51	9:11	9:19	9:32	9:52	10:10
10:35	10:51	11:11	11:19	11:32	11:52	<b>12:10</b>
<b>12:35</b>	<b>12:51</b>	<b>1:11</b>	<b>1:19</b>	<b>1:32</b>	<b>1:52</b>	<b>2:10</b>
<b>2:35</b>	<b>2:51</b>	<b>3:11</b>	<b>3:19</b>	<b>3:32</b>	<b>3:52</b>	<b>4:10</b>
<b>4:35</b>	<b>4:51</b>	<b>5:11</b>	<b>5:19</b>	<b>5:32</b>	<b>5:52</b>	<b>6:10</b>
<b>6:35</b>	<b>6:51</b>	<b>7:11</b>	<b>7:19</b>	<b>7:32</b>	<b>7:52</b>	<b>8:10</b>
<b>8:30</b>	<b>8:46</b>	<b>9:06</b>	<b>9:14</b>	<b>9:35</b>	<b>9:55</b>	<b>10:13 G</b>

**G**= Bus returning to garage, passengers must disembark

P.M. times in **bold**



**FOR IMMEDIATE RELEASE**

**October 29, 2012**

**Contact: Ward Stewart**

**SolTrans, 311 Sacramento St., Vallejo CA 94590**

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**\*\*\* MEDIA ADVISORY \*\*\* MEDIA ADVISORY \*\*\***

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## **Revised Route 78 Proposal Released for Public Comment**

**Vallejo, CA** - On Monday, October 29, 2012, SolTrans will release a revised proposal for Route 78.

Route 78 is regional express bus route(operating Monday – Saturday), which originates at the Vallejo Ferry Terminal, and terminates at Walnut Creek BART Station. In order to remain eligible for funding sources, which contribute to paying for the costs associated with operating this route, SolTrans must maintain a 20% farebox recovery rate (Fares must cover 20% of the operational cost). SolTrans' staff has been analyzing how best to achieve this 20% farebox recovery rate, while striving to preserve vital local and inter-city transit connections.

Earlier this month, SolTrans received public comments regarding an initial Route 78 Proposal. After incorporating comments communicated by the public, and receiving guidance from its Board of Directors, SolTrans is now seeking public input on the proposed schedule. The public will have until November 12, 2012, to comment on this proposal before it is refined and finalized for implementation. Public feedback regarding these changes is crucial in determining how best to structure the route. Each public comment received during the official comment period will be recorded and reviewed by SolTrans' Planning Staff. Although all requests may not be accommodated, all requests will be considered and are appreciated. Tentative implementation for these changes is scheduled for December 2012.

For further information, please contact SolTrans Customer Service at: 707-648-4666, or visit our website at: [www.soltransride.com](http://www.soltransride.com). All service change proposals will be listed in the, "Planning," section of our website, and customer comment forms are available at the bottom of each page.

Solano County Transit (SolTrans) is the public transportation provider for the Cities of Benicia and Vallejo, offering local fixed route, regional express bus, complimentary paratransit, dial-a-ride, subsidized taxi services, and dedicated to delivering affordable, reliable, convenient and safe transit services. The agency is a Joint Powers Association (JPA) that is governed by a six-member Board of Directors composed of two representatives from the two member cities, Solano County's representative on the Metropolitan Transportation Commission (MTC) and a non-voting representative from the Solano Transportation Authority.

**###**

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DATE: November 16, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Proposed SolanoExpress Route 85

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**Background:**

SolanoExpress Route 85 provides service between Vallejo and Fairfield with stops at the Vallejo Ferry Terminal, Six Flags, Solano Community College in Fairfield and Solano Mall. Route 85 is the only one of seven SolanoExpress Routes initiated after the first Intercity Transit Funding (ITF) Agreement was developed and continues today. Route 85 is also one of the five SolanoExpress routes funded by Regional Measure 2 (RM 2) bridge toll funds.

**Discussion:**

There have been concerns about passenger safety on the last weekday trip of SolanoExpress Route 85. Currently this trip, departing the Solano Mall at 10:33 p.m., has a final stop at Vallejo of Six Flags. This is the only Vallejo stop for this inbound trip.

The area around this bus stop is dark, and there have been unsafe activities observed in this area as passengers are departing the bus. SolTrans' staff would like to propose that the bus add an addition stop to Sereno Transit Center, on its way back to the bus yard, and allow passengers to alight in this much safer, better lit location.

**Recommendation:**

Forward a recommendation to the STA Board to approve adding the Sereno Transit Center as the final bus stop for Route 85's last weekday trip as proposed by SolTrans staff.

Attachment:

- A. Route 85 Schedule

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# ROUTE 85 — VALLEJO TRANSIT CENTER / FAIRFIELD

## MONDAY-FRIDAY

Eastbound						Westbound					
Vallejo Transit Center	Vallejo Ferry Terminal	Six Flags / Fairgrounds	Green Valley/ Mangels	Solano College, Fairfield	Solano Mall	Solano Mall	Solano College, Fairfield	Green Valley/ Mangels	Six Flags / Fairgrounds	Vallejo Ferry Terminal	Vallejo Transit Center
5:35	5:37	5:55	6:07	6:13	6:23	6:33	6:43	6:49	7:01	7:16	7:18
6:35	6:37	6:55	7:07	7:13	7:23	7:33	7:43	7:49	8:01	8:16	8:18
7:35	7:37	7:55	8:07	8:13	8:23	8:33	8:43	8:49	9:01	9:16	9:18
8:35	8:37	8:55	9:07	9:13	9:23	9:33	9:43	9:49	10:01	10:16	10:18
9:35	9:37	9:55	10:07	10:13	10:23	10:33	10:43	10:49	11:01	11:16	11:18
10:35	10:37	10:55	11:07	11:13	11:23	11:33	11:43	11:49	<b>12:01</b>	<b>12:16</b>	<b>12:18</b>
11:35	11:37	11:55	<b>12:07</b>	<b>12:13</b>	<b>12:23</b>	<b>12:33</b>	<b>12:43</b>	<b>12:49</b>	<b>1:01</b>	<b>1:16</b>	<b>1:18</b>
<b>12:35</b>	<b>12:37</b>	<b>12:55</b>	<b>1:07</b>	<b>1:13</b>	<b>1:23</b>	<b>1:33</b>	<b>1:43</b>	<b>1:49</b>	<b>2:01</b>	<b>2:16</b>	<b>2:18</b>
<b>1:35</b>	<b>1:37</b>	<b>1:55</b>	<b>2:07</b>	<b>2:13</b>	<b>2:23</b>	<b>2:33</b>	<b>2:43</b>	<b>2:49</b>	<b>3:01</b>	<b>3:16</b>	<b>3:18</b>
<b>2:35</b>	<b>2:37</b>	<b>2:55</b>	<b>3:07</b>	<b>3:13</b>	<b>3:23</b>	<b>3:33</b>	<b>3:43</b>	<b>3:49</b>	<b>4:01</b>	<b>4:16</b>	<b>4:18</b>
<b>3:35</b>	<b>3:37</b>	<b>3:55</b>	<b>4:07</b>	<b>4:13</b>	<b>4:23</b>	<b>4:33</b>	<b>4:43</b>	<b>4:49</b>	<b>5:01</b>	<b>5:16</b>	<b>5:18</b>
<b>4:35</b>	<b>4:37</b>	<b>4:55</b>	<b>5:07</b>	<b>5:13</b>	<b>5:23</b>	<b>5:33</b>	<b>5:43</b>	<b>5:49</b>	<b>6:01</b>	<b>6:16</b>	<b>6:18</b>
<b>5:35</b>	<b>5:37</b>	<b>5:55</b>	<b>6:07</b>	<b>6:13</b>	<b>6:23</b>	<b>6:33</b>	<b>6:43</b>	<b>6:49</b>	<b>7:01</b>	<b>7:16</b>	<b>7:18</b>
<b>6:35</b>	<b>6:37</b>	<b>6:55</b>	<b>7:07</b>	<b>7:13</b>	<b>7:23</b>	<b>7:33</b>	<b>7:43</b>	<b>7:49</b>	<b>8:01</b>	<b>8:16</b>	<b>8:18</b>
<b>7:35</b>	<b>7:37</b>	<b>7:55</b>	<b>8:07</b>	<b>8:13</b>	<b>8:23</b>	<b>8:33</b>	<b>8:43</b>	<b>8:49</b>	<b>9:01</b>	<b>9:16</b>	<b>9:18</b>
<b>8:35</b>	<b>8:37</b>	<b>8:55</b>	<b>9:07</b>	<b>9:13</b>	<b>9:23</b>	<b>9:33</b>	<b>9:43</b>	<b>9:49</b>	<b>10:01</b>	<b>10:16</b>	<b>10:18</b>
<b>9:35</b>	<b>9:37</b>	<b>9:55</b>	<b>10:07</b>	<b>10:13</b>	<b>10:23</b>	<b>10:33</b>	<b>10:43</b>	<b>10:49</b>	<b>11:01</b>	—	—

## SATURDAY

Eastbound						Westbound					
Vallejo Transit Center	Vallejo Ferry Terminal	Six Flags / Fairgrounds	Green Valley/ Mangels	Solano College, Fairfield	Solano Mall	Solano Mall	Solano College, Fairfield	Green Valley/ Mangels	Six Flags / Fairgrounds	Vallejo Ferry Terminal	Vallejo Transit Center
6:35	6:37	6:55	7:07	7:13	7:23	7:33	7:43	7:49	8:01	8:16	8:18
8:35	8:37	8:55	9:07	9:13	9:23	9:33	9:43	9:49	10:01	10:16	10:18
10:35	10:37	10:55	11:07	11:13	11:23	11:33	11:43	11:49	<b>12:01</b>	<b>12:16</b>	<b>12:18</b>
<b>12:35</b>	<b>12:37</b>	<b>12:55</b>	<b>1:07</b>	<b>1:13</b>	<b>1:23</b>	<b>1:33</b>	<b>1:43</b>	<b>1:49</b>	<b>2:01</b>	<b>2:16</b>	<b>2:18</b>
<b>2:35</b>	<b>2:37</b>	<b>2:55</b>	<b>3:07</b>	<b>3:13</b>	<b>3:23</b>	<b>3:33</b>	<b>3:43</b>	<b>3:49</b>	<b>4:01</b>	<b>4:16</b>	<b>4:18</b>
<b>4:35</b>	<b>4:37</b>	<b>4:55</b>	<b>5:07</b>	<b>5:13</b>	<b>5:23</b>	<b>5:33</b>	<b>5:43</b>	<b>5:49</b>	<b>6:01</b>	<b>6:16</b>	<b>6:18</b>
<b>6:35</b>	<b>6:37</b>	<b>6:55</b>	<b>7:07</b>	<b>7:13</b>	<b>7:23</b>	<b>7:33</b>	<b>7:43</b>	<b>7:49</b>	<b>8:01</b>	<b>8:16</b>	<b>8:18</b>
<b>8:35</b>	<b>8:37</b>	<b>8:55</b>	<b>9:07</b>	<b>9:13</b>	<b>9:23</b>	<b>9:33</b>	<b>9:43</b>	<b>9:49</b>	<b>10:01</b>	<b>10:16</b>	<b>10:18</b>

PM schedules indicated in bold.

www.soltransride.com

### Multi-Zone Cash Fares

* Adult	\$ 5.00
* Youth (6-18)	\$ 4.00
* Senior (Age 65+) /Disabled/Medicare	\$ 2.50

### Multi-Zone Day Passes

* Adult	\$ 10.00
* Youth	\$ 8.00
* Senior/Disabled/Medicare	\$ 5.00

### Multi-Zone 10-Ride Pass

* All Riders	\$ 45.00
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### Multi-Zone Monthly Pass

* All Riders	\$ 114.00
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### Customer Service

For schedules, connecting services, and assistance with trip planning, please call (707) 648-4666 between 8:00 am and 5:30 pm weekdays, or dial 511 for Bay Area transit information. Schedule information is also available at [www.511.org](http://www.511.org) or [www.SolTransRide.com](http://www.SolTransRide.com)

### Atención al Cliente

Para conocer los horarios, servicios de conexión y asistencia con la planificación de viajes, por favor llame al (707) 648-4666 entre 8:00 a.m. y las 5:30 p.m. entre semana, o marque 511 para recibir información del tránsito de Bay Area Transit. También hay información sobre los horarios disponible en [www.511.org](http://www.511.org) o en [www.soltransride.com](http://www.soltransride.com).



**SOLANO COUNTY TRANSIT**  
**Customer Service**  
 1850 Broadway Street · Vallejo, CA  
 Phone (707) 648-4666  
[www.soltransride.com](http://www.soltransride.com)

# 85

Vallejo Transit Center /  
Fairfield

WEEKDAY • SATURDAY



### SERVICE TO

- ⚙ Vallejo Ferry Terminal
- ⚙ Six Flags/ County Fairgrounds
- ⚙ Solano Mall, Fairfield
- ⚙ Solano Community College, Fairfield



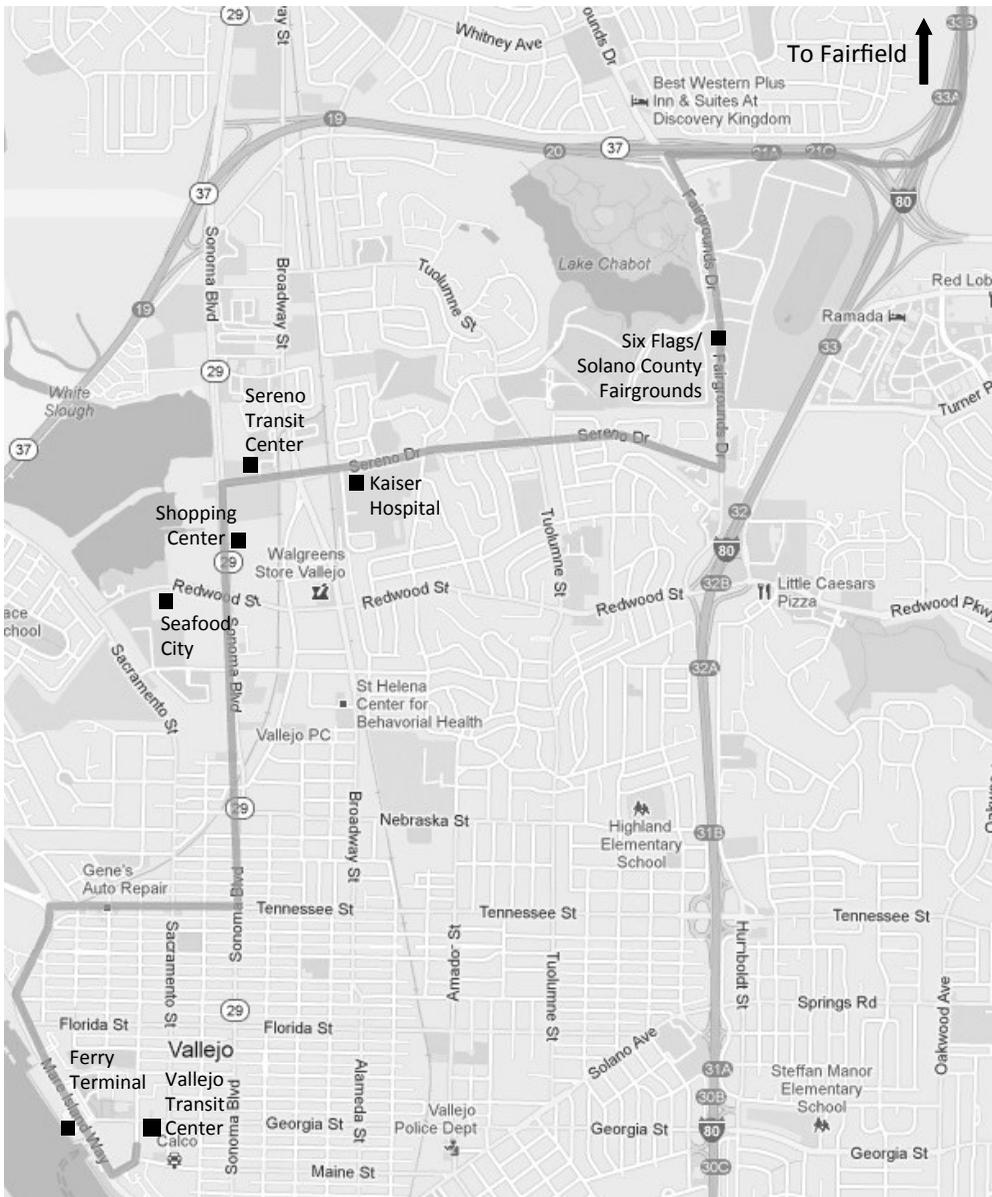
EFFECTIVE OCTOBER 3, 2012

# ROUTE 85 INFORMATION / RUTA 85 INFORMACION

To better enable us to serve you in arriving to your destination on time, please have the proper fare and valid identification ready upon boarding. Complete description of SolTrans' fare structure and ticket outlet locations are available on the brochure titled "SolTrans Fares."

## Transferring within SolTrans' Service Area

SolTrans' main transfer points are Solano Mall in Fairfield, Sereno Transit Center and Vallejo Transit Center, El Cerrito Del Norte and Walnut Creek BART stations and Benicia City Park. If you are transferring to another route, you will need to pay an additional fare or utilize a Day, 10-Ride or Monthly Pass for travel.



## Holiday Schedule

No service on Easter, Memorial Day, July 4th, Labor Day, Thanksgiving, Christmas Day, and New Year's Day.

SolTrans operates Saturday service, with expanded schedules on Route 80, on the following Holidays: Day after Thanksgiving, Martin Luther King Day, Veterans Day and Presidents Day.

## How to Read the Bus Schedule

Each schedule lists time points for several stops along the route and these are shown on the accompanying route map. Read the schedule from left to right. To know when you should arrive at a stop that is between the listed time points, use the time point before your stop.

## FARES

### Children

Up to two children age 5 and under ride free per fare paying passenger. Additional children pay youth fare.

## Discount Fare Eligibility Senior 65+ / Disabled / Medicare Recipients

To qualify for the Senior/Disabled/Medicare fare, you must present one of the following:

- Photo ID with birthdate indicating 65+
- Valid Medicare Card with photo ID
- Regional Transit Connection (RTC) Discount Card
- DMV Disabled License Plate Registration
- DMV Disabled Parking Placard printout

## Regional Transit Connection (RTC) Discount Card

The RTC Discount Card is available to qualified persons with disabilities and senior citizens 65 years of age or older. The card makes it easier for you to demonstrate your eligibility for reduced fares on fixed route bus, rail and ferry systems throughout the San Francisco Bay Area.

To see if you are eligible for the Regional Transit Connection (RTC) Discount Card and to apply, visit <http://transit.511.org/disabled/RTDC.aspx> or call Customer Service at (707) 648-4666.

**Para que podamos servirle mejor para que llegue a su destino a tiempo, tenga la tarifa adecuada y la identificación válida lista al momento de abordar. En el folleto titulado SolTrans Fares se encuentra una descripción completa de la estructura de tarifas y puntos de venta de boletos de SolTrans.**

## Transferencia dentro del área de cobertura de SolTrans

Los principales puntos de trasbordo de SolTrans son Solano Mall en Fairfield, Fairfield Transportation Center, Sereno Transit Center y Vallejo Transit Center, las estaciones El Cerrito del Norte y Walnut Creek BART y Benicia City Park. Si usted hace trasbordo a una ruta que requiere una tarifa mayor que el autobús local, deberá utilizar un pase diario, de 10 viajes o mensual para viajar.

## Cronograma de los días festivos

Ningún servicio en Pascuas, Día de Conmemoración de los Caídos, el 4 de julio, el Día del Trabajador, el Día de Acción de Gracias, Navidad y el día de Año Nuevo.

SolTrans funciona con los servicios de los Sábados, con horarios ampliados en Route 80, en los siguientes días festivos: Día posterior al Día de Acción de Gracias, día de Martin Luther King, día de los Veteranos de Guerra y el día del Presidente.

## Cómo leer el cronograma del autobús

Cada cronograma lista los puntos de horarios para varias paradas a lo largo de la ruta y éstas se muestran en el mapa de ruta que lo acompaña. Lea el cronograma de izquierda a derecha. Use el punto de horario anterior de su parada para saber cuándo debería llegar a una parada que se encuentra entre los puntos de horarios listados.

## TARIFAS

### Niños

Hasta dos niños de 5 años o menos viajan gratis por pasajero que pague la tarifa. Los niños adicionales pagan la tarifa para jóvenes.

### Elegibilidad para descuento en la tarifa

### Jubilados 65+ años de edad/ Discapacitados/ Receptores de Medicare

Para calificar para la tarifa para Jubilados/ Discapacitados/Medicare debe presentar uno de los siguientes:

- Identificación con fotografía donde indique que tiene más de 65 años de edad
- Tarjeta válida de Medicare con identificación con fotografía
- Tarjeta de descuento de Regional Transit Connection (RTC)
- Registro de la placa de la licencia por discapacidad DMV
- Impresión del permiso de estacionamiento para discapacitados DMV

## Tarjeta de descuento de Regional Transit Connection (RTC)

La tarjeta de descuentos RTC está disponible para personas calificadas con discapacidades y ciudadanos de 65 años de edad o mayores. La tarjeta hace más fácil demostrar su elegibilidad para tarifas reducidas para los sistemas de rutas fijas de autobuses, trenes y ferry a través de San Francisco Bay Area.

Para determinar si usted es elegible para la tarjeta de descuento de Regional Transit Connection (RTC) y para aplicar, visite <http://transit.511.org/disabled/rtdc.aspx> llame a Atención al cliente al (707) 648-4666.



Route 85 is operated by SolTrans and is partially funded by Regional Measure Two ("3rd dollar" bridge tolls) that were approved by Bay Area voters at the March 2004 election, and allocated by the Metropolitan Transportation Commission (MTC).



DATE: November 15, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's 2013 Legislative Priorities and Platform

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On December 14, 2011, the STA Board adopted its 2012 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2012. In October, the STA Board approved distribution of the Draft 2013 Legislative Platform and Priorities for a 30-day review and comment period, with a deadline of November 26 for submittal of comments.

**Discussion:**

At the October 10<sup>th</sup> STA Board meeting, the Board requested language be inserted into the Draft 2013 Legislative Priorities and Platform (Attachment A) to address the cap and trade program. The STA Board Executive Committee proposed the following, which aligns with the statement of principles as adopted by the coalition of Transportation California, the California State Association of Counties, the League of California Cities, the Self-Help Counties Coalition and the California Association of Councils of Governments:

1. *Dedicate the allocation revenues related to fuels to transportation investments.*
2. *Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.*
3. *Structure the investments to favor integrated transportation and land use strategies.*
4. *Allow flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments.*
5. *Provide the incentives and assistance that local governments need to make SB 375 work.*

To date, no other comments have been received. The Final 2013 Legislative Platform and Priorities will be placed on the December 2012 STA Board agenda for consideration of adoption. All comments, including this cap and trade language, would be added to the Final 2013 Legislative Priorities and Platform for consideration of adoption.

**Fiscal Impact:**

None.

**Recommendation:**

Forward a recommendation to the STA Board to approve the STA's 2013 Legislative Priorities Platform, including the cap and trade points as indicated.

Attachment:

- A. STA's Draft 2013 Legislative Priorities and Platform

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## Solano Transportation Authority 2013 DRAFT Legislative Priorities and Platform

(for public comment by 11/26/12)

10/23/2012 9:43 AM



### LEGISLATIVE PRIORITIES

1. Pursue federal funding for the following priority project and programs:

#### Roadway/Highway:

##### Tier 1:

- I-80/I-680/SR 12 Interchange
- Jepson Parkway
- I-80 Express Lanes

##### Tier 2:

- I-80 Westbound Truck Scales
- SR 12 East Improvements

#### Transit Centers:

##### Tier 1:

- Fairfield/Vacaville Multimodal Train Station, Phase 2
- Vallejo Transit Center at Curtola and Lemon, Phase 1
- Vallejo USPS Relocation (advance project of Transit Center Parking Structure)

##### Tier 2:

- Fairfield Transportation Center Expansion
- Vallejo Transit Center (Downtown) Parking Structure Phase 2
- Parkway Blvd. Overcrossing / Dixon Intermodal Station
- Vacaville Transit Center, Phase 2

#### Programs:

- Safe Routes to School
- Mobility Management
- Climate Change/Alternative Fuels

2. Monitor/support/seek/sponsors, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.
3. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.
4. Oppose efforts to reduce or divert funding from transportation projects.
5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.

**Solano Transportation Authority**  
**2013 DRAFT Legislative Priorities and Platform**

(for public comment by 11/26/12)

*10/23/2012 9:43 AM*

6. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate.
7. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS.
8. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).
9. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).
10. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs.
11. Monitor state implementation of MAP-21 and support efforts to ensure Solano receives fair share of federal transportation funding.
12. Support development of a national freight policy that incentivizes funding for critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.
13. Support funding of federal discretionary programs, including Projects of National and Regional Significance such as I-80 and Westbound Truck Scales.
14. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.
15. Support laws and policies that expedite project delivery.
16. Support legislation that identifies long-term funding for transportation.

# Solano Transportation Authority

## 2013 DRAFT Legislative Priorities and Platform

(for public comment by 11/26/12)

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### LEGISLATIVE PLATFORM

#### I. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.
2. Support legislation promoting the planning, design and implementation of complete streets.
3. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.
4. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.
5. Support legislation that increases employers' opportunities to offer commuter incentives.
6. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.
7. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #6)*

#### II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS. *(Priority #7)*
3. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg). *(Priority #8)*

# Solano Transportation Authority

## 2013 DRAFT Legislative Priorities and Platform

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4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
5. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
6. Support policies that improve and streamline the environmental review process.
7. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
9. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
10. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.
11. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
12. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.

### III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

# Solano Transportation Authority

## 2013 DRAFT Legislative Priorities and Platform

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### IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new “critical habitat” in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Monitor implementation of the environmental streamlining provisions in MAP-21.

### V. Ferry

1. Protect the existing source of operating and capital support for Vallejo Baylink ferry service, most specifically the Bridge Tolls-Northern Bridge Group “1st and 2nd dollar” revenues which do not jeopardize transit operating funds for Vallejo Transit bus operations.
2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.
3. Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.

### VI. Funding

1. Protect Solano County’s statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.

## Solano Transportation Authority 2013 DRAFT Legislative Priorities and Platform

(for public comment by 11/26/12)

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3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Priority #9)*
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #2)*
7. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects in Solano County. *(Priority #3)*
8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. *(Priority #5)*
11. Ensure that fees collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #6)*
12. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs. *(Priority #10)*
13. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. *(Priority #12)*
14. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.
15. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
16. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.

**Solano Transportation Authority**  
**2013 DRAFT Legislative Priorities and Platform**

(for public comment by 11/26/12)

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17. Monitor the distribution of State and regional transportation demand management funding.
18. Monitor any new bridge toll proposals, support the implementation of projects funded by bridge tolls in and/or benefitting Solano County.
19. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. *(Priority #4)*
20. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

**VII. Project Delivery**

1. Monitor implementation of MAP-21 provisions that would expedite project delivery. *(Priority #15)*
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. *(Priority #3)*
6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

# Solano Transportation Authority

## 2013 DRAFT Legislative Priorities and Platform

(for public comment by 11/26/12)

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### VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Seek funds for the expansion of intercity, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
5. Monitor the implementation of the High Speed Rail project.
6. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.
7. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

### IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor implementation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112 (Wolk).
3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

**Solano Transportation Authority**  
**2013 DRAFT Legislative Priorities and Platform**

(for public comment by 11/26/12)

*10/23/2012 9:43 AM*

**X. Transit**

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
3. Support tax benefits and/or incentives for programs to promote use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).
6. Support efforts that would minimize the impact of any consolidations of UZAs on Solano County transit agencies.
7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail.
8. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.
9. Monitor implementation of requirements in MAP-21 for transit agencies to prepare asset management plans and undertake transportation planning.

**XI. Movement of Goods**

1. Monitor and participate in development of a national freight policy and California's freight plan.
2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
3. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.

# Solano Transportation Authority

## 2013 DRAFT Legislative Priorities and Platform

(for public comment by 11/26/12)

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4. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.
5. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.
6. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
7. Monitor legislation to establish a national freight policy and fund freight-related projects. *(Priority #12)*

### **XII. Reauthorization of MAP-21**

1. Support timely reauthorization of MAP-21. *(Priority #10)*
2. Legislation should provide stable funding source for highway and transit programs.
3. Between 2015 and 2025:
  - a) Federal fuel tax should be raised and indexed to the construction cost index.
  - b) Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
  - c) State and local governments need to raise motor fuel, motor vehicle, and other related user fees.
4. Post 2025:
  - A vehicle miles traveled (VMT) fee should be implemented.
5. Legislation should include separate funding for goods movement projects.
6. Legislation should include discretionary programs for high priority transit and highway projects.
7. Legislation should further streamline project delivery.



DATE: November 14, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Sam Shelton, Project Manager  
RE: Presentation and Status of Curtola & Lemon Park and Ride Lot Expansion

---

**Background:**

*\$11.75 M in Regional Measure 2 Bridge Toll Funds for the City of Vallejo's Curtola & Lemon Park and Ride Lot Expansion*

On March 2, 2004, voters passed Regional Measure 2 (RM 2), raising the toll on the seven state-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in SB 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs, and both MTC and the STA are project sponsors for all Solano County capital RM 2 projects. The STA is the sponsor of \$20 M of RM2 funding for "Solano County Express Bus Intermodal Facilities". MTC is the sponsor of \$20 M of "Express Bus North" facilities, \$9.75 M of which is programmed for Express Bus facilities in Solano County.

On May 12, 2004, the STA Board approved Initial Project Reports (IPR) for all STA sponsored Solano County capital RM2 projects, including \$6 M for the City of Vallejo's Curtola & Lemon Park and Ride Lot Expansion project from the STA's \$20 M of Express Bus Intermodal Facilities RM2 funds. The Curtola & Lemon Park and Ride Lot is one of Solano County's most important alternative transportation hubs, serving multiple forms of commuter choices, including regional bus transit to multiple BART stations, van pools, park & ride, casual carpoolers, and connecting local bus transit. Demand for parking exceeds capacity by 215 parking spaces and the aging facility needs safety, security, and circulation improvements.

MTC is the sponsor of the remaining \$5.75 M of RM2 funds for this project, making a total of \$11.75 M available for this project. Attached is a summary of available RM2 funds for capital projects in Solano County (Attachment A).

*MTC Allocated \$1.5 M of RM2 to the City of Vallejo for the Curtola & Lemon project*

Between 2007 and 2011, the City of Vallejo has made the following allocation requests from MTC of the STA sponsored RM2 funds for environmental and preliminary engineering phases of the Curtola & Lemon project:

- May 23, 2007; \$705,275
- January 26, 2011; \$200,000
- April 24, 2011; \$595,000

*City of Vallejo Completes Site Analysis, Concept Design, and Environmental Document, but Identifies \$4.6 M construction shortfall for the Phase 1 Parking Structure*

On October 20, 2008, Stantec Consultants completed a Site Analysis & Concept Design for the Curtola project, including the attached cost estimate for building a four-story parking structure, transit plaza, and circulation improvements in three phases (Attachment B). The first element of the first phase proposed is a 420 space 4-story parking garage estimated to cost \$12.2 M.

On February 6, 2012, Stantec updated the City of Vallejo with “Project Scope and Options”, which clarified a shortfall of \$4.6 M for constructing the first parking structure (Attachment C). On April 26, 2012, SolTrans, the City of Vallejo, and the City of Benicia enter into a “Transfer of Assets Agreement”, which transfers SolTrans certain real property including the Curtola/Lemon Park and Ride Facility and the management of RM2 funds related to the Curtola project. On May 7, 2012, the City of Vallejo Planning Commission certified an Environmental Impact Report (EIR), adopted a Mitigation Monitoring Program and approved a Site Development permit for the Curtola project, as described in the 2008 Stantec Site Analysis & Concept Design.

*STA Begins Project Development Team Meetings to Help Deliver Curtola & Lemon project*

In May 2012, STA suggested the use of Project Development Team (PDT) meetings between SolTrans, City of Vallejo, STA, and Stantec to provide ongoing project planning and delivery. In June 2012, the STA Board added Curtola PDT participation to the STA’s Overall Work Plan.

**Discussion:**

*Project Development Team (PDT) Advances Feasible Phase 1 Project Design*

Since May 2012, the STA attended three Curtola & Lemon Park and Ride Expansion project PDT meetings with staff from SolTrans, City of Vallejo, and Stantec. Curtola PDT members revised the design of the Curtola project around a number of goals including:

1. Will fit within available resources.
2. Will attain a significant increase in parking spaces.
3. Does not preclude adding parking structures, as resources become available.
4. Can be implemented quickly as there are time limitations on existing funds.
5. Retains security, transit, and alternative transportation improvements.
6. Retains critical circulation improvements for traffic, removing a challenging multilane traffic transition between I-80 and the left turn pocket to Lemon Street.

*Soltrans Board approves revised project and RM2 IPR*

On October 18, 2012, the SolTrans Board approved revised design concepts, approved a revised IPR, and authorized SolTrans staff to begin final design. The revised Phase 1 design is estimated to cost \$9.9 M for roadway and circulation improvements, surface lot improvements adding about 100 parking spaces, a bus transit plaza with passenger amenities, security improvements, and other user amenities. Soltrans and City of Vallejo staff will present more details as part of a brief presentation to the STA TAC (Attachment D).

*STA Board must approve revised IPR prior to SolTrans requesting allocation from MTC*

Attached is the revised IPR as acted on by SolTrans on October 18, 2012 (Attachment E). As the sponsor of half of the RM2 funding programmed for the Curtola project, the STA Board must approve any revisions to the IPR prior to MTC allocating funds. The STA Board will consider approving a revised IPR for the Curtola project at their December 12, 2012 Board meeting.

**Recommendation:**

Informational.

Attachments:

- A. Solano County Regional Measure 2 (RM2) Capital Project Balances, June 6, 2012
- B. Curtola Transit Center, Conceptual Cost Estimate, October 15, 2008
- C. Vallejo Transit Center at Curtola Parkway and Lemon Street Project Scope Options and Costs, February 6, 2012
- D. Curtola & Lemon Park and Ride Lot Expansion, Soltrans/City of Vallejo Presentation, November 14, 2012
- E. Initial Project Report (IPR), Curtola Parking & Transit Center, October 15, 2012

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Solano County Regional Measure 2 Project Balances  
 Updated 6/26/2012

RM2 Project Number	Project Title	Sponsor	Implementing Agency	RM2 Program (Programmed)	RM2 Program (Allocated)	Balance not yet allocated by MTC *
17.4	Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	MTC	Fairfield (Benicia)	\$ 1,250,000	\$ -	\$ 1,250,000
6.2	Solano County Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA	Fairfield (Benicia)	\$ 3,000,000	\$ 3,000,000	\$ -
6.3	Solano County Express Bus Intermodal Facilities - Fairfield Transportation Center	STA	Fairfield	\$ 5,500,000	\$ 1,000,000	\$ 4,500,000
17.2	Express Bus North - Fairfield Transportation Center	MTC	Fairfield	\$ 2,250,000	\$ 2,250,000	\$ -
			<i>total</i>	<i>\$ 7,750,000</i>	<i>\$ 3,250,000</i>	<i>\$ 4,500,000</i>
14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	CCJPA	Fairfield	\$ 22,250,000	\$ 5,715,000	\$ 16,535,000
6.4	Solano County Express Bus Intermodal Facilities - Vacaville Intermodal Station	STA	Vacaville	\$ 5,500,000	\$ 5,500,000	\$ -
17.3	Express Bus North - Vacaville Intermodal Station	MTC	Vacaville	\$ 1,750,000	\$ 1,750,000	\$ -
			<i>total</i>	<i>\$ 7,250,000</i>	<i>\$ 7,250,000</i>	<i>\$ -</i>
5	Vallejo Ferry Intermodal Station	Vallejo	Vallejo	\$ 28,000,000	\$ 17,359,354	\$ 10,640,646
6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	STA	Vallejo	\$ 6,000,000	\$ 1,500,275	\$ 4,499,725
17.1	Express Bus North - Vallejo Curtola Transit Center	MTC	Vallejo	\$ 5,750,000	\$ -	\$ 5,750,000
			<i>total</i>	<i>\$ 11,750,000</i>	<i>\$ 1,500,275</i>	<i>\$ 10,249,725</i>
14.1	Benicia Siding Extension	CCJPA	CCJPA	\$ 2,750,000	\$ 2,750,000	\$ -
7.1	Solano North Connector (Abernathy to Green Valley Road)	STA	STA	\$ 30,300,000	\$ 28,000,000	\$ 2,300,000
7.2	Solano I-80 HOV Lanes from Red Top Rd to Airbase Parkway	STA	STA	\$ 11,000,000	\$ 10,922,008	\$ 77,992
7.3	Solano I-80/I-680/ SR 12 Interchange	STA	STA	\$ 16,400,000	\$ 16,400,000	\$ -
7.4	I-80 Eastbound Cordelia Truck Scales Relocation	STA	STA	\$ 25,900,000	\$ 25,900,000	\$ -
7.5	I-80 High Occupancy/Express Lanes	STA	STA	\$ 16,400,000	\$ 16,400,000	\$ -
			<i>total</i>	<i>\$ 100,000,000</i>	<i>\$ 97,622,008</i>	<i>\$ 2,377,992</i>
			<b>Grand Totals</b>	<b>\$ 184,000,000</b>	<b>\$ 138,446,637</b>	<b>\$ 45,553,363</b>

\* Balance does not reflect project cost savings from completed projects.

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**CURTOLA TRANSIT CENTER  
VALLEJO, CALIFORNIA  
CONCEPTUAL COST ESTIMATE**

**OCMI JOB #: 08183  
DATE: 15 OCTOBER 2008**

## GRAND SUMMARY

ELEMENT	TOTAL COST (SEPT 2009)	AREA	\$/SF AREA
1. PHASE 1 PARKING GARAGE	\$12,196,657	148,292	\$82.25
		<i>(STRUCTURE ONLY)</i>	<b>\$78.72</b>
2. PHASE 1 PLAZA w/ BUS & CARPOOL LANES	\$1,197,893	58,125	\$20.61
3. PHASE 1 CIRCULATION IMPROVEMENTS	\$1,359,800	31,815	\$42.74
4. PHASE 1 OPEN LOT UPGRADES	\$227,176	68,250	\$3.33
5. CANOPIES TO PLAZA (ALTERNATE)	\$878,962		
<b>TOTAL CONSTRUCTION COST - PHASE 1</b>			
	<b>\$14,981,526</b>	<b>(Base Bid)</b>	
<b>TOTAL CONSTRUCTION COST - PHASE 1 W/ ALTERNATE</b>			
	<b>\$15,860,488</b>	<b>(With Alternate)</b>	
6. PHASE 2 PARKING GARAGE	\$12,052,332	147,060	\$81.96
		<i>(STRUCTURE ONLY)</i>	<b>\$78.43</b>
7. PHASE 2 OPEN LOT ALTERATIONS w/ RELOCATION OF GREYHOUND FACILITY	\$519,509	40,140	\$12.94
8. BUILD NEW MODULAR GREYHOUND (ALTERNATE) ADDED COST TO REPLACE	\$544,680	(New Greyhound = \$1,064,189)	
			<b>2015 Costs</b>
<b>TOTAL CONSTRUCTION COST - PHASE 2</b>			<b>\$16,343,393</b>
<b>TOTAL CONSTRUCTION COST - PHASE 2 W/ ALTERNATE</b>			<b>\$17,051,477</b>
9. PHASE 3 PARKING GARAGE	\$11,455,678	143,252	\$79.97
		<i>(STRUCTURE ONLY)</i>	<b>\$76.67</b>
10. PHASE 3 OPEN LOT ALTERATIONS	\$628,367	21,650	\$29.02
			<b>2020 Costs</b>
<b>TOTAL CONSTRUCTION COST - PHASE 3</b>			<b>\$18,730,270</b>
			<b>ADJUST COST</b>
			<b>(SEPT 2009)</b>
<b>TOTAL CONSTRUCTION COST - PHASE 1, 2 &amp; 3</b>			<b>\$50,055,189</b>
<b>TOTAL CONSTRUCTION COST - PHASE 1, 2 &amp; 3</b>			<b>\$51,642,235</b>



**Stantec**

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 Fax: (415) 882-9523

February 06, 2012  
 File: 183810195

David Espinoza, P.E.  
 City of Vallejo  
 Department of Public Works  
 555 Santa Clara Street  
 Vallejo, CA 94590

**Reference: Vallejo Transit Center at Curtola Parkway and Lemon Street  
 Project Scope Options and Costs**

Dear David,

As we discussed in our recent review meeting with Public Works staff, the project is underfunded. There were two actions discussed to address the current funding shortfall. One action is to pursue the additional funding required. Previously the City was to request the additional funding through the Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC). The City is now transferring this responsibility to Solano Transit (Soltrans) to obtain the additional funding to complete the project. Soltrans is the newly formed joint powers authority that is now operating the Vallejo and Benicia bus systems.

The City was originally allocated \$11.75M for the project in 2007. At the Site Development stage (Schematic Design), the construction cost was estimated in October 2011 to be approximately \$19,130,000. Assuming an additional 30% for soft costs, the total project cost is estimated to be approximately \$25M. At this point in the project Soltrans, through STA and MTC, will be investigating the potential for additional funding, and the City is working on developing a more accurate estimate of soft costs, based upon experience with other recent transportation projects in the City.

In addition, the second action discussed is for Stantec to consider what could be accomplished with the available funds remaining from the City's original allocation. Of the original \$11.75M, there is approximately \$10.5M remaining, less 30% for soft costs, leaves approximately \$7.6M available for construction. As the Phase I Parking Structure is estimated to cost approximately \$12M, it is obviously not feasible to consider constructing it. Other options to consider:

- A. Construct the first two levels of the Phase I Parking Structure; This option would build the first two parking levels with capacity for future expansion of levels three and four. This is not a practical option however. The lowest parking levels are the most expensive due to foundation costs, inefficiency of the first floor ramp, and the costs of support functions; security office, restrooms and equipment rooms. Construction of the first approximate 200 spaces would therefore cost more than half the \$12M and would only net approximately 60 new parking spaces as the partial garage would displace 140 spaces within the garage footprint and the west end of Carlson Street. Spending more than half

# Stantec

February 7, 2012  
David Espinoza  
Page 2 of 3

**Reference: Vallejo Transit Center at Curtola Parkway and Lemon Street**

the \$12M garage cost would also use most or all of the remaining funds and leave little if any for construction of transit and roadway improvements.

B. Complete the transit center and circulation improvements plus provide temporary parking to meet as much as possible of the current parking demand (without the parking structure). The following costs are from the October 2011 estimate:

1) Carpool and pick-up/drop-off with plaza	\$1,652,177
2) Bus Bays and circulation incl. off-site roadways	1,677,885
3) Surface lot upgrades (including Ph I PS footprint)	631,270
4) Plaza canopies (reduced with no PS)	879,000
5) Sitework (PS Pad)	<u>1,898,621</u>
6) Subtotal	<u>\$6,738,953</u>

Leaves approximately \$800,000 to secure temporary parking

Considering these two options, it seems the best use of remaining funds is to focus on the site: transit facilities, circulation improvements and temporary parking. Construction of only a portion of a parking structure is not cost effective. Securing temporary parking is key to the project overall and in the short term, could possibly enable the City to provide more parking than currently exists on site.

Three possible sites for temporary parking are identified in the Draft EIR and have the advantage of being in relatively close proximity to the site. However, there would be costs incurred to purchase or lease as well as improve these sites.

Alternatively, the new Vallejo Station Garage and adjacent surface parking lots will likely have excess parking capacity for the near future and could possibly accommodate displaced parking as well as meet additional parking demand from the Curtola and Lemon site. Also, as these downtown parking areas are City owned, available funds could go toward transit and circulation improvements rather than leasing or improving other properties. Bus service could be temporarily relocated or shuttle service provided. Since the plan is for the Vallejo Station Garage to provide paid parking, any Curtola-Lemon associated parking provided in this area would also have to be paid parking.

Option B above in connection with temporary parking appears to offer an opportunity to use the current funds available to meet the needs for improved transit operations and additional parking while setting the stage for the construction of the parking structure(s) as future funds become available.

I would like to meet with you to discuss these options and to see if there is an approach worth pursuing further. In the meantime, please give me a call with any questions or comments.

**Stantec**

February 7, 2012  
David Espinoza  
Page 3 of 3

**Reference: Vallejo Transit Center at Curtola Parkway and Lemon Street**

Sincerely,

**STANTEC ARCHITECTURE INC.**

A handwritten signature in black ink, appearing to read "Geoff Adams". The signature is fluid and cursive, with a prominent initial "G" and "A".

**Geoff Adams, AIA, LEED AP**  
**Transportation and Parking Sector Leader**  
Tel: (415) 281-5416  
Fax: (415) 882-9523  
geoff.adams@stantec.com

# Vallejo Curtola Parking & Transit Center Curtola Parkway and Lemon Street

November 28, STA TAC Presentation



# Vallejo Curtola Parking & Transit Center Curtola Parkway and Lemon Street **Purpose and Need**

- Increase Parking Capacity
- Improve efficiency and safety of Bus Operations
- Improve safety and security for patrons



Vallejo Curtola Parking & Transit Center  
Curtola Parkway and Lemon Street  
**Existing Conditions**

- Unsafe merge on Curtola Parkway
- Insufficient parking
- Inefficient bus operations
- Patron safety concerns



Vallejo Curtola Parking & Transit Center  
Curtola Parkway and Lemon Street  
**Existing Site**

SITE



Vallejo Curtola Parking & Transit Center  
Curtola Parkway and Lemon Street  
**Existing Transit Center**



SCALE: 1" = 50'

Vallejo Curtola Parking & Transit Center  
Curtola Parkway and Lemon Street  
**Original Proposed Project**

- Roadway improvements to accommodate new traffic patterns
- Parking Structures that can be built in up to three phases
- New transit plaza with improved bus and car-pool circulation
- Security improvements with active and passive security design measures.

# Vallejo Curtola Parking & Transit Center Curtola Parkway and Lemon Street Original Proposed Project- Full Build-out



Vallejo Curtola Parking & Transit Center  
Curtola Parkway and Lemon Street

## **Recent Project History**

- Transition to SolTrans
- Retention of City for Project Management
- Recession/Constrained Funding
- Re-scoped Project

Vallejo Curtola Parking & Transit Center  
Curtola Parkway and Lemon Street

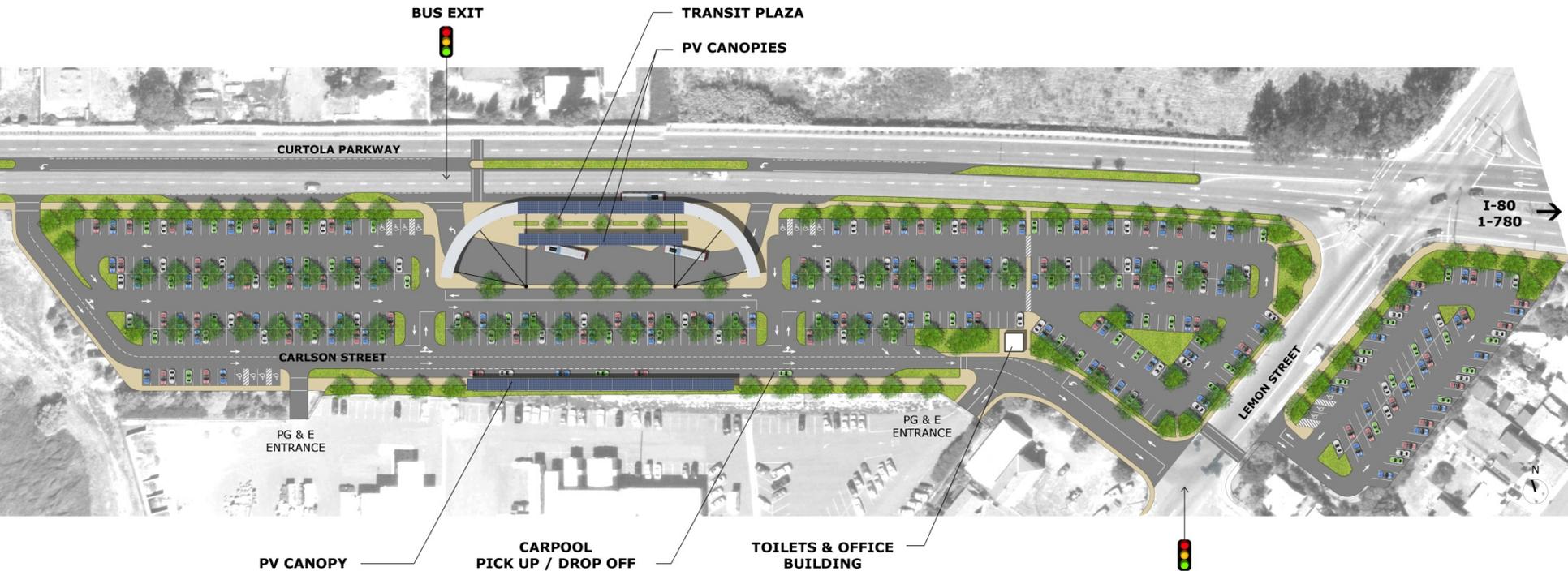
## **Project Status- Tasks Accomplished**

- Program and Ph1 EIR Certified
- Site Development approved
- Phase I re-scoped into Phase IA and IB
- Phase IA is with available RM2 funds
- Phase 1B ready for implementation

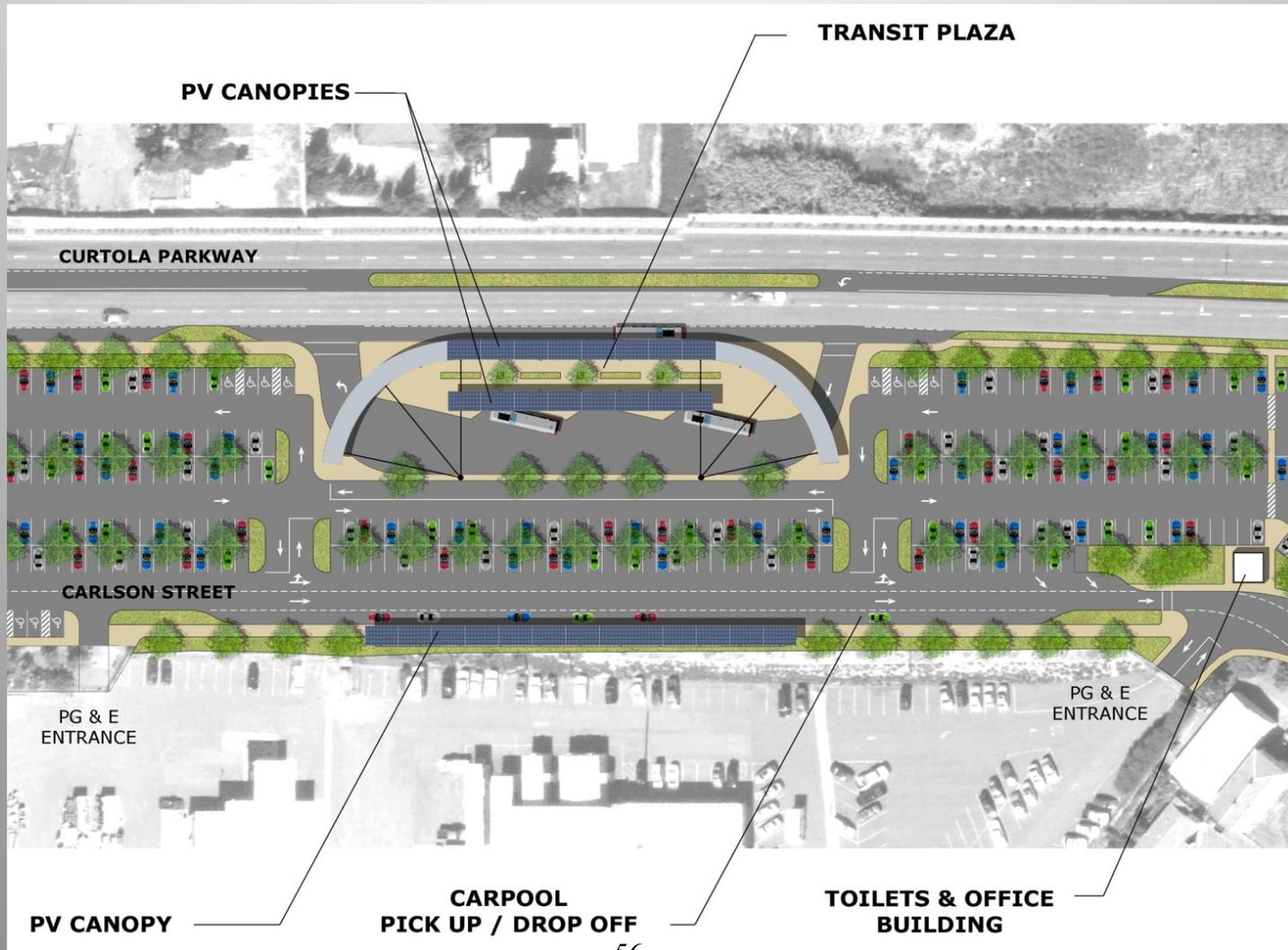
Vallejo Curtola Parking & Transit Center  
Curtola Parkway and Lemon Street  
**Re-Scoped Phase 1 Project**

- Phase IA :
  - Roadway and circulation improvements
  - Surface lot improvements for additional capacity
  - Bus transit plaza with passenger amenities
  - Security Improvements
  - User amenities
  
- Phase IB :
  - Parking structure - west end

# Vallejo Curtola Parking & Transit Center Curtola Parkway and Lemon Street Phase IA Site Plan



# Vallejo Curtola Parking & Transit Center Curtola Parkway and Lemon Street Phase IA Transit Center Plan



Vallejo Curtola Parking & Transit Center  
Curtola Parkway and Lemon Street

## Phase IA- Projected Costs

- Total Projected Cost: \$9,967,000\*
- Remaining RM2 Funds: \$10,298,000

\* Costs include hard and soft costs, contingencies and escalation

Vallejo Curtola Parking & Transit Center  
Curtola Parkway and Lemon Street

## Phase IA- Designed to Budget

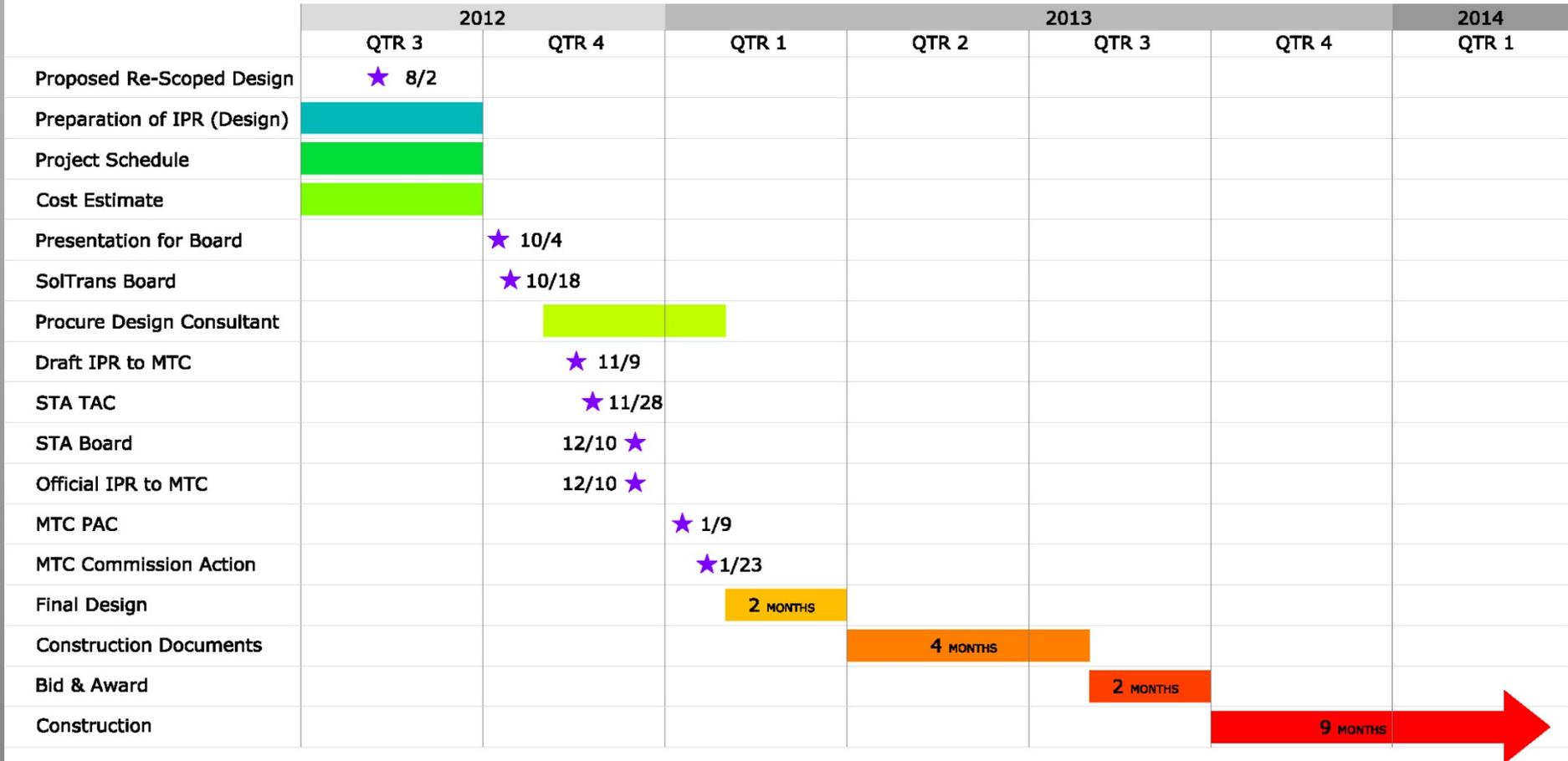
- Current Demand Exceeds Resources
- Design Provides Cost Management Flexibility
- Cost Containment thru Project Alternates (included in budget):
  - Public Restrooms (\$110k)
  - Solar Panels (\$1M)
  - Reduced Waiting area Canopies (\$500)
  - Fire Water Service to Future Garages (\$108k)
  - Others

Vallejo Curtola Parking & Transit Center  
Curtola Parkway and Lemon Street

## **Next Steps**

- Obtain SolTrans Board Approval
- Obtain STA approval
- Request Final Design phase RM2 funding
- Addendum to EIR
- Issue RFP for final design

# Vallejo Curtola Parking & Transit Center Curtola Parkway and Lemon Street Project Schedule



**Regional Measure 2 – INITIAL PROJECT REPORT**

# Regional Measure 2 Initial Project Report (IPR)

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**Project Title:**

Curtola Parking &amp; Transit Center

**RM2 Project No.**

6.1 (STA as sponsoring agency) and 17.1

Allocation History:

	MTC Approval Date	Amount	Phase
#1: 08371603	May 23, 2007	\$705,275	Env/Prelim Eng.
#2 11371605	January 26, 2011	\$200,000	Env/Prelim. Eng.
#3 11371607	April 27, 2011	\$595,000	Env/Prelim. Eng.

**Total:           \$ 1,500,275**

Current Allocation Request:

IPR Date	Amount Being Requested	Phase Requested
October 4, 2012	\$ 1,344,000	Design

## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **I. OVERALL PROJECT INFORMATION**

#### **A. Project Sponsor / Co-sponsor(s) / Implementing Agency**

The Solano Transportation Authority (STA) and Solano County Transit (SolTrans) are the project sponsors. SolTrans is the implementing agency.

The Curtola Parking & Transit Center project is included in the RM2 program in two places – Project 6.1 and Project 17.1. STA is the project sponsor for Project 6.1 (\$6 mil). Project 17.1 is programmed for \$5.75 mil.

#### **B. Project Purpose**

The Curtola Parking & Transit Center is an essential infrastructure improvement that is central to Regional Measure 2's strategy for mitigating congestion, and the development of an attractive, auto-competitive bus rapid transit (BRT) option, along the I-80 corridor between Solano, Contra Costa, Alameda, and San Francisco Counties.

Once this project is complete, the new parking configuration and capacity is projected to reduce the number of single-occupant motor vehicles traveling in the I-80 corridor from Vallejo to the Central Bay Area during the weekday morning peak period, e.g., 8% to 10% of I-80's total peak period capacity. A similar number of potential single-occupant trips are also removed in the afternoon peak period returning to Solano County from the Central Bay Area.

The Curtola Parking & Transit Center, currently a Park-and-Ride lot, is located off of Curtola Parkway, just west of the Lemon Street Intersection. Most of the parking facilities (415 spaces) are located on the west side of the intersection, but approximately 70 spaces are in a small lot on the east side of the intersection. Both lots are typically full by 6:30 a.m., at which time motorists begin to park on adjacent streets. Observations suggest that up to 145 vehicles are parked on the adjacent streets on a typical day. The user survey suggested that approximately 63 users do not find a parking space anywhere and continue their drive to work, bringing the total parking usage to 693 approximate vehicles per day.

SolTrans serves the parking and transit center:

- (1) Express Bus Route 80 buses, six days a week to the El Cerrito del Norte BART station, operates on approximately 15-minute headway during weekday peak periods.
- (2) Express Bus Route 78 provides connections to Benicia, Pleasant Hill BART and Walnut Creek BART six (6) days a week on 30-minute headways during weekday peak. Route 80 provides Sunday service on the Route 78 alignment.
- (3) Local Route 4 provides connections to express bus service six days a week on a 30-minute peak period headway.
- (4) Route 76 provides express service to DVC in Contra Costa County one trip each way during peak periods

The current layout of the Curtola transit stop is generally efficient for eastbound buses destined to Walnut Creek BART via Vallejo and El Cerrito Del Norte BART – the buses use the bus pullout located along the eastbound curb of Curtola Parkway. The current design is not at all efficient for westbound buses destined to downtown Vallejo and/or the Ferry Terminal. The westbound buses must turn left onto Lemon Street from Curtola, then turn right into the park and ride lot driveway, circulate 500 feet into the lot to pick up passengers and return to Lemon Street in order to reach Curtola Parkway. Additionally, due to vehicle congestion during peak hours, westbound buses are unable to enter the park and ride lot which

## **Regional Measure 2 – INITIAL PROJECT REPORT**

forces operators to drop passengers on Curtola. This circuitous route adds delays for passengers bound for central Vallejo, adds costs to the bus operations, and adds to congestion at the driveways into and out of the park and ride lot. Passengers have expressed dislike for the circuitous bus routings that reverse direction along their commute route as well as the considerable walk from Curtola Parkway when exiting westbound buses.

Aside from a shortage of parking spaces, other deficiencies at the Curtola Parking & Transit Center include:

1. The parking lot is split with a majority of parking located on the west side of Lemon Street, with some additional parking located on the east side of Lemon.
2. Access to both lots is limited to a single driveway onto Lemon Street, which is located close to the Curtola signalized intersection (often traffic stacks back, hindering exit maneuvers from the lots).
3. The driveway for the west side lot must be shared by Greyhound and Vallejo Transit buses as well as with PG&E yard traffic.
4. All driveway access is concentrated onto Lemon Street, which also queues all access traffic (cars and buses) at the Curtola Parkway/Lemon Street signalized intersection.
5. The long, narrow configuration of the lot complicates security.
6. Discontinuous internal circulation in the west side lot, due to the physical dimensions of the lot and the need to accommodate westbound transit buses and Greyhound buses. This situation hinders efficient search patterns for parkers.
7. Inadequate pedestrian access to the transit stop.
8. Most users originate their trip from the north and travel along I-80 West to the Curtola Parking & Transit Center. The freeway off-ramp to Curtola Parkway is very close to the Lemon Street intersection, forcing Curtola Parking & Transit Center users to execute a double lane change to get into the left turn lane onto Lemon Street within a short distance. This causes potentially dangerous driving situations, as well as exacerbating congestion.

Drivers that do not arrive in time to find a space in the current parking lots must park on the streets nearby or drive to their destination. Parking on the adjacent streets upsets local property owners. Although the location of the facility is good, it is deficient in access, design and capacity. Due to parking limitations, vehicles are parking in red zones, hindering or prohibiting movements of transit buses.

### **C. Project Description**

#### **Project Graphics to be sent electronically with This Application**

This project would accomplish the following:

- Expand and improve off-street bus transfer facilities, improving connections between local and regional express BRT, as well as park & ride users
- Improve bus access and egress, and upgrade roadway circulation in the immediate vicinity.
- Construct a 4 level, 1200-space concrete parking structure, in phases, on a portion of the existing park & ride lot, with the objective of adding a net increase of 700 new parking spaces.

The Curtola Parking & Transit Center project was identified by the Solano Transportation Authority (STA) as the most important mid-term project for implementation in the 2004 STA I-80/I-680/I-780 MIS/Corridor Study. Funding to implement an initial phase of the project was included in Regional Measure 2 and approved by Bay Area Voters in March of 2004. The City of Vallejo, the Solano Transportation Authority (STA) and the Metropolitan Transportation Commission (MTC) are designated

## **Regional Measure 2 – INITIAL PROJECT REPORT**

as “project sponsors” in the RM 2 legislation. SolTrans will be the lead agency with respect to implementation of this project.

The existing facility does not have sufficient capacity to meet current demand, let alone future demand and the current layout of the park and ride lot is very inefficient. The MIS/ Corridor Study completed by the STA in 2004 recommended construction of a 1,200-space parking structure on the west end of the site and consolidation of the bus loading and unloading facilities to the eastern end of the site. The report suggested improved driveway access as well as a new traffic signal be installed on Curtola Parkway to improve access and allow buses destined for downtown Vallejo direct access to Curtola Parkway. The suggestions made in the report have been analyzed and incorporated as appropriate into the current site master plan.

Implementation of this project will be phased as allocated funding falls short of full build-out estimates. The initial construction phases will be sensitive to space and utility needs of future phases. The parking structure will need to be designed and construction sequenced to minimize parking loss during construction. Access to the adjacent PG&E yard must be maintained. Locations for temporary replacement parking during construction of the garage will need to be identified and evaluated.

Additional improvements are likely to include, but not necessarily be limited to, landscaping, street furniture, signage, lot lighting, transit plaza construction, shade canopies, photovoltaic array, security office/restroom, street and pavement repairs, replacement curb, gutter and sidewalk as well as surface and subsurface storm drainage modifications within the public street rights-of-way, gateway, and other areas.

### **D. Impediments to Project Completion**

Funds are currently not available to complete the project as originally phased. The current escalated estimate at completion is approximately \$71 million, and current RM2 funding is \$11.75 million. Staff, with the support of STA, is making an effort to identify and attract additional funding opportunities. We are currently anticipating the construction to occur in three major phases, with Phase 1 being split into sub-Phases 1A and 1B due to funding constraints. Phase 1 includes:

- (Phase 1A) a civic transit plaza for pedestrian and bus traffic;
- (Phase 1A) grading, repaving, and restriping of the surface lot for maximum efficiency;
- (Phase 1A) median and utility improvements to Curtola parkway;
- (Phase 1A) on-site improvements to Carlson Street;
- (Phase 1B) a stand-alone four-story parking structure with 450 parking stalls.

Phase 1A as currently planned will provide 595 parking spaces, which does not meet current demand of 693. However, it does add 110 parking spaces over the existing 485, and serves as an interim measure in keeping with the original intent of the project until Phase 1B can be funded and constructed. The City will pursue additional funds within the next two years with the goal of securing Phase 1B funding.

Phase 2 will construct a stand-alone four-story parking structure with 450 stalls to the east of the transit plaza. Phase 3 will construct a four story parking structure connected to and using the internal ramping of the Phase 2 structure, with approximately 300 spaces. This structure will be located at the extreme east end of the main lot.

Future improvement projects along Vallejo’s I-80 corridor may affect the off-ramp configuration to I-780/Curtola Parkway. This may have potential affects to the entrance for the parking structure. Discussions with Caltrans are ongoing, but the current plan to enforce a counter-clockwise circulation

## **Regional Measure 2 – INITIAL PROJECT REPORT**

pattern through the site, with the main automobile entrance at the far west end of the site will likely mitigate any issues with drivers exiting I-80W and needing to merge into a left turn lane.

The City currently owns approximately one third of the existing parking lot; Caltrans owns the remaining two thirds. Staff has been in communication with Caltrans and will work on acquiring rights to build the remaining phases of the project at this site. The parking structure in Phase 1 is planned to be constructed within the City owned property. The City of Vallejo and SolTrans have entered into an agreement to transfer the property from the City to SolTrans and therefore explains why SolTrans is the applicant for the RM2 allocation.

### **E. Operability**

Upon completion of the project, SolTrans will be responsible for operating and maintaining the Curtola Parking & Transit Center. The design of the project will include a mechanism for charging users to park on the site pending staff consideration and SolTrans Board approval. Currently there is no charge to users of the lot, but with the construction of the project will come expenses which will need to be captured by establishing a revenue collection system. The City of Vallejo is currently procuring a collection system for the Vallejo Station Parking Structure and surrounding lots. SolTrans will coordinate its efforts with the City and implement a compatible, if not identical, revenue collection system for the Curtola Parking & Transit Center.

## **II. PROJECT PHASE DESCRIPTION and STATUS**

### **F. Environmental –**

Does NEPA Apply:  Yes  No

On September 2007 Stantec Inc. was contracted to complete a Preliminary Design Report as well as Phase I & II Environmental Site Assessment. Stantec completed their report in September 2008. The Phase I & II Environmental Site Assessment was completed February 2009.

Stantec was contracted to work with the City in preparation of California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documentation for the CTC. Through initial environmental scoping, it was determined that the appropriate CEQA document was a Programmatic Environmental Impact Report (EIR) that also provided project level clearance for Phase 1 of the project. This document has been completed and is certified.

The site and investigation and environmental review services provided by Stantec included site survey, geotechnical investigation, traffic engineering, site development, environmental review and additional miscellaneous environmental studies.

On the evening of May 7, 2012, the City's Planning Commission certified the Final EIR. We have since had several Project Development Team meetings with Solano Transportation Authority, SolTrans and the City of Vallejo.

The NEPA process currently does not apply, but in anticipation of potential Federal funding, NEPA requirements will be adhered to.

### **G. Design –**

Final design services are targeted to begin in February 2013. The design phase is estimated for 8 months (February 2013 through September 2013).

**Regional Measure 2 – INITIAL PROJECT REPORT**

**H. Right-of-Way Activities / Acquisition –**

No significant right of way activities are anticipated for this project for the segment funded by RM2 funds. The City currently owns approximately one third of the existing parking lot, with the property eventually transferring to SolTrans; Caltrans owns the remaining two thirds. Staff has been in communication with Caltrans and will work on acquiring rights to build the project at this site. The parking structure in Phase 1B of construction is within the City owned property. The off street bus transfer facility associated with Phase 1A is partially within Caltrans parcel and partially with City parcel. Caltrans and the City have agreed that an encroachment permit would allow the City to install the necessary surface improvements for Phase 1A. As funding becomes available, the SolTrans will include Right of Way activities with Caltrans to secure the remaining two thirds needed for all three phases.

**I. Construction -**

The 9-month construction period for Phase 1A is expected to begin in September of 2013.

**III. PROJECT BUDGET**

**J. Project Budget (Escalated to year of expenditure)**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$1,500
Design - Plans, Specifications and Estimates (PS&E)	\$8,258
Right-of-Way Activities /Acquisition (R/W)	\$0
Construction / Rolling Stock Acquisition (CON)	\$61,820
Total Project Budget (in thousands)	\$71,578

**K. Project Budget (De-escalated to current year)**

<b>Phase</b>	<b>Total Amount - De-escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$1,500
Design - Plans, Specifications and Estimates (PS&E)	\$ 6,376
Right-of-Way Activities /Acquisition (R/W)	\$0
Construction / Rolling Stock Acquisition (CON)	\$47,389
Total Project Budget (in thousands)	\$55,265

**L. Project Budget – Deliverable Segment (Escalated to year of expenditure)**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$1,500
Design - Plans, Specifications and Estimates (PS&E)	\$1,344
Right-of-Way Activities /Acquisition (R/W)	\$0
Construction / Rolling Stock Acquisition (CON)	\$9,250
Total Project Budget (in thousands)	\$11,750

## Regional Measure 2 – INITIAL PROJECT REPORT

### M. Project Budget – Deliverable Segment (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$1,500
Design - Plans, Specifications and Estimates (PS&E)	\$1,344
Right-of-Way Activities /Acquisition (R/W)	\$0
Construction / Rolling Stock Acquisition (CON)	\$8,906
Total Project Budget (in thousands)	\$11,750

### IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	01/11	05/12
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	05/07	05/12
Final Design - Plans, Specs. & Estimates (PS&E)	01/13	06/13
Right-of-Way Activities /Acquisition (R/W)	01/13	07/13
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	07/13	04/14

### V. ALLOCATION REQUEST INFORMATION

#### N. Detailed Description of Allocation Request

**Describe the scope of the allocation request. Provide background and other details as necessary.**

The scope of the current allocation request is to perform the final design and prepare construction plans, specifications and estimates. We anticipate completing our final design and construction documents ready to bid in July 2013.

Amount being requested (in escalated dollars)	\$1,344,000
Project Phase being requested	Final Design
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	October 18, 2012
Month/year being requested for MTC Commission approval of allocation	January 2013

**Regional Measure 2 – INITIAL PROJECT REPORT**

**O. Status of Previous Allocations (if any)**

On May 23, 2007 MTC allocated \$705,275 for the preliminary engineering and environmental studies phase. The City entered into contract with Stantec Inc. for such services. The first allocation request allowed the City to complete the Preliminary Engineering and review the assessments needed for the Environmental Phase. These actions were completed on October 28, 2008 when the City accepted the site analysis and conceptual design report for the project. The entire allocation amount has been expended.

On January 26, 2011 MTC allocated \$200,000 for the environmental studies phase. On April 27, 2011 MTC allocated an additional \$595,000 for the completion of the environmental studies phase. The scope of the 2<sup>nd</sup> and 3<sup>rd</sup> allocation request was to prepare the California Environmental Quality Act (CEQA) documentation for the Curtola Parking & Transit Center. Through initial environmental scoping, it was determined that the appropriate CEQA document is a Programmatic Environmental Impact Report (EIR) that will also provide project level clearance for Phase 1 of the project. On the evening of May 7, 2012 the City’s Planning Commission certified the Environmental Impact Report and associated Mitigation Monitoring Program. Of the allocated amounts, approximately \$300,000 remains.

**P. Work plan**

**Work plan in Alternate Format Enclosed**

<b>TASK NO</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>
<b>001</b>	<b>Design</b>	<b>PS&amp;E Package</b>	<b>09/13</b>
<b>002</b>			
<b>003</b>			

**Q. Impediments to Allocation Implementation**

We do not anticipate any impediment to the design allocation. There are some ROW issues that need to be dealt with, but we have been in contract with Caltrans. We have agreed to apply for an encroachment permit for any work performed on Caltrans property.

**VI. RM-2 FUNDING INFORMATION**

**R. RM-2 Funding Expenditures for funds being allocated**

**The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included**

**S. Next Anticipated RM2 Allocation Request.**

**July 2013 – Construction – (Parking Lot, Pedestrian Plaza & Transit Hub) \$9.25M**

**VII. GOVERNING BOARD ACTION**

**Check the box that applies:**

**Governing Board Resolution attached**

**Governing Board Resolution to be provided on or before: November 1, 2012**

## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **VIII. CONTACT / PREPARATION INFORMATION**

Date of Report Preparation: October 4, 2012

#### **Contact for Applicant's Agency**

Name: Philip Kamhi, SolTrans

Phone: (707) 648-4048

Title: Finance Officer

E-mail: Philip@soltransride.com

Address: 311 Sacramento Street, Vallejo, CA 94590

#### **Information on Person Preparing IPR**

Name: David Espinoza, City of Vallejo

Phone: (707) 648-4538

Title: Project Manager

E-mail: despinoza@ci.vallejo.ca.us

Address: 555 Santa Clara Street, Vallejo, CA 94590

#### **Applicant Agency's Accounting Contact**

Name: Philip Kamhi, SolTrans

Phone: (707) 648-4048

Title: Finance Officer

E-mail: Philip@soltransride.com

Address: 311 Sacramento Street, Vallejo, CA 94590

Please refer to this sheet as you fill out the worksheets.

**!! ALL FUNDING TO BE ESCALATED TO YEAR OF EXPENDITURE!!**

**Total Project Funding Sheet**

1. List funding information for the overall project. If your project will be implemented in phases, other sheets are provided for you to separate out the funding plan for the segment or phase.
2.  
Please use the following three categories, when populating the funding plan information for the project:
  - a. Committed - Include any previously expended funding, programmed (and allocated if applicable), earmarked, and any other funds sources which have received spending authority
  - b. Uncommitted - Programmed but not allocated, Not programmed but agreed upon, expenditure plan approved
  - c. To Be Determined - source unknown, please list potential source(s) by expected fund source, phase and year needed.
3. List funding information by source, phase and fiscal year.
4. If the total project remains under-funded with uncommitted funding, then the RM-2 funding must be part of a fully funded deliverable phase or component of the total project, which will result in an operable or useable segment. Please use the Defined Segment Funding sheet to show the RM-2 Deliverable segment.

**Defined Segment Funding Sheet**

1. Provide committed funding by Fund Source for the deliverable phase or segment - if different from the total project. The RM-2 defined phase or component must result in a useable or operable segment.
2. If the RM-2 revenues are funding only a phase or segment of a larger project, the RM-2 defined segment must be fully funded with committed funds.
3. Information needs to be separately identified on the "Defined segment Funding" sheet if the RM-2 funds are for a deliverable, operating/useable segment within the total overall project .

**Expenditures-to-Date Sheet**

1. Provide amount expended and available balance for all fund sources by phase as of the time of the IPR application.

**RM-2 Funding Cash Flow Plan Sheet**

1. Include only intended RM-2 funded phases by fiscal year.

**Allocation Estimated Budget Plan (EBP) Form**

1. Provide breakdown of complete cost or intended expenditure for the phase covered in the allocation request. This shall include items/elements funded by other fund sources.
2. Use a different EBP sheet for each phase of a project.
3. Provide details on the work scope of staff and vendor. Provide Engineer's estimates on construction, right-of-way and vehicles procurement cost, as applicable.





**RM-2 Initial Project Report**

**EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES**

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	RM-2 Project 6.1	10/19/2012	\$1,200	\$10,550
PS&E	RM-2 Project 6.1			
R/W				
CON / Operating				
Total to date (in thousands)				

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 0  
 Date: 10/10/2012

**RM-2 Initial Project Report**

**RM-2 FUNDING CASH FLOW PLAN For Allocation  
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: Curtola Parking & Transit Center											Project ID:			
Agency: Solano Transportation Authority and the City of Vallejo											Plan Date: 10/10/12			
<b>RM-2 CASH FLOW PLAN</b>														
RM-2 Expenditures	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	TOTAL	
ENV/PA&ED	3	14	345	64	500	500	74						1,500	
PS&E							1,100	244					1,344	
R/W														
CON								3,156					3,156	
								5,750					5,750	
	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
<b>RM-2 CASH FLOW PLAN TOTAL</b>														
		3	14	345	64	500	500	1,174	9,150					11,750

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

## Regional Measure 2 Program Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT  Curtola Parking & Transit Center	RM2 Legislation ID (and project subelements if any)  0
NAME AND ADDRESS OF IMPLEMENTING AGENCY  City of Vallejo 555 Santa Clara St Vallejo, CA 94590	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
<b>1. DIRECT LABOR of Implementing Agency (Specify by name &amp; job function)</b>			
David Espinoza - Associate Civil Engineer (Project Manager)	645	43.25	27,896
Allan Panganiban - Senior Civil Engineer (Project Manager)	129	47.74	6,158
Steve Kenyon - Engineering Tech. II (Support Staff)	120	33.80	4,056
Direct Benefit - David Espinoza	645	25.89	16,699
Direct Benefit - Allan Panganiban	129	27.20	3,509
Direct Benefit - Steve Kenyon	120	14.62	1,754
			0
<b>TOTAL DIRECT LABOR</b>			<b>60,073</b>
<b>2. OVERHEAD &amp; DIRECT BENEFITS (Specify)</b>			
	<b>RATE</b>	<b>X BASE</b>	
Overhead on Hourly Rate	66.52%	60,073	
<b>TOTAL OVERHEAD &amp; DIRECT BENEFIT</b>			<b>39,961</b>
<b>3. DIRECT CAPITAL COSTS (include enigneer's estimate on construction, right-of-way, or vehicle acquisition)</b>			
	<b>Unit (if applicable)</b>	<b>Cost per Unit (\$)</b>	
<b>TOTAL DIRECT CAPITAL COSTS</b>			<b>0</b>
<b>4. CONSULTANTS (Identify purpose and or consultant)</b>			
Final Design	2067	135	279,000
Construction Documents	3074	135	415,000
Geotechnical and Traffic Studies	185	135	25,000
<b>TOTAL CONSULTANTS</b>			<b>719,000</b>
<b>5. OTHER DIRECT COSTS (Specify - explain costs, if any)</b>			
Permit Fees			485,000
Reproduction Costs			15,000
Soltrans Project Management	185	135	25,000
<b>TOTAL OTHER DIRECT COSTS</b>			<b>525,000</b>
<b>6. TOTAL ESTIMATED COST</b>			<b>1,344,033</b>

Comments:

**CERTIFICATE**

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DATE: November 13, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: SolanoExpress Capital Replacement

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**Background/Discussion:**

The Intercity Funding Working Group (IFWG) meet on November 5th to discuss various Solano Express items:

- Solano Express Marketing
- MTC Transit Capital Priority Policy Resolution 4072
- Solano Express Bus Replacement
- Proposed Changes to Solano Express Route 78
- Intercity Fare Coordination
- Transit Performance Initiative (TPI) Incentive Program

The IFWG requested to continue further discussion on four topics:

- Capital Replacement Strategies
- TPI Investment through
- Fare Coordination/Clipper
- Intercity Services

STA will be scheduling a TFWG meeting in December to further discuss Capital Replacement Strategies. Currently Solano Express bus inventory consist of 46 buses that will have reached their useful life in 2015 (3 buses) and the remaining 43 buses in 2017. STA has secured two federal earmarks, Population Based Proposition 1B, and Lifeline Proposition 1B to fund the first three bus replacements. STA Board has reserved the remaining Population Based Proposition 1B funding for the local match for the Solano Express bus replacements and STAF funds have been set aside to assist in building the local match need.

The consultant team for the Short Range Transit Plan will review the bus replacement needs for Solano Express and consult with Fairfield and Suisun Transit and SolTrans to determine how many buses will need to be replaced and at what year. The TFWG suggest to meet to explore strategies and options for funding capital replacement needs for Solano Express.

**Recommendation:**

Informational.

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DATE: November 13, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: MTC's Transit Performance Initiative (TPI) and Allocation Alternatives

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**Background:**

In May, the Metropolitan Transportation Commission (MTC) approved \$30 million for the first round of TPI investment projects. The initial program focused on major transit corridors of AC Transit, SFTMA, and VTA, and created a small reserve for future projects. MTC Resolution 4060 noted that future funding amounts for the TPI Investment program would be brought back to the Consortium. MTC staff is proposing to program an additional \$13 million annually for FY 2012-13 through FY 2015-16 (for a total of \$52 million) from the Cycle 2 STP/CMAQ program to fund future rounds of the TPI capital program. MTC anticipates a second call for projects in the Spring/Summer 2013.

The TPI incentive program provides a financial reward to those agencies that improve ridership and/or productivity. As per MTC Resolution 4060, funding sources amounts and distribution formula shall be established by the MTC Commission. The Commission directed staff to return with a proposal for the incentive program that includes at least one alternative that does not reduce the current funding level for small operators. In addition, staff has developed a proposal that would allow transit operators to consider youth or low income pilot pass programs as a potential use of the incentive funding.

**Discussion:**

MTC staff proposes to program \$15 million annually from FY 2012-13 through FY 2015-16 (for a total of \$60 million) from the Cycle 2 STP/CMAQ transit capital funds to the incentive program and link the amount of the funding to improvements in transit ridership and/or productivity. MTC staff further proposes a formula distribution with a 50 percent based on annual ridership, 25 percent based on the annual increase in passengers per revenue hour (measure of productivity). Table 1 provides an estimate of the average funding levels based on applying that formula over a three year period (FY 2008-09, 2009-10, and 2010-11). Scenario A includes all operators in the formula; Scenario B uses the new formula for large operators, but maintains small operator funding levels consistent with the former funding shares based on a request from MTC Commissioner Federal Glover (Contra Costa). The actual funding levels, once the incentive program is finalized, will be based on the performance metrics for the latest year for which audited data is available. MTC staff is proposing a transition year for the first year of the program in which funding (\$15 million) would be distributed to all operators based on current ridership (FY 2010-11 actual) and could be used to fund projects focused on increasing ridership and/or productivity.

Table 2 details the proposed transition year funding by operator. Project sponsors would be responsible for submitting projects, including pilot pass programs should this be a priority for an operator and the community they serve, to MTC with their rationale for funding and a monitoring plan to track the project's effectiveness in increasing ridership and/or productivity.

MTC will continue to work with transit operators and Policy Advisory Council on funding distribution formulas and return to MTC Commission with proposed TPI Incentive Program formulas and/or guidelines. The estimated timeline is as follows:

- TPI Investment Program – Spring/Summer 2013
- TPI Incentive Program for FY 2012-13 – Late 2012

MTC released a Call for Projects to program \$15 million in TPI Incentive program for FY 2012-13. Funding amounts available by eligible grantees are listed in Attachment B as well as the application and a sample resolution. Applications are due to MTC by **Wednesday, December 2012**. Eligible grantee can also elect to hold the finding in reserve for a future programming round to be held later in 2013.

STA staff has placed this item on the agenda to seek input from the Consortium prior to forwarding a recommendation to MTC.

**Recommendation:**

Informational.

Attachments:

- A. MTC's Small Operators Transit Incentive Program (TIP)
- B. FY 2012-13 TPI Incentive Program Call for Projects

# Transit Sustainability Project

## Small Operators – TPI Incentive Program

November 1<sup>st</sup>, 2012, **1 p.m. - 2:30 p.m.**  
 MetroCenter, 3<sup>rd</sup> Floor, Fishbowl Conference Room  
 101 - 8<sup>th</sup> Street, Oakland, CA 94607

### AGENDA

	Estimated Time for Agenda Item
1. Introductions	1:00 p.m.
2. Transit Performance Initiative (TPI) – Incentive Program Development <i>On October 24th, MTC approved the programming of \$60 million, over a four year period beginning in FY2012-13, to fund the TPI Incentive program. Staff seeks input from the Joint TAC on a distribution formula.</i>	1:05 p.m.
3. Transit Performance Initiative (TPI) – Investment Program Update <i>Also on October 24th, MTC approved the programming of \$52 million, to augment the initial \$30 million, over a four year period beginning in FY2012-13, to fund the TPI Investment program.</i>	2:00 p.m.
4. Next Steps	2:25 p.m.

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1

METROPOLITAN  
TRANSPORTATION  
COMMISSION

TRANSIT SUSTAINABILITY  
SMALL OPERATORS – TPI PROGRAM

November 1<sup>st</sup>, 2012

## TPI Incentive Program

2

- *Goal: to reward transit agencies that achieve ridership increases and productivity improvements*
- Funding (approved by MTC – October 24<sup>th</sup>): \$15M/year from 2<sup>nd</sup> Cycle STP/CMAQ Transit Capital Rehab program (\$60M Total)
- Commission direction (May 2012/September 2012):
  - Return with options, including one that does not reduce the cumulative current funding level from small operators for the fund sources established by the Commission for this incentive program
  - Provide option that allows each transit operator to consider implementing a pilot Pass program
- Developed scenarios based on a formula including: increase in ridership, increase in productivity, and total ridership

## TPI Incentive Program Transition

3

- Performance data from the transit agencies will lag by one year
- Transition Year (Approved by Commission – October 24<sup>th</sup>): \$15M to fund specific projects focused on increasing ridership, funding levels based on current ridership
- Project sponsors submit projects with rationale for funding and a monitoring plan to track effectiveness in improving productivity and/or ridership
- Transit Operators can use funds to support pilot Youth or Low-Income Pass programs
- Call for projects/funding available in FY2012-13

Agency	Funding (\$M)
AC Transit	\$ 1.8
BART	\$ 3.5
SFMTA	\$ 6.7
VTA	\$ 1.3
Other Operators	\$ 1.7
Total	\$15.0

## TPI Incentive Program – Draft Proposal

4

**MTC Staff Proposal Presented at October 10<sup>th</sup> Programming and Allocations Committee meeting - for funding after transition year:**

- **Scenario A**
  - 25% based on Ridership increase (absolute)
  - 25% based on Passengers Per Hour increase (absolute)
  - 50% based on annual Ridership
- **Scenario B**
  - Large operators same as A
  - Small operators based on Flexible Set-Aside formula (“hold harmless”)

**On October 10<sup>th</sup>, the committee directed staff to add an alternative to Scenario A assigning equal weight to the 3 metrics (33.3%, 33.3%, 33.3%) and staff subsequently added another alternative (15%, 15%, 70%). Also, staff was asked to improve the transparency of the funding formulas.**

## TPI Incentive Program – Response to Commissioner Comments/Direction

5

- Reviewed data and formulas
- Propose use of NTD instead of TDA Claim data going forward to improve consistency
- Consider rolling three-year average rather than one-year
- Charts added to enhance transparency of funding distribution elements

## Incentive Funding Scenarios – Draft Proposal

6

For funding after transition year:

- Scenario A

	Scenarios		
	A1	A2	A3
Ridership Increase (absolute)	25%	33%	15%
Passenger Per Hour Increase (absolute)	25%	33%	15%
Annual Ridership	50%	33%	70%
Total	100%	100%	100%

- Scenario B

- Large operators same as A
- Small operators based on Flexible Set-Aside formula (“hold harmless”)

Formulas recognize increased ridership, improved productivity, and base ridership levels

## Scenario Distribution Shares: Large Operator Detail

**7** Illustrative based on 3-year retrospective

Transit Operator	3-Year Average (FYs 2008 - 2011)		
	Scenario A1 25% - 25% - 50% Avg. Annual Distribution (\$ 000s)	Scenario A2 33% - 33% - 33% Avg. Annual Distribution (\$ 000s)	Scenario A3 15% - 15% - 70% Avg. Annual Distribution (\$ 000s)
AC Transit	2,225	2,351	2,072
BART	2,689	2,440	2,988
Caltrain	1,208	1,493	867
Golden Gate	204	182	230
SF Muni	4,435	3,665	5,360
SamTrans	365	339	397
SC VTA	1,083	1,006	1,176
Small Operators	2,790	3,525	1,908
<b>Total</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>

Source: NTD (FYs 2008-2010) and TDA Claim/MTC Statistical Summary (FY 2011)

## Scenario Distribution Shares: Large Operator Detail

**8** Illustrative based on 3-year retrospective

Transit Operator	3-Year Average (FYs 2008 - 2011)		
	Scenario B1 25% - 25% - 50% Avg. Annual Distribution (\$ 000s)	Scenario B2 33% - 33% - 33% Avg. Annual Distribution (\$ 000s)	Scenario B3 15% - 15% - 70% Avg. Annual Distribution (\$ 000s)
AC Transit	2,425	2,682	2,117
BART	2,914	2,857	2,983
Caltrain	1,565	1,980	1,067
Golden Gate	221	213	229
SF Muni	4,201	3,583	4,943
SamTrans	428	438	417
SC VTA	1,184	1,186	1,183
Small Operators	2,062	2,062	2,062
<b>Total</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>

Source: NTD (FYs 2008-2010) and TDA Claim/MTC Statistical Summary (FY 2011)

## Scenario Distribution Shares: Small Operator Detail

9 Illustrative based on 3-year retrospective

Transit Operator	3-Year Average (FYs 2008 - 2011)			
	Scenario A1 25% - 25% - 50% Avg. Annual Distribution (\$ 000s)	Scenario A2 33% - 33% - 33% Avg. Annual Distribution (\$ 000s)	Scenario A3 15% - 15% - 70% Avg. Annual Distribution (\$ 000s)	Scenario B "Hold Harmless" Avg. Annual Distribution (\$ 000s)
Large Operators	12,210	11,475	13,092	12,938
ACE	457	602	283	162
CCCTA	51	34	72	242
Fairfield + Suisun	43	47	37	160
LAVTA	207	256	147	170
Napa	10	7	14	131
Petaluma	83	109	52	10
Santa Rosa	208	246	161	303
SolTrans	40	37	43	325
Sonoma County	108	131	81	20
Tri Delta	236	290	172	233
Union City	100	128	65	16
Vacaville	429	568	261	131
WestCAT	242	310	160	42
WETA	578	760	360	116
<b>Total</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>

Source: NTD (FYs 2008-2010) and TDA Claim/MTC Statistical Summary (FY 2011)  
"Hold Harmless" % distribution based on the former flexibleset-aside program

## TPI Investment Program

10

- *Goal: infrastructure improvements in high ridership corridors*
- Funding (approved by MTC – October 24<sup>th</sup>): additional \$13M/year from 2<sup>nd</sup> Cycle STP/CMAQ Transit Capital Rehab program
- Timing: develop proposed guidelines for future rounds of TPI funding in the Spring/Summer 2013



- Five projects funded in FY2011-12 with \$28M in CMAQ (AC Transit, SFMTA, VTA)
- Reserve of \$2.3M held for a future round of funding – Spring/Summer 2013

## TPI – Investment Program

11

- Remaining funding to be programmed: \$54 million
- Considerations for future funding rounds
  - Number of calls for projects
  - Timely use of funds deadlines
  - Project eligibility

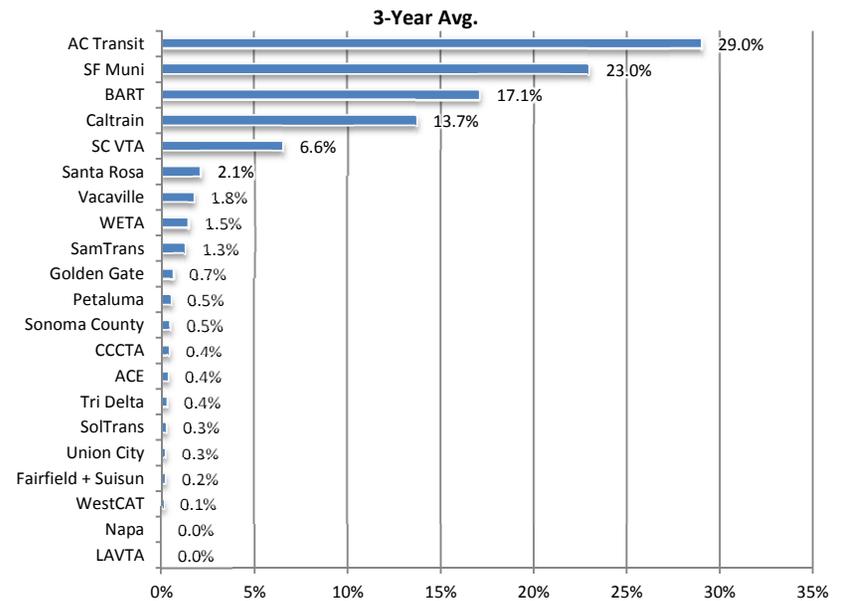
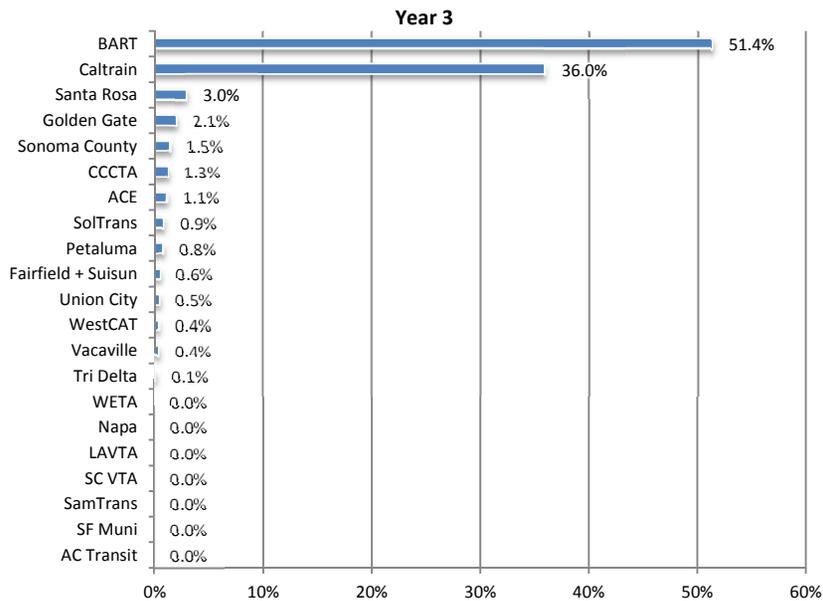
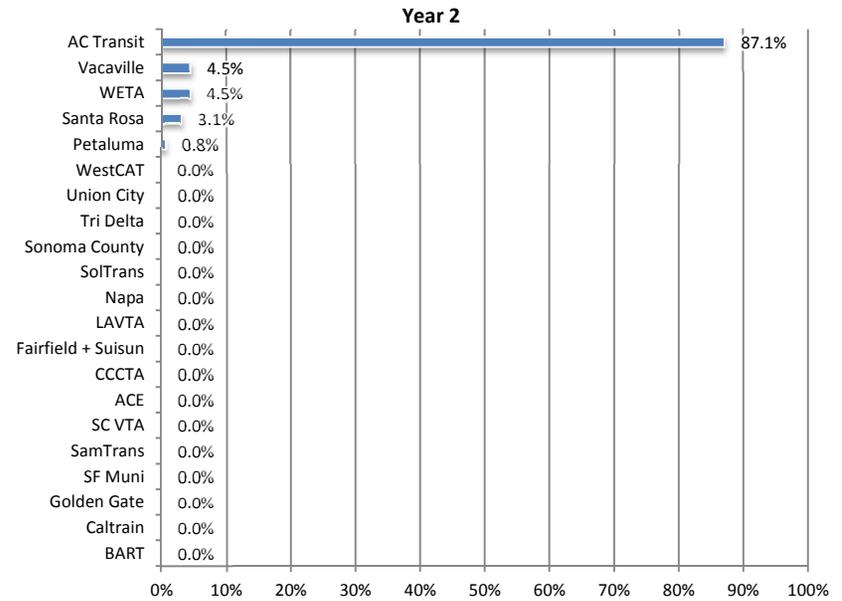
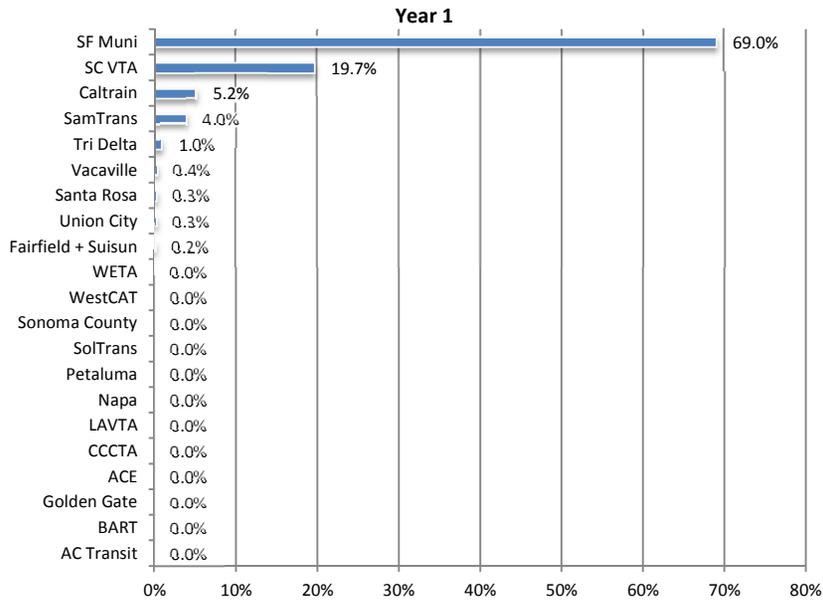
## Next Steps

12

- Transit Sustainability Project – TPI Incentive and Investment Programs
  - Work with transit operators and Policy Advisory Council on funding distribution formulas
  - Return to Commission with proposed TPI Incentive Program formulas/guidelines
  - Conduct call for projects
    - TPI Investment Program – Spring/Summer 2013
    - TPI Incentive Program for FY2012-13 – Late 2012

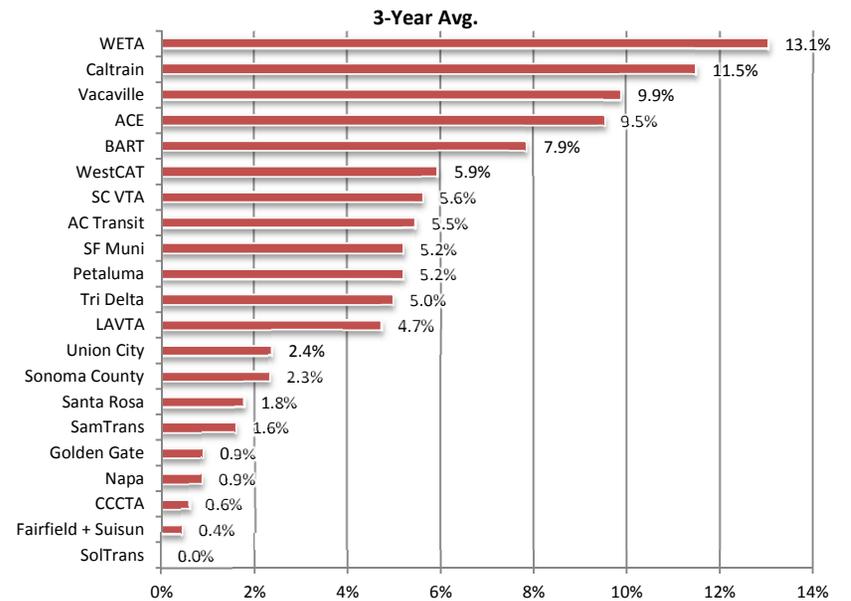
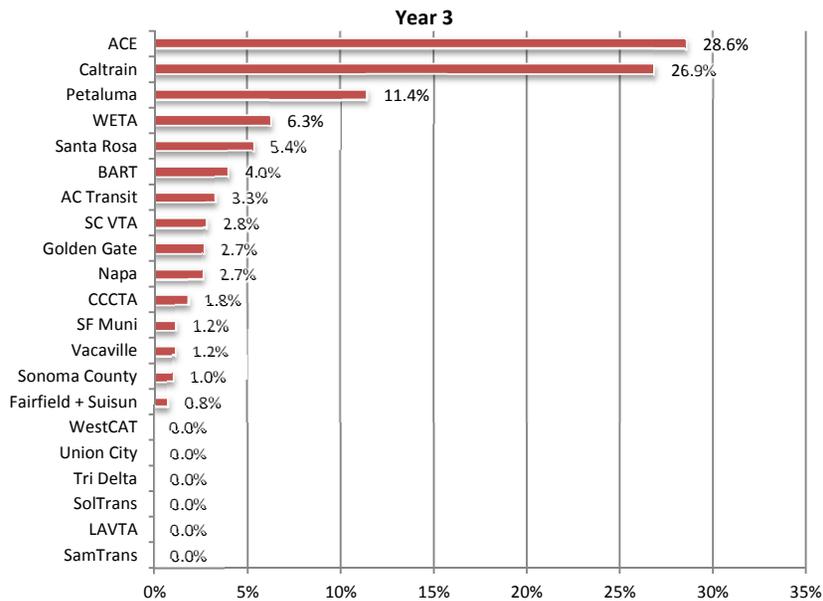
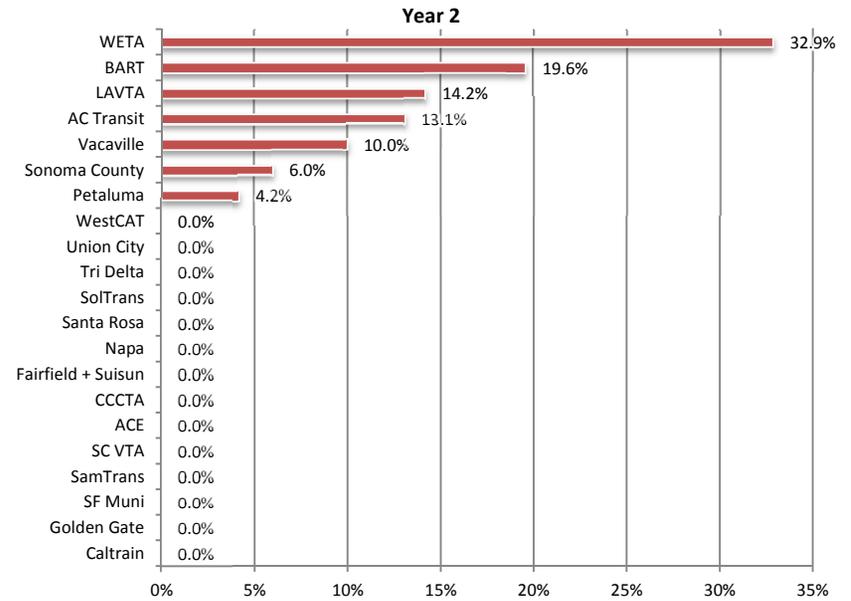
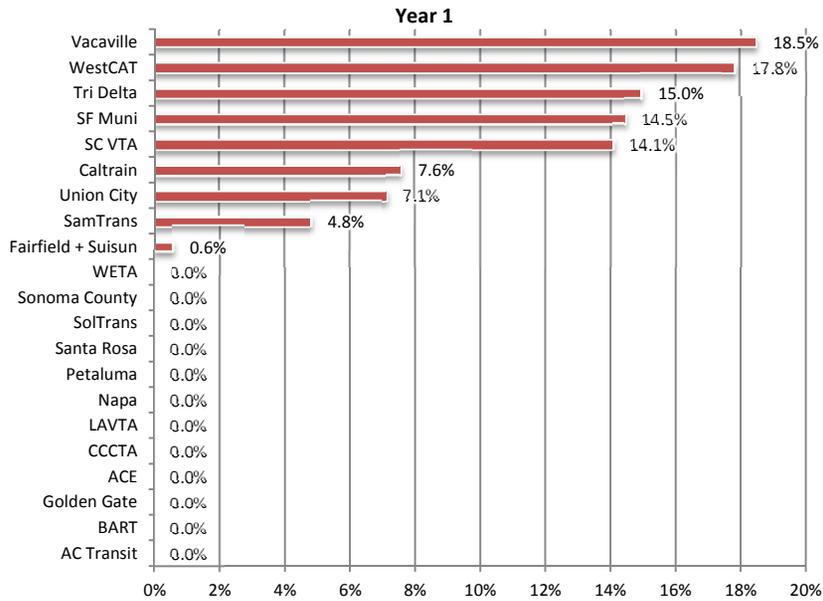
# Annual Passengers Increase (operator's percent of regional total)

NTD: 2008-2010 | MTC Statistical Summary: 2011



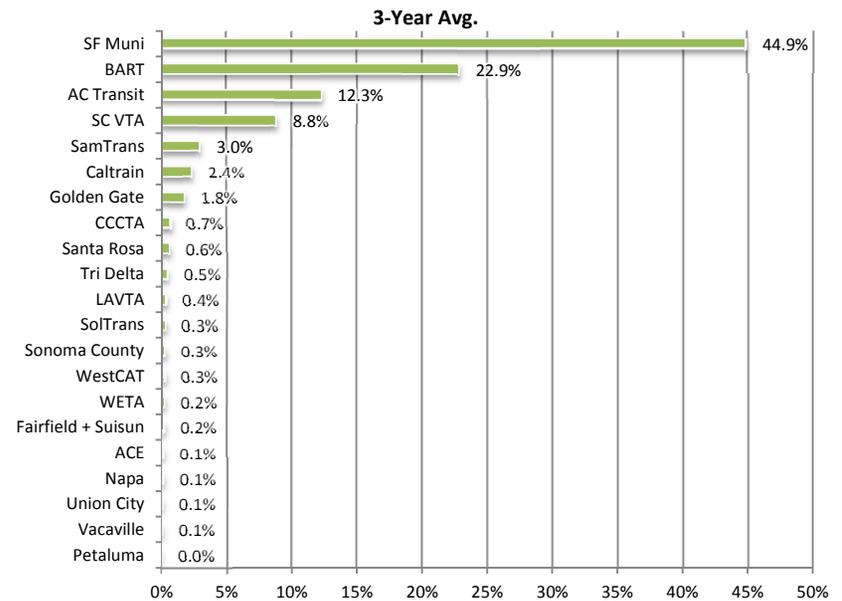
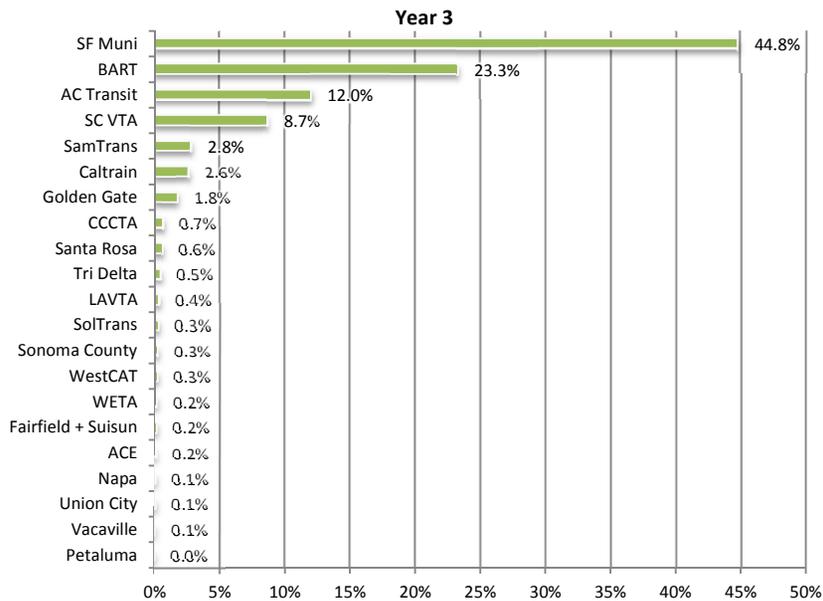
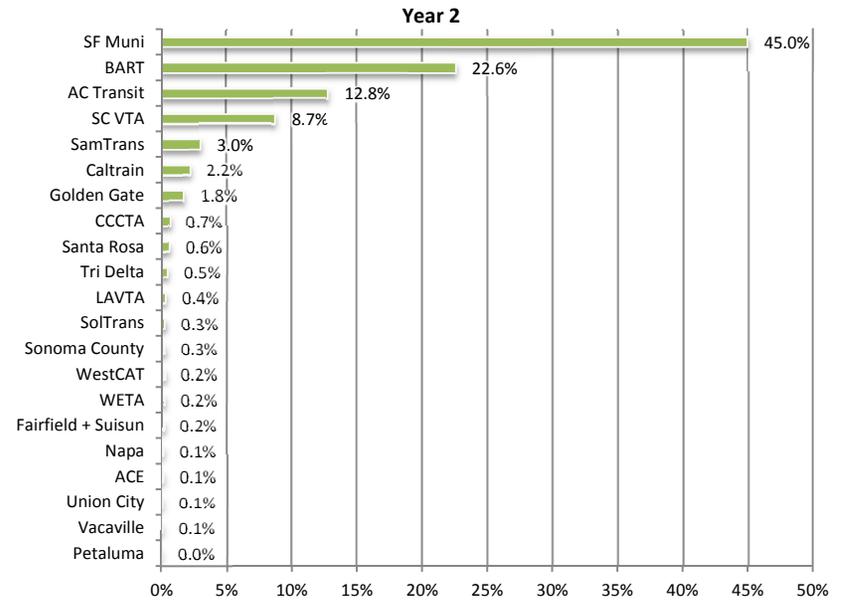
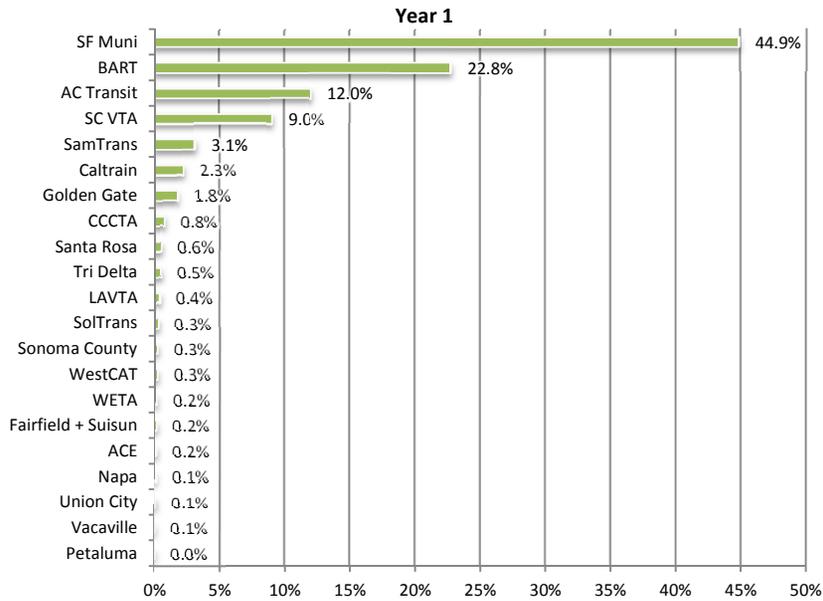
# Annual Passengers/Hour Increase (operator's percent of regional total)

NTD: 2008-2010 | MTC Statistical Summary: 2011



# Annual Passengers (operator's percent of regional total)

## NTD: 2008-2010 | MTC Statistical Summary: 2011



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**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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November 15, 2012

*Adrienne J. Tissier, Chair*  
San Mateo County

*Amy Rein Worth, Vice Chair*  
Cities of Contra Costa County

*Tom Azumbrado*  
U.S. Department of Housing  
and Urban Development

*Tom Bates*  
Cities of Alameda County

*David Campos*  
City and County of San Francisco

*Dave Cortese*  
Santa Clara County

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Mark Green*  
Association of Bay Area Governments

*Scott Haggerty*  
Alameda County

*Anne W. Halsted*  
San Francisco Bay Conservation  
and Development Commission

*Steve Kinsey*  
Marin County and Cities

*Sam Liccardo*  
Cities of Santa Clara County

*Jake Mackenzie*  
Sonoma County and Cities

*Kevin Mullin*  
Cities of San Mateo County

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Spering*  
Solano County and Cities

*Scott Wiener*  
San Francisco Mayor's Appointee

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

**RE: FY2012-13 TPI Incentive Program Call for Projects**

Dear Interested Applicant:

The Metropolitan Transportation Commission (MTC) is soliciting transit projects for programming the \$15 million in Transit Performance Initiative (TPI) Incentive program funding available in FY2012-13 per MTC Resolution 4072. Funding amounts available by eligible grantees are listed in Attachment A.

Applications are due to MTC by **Wednesday, December 12, 2012**. Eligible grantees can also elect to hold the funding in reserve for a future programming round to be held later in 2013.

Projects focused on increasing ridership or improving productivity and pilot youth or low-income pass programs are eligible for the TPI Incentive program, funded through the OneBayArea Grant Program Cycle 2 Surface Transportation Program (STP), and Congestion Mitigation and Air Quality Improvement (CMAQ) funding programs. Eligible projects must meet fund source eligibility requirements and are subject to MTC Resolutions 4035 (STP/CMAQ Cycle 2 Program Policy) and 3606 (Regional Project Funding Delivery Policy). MTC staff is available to assist with eligibility determinations. Resolutions of Local Support are required. The policies and sample resolution forms can be accessed through: <http://www.mtc.ca.gov/funding/onebayarea/>.

Submit one signed original copy and one electronic copy of the attached application (Attachment B) to Kenneth Folan. If you have any questions or require additional information, please also contact Kenneth Folan at [kfolan@mtc.ca.gov](mailto:kfolan@mtc.ca.gov) or (510) 817-5804.

Sincerely,

  
Alix A. Bockelman  
Director  
Programming and Allocations

**Attachments**

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Attachment A

**Transit Performance Initiative – Incentive Program  
Distribution of FY2012-13 Transition Year Funding**

Based on audited FY 2010-11 Revenue Passengers, for All Modes (Less Paratransit).

Source: MTC Statistical Summary

Transit Operator	FY 2010-11 Revenue Passengers	FY 2010-11 % of Total Regional Revenue Passengers	Estimated Distribution
AC Transit	57,333,160	12.0%	\$1,802,676
BART	111,099,029	23.3%	\$3,493,189
Caltrain	12,574,000	2.6%	\$395,353
Golden Gate <sup>3</sup>	8,597,971	1.8%	\$270,338
SF Muni	213,748,395	44.8%	\$6,720,704
SamTrans	13,474,000	2.8%	\$423,651
SC VTA	41,410,000	8.7%	\$1,302,018
<i>subtotal</i>	<b>458,236,555</b>	<b>96.1%</b>	<b>\$14,407,931</b>
ACE	718,000	0.2%	\$22,575
CCCTA	3,304,522	0.7%	\$103,901
Fairfield + Suisun	929,638	0.2%	\$29,230
LAVTA	1,712,879	0.4%	\$53,857
Napa	579,982	0.1%	\$18,236
Petaluma	206,512	0.0%	\$6,493
Santa Rosa <sup>3</sup>	3,053,000	0.6%	\$95,993
SolTrans <sup>1</sup>	1,543,024	0.3%	\$48,516
Sonoma County	1,346,357	0.3%	\$42,332
Tri Delta	2,351,662	0.5%	\$73,941
Union City	474,022	0.1%	\$14,904
Vacaville	372,414	0.1%	\$11,709
WestCAT	1,213,879	0.3%	\$38,167
WETA <sup>2</sup>	1,024,557	0.2%	\$32,214
<i>subtotal</i>	<b>18,830,448</b>	<b>3.9%</b>	<b>\$592,069</b>
<b>GRAND TOTAL</b>	<b>477,067,003</b>	<b>100.0%</b>	<b>\$15,000,000</b>

**ATTACHMENT B**  
**APPLICATION FORM**

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**APPLICATION**

**MTC TRANSIT PERFORMANCE INITIATIVE – FY2012-13 INCENTIVE PROGRAM**

**PART I: GENERAL INFORMATION**

<b>a) Project Sponsor</b> <i>Please provide the contact information of the person submitting this application.</i>
Name & Title: Organization: Mailing Address: Telephone: Fax: Email:
<b>b) Project Manager</b> <i>Please provide the contact information of the person to answer questions on this application and who will also act as the agency Project Manager. Leave blank if same as above.</i>
Name & Title: Organization: Mailing Address: Telephone: Fax: Email:
<b>c) Project Title</b> <i>Please provide a descriptive and distinctive name for the project.</i>

**PART II: PURPOSE & NEED**

<b>a) Project Description</b> Please describe the project.

**PART III: ACTION PLAN**

<b>a) Proposed increase to ridership and/or productivity</b>

**PART IV: BUDGET**

<b>a) Budget Summary</b>		
<b>Request</b>	<b>\$ (Thousands)</b>	<b>% of Total Project Budget</b>
<b>Amount of funding request:</b>		
<b>Amount of local match proposed: List description of fund source here:</b>		
<b>Total Project Budget</b>		

<b>b) Budget by Phase</b>	
<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
<b>Total Project Budget</b>	

**PART V: ATTACHMENTS**

**a) VICINITY MAP (if applicable)**

*Please include, in a separate attachment, a Vicinity Map clearly identifying the nearby jurisdictions, transit centers, highways, etc.*


**PART VI: DEMONSTRATION OF PARTICIPATION AND SUPPORT**

**a) PROJECT READINESS/ SCHEDULE**

Phase-Milestone	Month/Year	
	Start Date	Completion Date
Environmental Document		
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)		
Final Design - Plans, Specs. & Estimates (PS&E)		
Right-of-Way Activities /Acquisition (R/W)		
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)		

**Resolution of Local Support  
MTC Discretionary Funding  
Resolution No.**

**Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating the assurance to complete the project**

**WHEREAS, (INSERT APPLICANT NAME HERE)** (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for **(INSERT FUNDING \$ AMOUNT HERE)** in funding assigned MTC for programming discretion, including by not limited to federal funding administered by the Federal Highway Administration (FHWA) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the **(INSERT PROJECT TITLE(S) HERE)** (herein referred to as PROJECT) for the **(INSERT MTC PROGRAM(S) HERE)** (herein referred to as PROGRAM); and

**WHEREAS,** the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

**WHEREAS,** state statutes, including California Streets and Highways Code 182.6 and 182.7 provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

**WHEREAS,** pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

**WHEREAS,** MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

**WHEREAS,** MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of federal funds; and

**WHEREAS,** APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

**WHEREAS,** as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1. the commitment of any required matching funds of at least 11.47%; and
2. that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. that the project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4. the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
5. that the project will comply with all project-specific requirements as set forth in the PROGRAM; and
6. that the project (transit only) will comply with MTC Resolution No. 3866, revised, which sets

forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

**NOW, THEREFORE, BE IT RESOLVED** that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 for continued funding; and be it further

**RESOLVED** that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide (**INSERT MINIMUM \$ MATCH AMOUNT HERE**) in matching funds; and
2. APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation projects, and has assigned, and will maintain a single point of contact for all FHWA-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans and FHWA on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects implemented by APPLICANT; and
4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount approved by MTC and programmed in the federal TIP; and
5. APPLICANT and the PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and
6. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866, revised; and therefore be it further

**RESOLVED** that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

**RESOLVED** that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

**RESOLVED** that there is no legal impediment to APPLICANT making applications for the funds; and be it further

**RESOLVED** that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

**RESOLVED** that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

**RESOLVED** that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

**RESOLVED** that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's federal TIP.

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DATE: November 14, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Countywide Paratransit Services Memorandum of Understanding (MOU)

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**Background:**

An important transit service provided in Solano County is mobility services for people with disabilities. For an estimated 15 years, Solano Paratransit was a transportation program that provided transit services between the Cities of Dixon, Fairfield, Suisun City, Vacaville, Rio Vista, and the County of Solano for Americans with Disabilities Act (ADA) certified individuals. Intercity Paratransit between Benicia and Vallejo was either provided by Vallejo Transit for both cities or by each city individually. In July 2009, based on the City of Fairfield's request to no longer operate Solano Paratransit service, Solano Paratransit service was dissolved by the Solano Transportation Authority (STA) Board and the individual transit agencies took on this responsibility separately.

Two Seniors and People with Disabilities Transportation Summits were held in 2009 to discuss service and people with disabilities mobility issues and challenges. One of the recommendations developed based on issues raised at these summits was the establishment of the Intercity Taxi Scrip Program. The Intercity Taxi Scrip program was formed through the coordinated efforts of the transit operators and Solano County. On February 1, 2010, the Intercity Taxi Scrip program was launched across the County, with the City of Vacaville as the lead agency, providing a flexible option for qualified ambulatory ADA Paratransit certified riders. Scrip books may be purchased for \$15 and each book contains \$100 worth of scrip. The Intercity Taxi Scrip may be used for taxi trips between cities and rural areas within Solano County.

In Fiscal Year 2012-13, the County of Solano became the last Solano County (and Bay Area) jurisdiction to dedicate 100% of its local Transit Development Act (TDA) funds for transit purposes.

**Discussion:**

Based on the success of the first two years of operation, the transit partners propose to continue the Intercity Taxi Scrip Program while research and planning continues for the proposed move to the much more complex Phase Two which could provide accessible taxis for non-ambulatory ADA certified passengers. The County of Solano has prepared a draft Memorandum of Understanding (MOU) (Attachment A) proposing to cover countywide paratransit services beyond the specific phase 2 proposal for accessible taxis for new ambulatory ADA certified passengers to include ADA and ADA plus service and is asking for edits, comments, feedback, and discussion at the meeting. This item has been agendaized for discussion at the request of the County of Solano. STA staff had previously provided County of Solano staff with a letter asking a series of questions and issues be addressed as part of the MOU. A copy of the STA's letter was distributed to the Consortium at the previous meeting.

**Recommendation:**

Informational.

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DATE: November 13, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: SolanoExpress Intercity Quarterly Reports

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**Background/Discussion:**

Prior to 2005, the funding for Solano County's intercity routes, collectively called Solano Express, was shared among local jurisdictions through various verbal understandings and informal and year to year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit, the STA developed with the transit operators a countywide cost-sharing method that would provide funding stability for the operators of the intercity services and an equitable and predictable cost sharing formula for the funding partners. A working group was formed, the Intercity Transit Funding Working Group (ITFWG), and was comprised of representatives from STA, Solano County, and each participating city in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement are the Intercity Cost Sharing Formula, primarily based upon two factors: ridership by residence and population. This shared funding is for the cost of these routes after farebox and other non-local revenue are taken into account. Another key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of these routes' performances. This data helps guide future funding, service planning and marketing decisions.

In the intercity funding agreement it states that transit operators shall report at least quarterly to the ITFWG the following information by intercity route:

- Budget vs. actual cost for the quarter
- Budget vs. actual fares for the quarter
- Ridership
- Service hours

Fairfield and Suisun Transit and SolTrans have submitted their quarterly reports for the working group's review.

**Recommendation:**

Informational.

Attachments:

- A. Fairfield and Suisun Transit Intercity Quarterly Report
- B. SolTrans Intercity Quarterly Report

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**SOLANO EXPRESS  
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

**FY 2012-13 Budget vs Estimated or Actual Cost**

Intercity Route	FY 12-13 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 409,611	\$ 97,673	23.8%		0.0%		0.0%		0.0%	\$ 97,673	23.8%
FAST Rt 30	\$ 729,196	\$ 123,901	17.0%		0.0%		0.0%		0.0%	\$ 123,901	17.0%
FAST Rt 40	\$ 761,341	\$ 147,339	19.4%		0.0%		0.0%		0.0%	\$ 147,339	19.4%
FAST Rt 90	\$ 2,261,257	\$ 426,839	18.9%		0.0%		0.0%		0.0%	\$ 426,839	18.9%
Subtotal, FAST	\$ 4,161,405	\$ 795,752	19.1%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ 795,752	19.1%
VT Rt 78	\$ 892,635		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 80	\$ 2,432,200		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 85	\$ 923,400		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
Subtotal, VT	\$ 3,355,600	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%

Report Completed By: Diane Feinstein, City of Fairfield  
Date: 11/5/2012

**SOLANO EXPRESS  
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

**FY 2012-13 Budget vs Estimated or Actual Fare Revenue**

Intercity Route	FY 12-13 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 101,494	\$ 24,256	23.9%		0.0%		0.0%		0.0%	\$ 24,256	23.9%
FAST Rt 30	\$ 176,977	\$ 38,541	21.8%		0.0%		0.0%		0.0%	\$ 38,541	21.8%
FAST Rt 40	\$ 177,567	\$ 42,550	24.0%		0.0%		0.0%		0.0%	\$ 42,550	24.0%
FAST Rt 90	\$ 1,013,285	\$ 251,010	24.8%		0.0%		0.0%		0.0%	\$ 251,010	24.8%
Subtotal, FAST	\$ 1,469,323	\$ 356,357	24.3%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ 356,357	24.3%
VT Rt 78	\$ 267,684		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 80	\$ 1,469,613		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 85	\$ 475,978		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
Subtotal, VT	\$ 1,945,591	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%

Report Completed By: Diane Feinstein, City of Fairfield  
Date: 11/5/2012

# SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

## FY 2012-13 Budget vs. Estimated or Actual Ridership

Intercity Route	FY 12-13 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	51,896	13,570	26.1%		0.0%		0.0%		0.0%	13,570	26.1%
FAST Rt 30	46,544	11,983	25.7%		0.0%		0.0%		0.0%	11,983	25.7%
FAST Rt 40	40,699	10,718	26.3%		0.0%		0.0%		0.0%	10,718	26.3%
FAST Rt 90	240,279	62,103	25.8%		0.0%		0.0%		0.0%	62,103	25.8%
Subtotal, FAST	379,418	98,374	25.9%	0	0.0%	0	0.0%	0	0.0%	98,374	25.9%
VT Rt 78	86,074		0.0%		0.0%		0.0%		0.0%	0	0.0%
VT Rt 80	420,264		0.0%		0.0%		0.0%		0.0%	0	0.0%
VT Rt 85	163,074		0.0%		0.0%		0.0%		0.0%	0	0.0%
Subtotal, VT	669,412	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Report Completed By: Diane Feinstein, City of Fairfield  
Date: 11/5/2012

# SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

## FY 2012-13 Budget vs. Estimated or Actual Revenue Hours

Intercity Route	FY 12-13 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	3,687	901	24.4%		0.0%		0.0%		0.0%	901	24.4%
FAST Rt 30	4,536	1,000	22.1%		0.0%		0.0%		0.0%	1,000	22.1%
FAST Rt 40	5,057	1,231	24.3%		0.0%		0.0%		0.0%	1,231	24.3%
FAST Rt 90	15,754	3,593	22.8%		0.0%		0.0%		0.0%	3,593	22.8%
Subtotal, FAST	29,034	6,726	23.2%	0	0.0%	0	0.0%	0	0.0%	6,726	23.2%
VT Rt 78	8,396		0.0%		0.0%		0.0%		0.0%	0	0.0%
VT Rt 80	22,818		0.0%		0.0%		0.0%		0.0%	0	0.0%
VT Rt 85	8,414		0.0%		0.0%		0.0%		0.0%	0	0.0%
Subtotal, VT	31,232	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Report Completed By: Diane Feinstein, City of Fairfield  
Date: 11/5/2012

Updated by Liz from Fairfield Ridership Summary

## SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

### FY 2012-13 Budget vs Estimated or Actual Cost

Intercity Route	FY 12-13 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 409,611		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 30	\$ 729,196		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 40	\$ 761,341		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 90	\$ 2,261,257		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
Subtotal, FAST	\$ 4,161,405	\$ -	0.0%	\$ -	0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 78	\$ 892,635	\$ 344,767	38.6%		0.0%		0.0%		0.0%	\$ 344,767	38.6%
VT Rt 80	\$ 2,432,200	\$ 529,527	21.8%		0.0%		0.0%		0.0%	\$ 529,527	21.8%
VT Rt 85	\$ 923,400	\$ 236,574	25.6%		0.0%		0.0%		0.0%	\$ 236,574	25.6%
Subtotal, VT	\$ 3,355,600	\$ 766,101	22.8%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ 766,101	22.8%

Report Completed By: Philip Kamhi  
Date: 11/5/2012

# SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

## FY 2012-13 Budget vs Estimated or Actual Fare Revenue

Intercity Route	FY 12-13 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 101,494		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 30	\$ 176,977		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 40	\$ 177,567		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
FAST Rt 90	\$ 1,013,285		0.0%		0.0%		0.0%		0.0%	\$ -	0.0%
Subtotal, FAST	\$ 1,469,323	\$ -	0.0%	\$ -	0.0%		0.0%		0.0%	\$ -	0.0%
VT Rt 78	\$ 267,684	\$ 60,942	22.8%		0.0%		0.0%		0.0%	\$ 60,942	22.8%
VT Rt 80	\$ 1,469,613	\$ 293,522	20.0%		0.0%		0.0%		0.0%	\$ 293,522	20.0%
VT Rt 85	\$ 475,978	\$ 74,372	15.6%		0.0%		0.0%		0.0%	\$ 74,372	15.6%
Subtotal, VT	\$ 1,945,591	\$ 367,893	18.9%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ 367,893	18.9%

Report Completed By: Philip Kamhi  
Date: 11/5/2012

# SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

## FY 2012-13 Budget vs. Estimated or Actual Ridership

Intercity Route	FY 12-13 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20			#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
FAST Rt 30			#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
FAST Rt 40			#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
FAST Rt 90			#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
Subtotal, FAST	0	0	#DIV/0!	0	#DIV/0!		#DIV/0!		#DIV/0!	0	#DIV/0!
VT Rt 78	86,074	22,928	26.6%		0.0%		0.0%		0.0%	22,928	26.6%
VT Rt 80	420,264	110,433	26.3%		0.0%		0.0%		0.0%	110,433	26.3%
VT Rt 85	163,074	27,732	17.0%		0.0%		0.0%		0.0%	27,732	17.0%
Subtotal, VT	669,412	161,093	24.1%	0	0.0%	0	0.0%	0	0.0%	161,093	24.1%

Report Completed By: Philip Kamhi  
Date: 11/5/2012

**SOLANO EXPRESS  
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

**FY 2012-13 Budget vs. Estimated or Actual Revenue Hours**

Intercity Route	FY 12-13 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	3,687		0.0%		0.0%		0.0%		0.0%	0	0.0%
FAST Rt 30	4,536		0.0%		0.0%		0.0%		0.0%	0	0.0%
FAST Rt 40	5,057		0.0%		0.0%		0.0%		0.0%	0	0.0%
FAST Rt 90	15,754		0.0%		0.0%		0.0%		0.0%	0	0.0%
Subtotal, FAST	29,034	0	0.0%	0	0.0%		0.0%		0.0%	0	0.0%
VT Rt 78	8,396	3,014	35.9%		0.0%		0.0%		0.0%	3,014	35.9%
VT Rt 80	22,818	4,859	21.3%		0.0%		0.0%		0.0%	4,859	21.3%
VT Rt 85	8,414	2,366	28.1%		0.0%		0.0%		0.0%	2,366	28.1%
Subtotal, VT	31,232	7,225	23.1%	0	0.0%	0	0.0%	0	0.0%	7,225	23.1%

Report Completed By: Philip Kamhi  
Date: 11/5/2012



DATE: November 9, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Robert Guerrero, Senior Planner  
RE: Alternative Fuel and Infrastructure Plan Status Update

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**Background:**

The STA Board approved the development of the Solano Alternative Fuels and Infrastructure Plan to begin an assessment of existing and potential opportunities for alternative fuel use in Solano County. Alternative fuels can be defined as any fuel used in place of, or in combination with gasoline or diesel fuel. The fuels and technologies that are either in use in Solano County or are being considered for use by the local agencies include: biodiesel, electricity, fuel cells, hybrid electric, liquefied and compressed natural gas (L/CNG), low sulfur (clean) diesel, propane (LPG), and methanol.

A Technical Working Group of transit, public works, fleet management and planning staff from each of the cities and the County of Solano was established early on to assist in developing the Plan. Staff representatives from the Yolo Solano Air Quality Management District and Bay Area Air Quality Management District also are participants on the Technical Working Group.

The Technical Working Group developed a scope of work for the Alternative Fuels and Infrastructure Plan with STA staff. In June, ICF consultants were selected to assist in developing the Plan. The project was formally kicked off in July with ICF being introduced to the overall Working Group in July. As part of the kickoff meeting, the Working Group's first task was to assist in drafting a set of goals for the plan based on the STA Board's direction. In addition, the Working Group assisted in providing more insight on regulations and mandates set by the California Air Resource Board for fleet vehicle and fueling requirements.

**Discussion:**

Since July, the Technical Working Group held a 2nd meeting in October to discuss a draft report on an inventory of existing fleet and fueling infrastructures in Solano County. The Technical Working Group also reviewed and commented on a draft Alternative Fuel background report. Both reports were recently revised to include comments received and subsequently re-distributed for final comments from the Working Group with a deadline set for November 27th.

STA staff is also currently working on implementation strategies and opportunities for public and private partnership. Over the next month, STA staff and the consultant anticipates individual meetings with members of the Working Group and private entities to discuss preliminary strategies and opportunities. The Working Group as a whole will be invited to meet and discuss the results in December. STA staff also anticipates presenting a status report on the Alternative Fuels and Infrastructure Plan to the Alternative Modes Committee in December as well.

The project is on track to have a draft Plan for the TAC and Consortium to review at their February 2013 meeting. STA staff will continue to provide regular updates as the plan progresses.

**Fiscal Impact:**

No fiscal impact at this time. The Alternative Fuels and Infrastructure Plan was previously budgeted and approved by the STA Board for \$75,000 from State Transit Assistance Funds (STAF).

**Recommendation:**

Informational.



DATE: November 19, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: SNCI Monthly Issues

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**Background:**

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, marketing, promotions and events. Other items are included as they become relevant.

**Discussion:**

**Transit Schedules:**

In preparation for the significant changes in FAST local routes, SNCI staff has scheduled a briefing with FAST staff to insure the correct route information is provided to the public. Staff has also received extensive information about the Napa VINE route changes in preparation of their new service changes effective December 3.

**Marketing/Promotions:**

The 2012 Solano Commute Challenge (SCC) has wrapped up. The SCC is a targeted outreach campaign involving employers and the local business community. Participants will receive incentive rewards by using transit, carpools, vanpools, bikes and walking at least 30 times from August-October. There are 417 Commute Champions who met the goal and 76 Contenders who tried but didn't quite make it from the 47 employers registered and 655 employees that signed up.

SNCI working with Suisun City and Capitol Corridor staff to improve and update the transit information and signage at the Suisun City Amtrak Station.

The SNCI Program is about to receive additional Air District funds to:

1. Assist FAST in marketing Park and Ride lots for carpools and vanpools to help relieve the overflow at the Fairfield Transportation Center; and
2. Offer a transit incentive as part of SolTrans' new marketing campaign.

**Events:**

SNCI staff provided transit and commute alternative information to employees at the Kaiser Family Fun Fest in Vallejo, Genentech and VacaValley Hospital in Vacaville, and NorthBay Healthcare Admin and NorthBay Medical Center in Fairfield.

**Recommendation:**

Informational.

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DATE: November 13, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: Solano Employer Commute Challenge 2012 – Final Results

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**Background:**

The Sixth Annual Solano Commute Challenge (Challenge) was a targeted outreach campaign for Solano County large employers that involved the local business community in addition to employers and employees. The overall goal for this campaign was to increase and sustain Solano County employees' use of alternative transportation. The Challenge for employers and their employees was to "Use transit, carpool, vanpool, bike, or walk to work at least 30 workdays from August through October." Incentives are provided through the Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) Program to employees and employers who "met" the Commute Challenge.

Campaign materials were sent to the targeted employers in July with telephone follow-up one week later. Information about the Challenge was posted on the STA's SNCI webpage, [www.commuterinfo.net](http://www.commuterinfo.net), along with a registration form where targeted employers and their employees could indicate their interest in participating. Status updates about the Challenge were posted on SNCI's Facebook page.

Employees accessed information about the Challenge through the SNCI webpage and also from hardcopy brochures and flyers that were provided to the employers for distribution. Employee trips were tracked electronically, using the 511 Ridematching system's "Trip Diary" tracking system. Employees who did not have internet access or preferred to not use the electronic alternative still had the option of submitting the hard-copy Monthly Commute Logs. 511 Rideshare made substantial programming improvements to the ridematching system to more easily identify and track Challenge participants. Staff provided significant assistance to ensure that employees understood the process and would accurately track their trips. As individual employees signed up, they could request information about transit, bicycling, and carpooling/vanpooling options.

**Discussion:**

The Challenge ended on October 31, 2012 and the deadline for all Monthly Commute Logs was November 15<sup>th</sup>. As of October 31<sup>st</sup>, 47 major Solano employers totaling 655 employees registered in the Challenge. 417 employee participants have earned the title "Commute Champion" by meeting or passing the goal, nearly 64% of all participants. For the second year in a row, State Fund of Vacaville is the Most Outstanding Workplace with 100 Commute Champions. Other Commute Champion Workplaces (where 20 or more employees became Commute Champions) include Genentech in Vacaville, California Vegetable Specialties in Rio Vista, Travis Air Force Base, and the County of Solano.

Employees who are Commute Champions are entered into a drawing. The drawing for those gift certificates will take place at the December STA Board meeting. Staff will coordinate the presentation of employer rewards with the companies, Chambers of Commerce, and STA Board members.

**Fiscal Impact:**

The Solano Commute Challenge (Challenge) campaign is included in the STA's Solano Napa Commuter Information program budget and is funded by a combination of Bay Area Transportation for Clean Air (TFCA) and Eastern Solano Congestion Management Air Quality (CMAQ) funds.

**Recommendation:**

Informational.

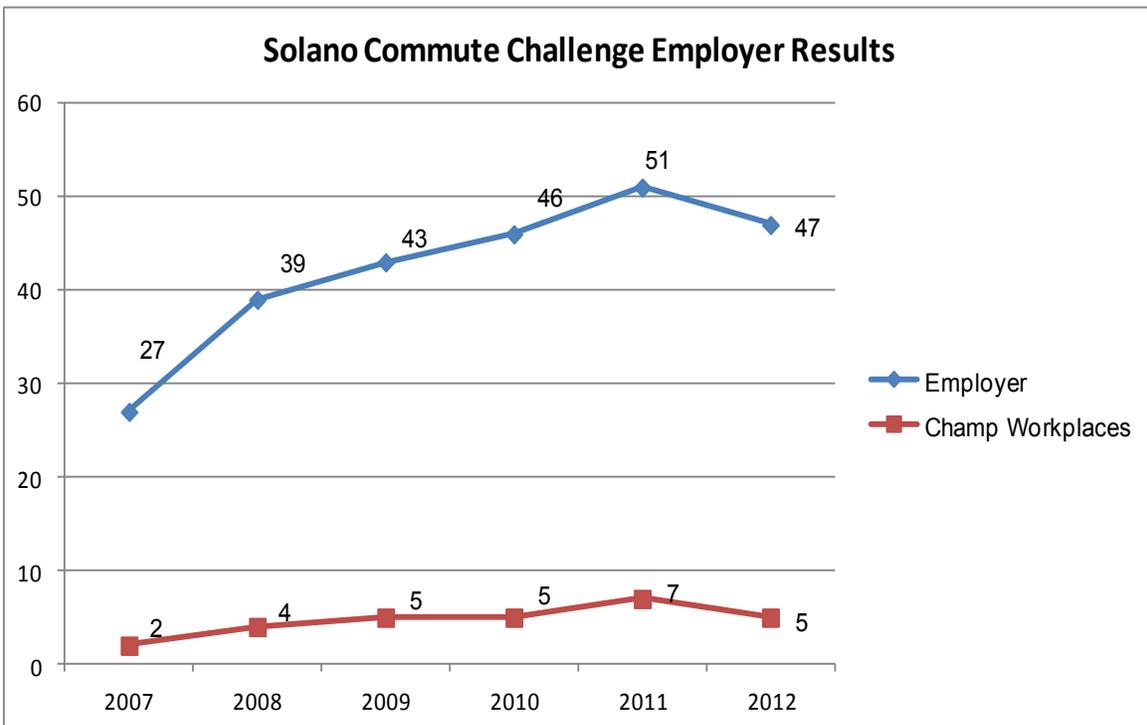
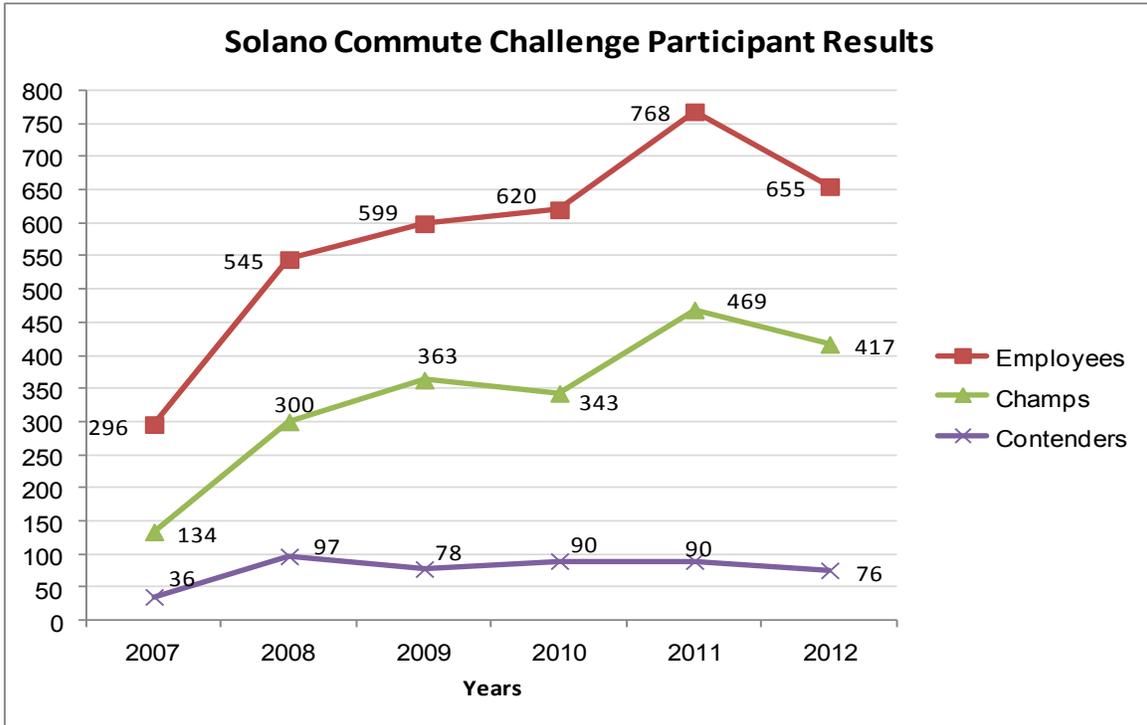
Attachments:

- A. SCC Employee Final Results Table
- B. Solano Commute Challenge – Summary of Participants 2007-2012

**2012 Solano Commute Challenge****Final Results - 11.16.12**

<b>Employer Name</b>	<b>City</b>	<b>Employees Registered</b>	<b>Champs</b>	<b>Contenders</b>
State Fund	Vacaville	140	<b>100</b>	18
Solano County	Countywide	121	<b>77</b>	18
Travis AFB (Air Force Base)	Travis AFB	80	<b>38</b>	9
California Vegetable Specialties	Rio Vista	34	<b>29</b>	3
Genentech	Vacaville	47	<b>24</b>	2
UTC Aerospace Systems	Fairfield	27	<b>19</b>	2
Kaiser Permanente Medical Center - Vallejo	Vallejo	28	<b>16</b>	2
Valero	Benicia	24	<b>15</b>	5
AAA NCNU CLUB/IE	Fairfield	13	<b>11</b>	0
NorthBay Healthcare - Fairfield	Fairfield	17	<b>10</b>	3
Anheuser-Busch, Inc.	Fairfield	11	<b>9</b>	1
Bio Rad Laboratories	Benicia	11	<b>9</b>	2
Novartis	Vacaville	13	<b>9</b>	0
Vallejo Sanitation & Flood Control District	Vallejo	9	<b>9</b>	0
City of Vacaville	Vacaville	12	<b>6</b>	3
ALZA	Vacaville	7	<b>4</b>	0
Vacaville Unified School District	Vacaville	10	<b>4</b>	2
California Maritime Academy	Vallejo	9	<b>3</b>	3
California State Prison- Solano	Vacaville	5	<b>3</b>	0
City of Benicia	Benicia	3	<b>3</b>	0
City of Dixon	Dixon	5	<b>3</b>	0
City of Vallejo	Vallejo	3	<b>3</b>	0
Kaiser Permanente Medical Center - Vacaville	Vacaville	4	<b>3</b>	0
City of Fairfield	Fairfield	2	<b>2</b>	0
Fairfield Suisun Unified School District	Fairfield	2	<b>2</b>	0
Solano Community College	Fairfield	2	<b>2</b>	0
Ball Metal Beverage Container	Fairfield	1	<b>1</b>	0
City of Suisun City	Suisun City	2	<b>1</b>	0
Sutter Medical Foundation - Vacaville	Vacaville	1	<b>1</b>	0
Travis Credit Union	Vacaville	2	<b>1</b>	0
Amcor Rigid Plastics	Fairfield	3	<b>0</b>	0
Basalite Concrete Products	Dixon	0	<b>0</b>	0
City of Rio Vista	Rio Vista	0	<b>0</b>	0
Dependable Plastics	Fairfield	0	<b>0</b>	0
Dunlop Manufacturing, Inc.	Benicia	0	<b>0</b>	0
Kaiser Permanente Medical Offices - Fairfield	Fairfield	2	<b>0</b>	1
Mariani Packing Co.	Vacaville	0	<b>0</b>	0
Meyer Corporation	Fairfield	3	<b>0</b>	1
NorthBay Healthcare Vaca Valley Hospital	Vacaville	0	<b>0</b>	0
Owens-Illinois	Fairfield	0	<b>0</b>	0
RIX Industries	Benicia	0	<b>0</b>	0
Solano Family & Children's Services	Fairfield	2	<b>0</b>	1
State Farm Insurance	Vallejo	0	<b>0</b>	0
Sutter Medical Foundation - Fairfield	Fairfield	0	<b>0</b>	0
Sutter Solano Medical Center	Vallejo	0	<b>0</b>	0
<b>Totals</b>		<b>655</b>	<b>417</b>	<b>76</b>

# Solano Commute Challenge Results





DATE: November 20, 2012  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Robert Macaulay, Director of Planning  
RE: OneBayArea Grant (OBAG) Funding Criteria

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**Background:**

The Regional Transportation Plan (RTP) is the long-range transportation plan for the 9-county Bay Area. It is prepared every 4 years by the Metropolitan Transportation Commission (MTC). The RTP sets out a 25-year vision for the region's transportation system, establishes goals and milestones for achieving that vision, and lists projects that are designed to help meet those goals.

Senate Bill (SB) 375 was legislation enacted with the intent to help implement the state's goals for reduction of Greenhouse Gas (GHG) emissions from cars and light trucks, and coordinate regional land use and transportation planning. SB 375 requires the development of Sustainable Community Strategies (SCS) that act as the land use element of the RTP. The SCS and RTP must result in projected reductions of GHG emissions to levels set by the state, and accommodate all of the projected growth in housing for the time period of the RTP/SCS. The Bay Area SCS is being developed by the Association of Bay Area Governments (ABAG) and MTC, with input from other regional agencies.

In late December 2011, MTC released guidelines for the OneBayArea Grant (OBAG) program. OBAG is a new program developed by MTC and ABAG for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. Historically, these have been titled federal cycle funds. The OBAG proposal will combine funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network and Congestion Management Agency (CMA) Planning activities. Safe Routes to Schools (SR2S) is eligible for OBAG funding, but will also be receiving funds that are specifically allocated to SR2S.

At its meeting of April 11, 2012, the STA Board approved an initial allocation plan for anticipated OBAG funds. That allocation plan assumed a 3-year funding cycle, and allocated \$5.2 million to the Dixon West B Street Undercrossing and to funding STA Planning and SNCI staff. With the addition of a 4<sup>th</sup> year to the OBAG funding cycle and using the same formula, the existing commitments total \$6.2 million. On July 12, the STA Board reaffirmed the existing commitments, and issued a Call for Projects for CMAQ-eligible projects and programs.

On September 12, 2012, the STA Board discussed the OBAG CMAQ Project and Program Criteria. The STA Board modified ranking criteria 10 to specify that equity should be based upon the largest number of residents and businesses that benefit from a project, rather than its geographical location.

On September 26, 2012, both the TAC and the Solano Express Intercity Transit Consortium (Consortium) discussed the OBAG CMAQ Project and Program Criteria. The Consortium recommended two changes:

- Modify criteria 10 to replace “cities” with “jurisdictions” so that benefits to the County and SolTrans would be included.
- Add criteria 11, which would state “Does the project encourage or facilitate the use of public transit or other use of alternative modes?”

The TAC supported the Consortium Changes, and recommended three additional changes:

- Modify criteria 7, replacing “deliver a Complete Street” with “deliver an element of a Complete Street.”
- Modify criteria 8 to replace “taking a large proportion of the county’s housing” with “taking a proportional share of the county’s housing.” Several TAC members were concerned that the allocation of housing in the upcoming Regional Housing Needs Allocation (RHNA) process would play too large of a role in influencing where OBAG funds are programmed. STA staff is recommending that housing issues addressed in criteria 8 be reviewed, ranked, and recommended by the county Planning Directors. The TAC concurred with this approach.
- Add criteria 12, which would state “Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?” This addition was in response to TAC members who supported some level of OBAG allocation to each jurisdiction.

At the STA Board meeting, STA staff recommended one additional ranking criteria:

- Have adequate local match funds been identified for the project?

The STA Board discussed the criteria, and accepted all of the proposed changes except for ranking criteria 8. The Board selected the wording below for ranking criteria 8, and asked the Planning Directors to evaluate how each jurisdiction meets this ranking criterion.

- Is the project located in a jurisdiction that is taking its fair share of the county’s housing allocation in the upcoming Regional Housing Needs Allocation process?

In addition, there have been changes proposed to the mix of OBAG funds from MTC to the CMAs, and on local OBAG fund requests. MTC is proposing to adjust the OBAG fund mix for Solano County by moving approximately \$1.3 million from CMAQ to STP. This was in response to a request from the CMAs to MTC for additional STP funds. The City of Vallejo requested, and the STA Board approved, a shift of Vallejo’s funds from \$611,000 STP to CMAQ, with these funds applied to the Vallejo Downtown Streetscape project.

In addition the TAC and Board meetings discussed above, STA staff has conducted a public outreach campaign for OBAG funds. The initial step was the STA Board discussion of existing commitments in April 2012. Additionally, STA staff met with each of the citizen and staff advisory committees, and hosted a public workshop on OBAG funding priorities on September 12, 2012.

## Discussion:

### Available Funds:

Based upon the Vallejo STP/CMAQ swap, and assuming that MTC approves the proposed rebalancing of funds between STP and CMAQ, there will be \$5.6 million available for eligible projects for the 4-year OBAG cycle. The increase in STP funds is proposed to be distributed to the city and county jurisdictions using the same road and maintenance based formula used to make the initial STP Local Streets and Roads distribution. This is the subject of a separate staff report, Item VI.B.

In addition, as a result of the Vallejo STP/CMAQ swap, there are \$611,000 in STP funds that are currently unallocated. STA staff is recommending these funds remain unallocated at this time, so that they can act as a pool of flexible funds to help advance other OBAG priorities, such as providing project planning funds that do not meet the CMAQ eligibility requirements, based on the OBAG subsequently adopted by the STA Board.

### Housing Criteria:

On October 30<sup>th</sup>, the Solano Planning Directors met to discuss evaluation of the jurisdictions using Ranking Criteria 8. The Solano Planning Directors were concerned that using the phrase ‘fair share’ could be interpreted as saying that some communities were not taking their fair share, and this could jeopardize the individual city’s and overall county’s ability to receive regional funding in the future. Instead, the Solano Planning Directors unanimously voted to:

1. Recommend that the STA Board use the following language for OBAG Ranking Criteria 8:  
Is the project located in a jurisdiction that is taking more than its proportionate share of the county's allocation in the upcoming Regional Housing Needs Allocation process, relative to the jurisdiction's January 1, 2012 Household Population Share?
2. Report that, based on current numbers, both Fairfield and Rio Vista receive a YES answer to that question.
3. Once final comments on the RHNA numbers are received on or about December 17<sup>th</sup>, STA will re-calculate the RHNA % and Household Population % and re-poll the Solano Planning Directors for a final assessment. This final assessment will be reported to the STA Board prior to their final action on OBAG funding.

### Criteria and Methodology:

Attachment A provides the final OBAG CMAQ Project and Program Screening and Ranking Criteria, and assumes that the STA Board will adopt the Planning Director’s suggested wording for Ranking Criteria 8. Attachment A also includes a discussion of what methodology STA staff will use in applying each criterion to the submitted projects and programs.

Attachment B is a matrix of all of the OBAG CMAQ Project and Program submittals and the OBAG CMAQ Screening Criteria. Those projects that do not meet the Screening Criteria will not be analyzed using the OBAG CMAQ Project and Program Ranking Criteria. The Screening Matrix identified three proposals that do not meet the screening criteria and will not be evaluated further. They are:

- Vacaville Intermodal Center, Phase 2 – cannot be delivered during the 4-year OBAG Cycle
- Transit Vehicle Support set aside – not identified in an adopted or draft STA Plan
- Military West Corridor Transit Support and prioritization– not identified in an adopted or draft STA Plan

**Final Project Selection:**

At the January 2, 2013 TAC meeting, STA staff will present the ranking matrix, with a draft ranking for each of the qualified projects or programs. STA staff will also recommend placing projects and programs into one of three tiers:

- Tier 1 – projects or programs that have high ranking results and are good candidates for federal funding.
- Tier 2 – projects or programs that rank less well but may still provide a substantial benefit.
- Tier 3 - projects or programs that have the lowest ranking or are not good candidates for federal funding.

STA staff will also present information on the cost of those highest ranked projects and programs in relation to the \$5.6 million in CMAQ funds and in relation to the MTC requirement that at least 50% of the OBAG funds must be spent in or in support of PDAs. The STA Board is scheduled to take a final action to adopt the OBAG project list at its meeting of February 13, 2013.

**Fiscal Impact:**

The proposed action will not have any impact on the STA budget. The recommendation to distribute the anticipated increase in STP funds to the local jurisdictions based upon the existing formula will increase funds to each of the recipient jurisdictions. The \$611,000 in STP funds will be able to support other OBAG projects or programs as part of the programming of OBAG funds.

**Recommendation:**

Informational.

Attachments:

- A. STA Final OBAG CMAQ Project and Program Screening and Ranking Criteria and Methodology
- B. STA OBAG CMAQ Screening Assessment

<b>Criteria</b>	<b>Methodology</b>	<b>Who will Rate</b>
How many of goals of the Regional Transportation Plan (RTP) or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?	There are 10 RTP and 61 CTP goals. STA staff has developed a matrix with each goal and each project listed, and will perform a simple YES / NO review of each matrix cell. Where MTC has already provided guidance on RTP goal assessment, STA staff will use that guidance. The final STA project ranking matrix will list the number of RTP and the number of CTP goals met for each project.	STA Planning staff
Does the project support transportation and land use connections, PDA's and Priority Conservation Areas (PCAs) by: <ul style="list-style-type: none"> <li>• Encouraging housing and employment near transit</li> <li>• Directly facilitating development investments addressing access improvements</li> <li>• Encouraging users of open space or direct consumer purchase from agricultural producers</li> <li>• Implementing a transportation and land use plan with demonstrated community consensus</li> </ul>	Projects not located in or connecting to a PDA will be rated as NO. Projects located in, and programs that will generally support, PDAs will be rated YES unless there is an obvious lack of ability of the project or program to meet this criteria.	STA Planning staff
Does the project address safety improvements? <ul style="list-style-type: none"> <li>• Reduction in the number of collisions</li> <li>• Reduction in severity of collisions</li> <li>• Reduction in bicycle/pedestrian collisions</li> </ul>	Projects that have clearly-articulated safety components or that provide new bicycle or pedestrian routes will be rated as YES.	STA Planning staff
Is the project a recognized priority project in any of the STA's adopted plans, and if so what rank	Projects that are identified as a Priority Project in an adopted STA plan will be ranked as YES. The ranking will be provided in a table footnote.	STA Planning staff
Is the project located in a community of concern as defined by MTC, and included in any of the STA's Community Based Transportation Plans?	STA will map proposed projects and communities of concern. Those projects that overlap with a community of concern will be rated YES.	STA Planning staff

<p>Will the project be delivered in the first two years of the OBAG cycle (FY 12-13 or FY 13-14), or the second two years (FY 14-15 or FY 15-16)? Factors that will determine this include:</p> <ul style="list-style-type: none"> <li>• Is the project identified in a locally-adopted master plan?</li> <li>• Does it have environmental clearance and completed Plans, Specifications and Estimates (PS&amp;Es)?</li> <li>• What is the project delivery record of the sponsoring agency?</li> <li>• If the project is large, can the project sponsor deliver earlier project phases with independent utility?</li> </ul>	<p>The STA PDWG will be asked to review and assess each project's deliverability. Projects will be rated as FIRST half or SECOND half of the OBAG funding cycle.</p>	<p>STA Projects staff and PDWG</p>
<p>Does the project deliver an element of a Complete Street?</p>	<p>Projects that have an element of a Complete Street will be rated as YES. This includes bicycle or pedestrian facilities, transit stops, or special accommodation of goods movement vehicles.</p>	<p>STA Planning and Projects staff</p>
<p>Is the project located in a jurisdiction that is taking more than its proportionate share of the county's allocation in the upcoming Regional Housing Needs Allocation process, relative to the jurisdiction's January 1, 2012 Household Population Share?</p> <p>(note – this language is recommended by the Solano Planning Directors, but has not been adopted by the STA Board)</p>	<p>Jurisdictions whose RHNA % is equal or larger than their 2012 Household Population % will be ranked YES.</p>	<p>Solano Planning Directors</p>
<p>Does the project or program support maintaining and expanding the employment base in Solano County?</p>	<p>If the project is located in or adjacent to a major employment center, it will be rated YES. Major employment centers were identified by the STA as an early part of the Solano CTP update.</p>	<p>STA Planning staff</p>
<p>Does the project or program benefit a large number of residents and businesses, including multiple jurisdictions?</p>	<p>Projects located in areas with high volumes of county traffic, and projects providing service to large populations, will be ranked as YES.</p>	<p>STA Planning, Projects, Transit and Rideshare staff</p>
<p>Does the project encourage or facilitate the use of public transit or other use of alternative modes?</p>	<p>Projects or programs that directly promote transit, including local and intercity bus service, rail and ferry passenger service, and rideshare and vanpool formation and use, will be rated YES.</p>	<p>STA Transit and Rideshare staff</p>

Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?	STA will map projects proposed for funding based upon other criteria, and present this map to the Board for assessment.	STA Board
Have adequate local match funds been identified for the project?	Projects that have identified a dedicated local match that meets or exceeds the federal match requirement will be rated as YES.	STA Projects staff and PDWG

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**Attachment B**

**STA OBAG CMAQ Project and Program Screening Criteria Assessment**

<b>Project</b>	<b>Is the project or program identified in an adopted or draft STA document?</b>	<b>Is there a public agency that will deliver the project?</b>	<b>Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?</b>	<b>Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?</b>	<b>Can project or program funds be obligated by March 31, 2016?</b>
Benicia Industrial Park Transit Hub – construct 1 acre bus hub, including 50 parking spaces bus shelters and pull-out, bicycle parking, restrooms and support facilities. Located at Park Road/Industrial Way/ I-680 WB	Yes	Yes	NO <sup>1</sup>	No <sup>2</sup>	Yes
Dixon West A Street Improvements –		Yes	Yes	Yes	
West Texas Gateway Access Improvements – Improve sidewalks and crosswalks along West Texas Street that provide access to the Fairfield Transportation Center	Yes	Yes	Yes	Yes	Yes
Rio Vista Waterfront Promenade Phase 2 – construct 850 feet of improvements along the Sacramento River water front south of the Rio Vista bridge.	Yes	Yes	Yes	No <sup>2</sup>	Yes

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Lotz Way Improvements – Improve bicycle and pedestrian facilities by installing a Class I facility, and improve the travel lane on the north side of Lotz Way, from Marina Boulevard to Main Street.	Yes	Yes	Yes	No <sup>2</sup>	Yes
Railroad Avenue Extension Project – extend Railroad Avenue from its current end just west of Marina Blvd. for 1,500 feet to a new controlled intersection at the Main Street/SR 12 Westbound intersection. The project includes a Class I bicycle facility.	Yes	Yes	Yes	No <sup>2</sup>	Yes
Suisun/Fairfield Train Station Improvements – improve bicycle and pedestrian access to the train station, improve on-site ADA accessibility, expand bicycle storage facilities, and install additional signage and pedestrian access control to improve safety.	Yes	Yes	Yes	No <sup>2</sup>	Yes

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Ulatis Creek Bike Path – McClellan to Comstock. Construct a Class I bike path from McClellan Street in downtown Vacaville to Comstock Way near I-80.	Yes	Yes	Yes	No <sup>2</sup>	Yes
Mason Street at Depot Street Road Diet – Construct bike and ped improvements including ped refuge and turn channelization on 3 corners of intersection.	Yes	Yes	Yes	No <sup>2</sup>	Yes
Allison PDA Bike and Ped improvements – improvements to both sides of Allison Drive, and improve ped signal at Burton Drive and Helen Power Drive.	Yes	Yes	Yes	No <sup>2</sup>	Yes
Vacaville Intermodal Station Phase 2 – Construct 400-space parking garage.	Yes	Yes	Yes	No <sup>2</sup>	NO

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Vallejo Downtown Streetscape Improvements – On Maine Street including traffic calming, restriping, diagonal on-street parking, improved signs, decorative lighting, brick pavers, street furniture, and art; Maine Street from Santa Clara Street to Sacramento Street.	Yes	Yes	Yes	No <sup>2</sup>	Yes
Lake Herman Road Bike Path – construct a 3-mile long Class 2 bike path from Vallejo to Benicia	Yes	Yes	Yes	Yes	
Vaca Dixon Bike Path Phase 5B – construct Class 2 bike path along Hawkins Road to complete the Vaca-Dixon Bike Path.	Yes	Yes	Yes	Yes	Yes
SR2S Engineering Projects – reserve funds for engineering projects in each of the 7 school districts; a minimum of \$100,000 per district, with \$500,000 for larger projects. Individual projects to be determined later.	Yes	Yes	Yes <sup>3</sup>	Yes <sup>3</sup>	Yes

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Transit Ambassador Program – assist individuals in learning how to effectively use transit by providing training, a short-term transit partner and a transit pass	Yes	Yes	Yes <sup>3</sup>	Yes <sup>3</sup>	Yes
Expand point-to-point shuttle services from only serving seniors to include low income and others with limited mobility access	Yes	Yes	Yes <sup>3</sup>	Yes <sup>3</sup>	Yes
Inventory and Improve Sidewalk and Street focused around major transit centers and key destinations such as downtowns, employment centers and medical facilities	Yes	Yes	Yes <sup>3</sup>	Yes <sup>3</sup>	Yes
Additional funding for Intercity Service for Non-Ambulatory Riders and Mobility Programs through the 4 years of the OBAG cycle	Yes	Yes	Yes <sup>3</sup>	Yes <sup>3</sup>	Yes

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Transit Vehicle Support – set aside \$1.5 million to purchase alt fuel transit vehicles and supporting infrastructure	<b>NO</b>		Yes <sup>3</sup>	Yes <sup>3</sup>	
Benicia First Street Pedestrian Improvements	Yes	Yes	NO <sup>1</sup>	No <sup>2</sup>	
Military West Corridor Transit Support and prioritization	<b>NO</b>	Yes	NO <sup>1</sup>	No <sup>2</sup>	

Footnotes:

1 – Jurisdiction does NOT have an HCD-approved housing element, but is working to receive approval. Funds can be designated for jurisdiction, but cannot be entered into the TIP until HCD approval is received.

2 – Jurisdiction has NOT self-certified compliance with the MTC complete streets policy. Funds can be designated for jurisdiction, but cannot be entered into the TIP until self certification of complete streets consistency is made.

3 – Multiple jurisdictions are involved, some of which are compliant with the applicable policy.



DATE: November 16, 2012  
 TO: SolanoExpress Intercity Transit Consortium  
 FROM: Sara Woo, Associate Planner  
 RE: Funding Opportunities

**Discussion:**

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
<b>Regional<sup>1</sup></b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$20 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$5,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
<b>State</b>			
	Environmental Enhancement and Mitigation Program*	<b>\$10 Million</b>	January 4, 2013
	Recreational Trails Program*	<b>\$5.3 Million</b>	January 9, 2013
<b>Federal</b>			
5.	Federal Transit Authority (FTA) Section 5310 Elderly and Disabled Specialized Transit Program Grant*	<b>\$13 Million</b>	Estimated due date: March 2013
6.	Federal Transit Authority (FTA) Section 5316, Job Access Reverse Commute Grant*	<b>\$1.88 Million</b>	Estimated due date: March 2013
7.	Federal Transit Authority (FTA) Section 5317, New Freedom Grant*	<b>\$1.43 Million</b>	Estimated due date: March 2013

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

<sup>1</sup> Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

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The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Local Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$20 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor  STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Meri Miles ARB (916) 322-6370 <a href="mailto:mmiles@arb.ca.gov">mmiles@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm">http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>

\*New Funding Opportunity

\*\*STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or [swoo@sta-snci.com](mailto:swoo@sta-snci.com) for assistance with finding more information about any of the funding opportunities listed in this report

<sup>1</sup> Local includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

<b>State Grants</b>						
Environmental Enhancement and Mitigation Program (EEMP)*	Natural Resources Agency <b>(916) 653-2812</b> <a href="mailto:eemcoordinator@resources.ca.gov">eemcoordinator@resources.ca.gov</a> <a href="http://ces.ca.gov">ces.ca.gov</a>	Due On <b>01/04/13</b>	Approx. <b>\$10M</b> statewide	Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. (CA Constitution, Art.XIX, Sec.1)	N/A	<p>Eligible Project Categories:</p> <p><b>Highway Landscaping and Urban Forestry Projects</b> are designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants.</p> <p><b>Resource Lands</b> -- Projects for the acquisition, restoration, or enhancement of resource lands (watersheds, wildlife habitat, wetlands, forests, or other significant natural areas) to mitigate the loss of or detriment to such lands within or near the right of way for transportation improvements.</p> <p><b>Roadside Recreation Projects</b> provide for the acquisition and/or development of roadside recreational opportunities.</p> <p><b>Mitigation Projects Beyond the Scope of the Lead Agency</b> responsible for assessing the environmental impact of the proposed transportation improvement.</p> <p><a href="http://resources.ca.gov/eem/">http://resources.ca.gov/eem/</a></p>
Recreation Trails Program	Natalie Bee <b>(916) 653-7423</b> <a href="mailto:nbee@parks.ca.gov">nbee@parks.ca.gov</a> California State Parks Office of Grants and Local Services P.O. Box 942896 Sacramento, CA 94296-0001	Due on <b>01/09/13</b>	Approx. <b>\$5.3M</b> Statewide; No max. grant request	The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation (DPR). Non-motorized projects are administered by the Department's Office of Grants and Local Services and motorized projects are administered by the Department's Off-Highway Motor Vehicle Recreation Division.  <a href="http://www.parks.ca.gov/?Page_id=24324">http://www.parks.ca.gov/?Page_id=24324</a>	N/A	<p>Eligible Projects:</p> <ul style="list-style-type: none"> <li>• Acquisition of easements for Recreational Trail. (must involve a willing seller)</li> <li>• Development and Rehabilitation of trails</li> <li>• Construction of new trails</li> </ul> <p><a href="http://www.parks.ca.gov/pages/1008/files/rtp_guide_final_2008.pdf">http://www.parks.ca.gov/pages/1008/files/rtp_guide_final_2008.pdf</a></p>

Federal Grants						
<b>FTA Section 5310, Elderly and Disabled Specialized Transit Program Grant*</b>	Elizabeth Niedziela, Solano Transportation Authority (STA) <b>(707) 399-3217</b> <a href="mailto:eniedziela@sta-snci.com">eniedziela@sta-snci.com</a>	Estimated Deadline: March 2013	Approx. <b>\$13 Million</b>	Provide capital grants for projects that meet the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate.	N/A	Eligible Projects: Equipment - accessible vans and buses, mobile radios and communication equipment, and computer hardware and software Service - services provided must serve the transportation needs of elderly persons and/or persons with disabilities. Public service must be "incidental" per FTA C 9070.1F.
<b>FTA Section 5316, Job Access Reverse Commute (JARC) Grant*</b>	Elizabeth Niedziela, Solano Transportation Authority (STA) <b>(707) 399-3217</b> <a href="mailto:eniedziela@sta-snci.com">eniedziela@sta-snci.com</a>	Estimated Deadline: March 2013	Approx. <b>\$1.88 Million</b>	To improve access to transportation services to employment-related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.	N/A	Eligible Projects: Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment, and to support reverse commute projects.
<b>FTA Section 5317, New Freedom Grant*</b>	Elizabeth Niedziela, Solano Transportation Authority (STA) <b>(707) 399-3217</b> <a href="mailto:eniedziela@sta-snci.com">eniedziela@sta-snci.com</a>	Estimated Deadline: March 2013	Approx. <b>\$1.43 Million</b>	To provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expands the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.	N/A	Eligible Projects: For the purpose for the New Freedom Program, "new" service is any service or activity that was not operational and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State Transportation Improvement Program (STIP).

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