Solano Transportation Authority
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SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Facsimile (707) 424-6074
Email: staplan@sta-snci.com ♦ Website: sta.ca.gov

Solano Express

INTERCITY TRANSIT CONSORTIUM
AGENDA

1:30 p.m., Tuesday, February 26, 2013
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM	STAFF PERSON
1. CALL TO ORDER	
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT (1:35 –1:40.m.)	
4. REPORTS FROM STA STAFF AND OTHER AGENCIES (1:40 –1:50 p.m.)	
5. CONSENT CALENDAR Recommendation: Approve the following consent items in one motion. (1:50 – 1:55 p.m.)	
A. Minutes of the Consortium Meeting of January 29, 2013 Recommendation: Approve the Consortium Meeting Minutes of January 29, 2013. **Pg. 5**	Johanna Masiclat
B. Solano County Transit (SolTrans) Amended Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Recommendation: Forward a recommendation to the STA Board to approve the SolTrans Amended FY 2012-13 TDA Claim for $594,200 for capital projects. **Pg. 11**	Liz Niedziela

CONSORTIUM MEMBERS

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

6. ACTION FINANCIAL

A. Interim Intercity Bus Replacement Funding Plan — Liz Niedziela

Recommendation:
Forward a recommendation to the STA Board to approve the interim Intercity Bus Replacement Funding Plan as follows:

1. The cost sharing and funding plan for 28 intercity bus replacement over the next 10 years using the formula from the Intercity Transit Funding Agreement as shown in Attachment A;
2. The STA commit to providing 20% of the funding plan over the next 10 years;
3. Request MTC fund 20% of the Intercity Bus Replacement Funding Plan as specified in Attachment A;
4. The other members of the Intercity Transit Funding Group support providing the remaining 60% of the funding plan as specified in Attachment A; and
5. Request that MTC release reserved FY 2014 Section 5307 funds for the Fairfield, Vacaville, and Vallejo urbanized areas based on the interim cost sharing and funding plan.

(1:55 – 2:10 p.m.)
Pg. 15

7. ACTION NON-FINANCIAL

A. SolanoExpress Intercity Transit Consortium 2013 Work Plan — Liz Niedziela

Recommendation:
Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2013 Work Plan as shown on Attachment B.
(2:10 – 2:20 p.m.)
Pg. 19

B. Solano Comprehensive Transportation Plan (CTP) Previous Activities Chapter — Robert Macaulay

Recommendation:
Forward a recommendation to the STA Board to approve the Solano CTP Past Activities Chapter as shown in Attachment A.
(2:20 – 2:30 p.m.)
Pg. 25

8. INFORMATIONAL ITEMS

A. Discussion of Agenda Topics for STA Board Retreat/ Workshop — Daryl Halls

(2:30 – 2:35 p.m.)
Pg. 43

B. Draft Mobility Management Plan — Elizabeth Richards
(2:35 – 2:45 p.m.)
Pg. 51

C. Status of Allocation of OneBayArea Grant (OBAG) Project Funding Strategy — Sam Shelton
(2:45 – 2:50 p.m.)
Pg. 53

D. Intercity Transit Funding Cost Allocation Timeline — Liz Niedziela
(2:50 – 2:55 p.m.)
Pg. 65

E. Transit Sustainability Plan Update — Liz Niedziela
(2:55 – 3:00 p.m.)
Pg. 71

F. Transit Performance Initiative (TPI) — Brian McLean, Vacaville City Coach
(3:00 – 3:05 p.m.)
Pg. 103

G. Funding Opportunities: 5310, 5316, and 5317 — Sofia Recalde
(3:05 – 3:10 p.m.)
Pg. 115

H. Discussion of Intercity Consortium Memorandum of Understanding (MOU) — John Andoh, Rio Vista Delta Breeze
(3:10 – 3:15 p.m.)
Pg. 125

NO DISCUSSION

I. SNCI Program Update — Judy Leaks
Pg. 183

J. Summary of Other Funding Opportunities — Sara Woo
Pg. 185

9. TRANSIT OPERATOR ISSUES — Group

10. ADJOURNMENT
The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, March 26, 2013.**

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INTERCITY TRANSIT CONSORTIUM
Minutes of the Meeting of
January 29, 2013

I. CALL TO ORDER

Chair Babauta called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately1:35 p.m. in the Solano Transportation Authority Conference Room.

Members Present:	John Andoh (By phone)	Delta Breeze
	Janet Koster (By phone)	Dixon Readi-Ride
	Wayne Lewis	Fairfield and Suisun Transit
	Mona Babauta	SolTrans
	Brian McLean	Vacaville City Coach
	Matt Tuggle	County of Solano
Members Absent:	None.	
Also Present:	Robert Macaulay	STA
	Jayne Bauer	STA
	Liz Niedziela	STA
	Judy Leaks	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Sofia Recalde	STA
	Johanna Masiclat	STA
Others Present:	***(In Alphabetical Order by Last Name)***	
	Philip Kamhi	SolTrans
	Nancy Whelan	Nancy Whelan Consulting

ELECT CHAIR AND VICE-CHAIR FOR 2012

On a motion by Brian McLean, and a second by John Andoh, the SolanoExpress Intercity Transit Consortium approved the selection of Wayne Lewis (Fairfield and Suisun Transit) as Chair.

On a motion by Wayne Lewis, and a second by John Andoh, the SolanoExpress Intercity Transit Consortium approved the selection of Brian McLean (Vacaville City Coach) as Vice-Chair.

II. APPROVAL OF THE AGENDA

On a motion by Brian McLean, and a second by John Andoh, the SolanoExpress Intercity Transit Consortium approved the agenda to include modifications to recommendation for Agenda Item VI.A, FTA Non-Urbanized Area Program (FTA) Section 5311) and Funding Opportunities to read as follows:

Recommendation:
Forward a recommendation to the STA Board to approve the ***following:***

1. Federal Section 5311 Allocation for ~~Solano County for FY 2012-13~~ ***the City of Dixon for $130,000 and the City of Rio Vista for $93,450*** ~~as specified in Attachment A~~***; and***
2. ***STA will come back at a future meeting with a recommendation to allocate the remaining balance of 5311.***

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Robert Guerrero announced the following:

1. He cited that coordination with the City and County Planning Directors to assess eligible PDA plans or projects for the additional $1.06 million is underway. He commented that STA staff is scheduling individual meetings with each agency during the first and second week in February to discuss potential planning/project scopes and assessing whether or not funds are needed this year or the next; and
2. Robert Guerrero provided an update regarding the Alternative Fuels and Infrastructure Plan. He explained that over the last month and half the consultant team has established a network with private agencies to discuss opportunities for public private partnerships. He further explained that the team is developing implementation strategies and will likely bring the Alt. Fuels Working Group back for a meeting in March.

Sam Shelton provided an overview of the STA Public-Private Partnership (P3) Feasibility Study.

V. CONSENT CALENDAR

On a motion by Matt Tuggle, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A.

A. Minutes of the Consortium Meeting of November 28, 2013

Recommendation:
Approve the Minutes of the Consortium Meeting of November 28, 2013.

VI. ACTION – FINANCIAL ITEMS

A. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) and Funding Opportunities

Liz Niedziela reviewed the recommended funding allocation of 5311 funds. She outlined the fund swap of TDA funding from the Cities of Dixon and Rio Vista for operating assistance and Intercity bus replacements. She cited that staff is proposing to allocate Dixon $70,000 as a fund swap with TDA funding to assist their contribution to the SolanoExpress Intercity Funding Bus Replacement for Route 30 buses.

She added that Rio Vista was successful in obtaining FTA Job Access Reverse Commute (JARC) funding in the amount of $250,000 for the operation of Route 50 and Route 52 and that STA staff is concerned Rio Vista will exceed the allowable funding so the recommendation is conditioned on this issue being addressed.

Recommendation:
Forward a recommendation to the STA Board to approve the ***following:***

1. Federal Section 5311 Allocation for ~~Solano County for FY 2012-13~~ ***the City of Dixon for $130,000 and the City of Rio Vista for $93,450*** ~~as specified in Attachment A~~***;*** ***and***
2. ***STA will come back at a future meeting with a recommendation to allocate the remaining balance of 5311.***

On a motion by Janet Koster, and a second by John Andoh, the SolanoExpress Intercity Transit Consortium approved the recommendation as amended shown above in ~~strikethrough~~ ***bold italics.***

B. Proposition 1B Allocation for Replacement of 3 SolanoExpress Buses

Liz Niedziela reviewed staff's recommendation to allocate $2,360,202 of the Prop. 1B-PTMISEA and allocate $581,467 of $1,210,224 reserved STAF funds to SolTrans to purchase three intercity buses. She noted that the allocation requests are due to Caltrans by March 15, 2013, and if STA does not allocate these funds, it is possible that these funds could be lost.

Recommendation:
Forward a recommendation to the STA Board supporting the allocation of $2,360,202 of Prop. 1B-PTMISEA funds to SolTrans and allocation of $581,467 of STAF as the local match to purchase three (3) intercity buses for SolanoExpress ~~Route 90~~ ***and defer the decision of where the buses will be assigned to Intercity Funding Working Group scheduled to meet on February 6, 2013.***

On a motion by Brian McLean, and a second by Mona Babauta, the SolanoExpress Intercity Transit Consortium approved the recommendation as amended shown above in ~~strikethrough~~ ***bold italics***. (John Andoh abstained from voting.)

VII. ACTION – NON-FINANCIAL ITEMS

A. Solano Comprehensive Transportation Plan (CTP) Next Steps and TAC Appointment to Three (3) CTP Committees

Robert Macaulay reviewed the development process for an administrative draft of the Alternative Modes element (that includes bicycle and pedestrian travel, sustainable communities, alternative fuels, and safe routes to schools and transit). He noted this element is scheduled to be presented to the TAC in March 2013. He noted that the Transit element is scheduled to be available in June, once the work for the Short Range Transit Plan (SRTP) is completed. He added that currently, the Consortium representative to the Transit Element Committee is vacant. Staff is recommending the Consortium designate a member to serve on this committee.

Recommendation:
Appoint a Consortium representative to the CTP Transit Committee.

By consensus, the SolanoExpress Intercity Transit Consortium appointed Brian McLean as the Consortium representative to serve on the Transit Element Subcommittee for the CTP.

B. Legislative Update

Jayne Bauer noted that Senate Constitutional Amendments (SCA) 4 (Authored by Senator Liu) and SCA 8(Authored by Senator Corbett) are identical measures that are aimed at lowering the voter threshold from 66% to 55% for local transportation sales tax measures. She recommended taking the following support of SCA 4 (Liu) and SCA 8 (Corbett).

Recommendation:
Forward a recommendation to the STA Board to take the following positions on legislative bills:

1. SCA 4 (Liu) – Support
2. SCA 8 (Corbett) - Support

On a motion by Brian McLean, and a second by Matt Tuggle, the SolanoExpress Intercity Transit Consortium approved the recommendation.

VIII. INFORMATIONAL ITEMS

A. Senate Bill (SB) 1339 – Regional Commuter Benefit

Judy Leaks reviewed SB 1339 bill that authorizes a four-year pilot program to enable the Bay Area Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC) to jointly adopt a regional commute benefit requirement for employers with 50 or more full-time employees. She cited that the objective is to develop options that will make it easy for employers and their employees to participate and have a greater effect on greenhouse gas reductions.

B. Status of Marketing Plan for SolanoExpress and SNCI Program

Jayne Bauer provided a status update in the development of a marketing plan for SolanoExpress and SNCI Program. She noted that the project kickoff meeting was held on January 22, 2013 and a SolanoExpress Marketing Project team consisting of transit operators from FAST and SolTrans has been formed to guide the effort. She added that the team will coordinate the activities with Moore Iacafano Goltsman, (MIG) Inc. and bring updates to future Consortium, TAC and STA Board meetings.

C. OneBayArea Grant (OBAG) Update

Sam Shelton provided a status update and reviewed the revised Draft OBAG Assessment Project List and Development Schedule.

D. Follow-up to Potential Solano Community College Transportation Fee Program

Judy Leaks provided a follow-up report to the meeting with the Solano Community College staff on several transportation issues including transit service issues related to Route 85 fares, schedule availability, and coordinating transportation/transit among the three campuses. She cited that SCC staff is continuing discussions with STA, SolTrans, FAST, and City Coach staff regarding future plans for expanding their three campuses based on the College bond measure, transit service issues relating to fares being charged, and the possibility of the college developing a student transportation fee.

E. Funding Opportunities: 5310, 5316, and 5317

Sofia Recalde initiated discussion with the Consortium members on which grants the transit operators and County are applying for and for what programs/projects.

F. Countywide Paratransit Services Memorandum of Understanding (MOU)

Matt Tuggle provided a status update to the development of the Countywide Paratransit Services Memorandum of Understanding (MOU). He cited that the MOU is proposing to cover a countywide paratransit services beyond the specific phase 2 proposal for accessible taxis for new ambulatory American with Disabilities Act (ADA) certified passengers to include ADA and ADA plus service.

G. Coordinated Short Range Transit Plan (SRTP) and Transit Corridor Study Update

Nancy Whelan provided a status report to the SRTP and I-80/I-680/I-780 Transit Corridor Study. She cited that additional data has been requested for use in evaluating the performance indicators contained in the operator goals, objectives, measures, and standards. She also cited that the Transit Corridor Study is a component of the Coordinated SRTP, and that the project manager has prepared a draft memorandum reviewing relevant studies.

NO DISCUSSION NECESSARY

I. SNCI Monthly Issues

J. Other Funding Opportunities Summary

IX. TRANSIT OPERATOR ISSUES

X. ADJOURNMENT

The meeting adjourned at 2:55 p.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, February 26, 2013.**

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DATE: February 15, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Solano County Transit (SolTrans) Amended Fiscal Year (FY) 2012-13 Transportation Development Act (TDA)

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 declined slightly 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.

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.

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 expended 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 operating efficiencies.

Discussion:
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. The STA Board approved the multiple operators' TDA shares for the City of Dixon, City of Fairfield, City of Rio Vista, City of Vacaville, SolTrans, and STA. County of Solano is waiting to execute a MOU with the operators before submitting their TDA Claim for FY2012-13.

In June 2012, SolTrans prepared their TDA claim for FY 2012-13 and it was approved by the STA Board. SolTrans left a reserved of over $190,000 in their TDA balance. MTC just release FY2013-14 Fund Estimate for TDA Funds dated February 27, 2013. (Attachment A). Currently, SolTrans has $594,200 available in funding that they are allowed to claim. SolTrans would like to amend their TDA to claim the remaining FY2012-13 funding of $594,200 for capital projects which include Farebox Upgrades, AVL Technology and IT Equipment

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 SolTrans for capital projects.

Recommendation:
Forward a recommendation to the STA Board to approve the SolTrans Amended FY 2012-13 TDA Claim for $594,200 for capital projects.

Attachment:

A. MTC FY 2012-13 Fund Estimate Transportation Development Act Funds for Solano County dated 2/27/2013

FY 2013-14 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

Attachment A
Res No. 4086
Page 9 of 16
2/27/2013

FY 2012-13 TDA Revenue Estimate Adjustment			FY 2013-14 TDA Estimate		
FY 2012-13 Generation Estimate Adjustment			***FY 2013-14 County Auditor's Generation Estimate***		
1. Original County Auditor Estimate (Feb, 11)	14,461,543		13. County Auditor Estimate		15,682,592
2. Revised County Auditor Estimate (Feb, 11)	15,682,592		***FY 2013-14 Planning and Administration Charges***		
3. Revenue Adjustment (Lines 2-1)		1,221,049	14. MTC Administration (0.5% of Line 13)	78,413	
FY 2012-13 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	78,413	
4. MTC Administration (0.5% of Line 3)	6,105		16. MTC Planning (3.0% of Line 13)	470,478	
5. County Administration (0.5% of Line 3)	6,105		17. Total Charges (Lines 14+15+16)		627,304
6. MTC Planning (3.0% of Line 3)	36,631		18. TDA Generations Less Charges (Lines 13-17)		15,055,288
7. Total Charges (Lines 4+5+6)		48,841	***FY 2013-14 TDA Apportionment By Article***		
8. Adjusted Generations Less Charges (Lines 3-7)		1,172,208	19. Article 3.0 (2.0% of Line 18)	301,106	
FY 2012-13 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		14,754,182
9. Article 3 Adjustment (2.0% of line 8)	23,444		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		1,148,764	22. TDA Article 4 (Lines 20-21)		14,754,182
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		1,148,764			

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2012	**FY 2011-12**	**6/30/2012**	**FY 2011-13**	**FY 2012-13**	**FY 2012-13**	**FY 2012-13**	**6/30/2013**	**FY 2013-14**	**FY 2013-14**
Apportionment Jurisdictions	**Balance (w/o interest)**	**Interest**	**Balance (w/interest)[1]**	**Outstanding Commitments[2]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	543,542	3,183	546,725	(420,016)	0	277,662	23,444	427,815	301,106	728,921
Article 4.5										
SUBTOTAL	**543,542**	**3,183**	**546,725**	**(420,016)**	**0**	**277,662**	**23,444**	**427,815**	**301,106**	**728,921**
Article 4/8										
Dixon	338,475	2,325	340,800	(647,899)	0	605,092	51,091	349,084	651,873	1,000,957
Fairfield	2,208,126	20,380	2,228,506	(5,634,090)	0	3,440,340	290,483	325,239	3,793,108	4,118,347
Rio Vista	206,824	1,578	208,402	(179,317)	0	243,973	20,600	293,658	264,500	558,158
Solano County	472,625	2,581	475,206	(556,879)	0	622,882	52,593	593,802	669,987	1,263,789
Suisun City	119,590	1,444	121,033	(1,046,746)	0	926,002	78,186	78,475	997,599	1,076,074
Vacaville	4,271,751	26,566	4,298,317	(4,355,562)	0	3,052,898	257,769	3,253,422	3,283,683	6,537,105
Vallejo/Benicia[4]	555,785	4,526	560,312	(5,078,388)	0	4,714,233	398,043	594,200	5,093,431	5,687,631
SUBTOTAL[3]	**8,173,175**	**59,400**	**8,232,575**	**(17,498,881)**	**0**	**13,605,420**	**1,148,765**	**5,487,880**	**14,754,181**	**20,242,061**
GRAND TOTAL	**$8,716,717**	**$62,583**	**$8,779,300**	**($17,918,897)**	**$0**	**$13,883,082**	**$1,172,209**	**$5,915,694**	**$15,055,287**	**$20,970,981**

1. Balance as of 6/30/12 is from MTC FY 2011-12 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2012, and FY 2012-13 allocations as of January 31, 2013.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning in FY 2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

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DATE: February 15, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Nancy Whelan, STA Project Manager
Tony Bruzzone, STA Consultant
RE: Interim Intercity Bus Replacement Funding Plan

Background/Discussion:
The Intercity Transit Funding Working Group (ITFWG) has met three times over the past month to review intercity bus replacement costs, potential funding, and to develop a capital replacement funding plan. The short term purpose of these meetings was to agree upon an interim funding plan for intercity bus replacements for consideration by MTC so reserved Section 5307 funds could be released.

Funding has been identified for six intercity bus replacements in the near term. A balance of 28 buses will need to be replaced over the next 10 years. The ITFWG reviewed six different scenarios for sharing costs among participating jurisdictions. At its meeting on February 19th, the group agreed that in addition to the 20% funding by STA, MTC should be requested to share in 20% of the costs, and the remaining 60% of the costs would be shared among the intercity participants using the same formula used for sharing intercity operating costs. The intercity cost sharing formula is applied to costs by route and costs are shared based 20% on population share and 80% on ridership by residency. The interim funding plan is shown in Attachment A.

This interim funding plan will be in place until the Coordinated SRTP and I-80/I-680/I-780 Transit Corridor Study is complete this summer. A separate memo detailing the costs and funding assumptions and agreed upon principles for the interim funding plan is being prepared for submittal to MTC.

Recommendation:
Forward a recommendation to the STA Board to approve the interim Intercity Bus Replacement Funding Plan as follows:

1. The cost sharing and funding plan for 28 intercity bus replacement over the next 10 years using the formula from the Intercity Transit Funding Agreement as shown in Attachment A;
2. The STA commit to providing 20% of the funding plan over the next 10 years;
3. Request MTC fund 20% of the Intercity Bus Replacement Funding Plan as specified in Attachment A;
4. The other members of the Intercity Transit Funding Group support providing the remaining 60% of the funding plan as specified in Attachment A; and
5. Request that MTC release reserved FY 2014 Section 5307 funds for the Fairfield, Vacaville, and Vallejo urbanized areas based on the interim cost sharing and funding plan.im cost sharing and funding plan.

Attachment:

A. Interim Funding Plan for Solano County Intercity Bus Fleet Replacement

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Solano County Intercity Bus Fleet Replacement Costs and Funding

Attachment A

Prepared by Nancy Whelan Consulting Feb 19, 2013

Interim Funding Plan

Scenario 2A: All Buses Replaced by FY 22-23, 60% Funding by Locals Using Intercity Funding Agreement Formula

		Funded		Funded[a]							
Year of Replacement[b]		**FY 14-15**	**FY 15-16**	**FY 16-17**	**FY 17-18**	**FY 18-19**	**FY 19-20**	**FY 20-21**	**FY 21-22**	**FY 22-23**	**Total**
Total Buses to be Replaced		3		3	0	14	2	3	5	4	**34**
FAST		*1*		*2*	*0*	*2*	*2*	*3*	*5*	*4*	***19***
SolTrans		*2*		*1*		*12*					***15***
Unit Cost -- 45 ft hybrid		$ 931,730	$ 961,330	$ 980,556	$ 1,000,167	$ 1,020,171	$ 1,040,574	$ 1,061,386	$ 1,082,613	$ 1,104,266	
Total Cost		**$ 2,795,190**	**$ -**	**$ 2,941,669**	**$ -**	**$ 14,282,389**	**$ 2,081,148**	**$ 3,184,157**	**$ 5,413,066**	**$ 4,417,062**	**$ 35,114,681**
Funding											
Near Term: 6 Replacements											
Federal Earmarks		$ 1,260,000									**$ 1,260,000**
Prop 1B Lifeline		$ 1,000,000									**$ 1,000,000**
Prop 1B Pop Base		$ 535,190		$ 2,360,202							**$ 2,895,392**
STAF				$ 581,467							**$ 581,467**
Longer Term: 28 Replacements											
20% Funding from STA[c]					$ -	$ 2,856,478	$ 416,230	$ 636,831	$ 1,082,613	$ 883,412	**$ 5,875,565**
20% Funding from MTC[d] -- Proposed					$ -	$ 2,856,478	$ 416,230	$ 636,831	$ 1,082,613	$ 883,412	**$ 5,875,565**
60% Funding by Locals											**$ -**
Dixon	1.9%				$ -	$ 274,829	$ 40,046	$ 61,271	$ 104,161	$ 84,995	**$ 565,302**
FAST	24.3%				$ -	$ 3,469,568	$ 505,566	$ 773,515	$ 1,314,976	$ 1,073,021	**$ 7,136,647**
SolTrans	22.2%				$ -	$ 3,176,988	$ 462,933	$ 708,287	$ 1,204,088	$ 982,536	**$ 6,534,831**
Vacaville	11.0%				$ -	$ 1,569,955	$ 228,765	$ 350,010	$ 595,017	$ 485,534	**$ 3,229,282**
Unincorporated County	0.5%				$ -	$ 78,093	$ 11,379	$ 17,410	$ 29,598	$ 24,152	**$ 160,632**
Total Funding		**$ 2,795,190**	**$ -**	**$ 2,941,669**	**$ -**	**$ 14,282,389**	**$ 2,081,148**	**$ 3,184,157**	**$ 5,413,066**	**$ 4,417,062**	**$ 35,114,682**

Notes

a. STA Board approved this funding on Feb 13, 2013.
b. Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
c. 20% Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
d. Proposed MTC funding from bridge tolls or Sec. 5307

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DATE: February 12, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: SolanoExpress Intercity Transit Consortium 2013 Work Plan

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Background:
The SolanoExpress Intercity Transit Consortium has regularly prepared an annual Work Plan. In 2012, there was a number of key local and regional transit planning activities and projects that the Consortium was involved with ranging from transit service and funding to planning and marketing.

Discussion:
STA staff is presenting the SolanoExpress Intercity Transit Consortium Work Plan 2013 for the Consortium and TAC's review. The 2012 Work Plan (Attachment A) is presented for comparison. In the 2013 Work Plan, several completed items have been removed and new projects have been added. If approved by the Consortium and TAC, the Work Plan will be presented to the STA Board in March 2013 for approval.

Fiscal Impact:
None.

Recommendation:
Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2013 Work Plan as shown on Attachment B.

Attachments:
A. SolanoExpress Intercity Transit Consortium 2011Work Plan
B. SolanoExpress Intercity Transit Consortium 2012 Work Plan

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ATTACHMENT A

2012 SolanoExpress Intercity Transit Consortium Work Plan

(January 2012)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement Early Delivery of Clipper

Transit Planning

- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study
- Conduct a Countywide Coordinated SRTP
    - ✓ Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
    - ✓ Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;
    - ✓ Enhanced Transit Coordination of Capitol Planning
    - ✓ Enhanced Coordination of Transit Service Planning; and
    - ✓ An analysis of transit connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
- Conduct a Countywide Mobility Management Plan
- Conduct a Solano Transit Sustainability Plan of All Operators
- Conduct Community Based Transportation Planning study in East Fairfield
- Conduct a Intercity Ridership Survey as per the Intercity Funding Agreement
- Provide and updated survey and input into Comprehensive Transportation Plan update including Safer Routes to Transit Facilities and other studies
- Participate in the implementation of MTC's Transit Connectivity Study, specifically the Transit Element
- Monitor and coordinate with the new transit entity, SolTrans
- Implement balance of Phase II Transit Consolidation Study following completion of Transit Sustainability and Transit Corridor Studies
- Monitor MTC's Regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts
- Update countywide transit capital inventory
- Implement Seniors and People with Disabilities Priorities
    - ✓ Intercity Taxi Script Phase II
    - ✓ Mobility Management Plan
    - ✓ ADA Eligibility
    - ✓ Dialysis Centers

Funding

- Monitor the implementation of the FY 2011-12 Intercity Transit Funding Agreement

- Develop the FY 2012-2013 Intercity Transit Funding Agreement
- Maximize Regional Measure (RM) 2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities and work with STA to set priorities for capital operating
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete FY 2011-12 and fund TDA Unmet Transit Needs process and work with Solano County to identify priorities for future County TDA funds to be dedicated to transit.
- Assist FAST and other operators in local bus replacements
- Develop Funding List to assist in funding transit priorities projects
    - ✓ Federal Section 5311
    - ✓ Lifeline Funding
    - ✓ STAF (Population Based)
    - ✓ STAF Regional
    - ✓ Prop 1B (Population Based)
    - ✓ TDA Solano County

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.

ATTACHMENT B

2013 SolanoExpress Intercity Transit Consortium
Draft Work Plan

(February 2013)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement Early Delivery of Clipper

Transit Planning

- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study
- Conduct a Countywide Coordinated SRTP
  - ✓ Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
  - ✓ Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;
  - ✓ Enhanced Transit Coordination of Capitol Planning
  - ✓ Enhanced Coordination of Transit Service Planning; and
  - ✓ An analysis of transit connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
  - ✓ Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.

- ~~Conduct~~ Complete a Solano Transit Sustainability Plan of All Operators
- ~~Conduct~~ Complete a Countywide Mobility Management Plan
- ~~Conduct Community Based Transportation Planning study in East Fairfield~~
- ~~Conduct a Intercity Ridership Survey as per the Intercity Funding Agreement~~
- Provide and update survey and input into Comprehensive Transportation Plan update including ~~Safer Routes to Transit Facilities and~~ other studies
- Participate in the implementation of MTC's Transit Connectivity Study, specifically the Transit Element
- Monitor and coordinate with the new transit entity, SolTrans
- Implement ~~balance of Phase II Transit Consolidation Study~~ coordination strategies following completion of Transit Sustainability and Transit Corridor Studies
- Monitor MTC's Regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts
- Update countywide transit capital inventory
- Implement Seniors and People with Disabilities Priorities
  - ✓ Intercity Taxi Script Phase II
  - ✓ Mobility Management Plan
  - ✓ Countywide ADA Eligibility
  - ✓ Travel Training/Ambassador Program
  - ✓ Older Driver Safety Program information system Dialysis Centers
  - ✓ One Stop Transportation Call Center

Funding

- Finalize the FY 2012-2013 Intercity Transit Funding Agreement
- Monitor the implementation of the Intercity Transit Funding Agreement
- Maximize Regional Measure (RM) 2, Prop 1B, 5310, 5311 ~~ARRA~~, Lifeline and other funding opportunities and work with STA to set priorities for capital and operating
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- ~~Complete FY 2011-12 and fund TDA Unmet Transit Needs process and~~ Work with Solano County to identify priorities for future County TDA funds to be dedicated to transit.
- Develop a funding strategy for SolanoExpress Bus Replacements
- ~~Assist FAST and other operators in local bus replacements~~
-
- Develop Funding List to assist in funding transit priorities projects
    - ✓ Federal Section 5311
    - ✓ Lifeline Funding
    - ✓ STAF (Population Based)
    - ✓ STAF Regional
    - ✓ Prop 1B (Population Based)
    - ✓ TDA Solano County

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing.
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.

DATE: February 21, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Solano Comprehensive Transportation Plan (CTP) Previous Activities Chapter

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Background:
The Solano Comprehensive Transportation Plan (CTP) is the STA's foundation planning document, setting the goals and policies that guide the selection of projects and programs for funding. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit. The current CTP was adopted in 2005. An update is being prepared at this time, with adoption scheduled for the summer of 2013.

The core of the Solano CTP is the three elements. However, other chapters also make up the document. The Solano CTP does not currently contain a review of what policies have been implementer and/or what projects have been initiated/completed.

Discussion:
The proposed Past Activities chapter of the Solano CTP is designed to illustrate what has been achieved since the Solano CTP's adoption in 2005. This review of achievements will provide context for the upcoming Elements that establish policies for STA decision making.

The chapter is organized by CTP element. Projects that have been started are described in general terms; cost details are left out. In following the literary style of the new CTP, he chapter starts with an appropriate, well known quote – Shakespeare's "What's past is prologue." Since the chapter is also intended to lead into the discussion in the main Elements of how to improve he Solano transportation system, the chapter also ends with the second half of the quote – "what's to come, in yours and my discharge."

Fiscal Impact:
None.

Recommendation:
Forward a recommendation to the STA Board to approve the Solano CTP Past Activities Chapter as shown in Attachment A.

Attachment:
A. Draft Solano CTP Past Activities Chapter

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Solano Transportation Authority

SOLANO COUNTY COMPREHENSIVE TRANSPORTATION PLAN REVIEW 2005 to 2012

Report Prepared February | 2013

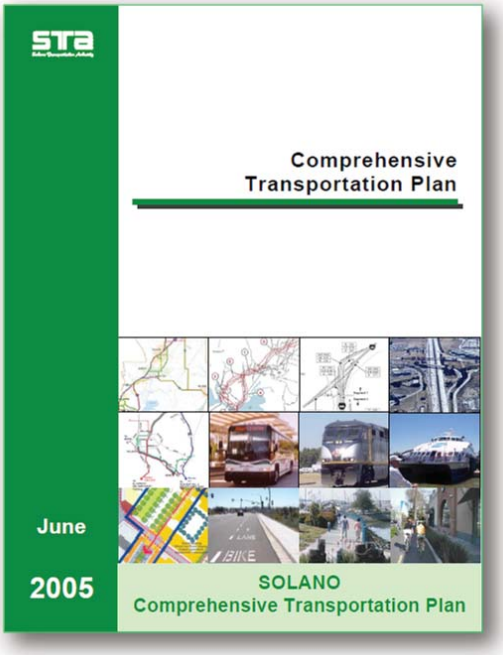
Solano Transportation Authority

"What's past is prologue..." - Shakespeare

The current Solano Comprehensive Transportation Plan (CTP) was adopted in June of 2005, and consisted of three independent elements: Arterials, Highways and Freeways; Transit; and, Alternative Modes. The 2005 Solano CTP was designed to address the following needs:

- Preserve and enhance the quality of life
- Serve all members of the community
- Maintain existing facilities and services
- Enhance regional and local mobility
- Expand travel choice
- Link transportation and land use planning
- Improve accessibility
- Enhance safety
- Support economic development

The 2005 Solano CTP included a 27-item project list, with a total funding need in 2005 dollars of $5.7 billion. Assuming a 3% annual rate of inflation, that same project list would cost approximately $7.2 billion to construct in 2013. In the following pages, each Element's major goals and projects are examined, with an emphasis on what has been accomplished in the last 7 years.



Arterials, Highways, and Freeways Element

The goal for the 2005 Solano CTP is succinctly stated:

> Develop a balanced transportation system that reduces congestion and improves access and travel choice through the enhancement of roads.

In order to fulfill this goal, the primary objective of the Arterials, Highways and Freeways (AHF) element was to preserve the current system. One of the 2005 Solano CTP tasks to help fulfill this goal was to identify Routes of Regional Significance (RORS), those roadways most critical to an effective transportation network in Solano County. The 2005 Solano CTP set a target of maintaining a Level of Service (LoS) of E or better on those roadways, and creating long-term plans for capacity and safety improvements.

The Congestion Management Program (CMP) is STA's primary tool for monitoring LoS on RORS. The most recent edition of the CMP (2011) shows 4 local roadways or intersections involving RORS where the LoS has worsened since 2005.

Other objectives included the improvement of the interstate and state highway systems, including the addition of High Occupancy Vehicle (HOV) lanes and improving major interchanges. The 2005 Solano CTP also initiated the idea of developing a traffic management system – now commonly referred to as an Intelligent Transportation System (ITS) – to make use of the roadway system safer and more efficient. A number of ITS elements, such as changeable message signs and closed circuit TV road monitoring, have been installed, while others, such as ramp metering, are in process, but not yet ready to activate. These elements were added as part of Metropolitan Transportation Commission's (MTC's) Freeway Performance Initiative.

> "Develop a balanced transportation system that reduces congestion and improves access and travel choice through the enhancement of roads."

The 2005 Solano CTP AHF Element identified 10 specific projects and 5 multi-element projects in order to advance these goals, with a total price tag in 2005 dollars of $4.176 billion. Those projects, and the identified project cost as of 2005, are shown on the following page:

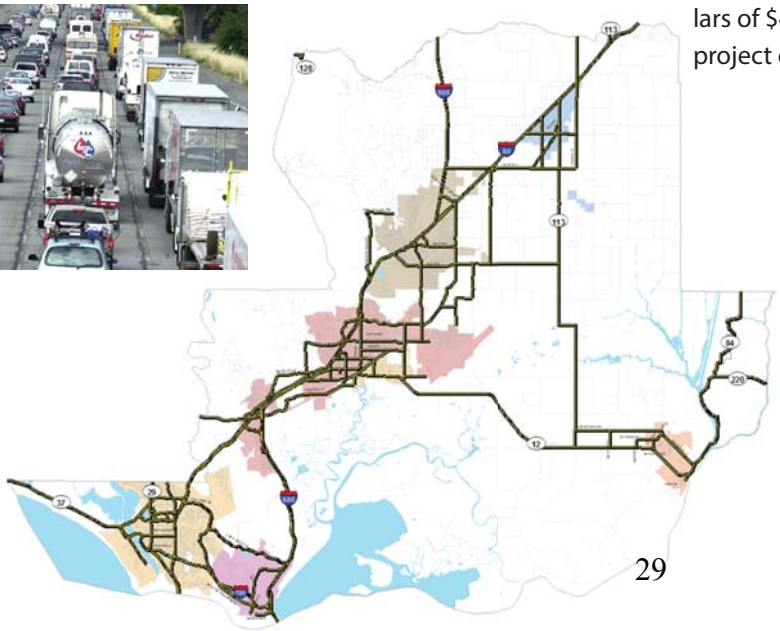


Table 1 – Solano Comprehensive Transportation Plan 2030 Funding Needs Summary
(All costs in millions of 2005 dollars - Revised on 01-24-05)

Project/ Program	Total Costs (Remain)	Com-mitted Funding	New Com-mitted Funds	CTP Shortfall	CTP Vision Funds	CTP Short-fall After Vision
Arterials, HIghways, & Freeways Element						
I-80/I-680/SR 12 Interchange	769.0	147.7	159.8	461.5	250.0	211.5
Jepson Parkway Project	97.9	22.2	43.0	32.7		32.7
SR 12 (Jameson Canyon2) (4-lanes)	51.1	2.0	49.1	0.0		0.0
SR 12 (Jameson Canyon2) safety projects	2.0	0.0	0.0	20.0	20.0	0.0
I-80/680/780 Corridor Improve. (Mid term)	357.3	0.0	94.4	262.9	262.9	0.0
I-80/680/780 Corridor Improve. (Long term)	709.0	8.0	0.0	701.0	87.1	613.9
Local Interchange Improvements	418.0	0.0	2.0	416.0	-	416.0
Widen SR 37to 4 lanes with mitigation	154.5	0.0	0.0	154.5		154.5
SR 12 capacity Improve. (I-80 to Sac. River)	105.0	0.0	3.3	101.7	55.0	46.7
SR 113 (I-80 to SR 12)	50.0	0.0	0.0	50.0		50.0
Road maintenance (regional roads – MTS)	43.6	43.6	0.0			0.0
Road maintenance (local roads – non MTS)	919.0	324.2	41.0	553.8	210.0	343.8
SR 12 Safety Projects (I-80 to Sac. River)	42.7	36.0	6.7			0.0
Safety Projects	100.0		3.0	97.0	51.2	45.8
Local Arterial Improvements	339.4	29.6		309.9		309.9
Sub Total	$4,176.5	$613.2	$402.3	$3,161.0	$936.2	$2,224.8

Of the projects on this list, four have been completed (I-80/680/780 Corridor Improvements – HOV lane, widen SR 37 to 4 lanes through Vallejo, SR 12 Jameson Canyon Safety Projects and SR 12 Safety Projects) and one started a two-year construction schedule in the spring of 2012 (Jameson Canyon 4-Lane widening). One additional project has completed environmental clearance and is in design (Jepson Parkway) for two segments, and is expected to begin construction in approximately two years. Another project has achieved completion of environmental clearance (Phase I of the I-80/I-680/SR-12 Interchange), and the relocation and reconstruction of the eastbound Cordelia truck scales, which are part of the I-80/I-680/SR-12 Interchange, is under way. A corridor study has been completed for SR 113 from I-80 to

SR 12. In 2011, the STA adopted the SR 12 East Rio Vista Bridge Relocation Study, which lays out 4 alternatives for the relocation of the SR 12 Bridge across the Sacramento River. In June of 2012, the multi-agency SR 12 Comprehensive Evaluation and Corridor Management Plan was completed. Considering that Solano is the only Bay Area county without a local sales tax dedicated to transportation projects, this is an impressive record of major roadway improvements over the 8-year period between 2005 and 2013.

There were two major projects on Routes of Regional Significance in the 2005-2013 time period – construction of the east and central segments of the North Connector and the reconstruction and reopening of McGary Road between Fairfield and Vallejo. The North Connector parallels the north side of I-80 in western Fairfield. This roadway is a mix of new construction and integration of existing streets in the City of Fairfield. It provides a non-freeway alternative for local drivers in the Cordellia and Green Valley areas. McGary Road is an existing road that parallels I-80 from Hiddenbrook Parkway in Vallejo to Red Top Road in Fairfield. The road was closed due to landslide damage, but was reconstructed (with additional pavement to allow for a Class 2 bicycle lane) and reopened in 2011.

There were also two major interchange projects constructed during this time period – North Texas Street in Fairfield and the Rose Drive overcrossing in Benicia. The City of Fairfield completely reconstructed the North Texas Street interchange with I-80 to accommodate the connection to the new Manual Campos Expressway. The City of Benicia and STA worked together to fund Benicia constructed a new bicycle/pedestrian overcrossing that parallels the existing Rose Drive overcrossing of I-780, allowing for safer access to the Benicia State Park area.

One of the tools used to measure the state of local roadways is the Pavement Condition Index (PCI). PCI is rated as a score from 100 (perfect pavement) down. As PCI deteriorates, the cost of street maintenance increases, to the point where a road with a PCI of 64 (the current Solano average) costs 3 to 4 times as much to maintain as a street with a PCI above 70. The table below shows the trend in Solano jurisdiction's PCIs since 2005, using data compiled by MTC:

Table 2 – Solano County PCIs Since 2005

Jurisdiction	2005	2006	2007	2008	2009	2010	2011	2005-2012
Benicia	70	70	68		66	63	61	-9
Dixon	79	81	77		76	76	78	-1
Fairfield	78	77	75		73	73	73	-5
Rio Vista	55	51	48		45	42	47	-8
Suisun City	56	53	50		55	62	68	+12
Vacaville	76	78	79		77	76	73	-3
Vallejo	54	54	54		53	53	51	-3
County	59	58	61		64	67	67	+8

In addition to attempting to maintain local roads, STA has worked with Caltrans to make sure that interstate and state highways are maintained. The "Pave 80" project in 2009 and 2010 resulted in the repaving of I-80 from the Carquinez Bridge in Vallejo to Leisure Town Road in Vacaville, with the remainder of I-80 between Dixon and Vacaville to be repaved in 2013.

Finally, in the 2005 to 2012 time period, the STA has substantially upgraded its traffic modeling capacity. The STA traffic model, also known as the Napa-Solano Traffic Model, is based upon land use data (existing and projected) for 742 zones in Solano County and 1,702 zones in surrounding counties. The model was significantly upgraded in 2007 as part of an MTC-funded study on the I-80 corridor, and the local land use data was further refined in 2010, and now more effectively deals with truck traffic, trips from outside of the region that pass through Solano County, and the impacts of ride sharing and HOV lanes. STA has also more effectively integrated its modeling work with MTC. These efforts have advanced the 2005 Solano CTP AHF Objective F, Enhance Travel Forecasting Tools.

Overall, the AHF element has seen modest improvements since 2005, with a slight overall countywide loss of PCI but important improvements in specific new roads and lanes (including the county's first HOV lane segment) and installation of initial ITS assets.

Photo Courtesy of Caltrans District 4

Transit Element

The Transit Element of the 2005 CTP addresses 5 aspects of public transit; intercity bus, intercity passenger rail, ferry service, intercity transit for senior and disabled, and support systems. The Transit Element set the ambitious goals of doubling the number of intercity transit trips by 2030 (from 6,000 in 2005 to 12,000 in 2030). To do so, the Transit Element proposed expanding the areas covered by intercity transit services, and increasing service frequency, quality and ease of access. Specific proposed improvements were:

- Fifteen minute peak hour ferry service from Vallejo to San Francisco;
- Thirty minute peak and 60 minute non-peak intercity passenger rail service with one or more new stations; and
- Triple intercity bus service, including adding three new Sunday intercity routes.

In order to help advance these goals, the 2005 Solano CTP Transit Element identified five funding programs for vehicle replacement and operational expenses, and one project of mixed train station and track improvements. Additional funds for park-and-ride lots were recommended in the Alternative Modes element. The total investment for these programs was $1.227 in 2005 dollars. The 2005 Solano CTP Transit Element program list is shown in Table 3.

Table 3 – Solano Comprehensive Transportation Plan 2030 Funding Needs Summary
(All costs in millions of 2005 dollars - Revised on 01-24-05)

Project/ Program	Total Costs (Remain)	Committed Funding	New Committed Funds	CTP Shortfall	CTP Vision Funds	CTP Shortfall After Vision
Transit Element						
Expanded Express Bus (cap. and op.)	158.8	82.0	5.0	71.8	71.8	0.0
Vallejo Transit Capital Replacement	572.9	519.1	43.4	10.4	0.0	10.4
Capitol Cor. Train Stations and Track Imp.	73.0	30.0	10.0	33.0	0.0	33.0
Sacto-Rich-Oak. Commuter Rail (cap./op.)	113.0	0.0	0.0	113.0	113.0	0.0
Vallejo Baylink Ferry Service (cap./op.)	180.1	130.1	0.0	50.0	50.0	0.0
Senior and Paratransit Expansion (cap./op.)	129.1	0.0	0.0	129.1	105.0	24.1
Sub Total	$1226.9	$761.2	$58.4	$407.3	$339.8	$67.5

The 2005 Solano CTP Transit Element identified nine intercity bus routes in operation in 2005, providing service between various Solano cities, to the BART stations in Contra Costa County, to San Francisco, and to Davis and Sacramento. The Capitol Corridor ran twenty-four trains per day (twelve round trip trains), with the end-point stations being Sacramento (with one daily trip to Auburn) and San Jose (with two trains stopping in Oakland). The City of Vallejo operated the Baylink Ferry Service, with 15 trips per day.

Paratransit is transit services for people whose disabilities prevent them from using regularly scheduled transit services (also called fixed-route services). Each local transit operator is required to provide paratransit services that are comparable to the fixed-route services in the area. In the 2005 CTP, paratransit was not provided a numeric goal, but did have the overall objective of shifting those riders who could use regular transit services on to them, so that specialized Paratransit services could be focused on those who could not use regular transit services.

In order to move from the service described in the 2005 Solano CTP Transit Element to the desired goal of 12,000 daily intercity bus, train and ferry trips and extension of service to Sundays, the 2005 Solano CTP Transit Element recommended development of a comprehensive transit system, although it does not propose a single manager/operator of such a system.

The 2005 Solano CTP Transit Element goal of expanding transit system availability and ridership and providing focused Paratransit services has met with mixed success. The intercity bus system has more effective coordination through the Solano Express Intercity Transit Consortium and STA, The cities of Benicia and Vallejo consolidated their bus services in 2011 into a single provider through a joint powers agreement that includes the STA and the develoopment of an Intercity Transit Funding Agreement, named Solano County Transit (SolTrans). Daily intercity bus ridership stands at 3,755. The Capitol Corridor train service has expanded to 32 trains (16 round trip trains) per day, and averages 530 trips per day. The Capitol Corridor also provides 11 weekend trains. The City of Vallejo's Baylink ferry service was taken over by the Water Emergency Transportation Authority (WETA) on July 1, 2012, and the number of daily ferry trips has been reduced by WETA from 15 to 10.5 (11 summer and 10 winter); the number of daily passengers has also fallen, from 2,300 to 1,827. Solano County's total aggregate daily ridership is 6,112, an increase of 1.9% since 2005.

Paratransit services have undergone a profound change. Solano Paratransit provided daily trips and was operated by the City of Fairfield as a multi-jurisdictional provider of paratransit services for intercity paratransit. It was dissolved by STA in July 1, 2009 after the City withdrew its financial and administrative support. In its place, an intercity taxi scrip program has been established for ADA ambulatory riders only. As of February 2010, the taxi scrip program provided 9,633 trips to and from eligible destinations in calendar year 2012.

The single biggest obstacle faced by transit operators since 2005 is the increased cost of operating and maintaining the transit vehicle fleet. The average cost per revenue hour has increased from $75.76 in 2005 to $93.11 in 2010. At the same time, all aspects of the economy have seen a significant downturn, beginning in 2008, that has resulted in lower operating revenue subvention from the state and lower ridership. The impact has been felt more at the local level than at the intercity bus level, which has maintained steady ridership.

Consolidating some or all of the six city-operated Solano transit services was evaluated by the STA Board and the member agencies. A countywide Transit Consolidation Study was completed in Fall of 2007 that presented potential transit consolidation options. The STA Board approved the following in 2009:

- Consolidation of Benicia and Vallejo transit
- Decentralize intercity paratransit service to local transit operators and continue study of consolidation of interregional Solano transit services

The Solano County Transit (SolTrans) joint powers agreement was approved by the member agencies City of Benicia, City of Vallejo, and the Solano Transportation Authority in the Fall of 2010 to consolidate Benicia and Vallejo transit services.

Solano County's greatest transit progress over the past 7 years has been in the construction or expansion of multi-modal centers and in improvements to the intercity bus fleet. Vacaville opened a new multi-modal transit center in 2010, and Vallejo opened a new downtown bus transfer center in 2011, with a parking garage to support both the intermodal and ferry facilities opening in 2012. The City of Dixon has developed detailed plans for a multimodal center in their downtown, including a Capitol Corridor stop, and has funded a grade separation for pedestrians that can also act as a center access point for the proposed train service. Fairfield opened a new Park and Ride lot with 214spaces at the Red Top Road and I-80 intersection in 2012, and is scheduled to begin construction on a new multi-modal rail station center on Peabody Road, anchored by a Capitol Corridor train station, in 2014. The quality of the intercity bus fleet has also improved, with newer and roomier buses with more comfortable seats and connections for portable electronic devices. The Capitol Corridor has also improved the amenities provide in its rail cars, including the late-2011 activation of a wireless network, and added rail cars to expand service capacity.

Overall, the intercity transit services identified in the 2005 Solano CTP Transit Element have lost some ground since its adoption, largely due to the loss of local control of the ferry service in Vallejo and the twin impacts of increased operations and maintenance costs coupled with lower revenues due to the 2008 economic downturn resulting in a decrease in riders. The Capital Corridor train service has seen sustained expansion of service and riders and the SolanoExpress Intercity Service has slightly increased its riders.

Alternative Modes Element

The Alternative Modes Element of the 2005 CTP focused on a wide range of proposals that fell outside of the traditional classification of roadway or public transit. The Alternative Modes Element included 7 Goals, including:

- Short- and long-term improvements to the bicycle and pedestiran system and improvements to multi-modal connections;
- Development of a Transportation for Livable Communities (TLC) enhancement program;
- Expansion of ridesharing
- Exploration of how to support alternative fuels

The Alternative Modes Element identified five funding programs to help advance the Element goals. Those items are shown in Table 4 below, and had a 2005 estimated total cost of $140 million.

The Alternative Modes goals have seen advancement across a broad front since the Solano CTP's adoption in 2005. This included adopting and implementing county-wide master plans and projects for bicycle and pedestrian transportation, developing and implementing an effective Countywide TLC program, and increasing ridesharing facilities and participation. Only in the field of alternative fuels was the progress nominal.

Bicycle and Pedestrian Plans

The first Solano Countywide Bicycle Plan was adopted in 1995; the 2004 update of the Solano Countywide Bicycle Plan incorporated Vallejo and Benicia projects as part of a single countywide document. The 2012 Countywide Bicycle Plan, initiated in 2010 and completed in early 2012, accounted for projects constructed since 2004 and brought in new local and regional priorities and connections.

Table 4 – Solano Comprehensive Transportation Plan 2030 Funding Needs Summary
(All costs in millions of 2005 dollars - Revised on 01-24-05)

Project/ Program	Total Costs (Remain)	Committed Funding	New Committed Funds	CTP Shortfall	CTP Vision Funds	CTP Shortfall After Vision
Alternative Modes Element						
Bicycle Improvements	56.0	19.5	2.3	34.2	-	34.2
Pedestrian Improvements	572.9	519.1	43.4	10.4	0.0	10.4
Capitol Cor. Train Stations and Track Imp.	73.0	30.0	10.0	33.0	0.0	33.0
Sacto-Rich-Oak. Commuter Rail (cap./op.)	113.0	0.0	0.0	113.0	113.0	0.0
Vallejo Baylink Ferry Service (cap./op.)	180.1	130.1	0.0	50.0	50.0	0.0
Senior and Paratransit Expansion (cap./op.)	129.1	0.0	0.0	129.1	105.0	24.1
Sub Total	$1226.9	$761.2	$58.4	$407.3	$339.8	$67.5

The Countywide Pedestrian Plan began in 2002 as part of a joint effort with the County of Solano to inventory and prioritizes trails and pathways throughout Solano County. The 2002 Solano Countywide Trails Plan identified a total length of 216 miles of combined existing and planned trail paths in the cities and unincorporated Solano County areas. This included regional trail segments that are part of the San Francisco Bay Area Ridge Trail and the Association of Bay Area Government's Bay Area Bay Trail. The STA Board replaced the Solano Countywide Trails Plan by adopting the Solano Countywide Pedestrian Plan in 2004. The primary difference between the plans is that the 2004 Countywide Pedestrian Plan included a stronger link to pedestrian oriented development and other smart growth concepts associated with the Metropolitan Transportation Commission's (MTC) Transportation for Livable Communities (TLC) Program. Like the Bicycle Plan, the Pedestrian Plan update was completed in early 2012.

In 2005, STA developed the Solano Bicycle and Pedestrian Project (SBPP) program, which provided an integrated review of projects and available project funds, and allocated available bike and ped funds for priority projects one time federal stimulus ARRA funds, and a regional focus by the Metropolitan Transportation Commission in bike and ped projects with 2/3 for bike projects and 1/3 for pedestrian projects.

The combination of two contemporary master plans, available funding and the SBPP fund program led to the delivery of a number of important bike and pedestrian projects in the 2005 – 2012 time period. Those include:

- Completion of the Davis-Dixon Class II bike connection, and extension of the Dixon-Vacaville Class II route from Dixon to Hawkins Road.
- Completion of the Class I Central County bikeway in Suisun City along SR 12, and opening of the first phase of the McCoy Creek bike path from SR 12 to Pintail Drive.
- Reconstruction and reopening of McGary Road from Red Top Road to Lynch Canyon.
- Construction of the Rose Drive overcrossing of I-780 in Benicia.
- Extension of the Vacaville Creekwalk to McClellan Street.
- Completion of the Wilson Avenue multi-use path along the Mare Island Strait in Vallejo.
- Connection of the Class I bike path on the new Benicia-Martinez Bridge to the Benicia bicycle path network.
- Construction of first phases of the Ulatis Creek Bike Path and Vacaville Dixon Bike Route.

In the summer of 2012, the STA Board approved the development of a countywide bicycle wayfinding sign program. This program provides a unified design theme for the countywide bicycle system, and will also assist cities and the county in the purchase and installation of these signs. These signs, working in conjunction with updated paper and on-line bicycle route maps, will improve the usability of the system for both serious and casual users. Implementation is scheduled for 2013/2014.

Photo Courtesy of Caltrans District 4

Transportation for Livable Communities (TLC)

STA continues to implement funding for Transportation for Livable Communities (TLC), both to develop plans and to construct infrastructure that supports pedestrian and bicycle activities in transit-supporting development areas. The Solano TLC toolkit was developed by the STA in 2003 and supported a Partners in Planning Conference for local elected officials, planning commissioners, local planners and private developers TLC ideas, held in April of 2003. The STA's initial TLC Plan was adopted in 2004. This was the first County TLC developed in the Bay Area. Since that time, the Solano TLC program, with additional TLC funds granted by MTC, has funded the following tasks:

- Nine TLC Planning Grants totaling $265,000
- Five TLC Capital projects, funded by $4.4 million in grant funds

These planning and capital grants funded projects throughout the county, with special emphasis on three of Solano County's major transit centers: the Vallejo ferry terminal, the Fairfield Transportation Center and the Suisun-Fairfield Train Station.

In mid-2012, the STA Board adopted a new Transportation for Sustainable Communities (TSC) plan, as a successor to the TLC plan. The TSC plan identifies new projects and selection criteria, and focuses on ABAG's Priority Development Areas and MTC's projects designed to implement the state requirements contained in SB 375.

Ridesharing

In the 2005 Solano CTP, the Ridesharing element identified approximately 250 vanpools operating into and out of Solano County, out of a total of 650 in the greater Bay Area. These vanpools accounted for 6,600 daily passenger trips. Carpool and vanpool riders accounted for approximately 20% of the daily commute trips for Solano residents and workers. Support for the formation of vanpools and carpools is provided by Solano-Napa Commuter Information (SNCI), a program run by STA, with funding provided by MTC, the Bay Area Quality Management District (BAQMD) and the Yolo Solano Air Quality Management District (YSAQMD). SNCI provided rideshare services for Napa and Solano Counties while a non-profit, RIDES, provided service for the rest of the Bay Area.

Since 2005, STA and the local jurisdictions have expanded their support for vanpools which provides rideshare service for the other seven Bay Area counties, and carpools, even as regional funding support has remained static. RIDES for Bay Area Commuters ceased to exist when MTC discontinued funding and was replaced by a consultant funded service. STA and Napa County Transportation and Planning Agency (NCTPA) still partner as part of the overall Regional Rideshare Program through SNCI and have taken a more active role in supporting vanpool and carpool creation and operation. As of December 2012, 225 of the Bay Area's 509 registered vanpools (44%) travel to, from, or through Solano County on a daily basis. This equates to approximately 2,475 van riders (4,950 trips per day). Sixty-two per cent of these vanpools (140 out of 225) originate in Solano County and travel to other counties. The number of vanpools with destinations in Solano County has doubled to 12% of Solano County vanpools. Fourteen percent of Solano County commuters carpool or vanpool, the highest rideshare rate in the entire Bay Area. In 2006 STA established the Solano Emergency Ride Home program, which is managed by SNCI for Solano and Napa counties.

By 2012, 61 employers were participating in and 461 employees registered for this program. SNCI administers a variety of incentives for carpools, vanpools, bikes and transit. Over 45 Solano large employers participate in an annual Solano Commute Challenge which encourages their employees to use a commute alternative like transit, carpool, vanpool, walking or biking.

Alternative Fuels

The 2005 Solano CTP highlighted the STA's efforts in working with its member agencies to encourage the use of alternative fuels. This included funding the construction of twenty (20) electric charging stations, providing matching funds for compressed natural gas and electric motor fleet vehicles and creating public and private partnerships to promote clean air. The STA has continued coordinating clean air grant opportunities for fleet conversions and charging station installations with member agencies with incentives provided by the Bay Area and Yolo Solano Air Quality Management Air Districts. As a result, each major transit operator in Solano County has compressed natural gas, electric hybrid, or clean diesel engine technologies in their bus fleets. Going forward, the STA Board has approved the development of an Alternative Fuels and Infrastructure Plan to assess the current and future needs for Solano County.

Conclusion

The two major themes of this 2012 Solano CTP are Strengthen the System and Reduce Stress by developing, operating and maintaining an integrated local and regional transportation system anchored on the I-80 corridor (Interstate highways 80, 680 and 780). In light of this focus, the years from 2005 through 2012 can be seen as making progress on several important fronts:

1. The core of the Solano County transportation system – I-80 – was strengthened by the Pave 80 maintenance project and the installation of the first HOV lanes in the county. In addition, the eastern and central segments of the North Connector were built, and work was started on the SR 12 Jameson Canyon improvements and the I-80 EB Truck Scales
2. In order to reduce stress on I-80, and other roadways as well, emphasis since 205 has been on alternatives to the standard single occupancy vehicle. This includes transit support the continued funding of SNCI and the construction of new park-and-ride lots and transit centers, as well bicycle and pedestrian projects such as the Vaca-Dixon Bike Route, McGary Road and the Roe Drive overcrossing. More efficient use of the freeway system has been supported by the introduction of ITS inf4rastructure, while more efficient operation of transit services has been supported by the creation of SolTrans.

As impressive as these gains are, there is much more to be done, and the majority of the construction projects identified in the 2005 Solano CTP have not yet begun. Operation of programs, especially public transit, has become more difficult to fund and sustain.

The second half of Shakespeare's quote is "what's to come, in yours and my discharge." Work done in the last 7 years is a good start on developing an effective, mature transportation system for Solano County. What to do about moving that story along is the subject of the rest of the Solano CTP.

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DATE: February 13, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: Discussion of Agenda Topics for STA Board Retreat/Workshop

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Background:
Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan (OWP) for the forthcoming two fiscal years. Periodically, the STA Board has scheduled Board retreats or workshops intended to provide a more relaxed forum for the Board Members and Alternates to discuss aspects and query staff regarding topics that may be new, complex, innovative, controversial and/or require the participation and cooperation of multiple agencies to be successful.

Over the past eight years, the STA has held two Board workshops, the first in February of 2005 and a second workshop in June of 2011. Attached are agendas from each of those workshops that highlight the subject matter for each. Five of the six Board Member discussion items from the 2005 workshop are part of the STA's current 2012-13 and 2013-14 Overall Work Plan and all seven topics from the 2011 STA Board Workshop are part of the current STA OWP.

On January 9, 2013, the STA Board approved a recommendation from the 2012 STA Board Executive Committee for STA to schedule and organize a Board workshop for Board Members and Alternates prior to the March 13th STA Board meeting with a focus on the following three subject matters:

1. The I – 80 Corridor – Specifically System Management and Operational Improvements
2. Mobility Management Plan and Program
3. Discussion of Local Funding Sources

The STA Board workshop has been scheduled for Wednesday, March 13, 2013 at 12 noon to 5pm, at the Rancho Solano Meeting Facility located in Fairfield.

Discussion:
Based on discussion with the STA Board, staff has prepared a draft agenda and potential speakers for each of the three agenda topics. A copy is attached. Staff is recommending an approach that consists of the following:

- Introduction of the topic;
- Engaging the Board in a policy discussion pertaining to the subject matter;
- Obtaining policy direction; and
- Providing recommended follow up steps based on the participants' discussion.

Staff is proposing to introduce each subject matter with presentations and/or guest presenters. A package of relevant background information and policy questions pertaining to each subject matter will be provided to each of the participants prior to the workshop date. This will provide the eight STA Board members and their eight alternates with an opportunity to be more familiar and current on the subject matter. The policy questions are intended to focus some of the discussion on forthcoming decisions that will be facing the STA Board in the current year or could be considered as part of the STA's development and update of its overall work plan for FY 2013-14 and 2014-15. At the meeting, STA staff and relevant staff from TAC and/or Consortium or other partner agencies will be invited to participate in the discussion and/or to answer questions. Staff will summarize the discussion at the Board workshop and will then return to a subsequent Board meeting with recommendations for implementation based on the policy direction provided at the workshop.

The following is an initial summary of each agenda topic.

<u>I-80 Corridor – System Management and Operational Improvements</u>
For the past fourteen years, the STA has invested a significant amount of resources and energy in planning and improving the I-80 corridor through Solano County. In recent years, several important projects have been undertaken and/or completed. Historically, the STA has partnered with the California Department of Transportation (Caltrans) to fund and deliver these mobility and safety improvements. Caltrans is responsible for maintaining and operating California's state highway system and District IV has been working with various Bay Area Congestion Management Agencies to plan for and implement various operational and system management improvements as part of newly constructed projects.

In recent years, the Metropolitan Transportation Commission (MTC), the federally designated Metropolitan Planning Organization (MPO) for the nine county Bay Area has begun to dedicate regionally allocated federal transportation funds to system management and operational improvements on the Bay Area's major travel corridors, including I-80. This effort has been dubbed by MTC as the Freeway Performance Initiative (FPI).

Concurrently, STA has been working with Caltrans and MTC the past three years to fund and implement express lanes (formerly called High Occupancy Toll (HOT) Lanes) the length of I-80 in Solano County. Currently, STA has received bridge toll funds from MTC to complete preliminary engineering for the conversion of the existing High Occupancy Vehicle (HOV) lanes located on I-80 in Fairfield (between Red Top Road and Air Base Parkway) to an Express Lane and the extension of a new HOV/Express Lane on I-80 (from Air Base Parkway to I-505 in Vacaville). In 2011, with the support of STA, MTC was authorized by the California Transportation Commission (CTC) to initiate a 400 mile express lanes network located in Alameda, Contra Costa and Solano Counties. This includes the I-80 and I-680 corridors in Solano County. Subsequently, MTC provided STA with additional bridge toll funds loaned from funds dedicated in the bridge program for the I-80/I-680/SR 12 Interchange to environmentally clear and design the two initial segments of express lanes on I-80. STA has developed with the City of Vallejo a recommendation to allocate some bridge toll funds to initiating project development for new express lanes on the I-80 corridor from the Al Zampa (formerly Carquinez) Bridge to Highway 37. STA is also working with MTC, and Alameda and Contra Costa counties to identify funding for the initial construction of several phases of express lanes. STA is supportive of advancing the conversion of the existing HOV lane

to an express lane in tandem with expanding the HOV network on I-80 up to I-505 through the implementation of express lanes. The results would be a contiguous 18-mile express/HOV lanes network through the heart of the I-80 corridor in Solano County. MTC staff has been invited to provide a presentation on the regional Express Lanes system.

Concurrently, STA has been working with a technical committee of local agency staff (Dixon, Fairfield, Vacaville, Vallejo and County of Solano), Caltrans and MTC to plan for and implement the Freeway Performance Initiative (FPI) operational improvements on I-80. This includes freeway signage/changeable message signs, loop detection and traffic volume equipment, incident response looped into the Caltrans operational center in Oakland to help guide incident response, and ramp metering. An important policy discussion will be the process for Solano County local jurisdictions and STA coordinate with Caltrans for managing the operations of the I-80 corridor, specifically ramp meters once they are installed throughout the corridor. Caltrans District IV has a policy to require an agreement between Caltrans and either the local agency or the countywide congestion management agency prior to the ramp meters being turned on. This will include freeway to freeway ramp meters and metering at local interchanges. One of the presenters scheduled for the Board workshop is Caltrans District IV Director, Bijan Sartipi to discuss Caltrans role and perspective regarding the operations and maintenance of the I-80 Corridor.

Mobility Management Plan and Program

The development of a Mobility Management Plan and Program was identified as a high priority by the STA Board in the recently completed Solano Transportation Study for Seniors and People with Disabilities and by the Senior and People with Disabilities Transportation Advisory Committee and Paratransit Coordinating Council (PCC). STA has taken the lead in development of this plan which is focused on implementation of four specific tasks: Countywide American with Disabilities Act (ADA) eligibility, travel training, senior driver safety program, and a mobility management call center. In December 2012, the Board authorized STA to fund and distribute a request for proposals (RFP) for a two year pilot program for Countywide ADA eligibility prior to the completion of the Mobility Management Plan. In response to a request from Solano County Transit (SolTrans), the STA Board agreed to have this program in place by July 1, 2013.

The Solano Mobility Management Plan is nearing completion and an update will be presented at the workshop. Staff has invited representatives from some of the constituents that are the subject of the plan. This would include representatives from seniors, people with disabilities and low income residents with the intent to have them describe their mobility needs and how aspects of the proposed mobility management program would best serve their mobility needs. MTC staff is scheduled to attend to discuss the region's efforts on Mobility Management.

Local Funding Sources

Historically, Solano County has been dependent on state and federal transportation funds to fund the majority of its priority transportation projects. Working through the STA and with the support of its federal and state legislative delegation, Solano County has been successful in obtaining federal earmarks and funding from state sponsored initiatives such as the Traffic Congestion Relief Program (TCRP), Proposition 1B's Corridor Mobility Improvement Account (CMIA) and Trade Corridor Improvement Fund (TCIF),

and competitive grant programs such as the Interregional Transportation Improvement Program (ITIP) and the State Highway Operations and Protection Program (SHOPP). In 2004, Bay Area voters passed Regional Measure 2 adding a 4th dollar to the bridge toll for the Bay Area's seven state owned bridges. The RM 2 expenditure plan included specified capital and operating funds for Solano County.

Since 2005, the fiscal landscape for transportation in California and the United States has changed significantly. The US Congress and the President collectively eliminated Congressional earmarks, instead allocating federal funds through formula grants directly to States and/or federally designated metropolitan planning organizations, such as the Metropolitan Transportation Commission (MTC) for the Bay Area. California's lingering fiscal crisis has significantly limited the amount of funding available to the State Transportation Improvement Program (STIP) which includes the Interregional Transportation Improvement Program (ITIP) Program allocated by the California Transportation Commission (CTC) and the Regional Transportation Improvement Program (RTIP) allocated by the county transportation agencies.

The regional funds received by Solano County through RM 2 and the voter approved Proposition 1B funds have helped offset or delay the effect in the near term of this loss of reliable federal and state transportation funds. Both RM 2 and Proposition 1B funds are close to being fully allocated for existing projects either under construction or scheduled to be under construction in a couple of years. State transportation proponents have begun to discuss potential options for state transportation funding without a clear determination at this point. Potential options under discussion are a new transportation bond, lowering the voter threshold for local transportation measures from 2/3 to 55%, restoring the vehicle licensing fee (VLF) for transportation, and/or dedicating a portion of potential cap and trade funding to transportation.

Solano County has discussed and pursued various options for a dedicated local funding source for transportation since the late 1990s. This began with an advisory measure (Measure F) passed by Solano County voters in 1998. Subsequently, three times Solano County asked its voters to pass a local sales tax measure dedicated for transportation (2002, 2004 and 2006). Each time the measure failed to obtain the 2/3 super majority necessary for passage of a special tax for transportation with the closest being 64% in 2004. In 2010, the Solano Transportation Improvement Authority (STIA) developed an expenditure plan for a vehicle registration fee to be dedicated to local roads, safe routes to school, and mobility for seniors and people with disabilities, but opted not to place the measure before the voters.

In 2009, the STA initiated a nexus study for a potential Regional Traffic Impact Fee (RTIF) following the completion of an RTIF feasibility study. In December 2012, the STA Board opted to request the Solano County Board of Supervisors to consider adding the STA RTIF nexus study into the County's update of its current County Facility Fee with a fee of $1,500 per each dwelling unit equivalent.

As part of both the Rio Vista Bridge Study and the SR 12 Comprehensive Evaluation and Corridor Management Plan, one of the funding options discussed is the potential for tolling the SR 12 corridor to replace the two antiquated bridges on the SR 12 Corridor.

In 2012, STA initiated a Public Private Feasibility Study to evaluate opportunities to fund the expansion and operation and maintenance of various priority transit facilities through private investment and funding participation.

In addition to the list of priority corridor and transit facility improvements, STA has worked with the seven cities, the County and other partners to dedicate limited federal cycle funds (now called One Bay Area Grant (OBAG) by MTC and the Association of Bay Area Governments (ABAG). The STA's primary area of focus the last three years has been on maintenance of local streets and roads, Safe Routes to School, and mobility for seniors and persons with disabilities.

At the workshop, staff will provide an update of the status of available federal, state and regional funds in the near-term (1 to 5 years) and the mid (5 to 10 years) and long term (10 plus years). Staff will also provide an update of a number of these local and regional efforts and seek direction from the Board regarding local funding options and priorities for these funds.

Recommendation:
Informational.

Attachments:
A. Proposed Agenda for STA Board Workshop of March 13, 2013

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ATTACHMENT A

DRAFT **DRAFT**

STA BOARD WORKSHOP

1:00 – 5:00 p.m., Wednesday, March 13, 2013
Clubhouse Terrace Room
Rancho Solano Country Club
3250 Rancho Solano Pkwy
Fairfield, CA 94533

MEETING AGENDA

I. CALL TO ORDER / INTRODUCTIONS — Chair Hardy

II. APPROVAL OF THE AGENDA

III. OPPORTUNITY FOR PUBLIC COMMENT

IV. WORKSHOP ITEMS

A. I-80 Corridor – System Management and Operational Improvements — Daryl Halls, Janet Adams
(1:00 – 2:15 p.m.)

1. Overview of the I-80 Corridor
   - Historical Perspective
   - Current Status
2. Presentation from Caltrans — Bijan Sartipi, Caltrans
   - Managing the Corridor
   - Maintenance and Operations
3. Implementation of Countywide Ramp Metering — Janet Adams
   - Local Concerns to Convey to the STA Board — TAC Representative
4. Regional Express Lanes Network — Andy Fremier or Lisa Klein, MTC
   - Project Schedule
   - Funding Priorities — Janet Adams
   - Revenue Forecast
5. Express Lanes Implementation in Solano

Board Discussion/Comments: — Group

BREAK
(2:15 – 2:25 p.m.)

B. Mobility Management Plan and Program — Daryl Halls
(2:25 – 3:50 p.m.)

1. MTC Regional Coordinated Public Transit/Human Services Transportation Plan — Jennifer Yeaman, MTC

2. Presentations:
   - Senior Transportation Needs — Rochelle Sherlock, Senior Coalition of Solano County
   - People with Disabilities Mobility Needs — Susan Rotchy, Independent Living Resources
   - Low Income Mobility Needs — Christina Arrostuto, First Five Solano

3. Draft Solano Mobility Management Plan — Elizabeth Richards, STA Project Manager

Board Discussion/Comments: — Group

BREAK
(3:50 – 4:00 p.m.)

C. Discussion of Local Funding Sources — Daryl Halls
(3:50 – 4:00 p.m.)

- Presentation on State Funding — Jim Earp, Will Kempton, or Josh Shaw
- Status of Traditional Transportation Funding Sources — Daryl Halls
  - Federal
  - State
  - Regional
- Local Funding Sources — Janet Adams, Daryl Halls
  - Earmarks STIP
  - Bridge Tolls
  - Private-Public Partnership (P3)
  - Sales Tax
  - Vehicle License Fee
  - Transit (District/Parcel Tax)
  - RTIF
  - Cap and Trade

Board Discussion/Comments: — Group

V. WRAP-UP / BOARD COMMENTS / NEXT STEPS

VI. ADJOURNMENT

DATE: February 15, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Mobility Management Project Manager
RE: Draft Mobility Management Plan

Background:
Since July 2012, STA has been working with consultants to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a strategy to assist seniors, people with disabilities, and low-income and transit dependent individuals with their transportation needs. The Solano Mobility Management Plan will identify existing services and programs, explore potential partnerships, and analyze how to address mobility needs in Solano County in a cost effective manner.

The Solano Mobility Management Plan will address four key elements to assist seniors, people with disabilities, and low income and transit dependent individuals with their transportation needs. These four elements are:

- One Stop Transportation Call Center
- Travel Training
- Countywide In-Person ADA Eligibility and Certification Process
- Older Driver Safety Information.

All of these strategies were included in the scope of work for the Solano Mobility Management Program and were identified as priorities in the Senior and People with Disabilities Study. These four elements have been presented to the Solano Seniors and People with Disabilities Transportation Advisory Committee, the Paratransit Coordinating Council (PCC), the Intercity Transit Consortium, the STA Board and the Senior Coalition.

Discussion:
The Mobility Management plan was presented and discussed twice at each of the committees. The purpose of the initial presentation was to present an overview of the study and its elements as well as to solicit comments. As the elements were developed with more detail, the groups were presented to again and more detailed input was received. At each of the meetings this project was presented, there has been good discussion and valuable input. Transit operators have been in attendance at many of these meetings and have been interviewed as well. The committees' input has been incorporated into the draft report prepared.

At this time, the STA is seeking the transit operators' input on the draft report. The draft report will be distributed to the operators prior to the Consortium meeting. This item is information only to allow time for review by the transit operators and the Mobility

Management Plan will be returned to the Consortium for action later. Transit operator comments will be compiled and then presented for discussion and concurrence at the March Consortium meeting. The Plan is scheduled to be released as a draft to the committees at the STA Board Workshop on March 13th and to the public for public comment. A recommendation on the final plan is scheduled for the March 26th Consortium meeting and April STA Board meeting.

Fiscal Impact:
In June 2012, the STA Board approved $289,343 in Regional Paratransit State Transit Assistance funds (STAF) for Mobility Management Program Implementation. In addition a Jobs Access Reverse Commute (JARC) grant was secured for Mobility Management program implementation.

Recommendation:
Informational.

DATE: January 31, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Sam Shelton, Project Manager
RE: Status of Allocation of OneBayArea Grant (OBAG) Project Funding Strategy

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Background:
On May 17, 2012, the Metropolitan Transportation Commission (MTC) released guidelines for the OBAG program. OBAG is a new program developed by MTC and the Association of Bay Area Governments (ABAG) for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. OBAG combines funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network, Congestion Management Agency (CMA) Planning activities, and other STP and CMAQ eligible transportation activities into one grant proposal. For STA, OBAG funding is estimated to be $18.8 M over 4 years.

Between July 2012 and December 2012, the STA Board has programmed $12.573 M of the available $18.769 M of STA OBAG funds for the following projects and programs:

1. Local Streets and Roads Projects, $5.863 M
2. STA Planning, $3.006 M
3. Dixon West B Street Bicycle Pedestrian Undercrossing, $2.535 M
4. Vallejo Georgia Street Downtown Streetscaping Projects, $0.611 M
5. Solano Napa Commuter Information, $0.533 M
6. STA Priority Development Area (PDA) Investment and Growth Strategy, $0.025 M (net after backfill)

Of the $6.196 M remaining, $0.586 M is Surface Transportation Program (STP) funds (flexible funds for planning and rehabilitation projects) and $5.610 M is Congestion Mitigation and Air Quality (CMAQ) funds (emission reduction funds for bicycle, pedestrian, and complete streets projects).

Discussion:
Prior to recommending OBAG funding to the STA Board, STA staff have developed project screening & ranking criteria and funding eligibility information to help inform a funding strategy that leverages other funding outside of OBAG, such as State Transit Assistance Funds (STAF), Transportation Development Act Article 3 (TDA-3) funds, and other competitive grants. This balanced strategy will be reviewed by several STA advisory committees prior to coming before the STA Board, as described in the attached schedule (Attachment A).

OBAG Candidate Projects Assessment
On February 13, 2013, the STA Board adopted OBAG Candidate Projects Assessment results, which shows why the 17 remaining OBAG projects are important as measured by various criteria (Attachment B).

OBAG Project and Program Tiers to be Analyzed with Funding Eligibility
On January 9, 2013, STA staff also presented a STA OBAG Funding Eligibility Table that analyzes whether an OBAG project is either a good, partial, or poor match for a variety of STA discretionary or competitive funding sources outside of OBAG funds (Attachment C). STA staff discussed how staff will group OBAG projects into tiers based on assessment results, funding eligibility, and project deliverability within the context of a broader funding strategy, as described by the STA's funding strategy principles, adopted by the STA Board on March 10, 2010 (Attachment D). During the January 30th STA TAC, committee members requested a handout showing project funding requests ($16.29 M) and total project costs ($21.72 M) (Attachment E).

OBAG Project Funding Strategy
After reviewing project applications, assessment results, funding eligibility, and deliverability, STA staff will be recommending the programming of a variety of funding sources over the next 3 years to advance the development of Tier 1 projects countywide (Attachment F). This recommendation will be provided at the February 27, 2013 TAC meeting. Members of the Consortium are invited to attend.

Fiscal Impact:
None at this time. Adoption of the funding strategy will help guide subsequent project and programming funding actions by the STA Board. STA staff anticipates STP and CMAQ programming actions to be taken by the STA Board between April and June of 2013. These federal funds would be made available to project sponsors by November 2013, should MTC's 2013 Transportation Improvement Program (TIP) development process remain on schedule.

TDA Article 3 and STAF program funds included in the funding strategy would be acted on by the STA Board after appropriate STA advisory committees review and recommend the OBAG project funding strategy and make subsequent programming recommendations for these fund sources at later dates.

Recommendation:
Informational.

Attachments:
A. STA OBAG Development Schedule, 01-17-2013
B. STA OBAG Candidate Projects Assessment Results, 01-31-2013
C. STA OBAG Candidate Projects Funding Eligibility Table, 12-31-2013
D. STA Funding Strategy Principles and Criteria, 04-10-2010
E. STA OBAG Candidate Project Funding Requests and Total Costs, 02-20-2013
F. Draft OneBayArea Grant (OBAG) Project Funding Strategy, 02-20-2013 (Provided under separate cover)

OneBayArea Grant (OBAG) Development Schedule

Solano Transportation Authority

01-17-2013

Date	Meeting	Action
2012		
July 11	STA Board	Call for Projects and programs existing commitment projects and programs ($6 M)
Sept 12	STA Board	STA Board Programs Local Streets and Roads projects by formula ($5.86 M as modified Dec 12
Oct 10	STA Board	STA Board Adopts Eligibility and Ranking Criteria and swaps OBAG funds with Vallejo ($0.611 M swapped)
Dec 12	STA Board	STA Board Screens out projects that did not meet screening criteria and shifts available funds to Local Streets and Roads projects
2013		
Jan 29	Consortium	Review OBAG Project Assessment and Funding Eligibility Table
Jan 30	TAC	Recommend Approval of OBAG Project Assessment
Feb 13	**STA Board**	**Approve OBAG Project Assessment**
Feb 26	Consortium	Review OBAG Funding Strategy and Approve priorities for State Transit Assistance Funds (STAF) for projects shown in the strategy
Feb 27	TAC	Recommend Approval of OBAG Funding Strategy
Feb 28 tentative	PAC	Review OBAG Funding Strategy and Approve priorities for Transportation Development Act (TDA) Article 3 funds for projects shown in the strategy
Mar 7	BAC	Review OBAG Funding Strategy and Approve priorities for Transportation Development Act (TDA) Article 3 funds for projects shown in the strategy
Mar 13	**STA Board**	**Approve OBAG Funding Strategy**
Various	Various	Return to STA Advisory Committees for funding recommendations for STAF and TDA Article 3 funds as shown in the adopted funding strategy.

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Revised Draft STA OneBayArea Assessment
2/13/2013
Jan 30 STA TAC / Feb 13 STA Board Changes Highlighted

	Plan Achievement			Specific Benefits			Area Investments			Regional/Equitable			Delivery Incentives		Total
Transit Related Projects	MTC RTP Goals (10)	STA CTP Goals (50)	STA Planned Priority	Safety	Alt modes or Transit	Complete Streets	Support PDA/PCA	Comm concern / CBTP	Employ-ment Center	County wide or equitable*	Benefit to number of residents	Housing Share	1st two years? 12-13, 13-14?	Local Match	Number of Criteria rated "Yes"
Transit Ambassador Program	3	8	Yes	Yes	Yes	No	Yes	Yes	No	Yes	High	Yes	Yes	Yes	9
Fairfield West Texas Gateway Access	6	13	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Med	Yes	No	Yes	8
Benicia Industrial Park Transit Hub	7	15	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Med	No	No	Yes	7
Suisun/Fairfield Train Station Improvements	8	16	No	Yes	Yes	Yes	Yes	No	Yes	Yes	High	Yes	No	Yes	8
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	3	7	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Low	Yes	No	Yes	8
Complete Streets Style Projects															
Key Destination Sidewalk/St Inventory	6	14	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	High	Yes	Yes	No	9
Vallejo Downtown Streetscape Improvements	7	14	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Med	No	Yes	Yes	8
Safe Routes to School (SR2S) Engineering Projects	6	7	Yes	Yes	Yes	Yes	No	No	No	Yes	High	Yes	No	Yes	7
Vacaville Allison PDA Bike and Ped improvements	6	9	No	Yes	Yes	Yes	Yes	No	Yes	No	Med	No	No	Yes	6
Vacaville Ulatis Creek Bike Path	6	9	Yes	Yes	Yes	Yes	Yes	No	No	No	Low	No	No	Yes	6
Suisun City Lotz Way Improvements	6	9	Yes	Yes	Yes	Yes	Yes	No	No	No	Low	Yes	No	No	6
Vacaville Mason Street at Depot Street Road Diet	6	9	No	Yes	Yes	Yes	Yes	No	Yes	No	Med	No	No	Yes	6
Suisun City Railroad Avenue Extension Project	5	9	No	Yes	Yes	Yes	Yes	No	No	No	Med	Yes	No	Yes	6
Bicycle or Pedestrian Projects															
Solano County Vaca Dixon Bike Path Phase 5B	2	6	Yes	Yes	Yes	Yes	No	No	No	Yes	Low	No	Yes	Yes	7
Solano County Lake Herman Road Bike Path	3	6	No	Yes	Yes	Yes	Yes	No	No	Yes	Low	No	No	Yes	6
Rio Vista Waterfront Promenade Phase 2	5	11	No	Yes	Yes	Yes	Yes	No	No	No	Low	Yes	No	Yes	6
Benicia First Street Pedestrian Improvements	6	10	Yes	Yes	Yes	Yes	Yes	No	No	No	Med	No	No	No	5

* The "Countywide or Equitable" criteria has been revised to show "yes" for projects that benefit residents from more than one jurisdiction.

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Draft STA Candidate Projects Funding
Eligibility Table, 12-31-12

	STA Discretionary									
Source Type	Federal	Federal	Local	Local	Local	Local	Federal/Local	State	Federal	
Funding Source	**STP (OBAG)**	**CMAQ (OBAG)**	**TDA Article 3**	**TFCA, Program manager**	**STAF, Population**	**STAF, Regional Paratransit**	**Lifeline (STP, Prop 1B, STAF)**	**Prop 1B, PTMISEA**	**FTA 5311, Rural (+ JARC MAP21)**	**TOTAL**
General Project Eligibility	Planning, rehab	Bike/ped, rideshare, pilot transit	Bike/Ped, education	Bay Area Bike/ped, alt fuels, rideshare, marketing	Transit planning, capital, operations, programs	ADA planning, capital, operations, programs	CBTP planning, capital, operations, programs	Transit Capital (STA Board action = Rolling Stock)	Rural Transit Capital and Operating	
per year	$ 146,500	$ 1,688,500	$ 274,000	$ 270,000	$ 1,980,000	$ 400,000	$ 2,000,000	$ 716,667	$ 295,000	**$ 7,770,667**
4-yr total (2012-13, 13-14, 14-15, 15-16)	$ 586,000	$ 6,754,000	$ 1,225,000	$ 1,080,000	$ 7,920,000	$ 1,600,000	$ 6,000,000	$ 4,300,000	$ 1,180,000	**$ 30,645,000**
% of 4-year total	1.9%	22.0%	4.0%	3.5%	25.8%	5.2%	19.6%	14.0%	3.9%	
Transit Related Projects										
Transit Ambassador Program	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
Fairfield West Texas Gateway Access	Poor	Good	Good	Good	Good	Partial	Good	Poor	Poor	
Benicia Industrial Park Transit Hub	Poor	Good	Good	Good	Good	Partial	Poor	Partial	Poor	
Suisun/Fairfield Train Station Improvements	Poor	Good	Good	Good	Good	Partial	Partial	Partial	Poor	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Poor	Partial	Poor	Partial	Good	Good	Good	Poor	Partial	
Complete Streets Style Projects										
Key Destination Sidewalk/St Inventory	Good	Poor	Poor	Poor	Good	Partial	Good	Poor	Poor	
Vallejo Downtown Streetscape Improvements	Partial	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	
Safe Routes to School (SR2S) Engineering Projects	Poor	Good	Good	Good	Partial	Poor	Partial	Poor	Poor	
Vacaville Allison PDA Bike and Ped improvements	Poor	Good	Good	Poor	Partial	Poor	Good	Poor	Poor	
Vacaville Ulatis Creek Bike Path	Poor	Good	Good	Poor	Poor	Poor	Good	Poor	Poor	
Suisun City Lotz Way Improvements	Poor	Good	Good	Good	Poor	Poor	Poor	Poor	Poor	
Vacaville Mason Street at Depot Street Road Diet	Poor	Good	Good	Poor	Poor	Poor	Good	Poor	Poor	
Suisun City Railroad Avenue Extension Project	Poor	Partial	Partial	Poor	Poor	Poor	Poor	Poor	Poor	
Bicycle or Pedestrian Projects										
Solano County Vaca Dixon Bike Path Phase 5B	Poor	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	
Solano County Lake Herman Road Bike Path	Poor	Good	Good	Partial	Poor	Poor	Poor	Poor	Poor	
Rio Vista Waterfront Promenade Phase 2	Poor	Good	Good	Poor	Poor	Poor	Poor	Poor	Poor	
Benicia First Street Pedestrian Improvements	Poor	Good	Good	Good	Partial	Poor	Poor	Poor	Poor	

Draft STA Candidate Projects Funding Eligibility Table, 12-31-12

	MTC Competitive			Air Quality Competitive			Caltrans Competitive (some in flux due to MAP-21, *potential for consolidation)						
Source Type	Federal	Federal		Local	Local		State	State	Federal/State	Federal	Federal	Federal	
Funding Source	**STP**	**STP**	**TOTAL**	**BAAQMD, TFCA Regional**	**YSAQMD, Clean Air Funds**	**TOTAL**	**BTA***	**EEM***	**SRTS/SR2S***	**HR3**	**HSIP**	**TAP***	**TOTAL**
General Project Eligibility	Regional PDA & Transit Oriented Affordable Housing (TOAH)	Priority Conservation Areas (PCA)		Bay Area tech demo, alt fuels, bike, regional rideshare, shuttles	Eastern Solano Bike/ped, alt fuels, rideshare, marketing		commuter bikeways, parking, planning,	"restoration, roadside recreation" category for bike projects	Safe Routes to School Planning, Bike/Ped safety projects	Rural Road safety projects (joint call with HSIP)	Safety projects with safety data (Spring 2013)	Enhance-ment style projects, (spent on Dixon West B St)	
per year	$ 5,000,000	$ 2,500,000	**$ 7,500,000**	$ 3,300,000	$ 260,000	**$ 3,560,000**	$ 7,200,000	$ 10,000,000	$ 21,000,000	$ 3,750,000	$ 25,000,000	NA	**$ 66,950,000**
4-yr total (2012-13, 13-14, 14-15, 15-16)	$ 20,000,000	$ 10,000,000	**$ 30,000,000**	$ 13,200,000	$ 1,040,000	**$ 14,240,000**	$ 28,800,000	$ 40,000,000	$ 84,000,000	$ 15,000,000	$ 100,000,000	NA	**$ 267,800,000**
% of 4-year total	66.7%	33.3%											
Transit Related Projects													
Transit Ambassador Program	Poor	Poor		Poor	Partial		Poor	Poor	Poor	Poor	Poor	Poor	
Fairfield West Texas Gateway Access	Partial	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Benicia Industrial Park Transit Hub	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Good	
Suisun/Fairfield Train Station Improvements	Partial	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Poor	Poor		Partial	Partial		Poor	Poor	Poor	Poor	Poor	Poor	
Complete Streets Style Projects													
Key Destination Sidewalk/St Inventory	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Poor	
Vallejo Downtown Streetscape Improvements	Poor	Poor		Poor	Poor		Good	Poor	Poor	Poor	Poor	Good	
Safe Routes to School (SR2S) Engineering Projects	Poor	Poor		Poor	Good		Poor	Poor	Good	Partial	Partial	Good	
Vacaville Allison PDA Bike and Ped improvements	Poor	Poor		Poor	Good		Good	Poor	Poor	Poor	Poor	Good	
Vacaville Ulatis Creek Bike Path	Poor	Poor		Poor	Good		Poor	Partial	Poor	Poor	Poor	Good	
Suisun City Lotz Way Improvements	Poor	Poor		Poor	Poor		Partial	Poor	Poor	Poor	Poor	Good	
Vacaville Mason Street at Depot Street Road Diet	Poor	Poor		Poor	Good		Poor	Poor	Poor	Poor	Poor	Good	
Suisun City Railroad Avenue Extension Project	Poor	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Partial	
Bicycle or Pedestrian Projects													
Solano County Vaca Dixon Bike Path Phase 5B	Poor	Partial		Poor	Good		Poor	Good	Poor	Partial	Poor	Good	
Solano County Lake Herman Road Bike Path	Poor	Partial		Poor	Poor		Poor	Good	Poor	Partial	Poor	Good	
Rio Vista Waterfront Promenade Phase 2	Partial	Poor		Poor	Good		Poor	Partial	Poor	Poor	Poor	Good	
Benicia First Street Pedestrian Improvements	Partial	Poor		Poor	Poor		Poor	Poor	Poor	Poor	Poor	Good	

Solano Transportation Authority (STA)
Funding Strategy Principles and Criteria

The following set of principles and criteria will help guide the STA Board in prioritizing STA Overall Work Plan (OWP) projects.

1. **Minimum of One Top Priority Project Per Agency every 10 years**
    a. To maintain equity between STA member agencies, at least one top priority project from each agency will benefit from STA discretionary dollars every 10 years.
    b. Criteria: Developed project phases per member agency per decade.
2. **Create Funding Certainty**
    a. Projects become STA OWP funding priorities if a project sponsor can demonstrate a project has a funding strategy for each development phase (project concept planning to construction) to cover at least a complete phase of construction.
    b. Criteria: Funded Project Delivery Phases
        i. Environmental Review
        ii. Preliminary Engineering and Design
        iii. Right-of-Way Acquisition
        iv. Construction
3. **Reward Project Progress**
    a. Projects become STA OWP funding priorities if the project sponsor can show project development progress towards obtaining environmental clearance, completing design, or certifying right-of-way.
    b. Criteria: Completed Project Delivery milestones
        i. Environmental Document approval, permits obtained, and Project Approval
        ii. Final Design complete
        iii. Right-of-Way acquired
4. **Maximize Countywide Funding through Leveraging**
    a. Projects become STA OWP funding priorities if STA investments can help bring additional grant funding into Solano County. There are several ways to leverage funds:
    b. Provide basic local matches to obligate grant funds
        i. Projects become STA OWP funding priorities if STA investments can assist project sponsors with local matches.
        ii. Criteria: Ratio of STA grants vs. other funding
    c. Develop projects to compete for "Shovel-Ready" grants

i. Projects become STA OWP funding priorities if STA investments can assist a project sponsor develop a project to acquire grants focused on construction.
ii. Criteria: Ratio of STA development funds needed vs. construction grant opportunities

d. Invest comprehensively in a project area to compete for large grants

i. Projects become STA OWP priorities if project sponsors can demonstrate multiple transportation connections to their projects.
ii. If these choices are not yet available, additional connection projects can become STA funding priorities to support the larger project, enabling it to compete for larger grant funds.
iii. Criteria: Ratio of STA investments vs. regional grant funding

STA OBAG Candidate Projects

02-20-2013

Transit Related Projects

	Requested Amount	Total Project Cost
Transit Ambassador Program	250,000	282,000
Fairfield West Texas Gateway Access	2,000,000	3,250,000
Benicia Industrial Park Transit Hub	500,000	1,750,000
Suisun/Fairfield Train Station Improvements	550,000	550,000
Intercity Service, for Non-Ambulatory Riders and Mobility Programs	Under development	Under development

Complete Streets Style Projects

Key Destination Sidewalk/St Inventory	Under development	Under development
Vallejo Downtown Streetscape Improvements	1,640,000	2,050,000
Safe Routes to School (SR2S) Engineering Projects	1,200,000	1,355,000
Vacaville Allison PDA Bike and Ped improvements	586,000	665,000
Vacaville Ulatis Creek Bike Path	2,212,000	2,500,000
Suisun City Lotz Way Improvements	1,200,000	1,200,000
Vacaville Mason Street at Depot Street Road Diet	309,000	350,000
Suisun City Railroad Avenue Extension Project	1,522,500	2,878,000

Bicycle or Pedestrian Projects

Solano County Vaca Dixon Bike Path Phase 5B	1,805,000	2,040,000
Solano County Lake Herman Road Bike Path	2,070,000	2,340,000
Rio Vista Waterfront Promenade Phase 2	450,000	511,000
Benicia First Street Pedestrian Improvements	To be revised	To be revised
TOTAL	**16,294,500**	**21,721,000**

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DATE: February 12, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Intercity Transit Funding Cost Allocation Timeline

Background:
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.

Discussion:
The Transportation Development Act (TDA) estimates (Attachment A) and the State Transit Assistance Funds (Attachment B) were released by Metropolitan Transportation Commission (MTC). In order to provide the funding partners information on the intercity routes and the opportunity for them to submit their TDA claims in a timely manner, STA staff developed a timeline for items shown below:

Mid-year budget or cost changes to be considered by the ITFWG - **Due February 1st**

1st Quarter Report - **Due November 11th (submitted)**
2nd Quarter Report - **Due February 11th**
3rd Quarter Report - **Due May 11th**
4th Quarter Report - **Due August 11th**

CAMS for the FY 2011-12 Actuals *and* FY 2013-14 Estimates - **Due March 20th**

Cost Sharing Calculation and presentation to the ITFWG - **Due April 5th**

ITFWG approves the CAMS and the TDA Matrix **- May 1st**

STA staff present the TDA matrix for STA Board approval - **May 15th**

Please note:
Per the Intercity Transit Funding Agreement, all proposed fare and service changes shall be presented by the intercity transit operators to the ITFWG at least 90 days prior to implementation and in sufficient time for the ITFWG's consideration.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachments:

A. MTC Fund Estimate for Transportation Development Act Dated 2/27/2013
B. MTC Fund Estimate for State Transit Assistance Funds Dated 2/27/2013

FY 2013-14 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

Attachment A
Res No. 4086
Page 9 of 16
2/27/2013

FY 2012-13 TDA Revenue Estimate Adjustment			FY 2013-14 TDA Estimate		
FY 2012-13 Generation Estimate Adjustment			***FY 2013-14 County Auditor's Generation Estimate***		
1. Original County Auditor Estimate (Feb, 11)	14,461,543		13. County Auditor Estimate		15,682,592
2. Revised County Auditor Estimate (Feb, 11)	15,682,592		***FY 2013-14 Planning and Administration Charges***		
3. Revenue Adjustment (Lines 2-1)		1,221,049	14. MTC Administration (0.5% of Line 13)	78,413	
FY 2012-13 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	78,413	
4. MTC Administration (0.5% of Line 3)	6,105		16. MTC Planning (3.0% of Line 13)	470,478	
5. County Administration (0.5% of Line 3)	6,105		17. Total Charges (Lines 14+15+16)		627,304
6. MTC Planning (3.0% of Line 3)	36,631		18. TDA Generations Less Charges (Lines 13-17)		15,055,288
7. Total Charges (Lines 4+5+6)		48,841	***FY 2013-14 TDA Apportionment By Article***		
8. Adjusted Generations Less Charges (Lines 3-7)		1,172,208	19. Article 3.0 (2.0% of Line 18)	301,106	
FY 2012-13 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		14,754,182
9. Article 3 Adjustment (2.0% of line 8)	23,444		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		1,148,764	22. TDA Article 4 (Lines 20-21)		14,754,182
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		1,148,764			

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2012	FY 2011-12	6/30/2012	FY 2011-13	FY 2012-13	FY 2012-13	FY 2012-13	6/30/2013	FY 2013-14	FY 2013-14
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/interest)[1]	Outstanding Commitments[2]	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	543,542	3,183	546,725	(420,016)	0	277,662	23,444	427,815	301,106	728,921
Article 4.5										
SUBTOTAL	**543,542**	**3,183**	**546,725**	**(420,016)**	**0**	**277,662**	**23,444**	**427,815**	**301,106**	**728,921**
Article 4/8										
Dixon	338,475	2,325	340,800	(647,899)	0	605,092	51,091	349,084	651,873	1,000,957
Fairfield	2,208,126	20,380	2,228,506	(5,634,090)	0	3,440,340	290,483	325,239	3,793,108	4,118,347
Rio Vista	206,824	1,578	208,402	(179,317)	0	243,973	20,600	293,658	264,500	558,158
Solano County	472,625	2,581	475,206	(556,879)	0	622,882	52,593	593,802	669,987	1,263,789
Suisun City	119,590	1,444	121,033	(1,046,746)	0	926,002	78,186	78,475	997,599	1,076,074
Vacaville	4,271,751	26,566	4,298,317	(4,355,562)	0	3,052,898	257,769	3,253,422	3,283,683	6,537,105
Vallejo/Benicia[4]	555,785	4,526	560,312	(5,078,388)	0	4,714,233	398,043	594,200	5,093,431	5,687,631
SUBTOTAL[3]	**8,173,175**	**59,400**	**8,232,575**	**(17,498,881)**	**0**	**13,605,420**	**1,148,765**	**5,487,880**	**14,754,181**	**20,242,061**
GRAND TOTAL	**$8,716,717**	**$62,583**	**$8,779,300**	**($17,918,897)**	**$0**	**$13,883,082**	**$1,172,209**	**$5,915,694**	**$15,055,287**	**$20,970,981**

1. Balance as of 6/30/12 is from MTC FY 2011-12 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2012, and FY 2012-13 allocations as of January 31, 2013.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning in FY 2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

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FY 2013-14 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)

Attachment A
Res No. 4086
Page 11 of 16
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FY 2012-13 STA Revenue Estimate Adjustment		FY 2013-14 STA Revenue Estimate	
FY 2012-13 Original Generation Estimate[3]	$110,103,133	FY 2012-13 Projected Carryover	$7,579,830
FY 2012-13 Actual Generation		FY 2013-14 Original Generation Estimate[4]	$102,525,536
FY 2012-13 Generation Adjustment		FY 2013-14 Total Funds Available	$110,105,366

STA REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=Sum(D:E)*
Apportionment Jurisdictions	**6/30/2012 Balance (w/interest)[1]**	**FY 2011-13 Outstanding Commitments[2]**	**FY 2012-13 Revenue Estimate[3]**	**6/30/2013 Projected Carryover**	**FY 2013-14 Revenue Estimate[4]**	**Total Available For Allocation**
ACCMA - Corresponding to ACE	44,973	(44,832)	146,774	146,915	139,903	286,818
City of Benicia[5]	19,723	0	8,412	28,135	7,831	35,966
Caltrain	2,098,535	(6,300,132)	5,432,557	1,230,960	5,056,954	6,287,914
CCCTA	130,794	(764,730)	621,535	(12,401)	578,563	566,162
City of Dixon	439	(5,600)	4,791	(370)	4,460	4,090
ECCTA	85,311	(345,674)	275,272	14,909	256,239	271,148
City of Fairfield	927,271	(1,047,143)	123,196	3,324	114,678	118,002
GGBHTD	1,923	(4,820,900)	4,823,205	4,228	4,489,733	4,493,961
City of Healdsburg	7,765	0	4,904	12,669	4,565	17,234
LAVTA	233,752	(215,503)	247,613	265,862	230,493	496,355
NCTPA	10,753	(46,423)	49,391	13,721	45,976	59,697
City of Petaluma	42	0	0	42	21,093	21,135
City of Rio Vista	5,366	(8,681)	9,832	6,517	9,153	15,670
SamTrans	1,136,574	(4,987,662)	5,205,039	1,353,951	4,845,167	6,199,118
City of Santa Rosa	20	0	110,949	110,969	103,278	214,247
Sonoma County Transit	28,651	(194,657)	169,272	3,266	157,569	160,835
City of Union City	23,100	(70,544)	47,465	21	44,183	44,204
City of Vallejo - Ferry Service[6]	0	0	0	0	360,340	360,340
City of Vallejo - Motor Bus Service[6]	548,928	(1,126,201)	577,767	494	177,481	177,975
VTA	0	(13,318,870)	13,318,870	0	12,398,014	12,398,014
VTA - Corresponding to ACE	0	(190,685)	190,685	0	187,976	187,976
WCCTA	89,005	(372,904)	312,286	28,387	290,695	319,082
SUBTOTAL	**5,392,925**	**(33,861,141)**	**31,679,815**	**3,211,599**	**29,524,344**	**32,735,943**
AC Transit	1	(10,071,094)	10,071,444	351	9,376,254	9,376,605
BART	898,903	(24,878,292)	28,342,006	4,362,616	26,252,816	30,615,432
SFMTA	6,571,583	(46,576,187)	40,009,868	5,264	37,372,122	37,377,386
SUBTOTAL	**7,470,486**	**(81,525,573)**	**78,423,318**	**4,368,231**	**73,001,192**	**77,369,423**
GRAND TOTAL	**$12,863,411**	**($115,386,714)**	**$110,103,133**	**$7,579,830**	**$102,525,536**	**$110,105,366**

1. Balance as of 6/30/12 is from MTC FY 2011-12 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2012, and FY 2012-13 allocations as of January 31, 2013.
3. The FY 2012-13 STA revenue generation based on the $420 million estimated in the enacted FY 2012-13 State Budget.
4. The FY 2013-14 STA revenue generation based on the $392 million estimated in the proposed FY 2013-14 State Budget.
5. Beginning in FY 2012-13, the City of Benicia allocation will be distributed to SolTrans.
6. In FY 2012-13, the City of Vallejo's allocation will be distrubted to SolTrans. Beginning in FY 2013-14, the City of Vallejo's allocation will be distributed between SolTrans and WETA based on an analysis of qualifying revenue, and pending determination of eligibility to claim STA funds.

FY 2013-14 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)

FY 2012-13 STA Revenue Estimate Adjustment		**FY 2013-14 STA Revenue Estimate**	
FY 2012-13 Original Generation Estimate[3]	$40,446,429	FY 2012-13 Projected Carryover	$44,914,339
FY 2012-13 Actual Generation		FY 2013-14 Original Generation Estimate[4]	$37,708,786
FY 2012-13 Generation Adjustment		FY 2013-14 Total Funds Available	$82,623,125

STA POPULATION-BASED APPORTIONMENT BY JURISDITION & OPERATOR

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=Sum(D:E)*
Apportionment Jurisdictions	**6/30/2012 Balance (w/interest)[1]**	**FY 2011-13 Outstanding Commitments[2]**	**FY 2012-13 Revenue Estimate[3]**	**6/30/2013 Projected Carryover**	**FY 2013-14 Revenue Estimate[4]**	**Total Available For Allocation**
Northern Counties/Small Operators						
Marin	0	(1,215,900)	1,216,253	353	1,133,930	1,134,283
Napa	103,845	(788,160)	657,280	(27,035)	612,791	585,756
Solano+Vallejo[5]	2,690,186	(1,257,026)	1,979,442	3,412,602	1,845,462	5,258,064
Sonoma	155,421	(1,700,682)	2,326,211	780,950	2,168,760	2,949,710
CCCTA	369,051	(2,674,424)	2,305,658	285	2,149,598	2,149,883
ECCTA	216,140	(1,668,266)	1,392,720	(59,406)	1,298,453	1,239,047
LAVTA	903,381	(945,542)	952,819	910,658	888,327	1,798,985
Union City	0	(333,561)	333,561	0	310,984	310,984
WCCTA	51,122	(372,386)	307,177	(14,087)	286,385	272,298
SUBTOTAL	**4,489,146**	**(10,955,947)**	**11,471,121**	**5,004,320**	**10,694,691**	**15,699,010**
Regional Paratransit						
Alameda	10,939	(1,264,181)	1,259,535	6,293	1,174,283	1,180,576
Contra Costa	73,257	(997,440)	891,603	(32,580)	831,254	798,674
Marin	1	(172,000)	172,031	32	160,387	160,419
Napa	38,566	(161,890)	139,516	16,192	130,072	146,264
San Francisco	184,054	(1,233,741)	999,339	(50,348)	931,698	881,350
San Mateo	103,512	(491,881)	492,722	104,353	459,372	563,725
Santa Clara	0	(1,411,211)	1,411,211	0	1,315,693	1,315,693
Solano	579,167	(170,000)	385,271	794,438	359,194	1,153,632
Sonoma	1	(372,866)	551,839	178,974	514,488	693,462
SUBTOTAL	**989,498**	**(6,275,210)**	**6,303,067**	**1,017,355**	**5,876,440**	**6,893,796**
Lifeline						
Alameda	5,577,231	(7,864,882)	2,680,199	392,548	2,614,533	3,007,081
Contra Costa	2,411,537	(3,277,632)	1,513,730	647,635	1,476,643	2,124,278
Marin	280,477	(558,856)	294,028	15,649	286,824	302,473
Napa	310,641	(206,499)	247,566	351,708	241,501	593,209
San Francisco	3,905,419	(992,562)	1,478,271	4,391,128	1,442,052	5,833,180
San Mateo	1,185,893	(1,625,554)	855,242	415,581	834,288	1,249,869
Santa Clara	3,722,804	0	2,676,975	6,399,779	2,611,388	9,011,167
Solano	941,032	(736,982)	655,876	859,926	639,807	1,499,733
Sonoma	1,144,742	(888,271)	884,291	1,140,762	862,626	2,003,388
MTC Mean-Based Discount Project	457,540	11,425	522,782	991,747	0	991,747
SUBTOTAL	**19,937,316**	**(16,139,813)**	**11,808,960**	**15,606,463**	**11,009,663**	**26,616,125**
MTC Regional Coordination Program[6]	31,847,109	(20,113,995)	10,863,281	22,596,395	10,127,993	32,724,388
BART to Warm Springs	325,706	0	0	325,706	0	325,706
eBART	325,706	0	0	325,706	0	325,706
SamTrans	38,393	0	0	38,393	0	38,393
GRAND TOTAL	**$57,952,875**	**($53,484,965)**	**$40,446,429**	**$44,914,339**	**$37,708,787**	**$82,623,125**

1. Balance as of 6/30/12 is from MTC FY 2011-12 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2012, and FY 2012-13 allocations as of January 31, 2013.
3. The FY 2012-13 STA revenue generation based on the $420 million estimated in the enacted FY 2012-13 State Budget.
4. The FY 2013-14 STA revenue generation based on the $392 million estimated in the proposed FY 2013-14 State Budget.
5. Beginning in FY 2008-09, the Vallejo allocation is combined with Solano, as per MTC Resolution 3837.
6. Committed to Clipper® and other MTC Customer Service projects.

DATE: February 15, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Transit Sustainability Plan Update

Background:
The STA has several transit studies included with the STA Board's adopted Overall Work Plan for Fiscal Year (FY) 2012-13 and 2013-14. These plans and studies are intertwined with each other and will also provide relevant information to the other studies such as the Alternative Fuel Study and the Public Private Partnerships (P3) at Transit Facilities Study.

A critical study that is intertwined with the Coordinated Short Range Transit Plan (SRTP) is the Transit Sustainability Plan Update. The purpose of this study is to focus on the financial condition of the Solano County transit operators in a similar manner to MTC's Transit Sustainability Project (TSP) financial assessment. The outcome of this effort is intended to provide a clear understanding of the present and future financial conditions and needs of the six Solano County transit operators: Dixon Readi-Ride, Vacaville City Coach, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, Solano County and SolTrans.

Pacific Municipal Consultants (PMC) has evaluated the financial and operations data submitted by each operator. The data has included financial audits, TDA claims, National Transit Database reports, and SRTPs. The current financial condition of each operator was developed using financial and performance trends. Recent activities by the operators to improve efficiencies and implement cost savings measures were also reviewed. Separation of operations cost items such as labor, fuel, and maintenance was conducted to further explain cost trends.

Discussion:
Draft financial condition profiles as well as a baseline five-year forecast have been developed for each transit operator, including identifying financial and operating performance measures and trends for the past three years. A revenue analysis was also undertaken that reviews the relative stability of funding public transit. Meetings with the operators were conducted to discuss the initial financial profiles and to seek additional input. Currently, all draft reports are being reviewed by STA staff and transit operators, except for Fairfield and Suisun Transit which is still under development, as presented in the table below:

Sustainability Plan	Consultant's Draft Completed	Transit Operator Completed or Date Sent for Review	Submitted to SRTP Team
Dixon	√	√	√
Fairfield	Pending information from Fairfield		
Rio Vista	√	Pending staff edits	
SolTrans	√	Feb 6th	
Vacaville	√	Feb 13th	
Solano County	√	Feb 15th	

The Sustainability Plans are a critical component of the Coordinated SRTP. STA staff is requesting that the transit operators review, edit, and comment on their Transit Sustainability Study as soon as possible so the edits can be incorporated before sending the final draft to the SRTP Consultants.

The Transit Sustainability Plan is scheduled to be concluded in February and presented to the Consortium on March 26th and to the STA Board in April 2013.

Recommendation:
Informational.

Date: February 24, 2010
W.I.: 1227
Referred By: Operations Committee
Revised: 10/26/11-C

ABSTRACT

Resolution No. 3866, Revised

This resolution updates and adopts MTC's Transit Coordination Implementation Plan pursuant to the requirements of California Government Code §§ 66516 (SB 1474) and 66516.5; Public Utilities Code §§ 99282.51 and 99314.7; and Streets and Highways Code § 30914.5.

This resolution supersedes Resolution No. 3055, as amended.

Date: February 24, 2010
W.I.: 1227
Referred By: Operations Committee

Re: Transit Coordination Implementation Plan

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 3866

WHEREAS, pursuant to Section 66516 of the California Government Code, the Metropolitan Transportation Commission (MTC) is required to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction and to require every system to enter into a joint fare revenue sharing agreement with connecting systems; and

WHEREAS, pursuant to Section 66516.5 of the Government Code, MTC may identify and recommend consolidation of those functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service and;

WHEREAS, pursuant to Section 99282.5 of the California Public Utilities Code (PUC), MTC is required to adopt rules and regulations to provide for governing interoperator transfers so that the public transportation services between public transit operators are coordinated; and

WHEREAS, pursuant to Section 99314.7 of the Public Utilities Code, MTC is required to evaluate an operator's compliance with coordination improvements prior to an operator receiving allocations of State Transit Assistance (STA) funds; and

WHEREAS, pursuant to Section 30914.5 of the Streets and Highways Code, MTC must adopt, as a condition of Regional Measure 2 fund allocation, a regional transit connectivity plan to be incorporated in MTC's Transit Coordination Implementation Plan pursuant to Section 66516.5, requiring operators to comply with the plan, which must include Policies and procedures for improved fare collection; and

WHEREAS, MTC previously adopted Resolution No. 3055 to implement these requirements; and

WHEREAS, in order to ensure progress toward implementing coordination recommendations, MTC wishes to formalize these recommendations by adopting the rules and requirements required pursuant to Government Code Section 66516 and PUC Section 99282.5 as set forth in this MTC Transit Coordination Implementation Plan, which includes a regional Transit Connectivity Plan and Implementation Requirements, attached to this Resolution as Attachments A and B, and incorporated herein as though set forth at length;

WHEREAS, MTC has consulted with the region's transit agencies to develop the regional Transit Connectivity Plan and Implementation Requirements, as required by Government Code §§ 66516 and Streets and Highways Code § 30914.5; now therefore be it

RESOLVED, that MTC adopts the Transit Connectivity Plan ("Plan") as set forth in Attachment A; and be it further

RESOLVED, that MTC adopts the Implementation Requirements, as set forth in Attachment B; and, be it further

RESOLVED, that prior to determining fund programming and allocations for an operator, MTC shall review the efforts made by the operator to implement the requirements identified in Attachments A and B, and if MTC determines that the operator has not made a reasonable effort to implement the requirements of Attachments A and B, MTC may, at its discretion, withhold, restrict or re-program funds and allocations to such operator to the extent allowed by statute, rule, regulation, or MTC policy; and, be it further

RESOLVED, that all funds subject to programming and/or allocation by MTC are covered by this resolution including but not limited to State Transit Assistance, Transportation Development Act, Regional Measure 2, Congestion Mitigation and Air Quality, Surface

Transportation Program and Transit Capital Priorities funds, to the extent permitted by statute; and, be it further

RESOLVED, that this resolution shall be transmitted to the affected transit operators to guide them in development of their annual budgets and short-range transit plan revisions; and, be it further

RESOLVED, that the Operations Committee is authorized to approve amendments to Attachments A and B, following consultation with the affected transit operators; and be it further

RESOLVED, this resolution supersedes Resolution No. 3055.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty

Scott Haggerty, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on February 24, 2010

Attachment A
MTC Transit Connectivity Plan

This Attachment A incorporates by reference the Transit Connectivity Plan, previously approved by MTC in MTC Resolution No. 3055, which may be downloaded at: http://www.mtc.ca.gov/planning/connectivity/index.htm.

Attachment B
Implementation Requirements

The purpose of these Implementation Requirements is to establish the expectations and requirements for each transit agency with respect to implementing the recommendations of the Commission's Transit Connectivity Plan (2006) and maintaining other transit coordination programs, to outline the process by which MTC will involve transit operators in changes to coordination requirements, and to establish the process for Commission action in the event of transit agency non-compliance with these implementation requirements. A copy of this Resolution 3866 is available for download at http://www.mtc.ca.gov/planning/tcip/.

Per the Transit Connectivity Plan, MTC places high priority on improvements that:

- Accomplish tangible improvements for the passenger;
- Benefit the largest number of transit users, including both inter- and intra-system transit riders, to the extent possible;
- Improve system productivity by sharing agency resources; and
- Enhance the ability of transit riders to reach significant destinations in adjoining jurisdictions and along regional corridors by (1) improving the connections between system services and (2) providing through service to adjoining jurisdictions in those cases where the market clearly justifies such service.

In order to manage resources effectively, MTC will focus on a limited number of high priority improvements, transfer project leadership from MTC to one or more transit agencies where possible upon agreement of project partners, and establish priorities for implementing new projects.

The Commission has established specific transit operator requirements to implement a coordinated regional network of transit services and to improve overall service productivity as defined in the Transit Connectivity Plan. Any agency that is an eligible recipient of funds subject to allocation or programming by MTC is subject to these requirements, including, but not limited to the following:

1. Altamont Commuter Express
2. Alameda-Contra Costa Transit District
3. Bay Area Rapid Transit District
4. Caltrain
5. Capital Corridor Joint Powers Authority
6. Central Contra Costa Transit Authority
7. Dumbarton Bridge Route Operating Consortium
8. Eastern Contra Costa Transit Authority
9. Golden Gate Bridge, Highway and Transportation District
10. Livermore Amador Valley Transit Authority
11. Marin County Transit District
12. Napa County Transportation Planning Agency
13. San Francisco Municipal Transportation Agency
14. San Mateo County Transit District
15. Santa Clara Valley Transportation Authority
16. Solano Transportation Authority
17. Sonoma County Transit
18. Sonoma Marin Area Rail Transit
19. Transbay Joint Powers Authority
20. Union City Transit
21. Water Emergency Transportation Authority
22. Western Contra Costa Transit Authority
23. City of Alameda
24. City of Benicia
25. City of Cloverdale
26. City of Dixon
27. City of Emeryville
28. City of Fairfield/Suisun City Transit
29. City of Healdsburg
30. City of Petaluma
31. City of Rio Vista
32. City of Santa Rosa
33. City of Vacaville
34. City of Vallejo

A. Operator Implementation Requirements

1. Implementation Requirements

The region has a history of implementing projects to improve transit coordination. Early efforts focused on regional programs and policies such as disseminating tax-free transit benefits and making paratransit eligibility determinations. More recent efforts, such as the Transit Connectivity Plan, identified improvements to (1) designated regional transit hubs, including way-finding signage and transit information, real time transit information, schedule coordination, last-mile services and hub amenities, and (2) system wide connectivity improvements, including 511 information and Clipper®.

Specific implementation requirements for transit operators are listed in Appendices to this Attachment:

- Appendix B-1, 511 Transit Program Requirements (including real-time transit);
- Appendix B-2, Regional Transit Hub Signage Program Requirements;
- Appendix B-3, Clipper® Implementation Requirements; and
- Appendix B-4, Maintenance of Existing Coordinated Services.

As MTC continues to address recommendations from the Transit Connectivity Plan and other emerging issues such as Transit Sustainability, new implementation requirements may become necessary. The appendices may be modified to reflect changes in implementation

responsibilities, following the procedures outlined in this Attachment B, and subject to approval by the Commission.

2. SB 602 Fare and Schedule Coordination Requirements

Currently, each operator certifies its adherence to the provisions of SB 602 (Statutes 1989, Chapter 692, Government Code Section 66516, and as subsequently amended) as part of the annual allocation process for TDA and STA funds when requests for these funds are submitted to MTC. The SB 602 requirements are now incorporated into this Res. 3866, and each operator's compliance will be monitored accordingly. Per the requirements of SB 602, each transit agency in the region has a revenue sharing agreement with every connecting agency. In some cases, this takes the form of a reciprocal agreement to accept each other's passengers free of charge or to honor each other's period passes or single-trip transfers for a discounted fare. The BART/Muni FastPass is an example of a joint fare instrument to address SB602 requirements. Each transit agency in the region is required to maintain these reciprocal agreements as a condition of receiving STA funds (Gov. Code 66516).

3. Preserve Ability to Post and Disseminate Transit Information

MTC expects transit operators to preserve rights for MTC and connecting transit operators to post and disseminate connecting transit information for free within their facilities. This would include but not be limited to route, schedule, fare, real-time transit information and information about regional transit projects (511, Clipper®). For any transit agency that has already entered into a third-party agreement that compromises these rights, MTC expects the transit agency to make good faith efforts to reinstate these rights in their agreement at the earliest opportunity and, at a minimum, to reinstate such rights in future agreements or renewals entered into after adoption of this Resolution. Nothing herein shall be interpreted as requiring transit agencies to display advertising. Rather, the objective is to provide transit customers with pertinent information that improves their transit experience.

B. Cost-Sharing

Implementation activities and other new transit connectivity and coordination efforts added to these Implementation Requirements will be funded with MTC discretionary funds, transit agency funds, and/or in-kind contributions of MTC and transit agency staff resources. If MTC considers adding new projects or services, MTC would implement the consultation process described in Section C below to vet any expected cost impacts on the operators. Transit agencies are required to waive all agency fees (for permits, etc.) they would otherwise charge to MTC, other transit operators or third-party contractors to implement and maintain regional transit coordination projects detailed in these requirements. Unless otherwise noted, MTC and transit agencies are expected to cover the cost to implement their respective roles and responsibilities as identified in these requirements or in pre-existing agreements. As specific initiatives move to implementation, a lead agency may be designated to coordinate implementation activities on behalf of the other participating transit agencies. Any agency that assumes this lead role and incurs costs that it would otherwise not assume in order to perform this function may be reimbursed, based upon an equitable agreement with the participating agencies, on a marginal cost basis (i.e., the additional cost the transit operator incurs to perform the work).

C. Consultation Process

MTC will consult with transit agencies when defining new coordination requirements for inclusion in Res. 3866 or when updating or revising requirements already in Res. 3866.

MTC will first consult with one or more of its technical advisory committees (TACs) to receive transit agency input on the specific implementation requirements. MTC will notify TAC members of the meetings and provide agendas in advance, and facilitate TAC discussions. Affected transit operators are expected to participate. Transit agencies are responsible for ensuring that the appropriate staff attends TAC meetings, that they participate in discussions in good faith, and that they communicate with other relevant staff within their agency (including those employees whose work may be affected) and executive management so that timely and constructive agency feedback can be provided to MTC. MTC will consider TAC input when formulating draft policy. In cases where there is no relevant TAC to address the issue under consideration, MTC will formulate draft policy and solicit feedback from general advisory groups, such as the Partnership Technical Advisory Committee (PTAC) or the Transit Finance Working Group.

At its discretion, MTC may also solicit input from the Partnership Board, the Partnership Technical Advisory Committee, the Transit Finance Working Group and MTC's Policy Advisory Council prior to Commission action. Following consultation with the TAC(s) and/or other advisory groups, MTC will solicit feedback from the Partnership Transit Coordination Committee. MTC will provide notification of the proposed PTCC meeting and agenda through written communication to transit general managers and transit program coordinators and posting of the meeting materials on MTC's web site.

After consulting with transit agencies, MTC will forward staff's recommendations to the MTC Operations Committee and the Commission.

D. Sanctions

The Commission expects each transit agency to comply with the requirements outlined in this Resolution and its Attachments as a condition of eligibility for STA and TDA funds, Regional Measure 2 funds, transit capital funds (including federal transit formula funds, STP, CMAQ and STIP funds) and other funds subject to Commission programming and allocation actions. MTC intends that the region's transit agencies will implement these requirements in good faith and cooperation among themselves and with MTC. The sanction of withholding, restricting or re-programming funds to enforce cooperation will be exercised by MTC in cases where an agency fails to meet or fails to exhibit good faith in meeting these requirements. In such cases, MTC staff will notify the agency of the possibility that a sanction may be imposed. This notification will also recommend corrective actions that the agency should take to meet the implementation requirements. The notification will be sent no less than sixty (60) days prior to forwarding an MTC staff recommendation to the Commission.

Appendix B-1
511 Transit Information Requirements

MTC provides static transit data (i.e. schedules/trip planning information) through the 511 phone and web service and real-time transit departure information through the 511 phone and web services and the Regional Hub Signage Program. MTC requires the full participation and support of all transit agencies to deliver quality and timely information. MTC and the transit agencies have jointly developed data transfer mechanisms for schedule, trip planner and real-time transit data and identified appropriate roles and responsibilities for all parties, as documented in "*511 Transit Program Roles and Responsibilities*." MTC will review these requirements on an as-needed basis with transit agency partners. Additionally, MTC and the Real-Time Transit TAC developed "*Real-time Transit Information System System Requirements*" that detail the system requirements for all parties. The two documents are available at: http://www.mtc.ca.gov/planning/tcip/. The key roles and responsibilities to provide transit agency data on 511 services are as follows:

Transit Agencies will:

Generally:

1. Participate in MTC's 511 RTIS and Real-Time Transit Technical Advisory Committees.
2. Support, fund and staff their roles and responsibilities related to the 511 services as described below.
3. Notify transit customers of the availability of 511 information and 511.org on transit agency web sites, in printed materials, at bus stops/rail stations, and on other transit agency information channels.

For Static Transit Information (Schedules/Trip Planner):

4. Provide accurate, complete, timely information regarding transit routes, stops, schedules, fares for dissemination on all 511 features and services.
5. Transmit schedule and other transit service information to MTC in advance of any schedule changes to allow for MTC's timely inclusion in the 511 Transit website. MTC will provide a schedule identifying the necessary advance time.
6. Perform quality control review (focusing on data changed for upcoming service revisions) on a representative sample of agency service data prior to transmittal to MTC for MTC's timely inclusion in 511's features and services.

For Real-time Transit Information:

7. Provide prediction data to the Regional System by establishing and maintaining a data connection to the Regional System and operating and maintaining an interface application.
8. Meet requirements, as defined in "*Real-time Transit Information System System Requirements*", including the standard interface requirements, and in "*511 Transit Program Roles and Responsibilities*".
9. Conduct on-going performance monitoring to ensure accurate and timely transfer of data to the Regional System and accurate provision of prediction data to the public, in collaboration with MTC.
10. Ensure that there is no impact to its provision of prediction data to 511 in the event that the transit agency provides its specific prediction data to a third party.

11. Provide service disruption information to 511 where available and logistically feasible through agreed upon formats.

MTC will:

Generally:

1. Organize and facilitate MTC's 511 Transit RTIS and Real-time Transit Technical Advisory Committees (TAC).
2. Fund, operate, and maintain the 511 services for regional transit information, including 511.org, the 511 transit website, 511 phone, regional real-time transit signs at transit hubs, and other relevant new applications.
3. In collaboration with transit agencies, conduct performance monitoring to ensure accurate and timely transfer of both static and real-time transit data to the Regional 511 System.

For Static Transit Information (Schedules/Trip Planner):

4. Notify transit customers of the availability of transit agency websites at appropriate locations on web site pages of 511.org.

For Real-time Transit Information:

5. Share with third party vendors and the general public the real-time transit data as described in "*511 Transit Program Roles and Responsibilities*".
6. Provide agencies with contact information for the 511 Traveler Information Center (TIC) to allow for the posting of real-time transit service disruption/emergency information on 511.

Appendix B-2
Regional Transit Hub Signage Program Requirements

MTC and transit agencies have developed the Regional Transit Hub Signage Program Technical Standards and Guidelines (e.g. 'the Standards') to ensure consistency across the region as the signage is deployed and maintained. A detailed version of the Standards is available at: http://www.mtc.ca.gov/planning/tcip/. The Standards may be periodically updated to reflect their evolution through the Concept Plan and Design/Plan, Specification and Estimates phases of implementation.

The Standards include:

1. Four main sign types: directional signs, wayfinding kiosks, transit information displays, real-time transit information displays.
2. Guidance to locate signs at key decision points between transit operator services.
3. Design elements to establish a common "look" and "feel" for the signage including:
   - Orange 'i' icon on a green background;
   - Standard logos, icons, arrows and messages and an organizing hierarchy;
   - Standard 'frutiger' font;
   - Hierarchy for the location of information in each sign;
   - Consistent map orientation and colors;
   - Directional map compass and walking distance/time radius;
   - Transit stop designation through agency logo/mode icon/route number 'bubbles'; and
   - Prominent 511 logo/message and regional transit program information.

Transit Agencies will:

1. Lead and/or actively participate in the process to implement the Hub Signage Program. Participate on the Transit Connectivity TAC.
2. Comply with the Standards which generally apply to the 21 regional transit hubs identified in the Transit Connectivity Plan and three airports. Where exceptions to the Standards are desired, transit operators must seek prior approval from MTC. Where ambiguity in the Standards exists, transit operators shall request clarification from MTC.
3. Comply with cost responsibilities. Per Res. 3771 (July 2006), costs associated with implementing the Regional Transit Hub Signage Program at the 24 hubs are shared. A revised matrix clarifying cost responsibility by sign type is included as Appendix B-2, Attachment 1. After initial installation, maintenance and replacement of each sign shall be the responsibility of the assigned transit agency.
4. Comply with task responsibilities (O&M, replacement and ownership) further detailed in Appendix B-2, Attachment 1. MTC expects that transit agencies will jointly confirm task responsibility for each sign at each hub during the Concept Plan phase, prior to sign installation, which will ultimately be documented in a table titled "Hub Signage Program Sign Ownership", incorporated herein by reference, and posted on MTC's website at http://www.mtc.ca.gov/planning/tcip/. In most cases, the transit agency that owns the property on which the sign is installed will be assigned responsibility. For signs installed on property not owned by a transit agency, the transit agency providing the most service

(passenger boardings) in the area of the sign will be assigned responsibility. Some negotiation between transit agencies may be necessary depending on sign location. Signs will not be installed until task responsibilities are final. Once installed, transit agencies must comply with the agreed-upon task responsibilities.

5. Facilitate the permitting of signs by waiving all fees that a transit agency would usually charge for sign installation on its property or leased operating area.
6. As transit agencies plan new facilities or prepare for major remodels of existing facilities, they shall consult with MTC early in the planning process for applicability of the Standards to the project.

MTC will:

1. Develop, document and periodically update regional sign Standards.
2. Support coordination of Hub Signage Program implementation at all 24 hubs.
3. Comply with cost and task responsibilities detailed in Appendix B-2, Attachment 1.
4. Solicit feedback from transit agencies on significant changes to regional policy affecting the 24 hubs through the Transit Connectivity Technical Advisory Committee.
5. As resources permit, provide technical assistance to transit agencies wishing to extend the regional sign Standard to non-regional hubs.

Appendix B-2, Attachment 1: Hub Signage Program Cost/Task Responsibilities

			Cost Responsibility		Task Responsibility	
Hub Signage Program Element	**Task**	**Est. Cost**	**Regional**	**Operator***	**Regional**	**Operator***
All Sign Types	1. Initial Deployment Concept Plans; Design/PSEs, Procure, Fabricate & Install	$10,053,000	X		MTC-led hubs	BART Santa Rosa
Directional/Wayfinding Signs (including hub identification signs)	2. Annual Operations and Maintenance (O&M), including: Info. content, electricity, cleaning, graffiti removal, repairs	$680,000		X		X
	3. Lifecycle Replacement Planning, procurement, coordination, installation	(included in #2)		X		X
	4. Ownership Insurance liability, warranty claims	(included in #2)		X		X
Wayfinding Kiosks	5. Annual Operations and Maintenance (O&M), including: Electricity, regular cleaning and graffiti removal, repairs	(included in #2)		X		X
	Information content, quarterly cleaning		X		X	
	6. Lifecycle Replacement Planning, procurement, coordination, installation	(included in #2)		X		X
	7. Ownership Insurance liability, warranty claims	(included in #2)		X		X
Real-Time Transit Signs	8. Annual Operations and Maintenance (O&M), including: Electricity, communications, cleaning, graffiti removal, repairs, status reporting	$254,000		X		X
	Information content		X		X	
	9. Lifecycle Replacement Planning, procurement, coordination, installation	$240,000	X			X
	10. Ownership Insurance liability, warranty claims	(included in #8)		X		X
Transit Information Displays	11. Annual Operations and Maintenance (O&M), including: Regular cleaning, damage/graffiti reporting	$177,000		X		X
	Information content, electricity, communications, quarterly cleaning/graffiti removal, repairs, status reporting		X		X	
	12. Lifecycle Replacement Planning, procurement, coordination, installation	(included in #11)		X		X
	13. Ownership Insurance liability, warranty claims	(included in #11)		X		X
Totals	**Initial Capital Costs** **Annual O&M, Replacement Costs**	**$10,053,000** **$1,351,000**				

**In most cases, the transit agency who owns the property on which the sign is installed is responsible. For signs installed on property not owned by a transit operator, the transit agency providing the most service (passenger boardings) in the area of the sign is responsible. Sign responsibility will be confirmed as part of project planning prior to installation.*

Appendix B-3
Clipper® Implementation Requirements

This Appendix defines the Commission's expectations of the transit agencies to ensure a successful operation of the Clipper® (formerly TransLink®) system in three sections:

I. Participation Requirements
II. Regional Clipper® Communications and Marketing Activities
III. Fare Media Transition Schedules by Specific Operators

Section I describes general Clipper® implementation requirements for participating operators.

Section II defines expectations for communications and marketing: a program area critical to smooth implementation of a full transition to Clipper® that can only be addressed through a collaborative, regional approach.

Section III establishes the dates by which the transit agencies that are currently operating Clipper® will transition their existing prepaid fare media to Clipper®-only availability.

I. Participation Requirements

The following transit agencies are currently operating Clipper® as their fare payment system: AC Transit, BART, Caltrain, Golden Gate Ferry and Transit, SFMTA, SamTrans, and VTA. Six of these agencies (not including Caltrain) were slated to be the first to operate Clipper® and were classified as charter members in the Clipper® Consortium, formed on December 12, 2003 by MTC and the six transit operators entering into the TransLink® Interagency Participation Agreement (IPA).[1] All seven agencies have negotiated and are in the process of entering into a Memorandum of Understanding (MOU) that will supersede the IPA when executed by all seven agencies and MTC. References in this Attachment to the IPA shall be read and understood to be references to the MOU after it becomes final.

The following describes general Clipper® implementation requirements for participating operators.[2] An operator's failure to meet one or more of these requirements may result in non-compliance with Resolution 3866.

1. Implement and operate the Clipper® fare payment system in accordance with the Clipper® Operating Rules, as adopted and amended from time to time by MTC. The current Clipper® Operating Rules (approved in October 2010) are incorporated herein by this reference. The Clipper® Operating Rules establish operating parameters and procedures

[1] MTC withdrew from the Consortium effective July 1, 2010, as permitted by the IPA; however, certain of its provisions related to cost allocation and indemnification continue to apply to MTC.

[2] Items 1-6 are based on provisions of the IPA, as amended on June 27, 2005 and December 4, 2007, revised in light of MTC's withdrawal from the Consortium.

for the consistent and efficient operation of Clipper® throughout the region and are available on MTC's website at http://www.mtc.ca.gov/planning/tcip/.

2. Pay its share of variable operating costs, according to the cost allocation formula set forth in Appendix A to the IPA, Cost Allocation and Revenue Sharing, except to the extent such costs are reduced by the incentive payments made by MTC (as referenced in Appendix A to the IPA).

3. Abide by the revenue sharing formula in Appendix A to the IPA.

4. Make its facilities and staff available to MTC and the Clipper® Contractor for implementation of Clipper®. Any Operator and MTC may agree to an Operator-Specific Implementation Plan, setting forth specific requirements regarding implementation and operation of Clipper® for such Operator.

5. Make determinations regarding the placement of Clipper® equipment on the Operator's facilities and equipment; perform necessary site preparation; attend Clipper® Contractor training on the use of the Clipper® equipment; and provide training to employees using the equipment.

6. Accept transfer of ownership of equipment one year following Conditional acceptance by each Operator, as defined in Section 8.3 of the Clipper® Contract (or for Phase 3 operators one year following Acceptance, as established by contract change order.[3]) Maintain and track a list of all equipment.

7. Perform actions necessary to support transfer of ownership of the Clipper® bank accounts from BART to MTC. MTC must have fiduciary responsibility for patrons' prepaid balances no later than the date on which MTC's withdrawal from the Consortium becomes effective.

8. Implement, operate and promote Clipper® as the primary fare payment system for each Operator. Clipper®'s primary market is frequent transit riders (i.e., commuters and transit passholders). Operators shall not establish other fare payment systems or fare policies that could deter or discourage these patrons' preference to use Clipper®. Operators shall set fares so that fares paid with Clipper® are equivalent or lower than fares paid either with cash or other forms of payment.

   No new non-Clipper® prepaid fare product, other than for promotional, special event or limited-audience—e.g., tourist—fares, shall be created by any transit operator without consulting with and receiving prior approval from MTC.

[3] The Clipper® Contract refers to the Design Build Operate Maintain contract between MTC and Cubic Transportation Systems, Inc. for the Clipper® fare payment system. The contract was assigned to Cubic on July 2, 2009 and has an operating term extending through November 2, 2019.

Nothing in this provision is intended to discourage operators from providing leadership on new technologies or innovations that would offer improvement to fare collection operations or the customer experience. The expectation is that these new initiatives should leverage the attributes and assets of Clipper®, not compete with Clipper® or undermine customers' preference to use Clipper®.

9. Perform first-line maintenance upon Clipper® equipment located on their facilities or vehicles, promptly notify the Clipper® Contractor when second-line maintenance of Clipper® equipment is needed, promptly notify MTC and the Clipper® Contractor of any issues affecting daily financial reconciliation or accuracy of system reports, issue all types (including, but not limited to, cards configured as senior or youth) of Clipper® cards and add value to existing Clipper® cards from all Ticket Office Terminals located at their business facilities, and provide at least the same level of front-line customer service to their patrons using Clipper® as to patrons using other forms of fare payment.

10. Sufficiently train and educate agency personnel who have Clipper®-related responsibilities so those personnel are able to carry out the requirements placed upon operators in this Resolution.

11. Assist MTC, as necessary, to develop a program for Transit Capital Priorities (TCP) funds for the purpose of procuring and installing end-of-lifecycle Clipper® equipment and to submit and administer grants for programmed TCP funds on a "pass-through" basis.

12. Upon transfer of ownership of equipment, take financial responsibility for replacement of equipment damaged in-service due to vandalism or any other cause not covered by the Clipper® Contract warranty.[4]

II. Regional Clipper® Communications and Marketing Activities

1. Effective Date. For operators currently operating the Clipper® system, these Clipper® marketing and communications requirements are effective immediately. For operators not yet operating Clipper®, the requirements are effective two months after MTC's approval of the Clipper® system as Revenue Ready for that operator.
2. General Requirements. Operators shall present Clipper® to customers, employees and media as a fully operational fare payment option. This includes, but is not limited to, identification of Clipper® as a fare payment option in brochures, websites, advertisements, schedules/timetables, email newsletters, internal memos, bulletins and training manuals, and any other materials that describe an operator's fare payment options. Operators shall present Clipper® as an option so that Clipper® has equal or greater prominence than the presentation of other payment options. Each operator shall incorporate and/or modify the presentation of

[4] MTC shall procure replacement equipment on an operator's behalf, and operators shall pay for the full cost of the equipment including all installation costs and materials.

Clipper® in existing brochures, websites, schedules/timetables, etc. whenever the operator next updates the content of these items.

In all cases, operators' marketing and communications about Clipper®, whether in brochures, websites, advertisements or other forms, shall adhere to Clipper® brand guidelines developed by MTC with input from transit operators. The Clipper® Brand Guidelines are available athttps://www.clippercard.com/ClipperWeb/toolbox.do.

3. Equipment Identification. If not already identified as such, operators shall identify Clipper®-compatible fare payment and Clipper®-compatible vending equipment with a decal or other visual identifier to indicate the equipment's Clipper® compatibility.
4. Operator Training. Operators shall ensure appropriate Clipper®-related training for transit operator staff including, but not limited to, vehicle operators, station agents, conductors, customer service personnel, proof of payment officers, ticket sales staff and any other personnel responsible for interacting with customers concerning payment options.
5. Marketing Coordination. Operators shall participate in the development and implementation of a Clipper® marketing and communications initiative that will begin approximately June 1, 2010. This includes, but is not limited to:
   - Staff participation in the development and implementation of the initiative;
   - Dissemination of Clipper® brochures and/or other information materials on vehicles and/or in stations in a manner consistent with the operator's dissemination of other similar operational information; and
   - Providing information about Clipper® utilizing space available on vehicles and/or in stations that is already used by the operator for dissemination of operational information (space available includes, but is not limited to, car cards, posters, and electronic displays).
6. Funding. Funding for the initial phases of the communications and marketing program shall come from the marketing funds already in the Clipper® capital budget and previously assigned to individual operators.

III. Fare Media

The tables below set forth ***the fare media*** that the designated operator shall convert to Clipper®-only availability and ***the date*** by which the operator shall no longer accept such fare media in its existing form. In general, MTC has emphasized with each operator a transition of those fare products which currently represent a significant portion of that operator's boardings.

An operator will be excused from compliance with a transition date requirement for particular fare media, if the Clipper® Contractor has not met at least 80% of the cardholder support service level standards set forth in Section B.1.12 of the Clipper® Contract for the two calendar months ending one month before the scheduled transition date. The operator's transition date requirement for the affected fare media will be reset to one month after the Clipper® Contractor has met at least 80% of the Clipper® Contract's cardholder support service level standards for two consecutive calendar months.

AC Transit will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
EasyPass	Transition done	
31-Day Transbay Pass – Adult	Transition done	
Bear Pass (U.C. Berkeley Employee Pass)	Transition done	
10-Ride Ticket – Youth	Transition done	
10-Ride Ticket – Adult	Transition done	
31-Day Local Pass – Youth	Transition done	
31-Day Local Pass – Adult	Transition done	
10-Ride Ticket – Senior/Disabled	Transition done	Product in paper form was effectively eliminated upon transition of Youth 10-Ride Ticket to Clipper®-only.

BART will transition its existing fare media by the following dates:

Fare Media	Date for Ending Sales and/or Acceptance of Listed Prepaid Fare Media	Comments
EZ Rider card as payment for transit	Transition done	
High Value Discount (HVD) adult magnetic stripe ticket (blue)	12/31/2011	• Prior to 12/31/11, BART must discontinue sales of HVD tickets except as noted below; however, BART may continue accepting HVD tickets for fare payment after 12/31/2011. • BART may continue sales of HVD tickets for a limited period of time at seven My Transit Plus locations currently operating in BART stations. This exception shall remain in effect until 60 days after: (i) The Clipper® equivalent of HVD tickets becomes available through WageWorks and Edenred USA (parent company of Commuter Check); and (ii) The Clipper® Contractor completes the requirements in Section 2.3 of Clipper® Contract Change Order 122.
Senior magnetic stripe ticket (green)	12/31/2011	• Prior to 12/31/11, BART must discontinue sales of green tickets except as noted below; BART may continue accepting green tickets for fare payment after 12/31/2011. • BART may continue sales of green tickets at a limited number of existing sales locations. The number of locations and the length of time sales can continue is subject to mutual agreement by MTC and BART after public comment.

(table continues on following page)

Fare Media	Date for Ending Sales and/or Acceptance of Listed Prepaid Fare Media	Comments
Youth and disabled magnetic stripe ticket (red)	12/31/2011	• Prior to 12/31/11, BART must discontinue sales of red tickets except as noted below; BART may continue accepting red tickets for fare payment after 12/31/2011. • BART may continue sales of red tickets at a limited number of existing sales locations. The number of locations and the length of time sales can continue is subject to mutual agreement by MTC and BART after public comment.
Student magnetic stripe ticket (orange)	Requirement waived	Product not available on Clipper®. Recommend that BART align its definition of youth/student discount with all other operators in region and eliminate this fare product.

Caltrain will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Full Fare Monthly Pass	Transition done	
8-ride Ticket	Transition done	
Caltrain + Muni Monthly Pass	Transition done	
Eligible Discount Monthly Pass	Transition done	
8-ride Eligible Discount Ticket	Transition done	

Golden Gate Transit and Ferry will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
$25 Value Card	Transition done	
$50 Value Card	Transition done	
$75 Value Card	Transition done	

The fare products listed below are issued by Marin Transit, yet accepted on vehicles operated by Golden Gate Transit within Marin County. If MTC and Marin Transit reach agreement whereby Marin Transit begins to accept Clipper® as a fare payment method, each of the fare media listed below shall be converted to Clipper®-only availability within six months after implementation of a Clipper® version of such fare media.

- $18 Value Card
- $36 Value Card
- Marin Local 1-Day Pass
- Marin Local 7-Day Pass
- Marin Local 31-Day Pass
- Marin Youth Pass

San Francisco MTA will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Monthly Passes		
Adult BART/Muni Monthly Pass	Transition done	
Adult Muni Monthly Pass	Transition done	
Senior Muni Monthly Pass	Transition done	.
RTC/Disabled Monthly Pass	Transition done	
Youth Monthly Pass	Transition done	
Visitor/Cable Car		
1 Day Passport	Requirement waived	Product not currently available on Clipper® limited-use (LU) tickets. However, LUs are preferred implementation option.
3 Day Passport	Requirement waived	Product not currently available on Clipper® limited-use (LU) tickets. However, LUs are preferred implementation option.
7 Day Passport	Requirement waived	Product not currently available on Clipper® limited-use (LU) tickets. However, LUs are preferred implementation option.
Ticket Books/Tokens		
Adult Single Ride Ticket Book	Transition done	
Inter-Agency Transfers		
BART Two-Way Transfer	Transition done	
BART/Daly City Two-Way Transfer	3/1/12	
Golden Gate Ferry Two-Way Transfer	Transition done	
Transfers		
Bus Transfers	6/30/13	
Metro/Subway Transfers	Transition done	
ADA Transfers	Transition done	

SamTrans will transition these existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Local Monthly Pass	12/31/11	• 12/31/11 transition date subject to change if forthcoming Title VI assessment performed by MTC reveals any retailer deficiencies in specific locations that, in the opinion of MTC, need to be addressed prior to transition occurring. • SamTrans may continue to distribute paper form of this fare product through the county's social services agencies.
Local SF Monthly Pass	12/31/11	12/31/11 transition date subject to change if forthcoming Title VI assessment performed by MTC reveals any retailer deficiencies in specific locations that, in the opinion of MTC, need to be addressed prior to transition occurring.
Express Monthly Pass	12/31/11	12/31/11 transition date subject to change if forthcoming Title VI assessment performed by MTC reveals any retailer deficiencies in specific locations that, in the opinion of MTC, need to be addressed prior to transition occurring.
Eligible Discount Monthly Pass—senior/disabled	12/31/11	• 12/31/11 transition date subject to change if forthcoming Title VI assessment performed by MTC reveals any retailer deficiencies in specific locations that, in the opinion of MTC, need to be addressed prior to transition occurring. • SamTrans may continue to distribute paper form of this fare product through the county's social services agencies.
Youth Monthly Pass	12/31/11	• December 2011 date is when paper form of product is no longer available for purchase through retail outlets. SamTrans may continue to distribute paper form of this fare product through the county's social services agencies. • "Needy Family Youth Pass" may continue to be available in paper form through schools for eligible students only.

VTA will transition these existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Monthly Pass	6/30/2012	• Transition date subject to change if, by April 1, 2012, there are not at least 50 Clipper® vendors operational in VTA's service area, or MTC has not addressed any retailer deficiencies in specific locations based on Title VI assessment performed by MTC. • In such case, transition date will be the last day of the third month after conditions described above are met.
Monthly Express Pass	6/30/2012	Same comments as for Monthly Pass.
Day Pass Tokens	6/30/2012	Date is when product is no longer available for purchase through retail outlets.

If, 12 months after the VTA Day Pass Accumulator is available on Clipper, VTA has a Clipper® market penetration percentage rate lower than the weighted average of SFMTA's, AC Transit's, and SamTrans' Clipper® market penetration, then VTA will consider a fare discount that incentivizes use of Clipper®.

Other Operators

The following are general Clipper® implementation and fare media transition requirements for operators not yet operating Clipper®. Following MTC's approval of the Clipper® system as Revenue Ready for a given operator, MTC will work with the operator to identify more specific fare media transition plans. Unless otherwise approved by MTC, an operator shall (i) begin accepting Clipper® for fare payment by customers no more than two months following MTC's approval of the Clipper® system as Revenue Ready for the operator, and (ii) end acceptance of prepaid non-Clipper® fare media no more than one year following MTC's approval of the Clipper® system as Revenue Ready for the operator.

Appendix B-4
Maintenance of Existing Coordinated Services

The Commission's previously adopted Transit Coordination Implementation Plan (Resolution No. 3055) included a number of coordination programs that were not modified by the Transit Connectivity Plan. Of these, the Commission expects the transit operators to continue to support the following:

1. Regional Transit Connection (RTC) Discount Card Program – Provides identification cards to qualified elderly and disabled individuals for reduced fares on transit. Transit operators and MTC maintain memorandums of understanding about roles and responsibilities for program implementation. The RTC Discount Card is being incorporated into the Clipper® program
2. ADA Paratransit Eligibility Program – Consists of a regional application, a regional eligibility database administered by a transit agency on behalf of the region and universal acceptance across transit systems of all eligibility determinations. Transit operators have flexibility to tailor the application process to screen applicants to facilitate eligibility determinations.
3. Interagency ADA Paratransit Services – Establishes policies to promote a consistent approach to interagency paratransit passenger transfers (see Appendix A-4, Attachment 1).
4. Regional Transportation Emergency Management Plan – The Regional Transportation Emergency Management Plan (formerly know as the Trans Response Plan) is a framework to coordinate transit services during regional emergencies. Transit operators are required to participate in regional exercises to test the implementation of the plan. Transit agencies certify compliance through their annual State Transit Assistance (STA) funding claims process, and also address emergency coordination planning through their Short Range Transit Plans.
5. Regional Links/Express Bus/Feeder Bus Services – Regional Links include bus service across the Bay Bridge, Dumbarton Bridge, the San Mateo Bridge and the Richmond/San Rafael Bridge that has been incorporated into the Express Bus Services program funded with Regional Measure 2 (RM2), and will be monitored per RM2 requirements. Express Bus Services also include Owl Service which operates along the BART rail lines at night when BART is closed. Express feeder bus services to/from BART stations during peak periods are maintained through direct allocation of BART's STA funds to transit agencies as specified in the annual Fund Estimate. If STA is unavailable, BART's General Fund up to $2.5 million is available to support these services per existing agreement. If additional funding is needed, it will be subject to discussion on an annual basis.

Appendix B-4, Attachment 1
Requirements for Interagency ADA Paratransit Services

Note: Transit operators developed guidelines for interagency ADA paratransit services. MTC adapted these guidelines for the purpose of defining coordination requirements.

Consistent with the Americans with Disabilities Act (ADA) requirement to provide paratransit services that are complementary to fixed-route transit services, Bay Area transit operators have identified a transfer-oriented network of interagency paratransit services. Interagency paratransit trips may require a transfer between connecting paratransit providers at a location specified by the transit operator. The following regional requirements are intended to improve connections between paratransit services for both passengers and paratransit providers. The requirements establish regional protocol for how the system will operate as well as specify the responsibilities of paratransit providers to assure an efficient, user-friendly system.

1. All public transit agencies in the San Francisco Bay Area will honor the regional ADA Eligibility Process [as approved by transit agencies] when certifying an individual for ADA paratransit services.

2. Eligibility for an individual requesting interagency paratransit services will be verified through the ADA Paratransit Regional Eligibility Database.

3. Transit operators will develop and make available customer information on how to access and use interagency paratransit services. This information will be made readily available in accessible formats.

4. Interagency paratransit trips will usually require a transfer between connecting paratransit providers at a location specified by the transit operator. Transit operators will transfer passengers at designated transfer locations that, to the extent possible, are also used as fixed-route transfer sites. For operational efficiency or customer service quality, use of other transfer sites is not precluded. Operators will seek to establish transfer locations that are clean, safe, sheltered and well-lit with accessible telephones and restrooms nearby. Established interagency paratransit transfer locations on transit properties will be clearly marked with a consistent sign designed and adopted at the regional level.

5. For operational efficiency or customer service reasons, transit operators may:

    - transfer passengers to a connecting paratransit provider at a transfer location, including having the passenger wait without assistance until the connecting provider arrives; or
    - provide through-trip service into an adjoining transit agency's service area (not requiring a transfer); or

- provide transfer assistance to passengers at transfer points (waiting with the passenger until connecting provider arrives); and
- coordinate their schedules and dispatch procedures with connecting provider(s) on the day of service.

6. Coordinating Bay Area interagency paratransit reservations shall be the responsibility of paratransit providers. Subject to availability of rides, a single transit coordinator will be responsible to schedule an interagency paratransit trip (including round-trip service). For trips requiring coordination between only two transit operators, the operator in whose jurisdiction the trip originates will usually perform the function of trip coordinator to schedule the entire trip and to serve as a point of contact for passenger inquiries. For trips involving three or more paratransit providers, a regional trip coordinator may perform these functions.

7. Transit operators shall accept reservations for interagency paratransit trips according to their local advance reservation policies. When coordinating a trip, the shorter advance reservation period of the connecting agencies will apply. In some cases, the scheduling operator will be unable to determine the availability of a requested interagency paratransit trip until the shortest advance reservation period is open. If, due to differences in advance reservation periods, trip availability cannot be determined at the time the trip is requested, the scheduling operator will inform the passenger of when to call to complete the trip reservation process. In the meantime, the scheduling operator may book available legs of the requested trip according to local advance reservation policies.

8. Transit operators will charge a fare consistent with each individual operator's fare payment policy. All fares will be communicated to the passenger by the operator scheduling the first leg of the interagency paratransit trip at the time the ride is confirmed. Operators and MTC will work toward a regional fare payment method and/or regional fare policy for paratransit services.

DATE: February 12, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Transit Performance Initiative (TPI)

Background:
In May 2012, the Metropolitan Transportation Commission (MTC) adopted the Transit Sustainability Project recommendations (MTC Resolution 4060), including the Transit Performance Initiative (TPI), which is composed of two programs: 1) an investment program focused on supportive infrastructure to improve performance in major transit corridors; and 2) an incentive program to reward agencies that improve ridership and service productivity.

MTC staff provided a TPI program update and received input on the development of the Incentive program distribution formula from the TFWG in December. In late January, MTC staff met with representatives of the large and small operators to receive further input into the proposal

Discussion:
Brian McLean, Vacaville City Coach, requested this item be agendized for the Consortium to discuss. The TPI provides a financial reward to those agencies that improve ridership and/or productivity. In October 2012, MTC Commission committed $60 million in federal Cycle STP/CMAQ funds to the TPI Incentive Program and distributed the initial $15 million based on current ridership.

MTC staff proposes to establish the distribution formula for the remaining $45 million, available in three annual allocations commencing in Fiscal Year 2013-14. The proposal was developed with input from the MTC Policy Advisory Council and from the region's transit operators.

The proposed distribution formula (Attachment A) assigns 85% of the annual allocation to the largest seven transit operators and 15% to the region's remaining transit operators. Within each account, funds would be distributed to operates as follows:

- 25% based on Passenger Increase
- 25% based on Passenger Per Hour Increase
- 50% based on Annual Passengers

The estimated Annual Funding Distribution for Solano County Operators for this round of TPI funding is as follows:

Vacaville	$232,000
SolTrans	90,000
Fairfield	76,000
Total	**$398,000**

MTC staff also proposes an annual program evaluation following each annual cycle. MTC staff expects to take a final proposal for Commission consideration in February 2013.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:

A. MTC Resolution No. 4072 Revised, Transit Performance Initiative - Incentive Program Formula Distribution

Metropolitan Transportation Commission
Programming and Allocations Committee

February 13, 2013 **Item Number 4a**

Resolution No. 4072, Revised

Subject: Transit Performance Initiative – Incentive Program Formula Distribution

Background: The Transit Performance Initiative (TPI) Incentive Program provides a financial reward to those agencies that improve ridership and/or productivity. In October 2012, the Commission committed $60 million in federal Cycle 2 STP/CMAQ funds to the TPI Incentive Program, distributing the initial $15 million based on current ridership.

This item proposes to establish the distribution formula for the remaining $45 million, available in three annual allocations commencing in FY2013-14. The proposal was developed with input from the MTC Policy Advisory Council and from the transit operators.

The proposed distribution formula assigns 85% of the annual allocation to the largest seven transit operators and 15% to the remaining transit operators. Within each account, funds would be distributed to operators as follows:

- 25% based on Passenger Increase (absolute)
- 25% based on Passenger Per Hour Increase (absolute)
- 50% based on Annual Passengers

Staff also proposes an annual program evaluation following each annual cycle.

Recommendation: Refer Resolution No. 4072, Revised to the Commission for approval.

Attachments: Executive Director Memo
MTC Resolution No. 4072, Revised

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METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Programming and Allocations Committee DATE: February 13, 2013

FR: Executive Director

RE: Transit Performance Initiative – Incentive Program Formula – MTC Resolution 4072, Revised

Background

In May 2012, the Commission adopted the Transit Sustainability Project (TSP) recommendations (MTC Resolution 4060), including the Transit Performance Initiative (TPI), which is composed of two programs: 1) a capital program focused on regional investment in supportive infrastructure to improve performance in major transit corridors; and 2) an incentive program to reward agencies that improve ridership and service productivity.

The TPI incentive program provides a financial reward to those agencies that improve ridership and/or productivity. As per Resolution 4060, funding sources, amounts and distribution formula shall be established by the 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 October 2012, the Commission committed $60 million in federal Cycle 2 STP/CMAQ funds to the TPI Incentive Program, distributing the initial $15 million based on current ridership. Further, the Commission directed staff to release formula distribution scenarios for review by the transit operators and the Policy Advisory Council before returning to this Committee with a recommendation.

This item proposes to establish the distribution formula for the remaining $45 million, available in three annual allocations of $15 million each commencing in FY2013-14.

Formula Development Process

The original staff proposal presented in October 2012 proposed a formula distribution with 50 percent based on annual ridership, 25 percent based on the annual increase in ridership, and 25 percent based on the increase in passengers per revenue hour (measure of productivity), with an option for small operators to compete or be held harmless and maintain funding levels consistent with the former funding shares. The Commission directed staff to add a similar alternative assigning equal weight to the three metrics. Staff subsequently developed a third alternative

with 70 percent based on annual ridership, 15 percent based on the annual increase in ridership, and 15 percent based on the increase in passengers per revenue hour.

On November 14th, 2012, after reviewing the alternatives, the Policy Advisory Council adopted a motion supporting a formula distribution program that:

- Establishes a set-aside for a separate Small Operator Competition
- Favors ridership and productivity increases over existing ridership
- Funds projects that increase ridership or productivity

Staff held multiple meetings with the small and large operators and received the following input:

- Set-aside between 10% and 20% for a Small Operator Competition
- Calculate the formula using a three-year rolling average
- Perform a program evaluation after each allocation cycle
- Use the following metrics and weights: 50 percent based on annual ridership, 25 percent based on the annual increase in ridership, and 25 percent based on the increase in passengers per revenue hour

Staff Recommendation

Based on the input summarized above, staff proposes a distribution formula assigning 85% of the annual allocation to the largest seven transit operators and 15% to the remaining transit operators. Within each account, funds would be distributed to operators as follows:

- 25% based on Passenger Increase (absolute)
- 25% based on Passenger Per Hour Increase (absolute)
- 50% based on Annual Passengers

Using the most recent National Transit Database (NTD) data for all modes excluding Paratransit, the distribution formula would be calculated annually using a three-year rolling average commencing with FY2009-10, 2010-11 and 2011-12 for the FY2013-14 distribution. The rolling average reduces the risk of year over year fluctuations and provides operators with more planning certainty for the investment of the incentive funding.

Charts in Attachment A demonstrate how the proposed formula metrics and corresponding funding would have been distributed using the most recent data available, actual distribution will depend on more recent data.

For the FY2013-14 distribution, data for Marin County Transit District (MCTD) would be included with Golden Gate Transit in the Large Operator Account, consistent with the most recent available NTD data and to reflect the fact that MCTD had not transitioned to a federal grantee until after the formula development process was underway. Staff further recommends revisiting this issue before the FY2014-15 distribution cycle.

As requested by the transit operators, staff also proposes an annual program evaluation following each annual allocation cycle.

Recommendation

Staff recommends that the Committee refer Resolution No. 4072, Revised to the Commission for approval.

Steve Heminger

SH:KF
Attachments

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Attachment A –
Proposed Distribution by Metric – Based on Historical Data (FY2008-2011)

Increase in Passenger Trips - 25%

Figure 1A. Large Operators

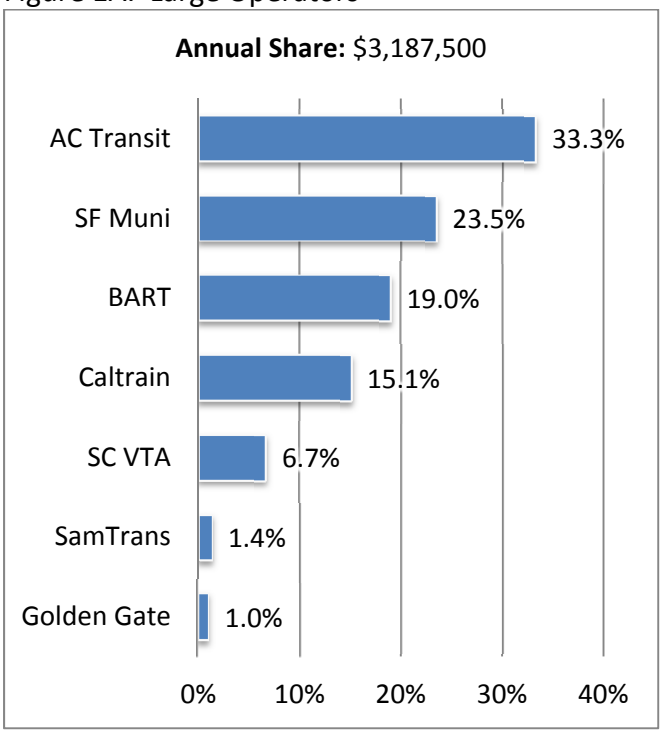
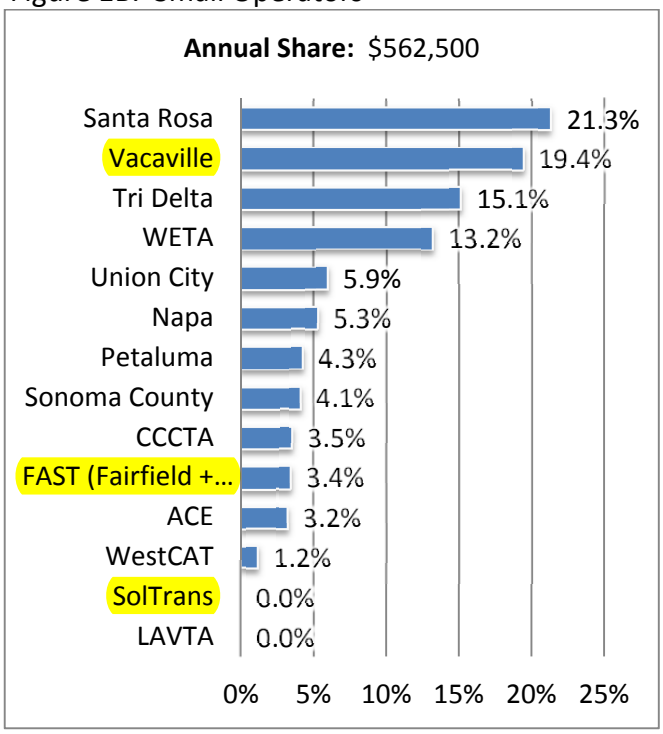


Figure 1B. Small Operators



Increase in Passenger Trips Per Hour – 25%

Figure 2A. Large Operators

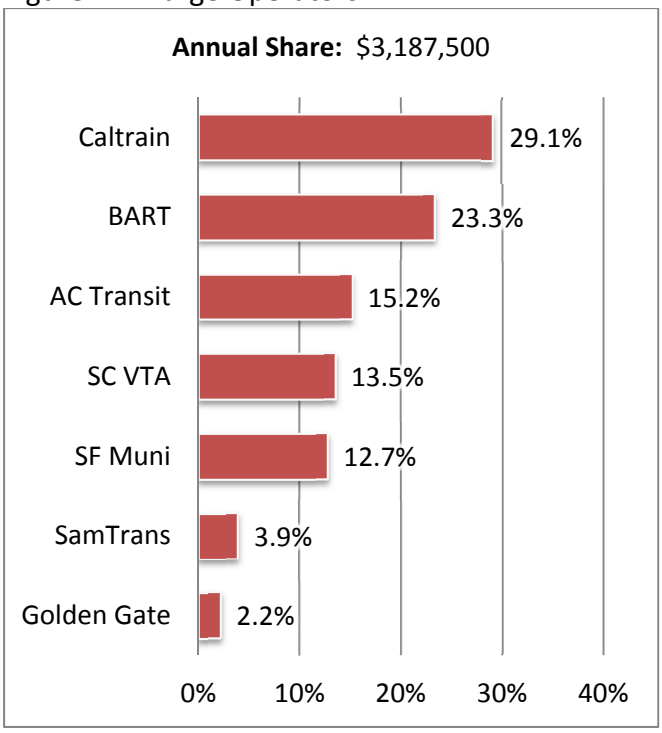
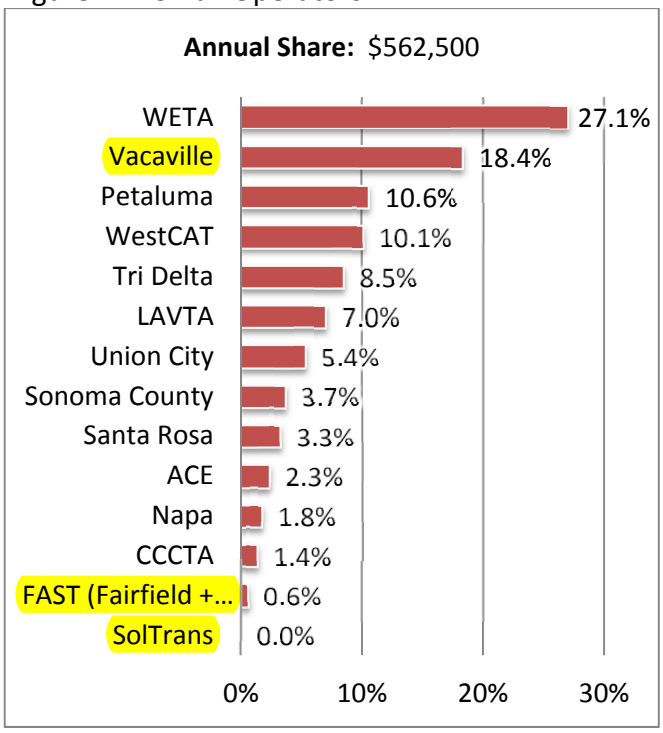


Figure 2B. Small Operators



Annual Passenger Trips Funding Distribution – 50%

Figure 3A. Large Operators

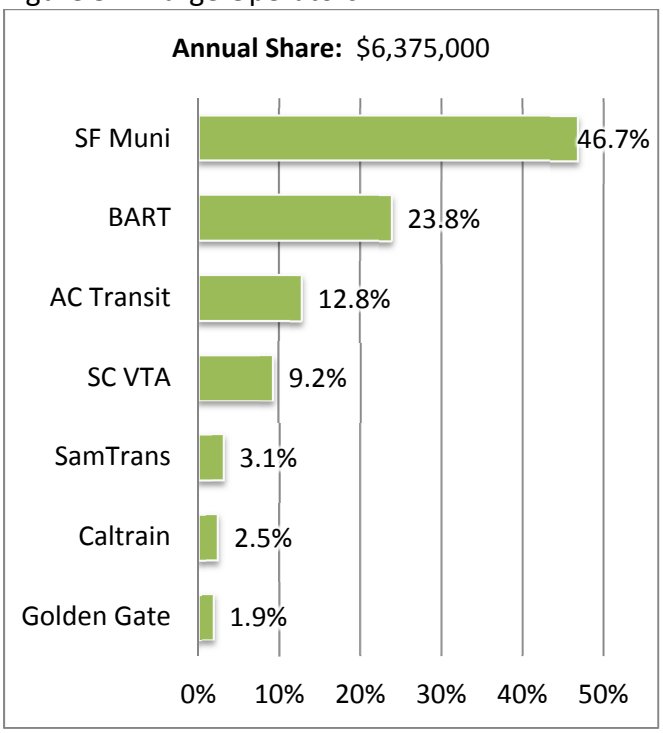
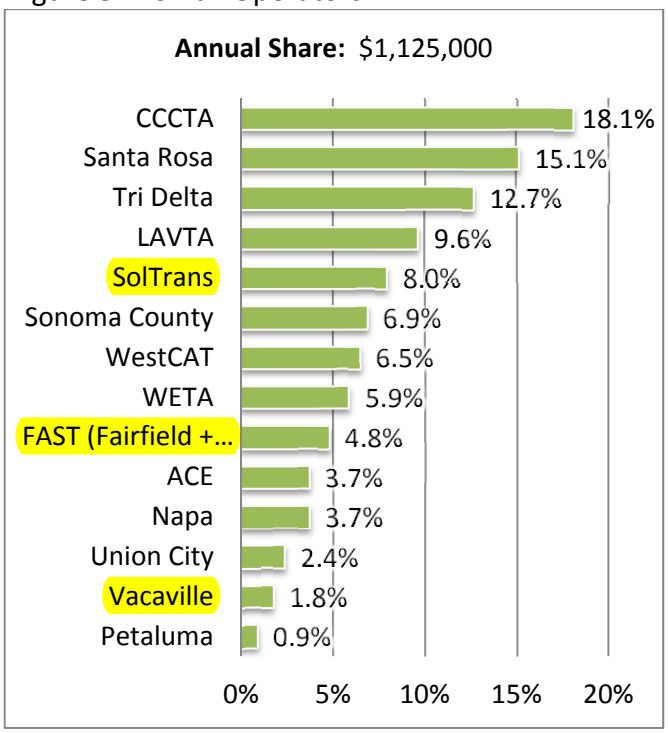


Figure 3B. Small Operators



Estimated Annual Funding Distribution (000s)

Figure 4A. Large Operators

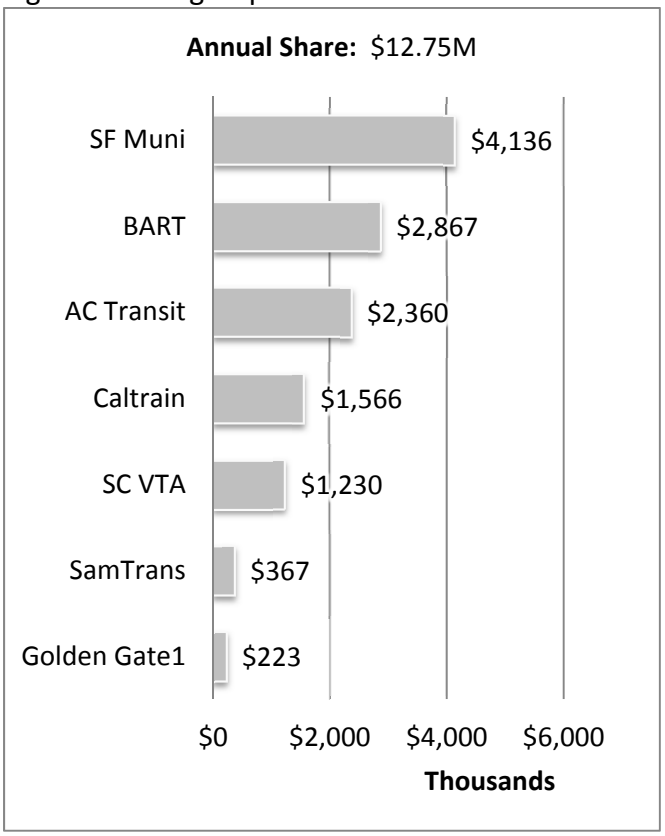
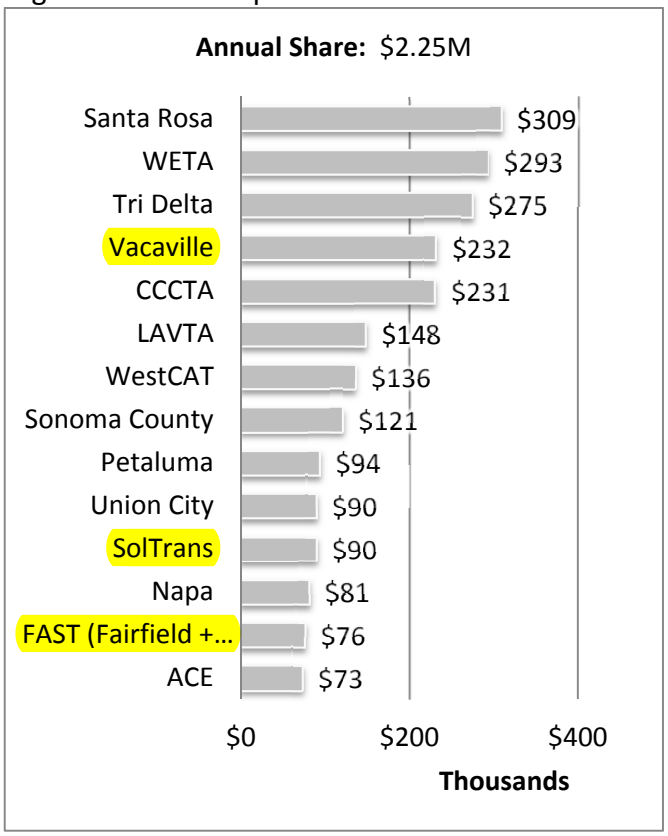


Figure 4B. Small Operators



Source: National Transit Database (NTD) FYs 08, 09, 10, & 11. NTD data not available for Vacaville, MTC Statistical Summary data used in place.

Date: October 24, 2012
W.I.: 1512
Referred By: PAC
Revised: 01/23/13-C
02/27/13-C

ABSTRACT

Resolution No. 4072, Revised

This resolution approves the process and establishes the criteria for programming the FY2012-13 and FY2013-14 FTA Section 5307 Urbanized Area, Section 5309 Fixed Guideway Modernization, Section 5337 State of Good Repair, Section 5339 Bus and Bus Facilities, and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds in the San Francisco Bay Area.

This resolution includes the following attachment:

Attachment A - San Francisco Bay Area Transit Capital Priorities Criteria for FY2012-13 and FY2013-14 FTA Formula Funds and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Funds

This resolution was revised on January 23, 2013 to make the Marin County Transit District eligible for Transit Capital Priorities funds in the San Francisco-Oakland urbanized area.

This resolution was revised on February 27, 2013 to establish the formula distribution for the Transit Performance Initiative Incentive Program.

Further discussion of the Transit Capital Priorities Policy is contained in the Programming and Allocation Committee Executive Director memoranda dated October 10, 2012; January 9, 2013; and February 13, 2013.

Date: October 24, 2012
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4072

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307, 5309 FG, 5337 and 5339 funds for FY2012-13 and FY2013-14 and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Program funds for FY2012-13 through FY2015-16 to finance transit projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California on October 24, 2012.

Date: October 24, 2012
W.I.: 1512
Referred By: PAC
Revised: 01/23/13-C
02/27/13-C

San Francisco Bay Area Transit Capital Priorities Criteria for FY2012-13 and FY2013-14 FTA Formula Funds and Cycle 2 STP/CMAQ Transit Capital Rehabilitation Funds

For development of the FY2012-13 and FY2013-14 Transit Capital Priorities and Transit Performance Initiative Project Lists

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

III. CYCLE 2 STP/CMAQ TRANSIT CAPITAL REHABILITATION PROGRAM

The Commission's Cycle 2 Program Project Selection Criteria and Programming Policy For FY2012-13, FY2013-14, FY2014-15 and FY 2015-16, MTC Resolution No. 4035, Revised, includes $150 million in STP/CMAQ funding for a Transit Capital Rehabilitation Program. These funds will be programmed to Transit Performance Initiative projects and to transit capital rehabilitation projects. Specific projects are included in Attachment B to MTC Resolution No. 4035, Revised.

Transit Performance Initiative

This program includes investment and performance incentive elements. The investment element implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. For FY2012-13 through FY2015-16, $13 million annually is available for this program.

The incentive program provides financial rewards to transit agencies that improve ridership and/or productivity. For FvY2012-13, $15 million is distributed based on each operator's share of ridership based on final audited FY2010-11 ridership figures. For FY2013-14 through FY2015-16, $15 million is available annually based on the formula distribution described below. The program will be evaluated annually following each cycle.

Large and Small Operator Accounts: Of the annual $15 million available, 85% and 15% shall be assigned to the large and small operator accounts, respectively. The large operators include: AC Transit; BART, Caltrain, Golden Gate Transit, SFMTA, SamTrans, and Santa Clara VTA.

Distribution Formula: Within each account, funds shall be distributed to operators as follows:

- 25% based on Passenger Increase (absolute)
- 25% based on Passenger Per Hour Increase (absolute)
- 50% based on Annual Passengers

Data Source: Using the most recent National Transit Database data for all modes excluding Paratransit, the distribution formula shall be calculated annually using a three-year rolling average commencing with FY2009-10, 2010-11 and 2011-12 for the FY2013-14 distribution. For the FY2013-14 distribution, data for Marin County Transit District shall be included with Golden Gate Transit in the Large Operator Account.

DATE: February 15, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Sofia Recalde, Transit Mobility Coordinator
RE: Funding Opportunities: 5310, 5316, and 5317

Background:
Caltrans released a call for projects for the Federal Transit Administration (FTA) Sections 5310 Elderly and People with Disabilities Specialized Transit, 5316 Job Access and Reverse Commute (JARC), and 5317 New Freedom (NF) Programs.

5310: The purpose of the 5310 Program is to provide capital grants to assist private non-profit agencies and, under certain conditions, public agencies to provide safe, efficient, and coordinated transportation services for elderly individuals and people with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate (Attachment A).

Estimated available funding for the 5310 FY 2012 cycle is $13 million.

Grant applications for 5310 are due to both Solano Transportation Authority (STA) and Metropolitan Transportation Commission (MTC) on March 11, 2013.

5316 (JARC): The purpose of the JARC Program is to improve access to transportation services for welfare recipients and low-income individuals in order to improve access to employment activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

Estimated available funding for the JARC FY 2012 cycle is $1.88 million. Approximately $1.08 million in federal funds (including Toll Credits) are available for this cycle. to be applied to urbanized areas 50,000 to 199,999 in population. Approximately $795,000 in federal funds (including Toll Credits) are available for this cycle for non-urbanized areas less than 50,000 in population (Attachment B).

Grant applications for 5316 (JARC) are due to Caltrans on April 19, 2013.

5317 (NF): The purpose of the NF Program is to provide additional tools to overcome existing barriers facing Americans with disabilities who seek 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.

Estimated available funding for the NF FY 2012 cycle is $1.43 million. Approximately $950,000 in federal funds (including Toll Credits) are available for this cycle to be applied to urbanized areas. Approximately $481,000 in federal funds (including Toll Credits) are available for this cycle for non-urbanized areas (Attachment C).

Grant applications for 5316 (JARC) are due to Caltrans on April 19, 2013.

Discussion:
STA would like to initiate a discussion of which grants the transit operators and County are applying for and for what programs/projects.

Recommendation:
Informational.

Attachment:
A. Funding Opportunity for 5310
B. FTA 5316 Program Fact Sheet and Timeline
C. FTA 5317 Program Fact Sheet and Timeline

Capital Grant Opportunity for Private Non-Profit

Elderly and People with Disabilities Specialized Transit Program (49 U.S.C. Section 5310)

APPLICATION DEADLINE: March 11, 2013

The Solano Transportation Authority (STA) is pleased to announce the Federal Section 5310 Elderly and People with Disabilities Specialized Transit Program for Solano. STA, in coordination with the Solano Paratransit Coordinating Council (PCC), and the Metropolitan Transportation Council (MTC) will submit scored applications to be reviewed by Caltrans. Caltrans will be administering the 5310 program with an estimated amount of $13 million provided by Federal Transit Administration for California.

Program Purpose: The Section 5310 Program provides **capital** grants to assist private non-profit corporations and, under certain conditions, public agencies, to provide safe, efficient, and coordinated transportation services for elderly individuals and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate.

Application and Application Instructions: **http://www.dot.ca.gov/hq/MassTrans/5310.html**
Applications are to be submitted to the Solano Transportation Authority (STA) ***and*** the Metropolitan Transportation Commission (MTC) by **March 11, 2013 by 5:00 pm.**

Solano Transportation Authority
Attention: Liz Niedziela
One Harbor Center Suite130
Suisun City, CA 94585

Number of copies to **STA**:
1 original, 6 copies,
and an electronic file on a CD or USB drive

Metropolitan Transportation Commission
Attention: Drennen Shelton
101 Eighth Street
Oakland, CA 94607

Number of copies to **MTC**:
1 original, 6 copies,
and an electronic file on a CD or USB drive

MTC will forward all necessary documents to Caltrans. Applicants do **NOT** need to submit any applications directly to Caltrans.

In addition, Caltrans has announced federal funding for the **Section 5316 Job Access and Reverse Commute (JARC)** and **5317 New Freedom** programs for small-urban and non-urban (rural) areas. Program information, applications, and application instructions for 5316 and 5317 can be found at:

Section 5316, JARC: **http://www.dot.ca.gov/hq/MassTrans/5316.html**

Section 5317, New Freedom: **http://www.dot.ca.gov/hq/MassTrans/5317.html.**

Please contact Caltrans for assistance with 5316 and 5317 applications.

Attached please find the Fact Sheet and Program Timeline for 5310. **Please feel free to contact me if you have any questions about eligible projects or need assistance with the 5310 application.**

Liz Niedziela
Transit Program Manager
(707) 399-3217
eniedziela@sta-snci.com

FTA Section 5310 Elderly and Disabled Specialized Transit Program

Federal Fiscal Year 2012

PROGRAM FACT SHEET AND TIMELINE

Program Purpose: 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.

Program History: Since the program's inception in 1975, approximately 500 agencies have received over 4000 vehicles statewide, serving a variety of client groups and programs ranging from small agencies with specific clientele (e.g. dialysis and AIDS patients) to large providers serving an entire community. The average cost for yearly maintenance for a vehicle is estimated at $8,500.

Funds Available

* Approximately $13 million in Federal funds are available for this cycle;
* 100 % in federal funds upon FTA approval of Transportation Development Credits.

Eligible Applicants:

* Private non-profit corporations;
* Public agencies where no private non-profits are readily available to provide the proposed service;
* Public agencies that have been approved by the State to coordinate services.

Eligible Equipment:

* Accessible vans and buses;
* Mobile radios and communication equipment;
* Computer hardware and software

Service Eligibility: Services to be provided must serve the transportation needs of elderly persons and/or persons with disabilities. Public service must be "incidental" per FTA C 9070.1F.

Project Eligibility: Applicants must have management oversight and control over the operations and service of the equipment. Applicants are required to provide sufficient justification and provide documentation that alternative transportation services are unavailable, insufficient or inappropriate to meet the agency's transportation needs.

Selected project vehicle(s) must provide a minimum of 20 hours of service per week per vehicle or in coordination with other agencies.

All projects selected for funding must be derived from a Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) as required by FTA C 9070.1F.

Vehicle Replacement Eligibility: Vehicle(s) must be in active service. Active service is defined as a vehicle providing service throughout the agency's normal days and hours of operation. A van(s) proposed for replacement must have been in service for four years or have at least 100,000 miles at the time of application. A replacement bus(s) must meet or exceed useful life at the time of application.

Service Expansion Eligibility: Applicants must be able to document that the proposed transportation service will provide:

* Services to additional persons; or
* Expand the service area or hours; or
* Increase the number and/or frequency of trips.

Funding Selection Process:

1. The Regional Transportation Planning Agency (RTPA) scores the applications using established evaluation criteria and completes a prioritized list for their region.
2. The State Review Committee reviews the RTPA scores, and scores a statewide-prioritized list of projects based on available funding.
3. The California Transportation Commission (CTC) holds a public hearing to review and adopt the final list of projects.
4. Caltrans submits approved projects to the FTA.

Program Requirements: Once approved by FTA, successful applicants enter into a Standard Agreement with Caltrans. The agreement remains in effect until the project's useful life. Grantees are responsible for the proper use, operating costs, and maintenance of all project equipment. Grantees must be prepared to comply with the requirements of Caltrans, the Department of Motor Vehicle and the regulations of the California Highway Patrol.

5310 Timeline

Item	Date
Caltrans releases call for projects	11/15/12
Caltrans provides application workshops at various locations At the MTC office in Oakland on **Tuesday, January 22 from 1-5 p.m.** You may attend the Oakland workshop in-person or via webinar. Contact Caltrans Section 5310 staff at (888) 472-6816 to register.	01/22/13
Final applications due to STA and MTC *(1 original + 6 copies + an electronic file* ***to each agency*** *)*	**March 11, 2013 at 5:00 p.m.**
Applications evaluated by Solano Paratransit Coordinating Council (PCC) scoring committees	March 12 – March 25
STA transmits PCC scores to MTC	03/26/12
MTC publishes draft regional rankings	03/29/12
Applicants review scores and prepare appeals, as necessary	April 1 – April 4
Applicant Appeals due to MTC (details to follow)	04/05/12
MTC Open Forum – Applicant appeals (details to follow)	04/10/12
MTC Programming & Allocations Committee approval of regional rankings and referral to MTC Commission for adoption	05/08/12
MTC transmits preliminary regional priorities to Caltrans	05/13/12
MTC Commission adoption of regional rankings	05/22/12
MTC transmits adopted regional priorities to Caltrans	05/22/12
Caltrans notifies region of Draft Statewide Scores	TBD – August - September
MTC notifies PCCs of score changes; discuss with applicants and Caltrans	TBD – August - September
CTC staff level conference for appeals of statewide scores	TBD – August - September
CTC approves final Section 5310 scores and adopts program	09/01/13

FTA Section 5316
Jobs Access Reverse Commute (JARC) Transit Program
Federal Fiscal Year 2012

PROGRAM FACT SHEET AND TIMELINE

Program Purpose: 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 nonurbanized areas to suburban employment opportunities.

Funds Available

* Approximately $1.08 million in federal funds (including Toll Credits) are available for this cycle to be applied to urbanized areas 50,000 to 199,999 in population;
* Approximately $795 thousand in federal funds (including Toll Credits) are available for this cycle for non-urbanized areas less than 50,000 in population.

Eligible Applicants:

* Private non-profit corporations;
* State or local government authority;
* Operators of public transportation services, including private operators of public transportation services.

Local Match Requirements: This grant cycle will not require a minimum local match, as 100% in federal funds will be made available upon FTA approval of Toll Credits to be used for local match requirement.

Coordinated Plans: All projects selected for funding must be derived from a coordinated public transit-human services transportation plan as required by federal guidance. Grant applications must include a Coordinated Plan Certification.

Project Eligibility: 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.

Applicants may apply for up to three (3) years of funding per project with a maximum of $400,000 per year. Eligible projects may include, but are not limited to capital, planning, and operating assistance to support activities such as:

* Late-night weekend service
* Guaranteed ride home service
* Shuttle service
* Demand-responsive service
* Supporting the administration and expenses related to voucher programs
* Subsidizing the costs associated with adding reverse commute bus, train, carpool van routes or service from urbanized areas and nonurbanized areas to suburban work places
* Intelligent Transportation Systems (ITS)
* Transit vehicles
* Mobility management activities

Planning Requirements: To be eligible for funding, JARC projects in urbanized areas must be included in the Metropolitan Transportation Plan prepared and approved by the metropolitan planning organization (MPO), the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP) developed by the State, and jointly approved by the Federal Highway Administration and the Federal Transit Administration.

Projects outside the urbanized areas must be included in, or consistent with, a long-range transportation plan and be included in the STIP.

PROGRAM NOTE:
JARC project applications will be evaluated in accordance with the scoring criteria published in the Application Instructions to determine the extent to which the proposed project meets the overall program goals and objectives. Applicants in small-urban areas which have an MPO/RTPA who are MOU participants, will submit their application to the Small Urban Area Local Agency (see Grant Application Instruction for list of MOU Participants.) Caltrans DMT will conduct the entire JARC/NF competitive selection process for non-MOU small urbanized areas and all rural (non-urban) areas.

FTA 5316 PROGRAM TIMELINE

November 15, 2012	Call for projects
January 21-31, 2013	Grant application workshops
~~March 29, 2013~~	~~Applications due to Small Urban Area Local Agency (MOU participants only)~~
April 19, 2013	ALL applications due to Caltrans DMT **(must be postmarked by this date)**
June 2013	Completion of state review, evaluation, and program of projects selection
June/July 2013	Tentative Award Announcement Initiate transfers of small urban projects to Section 5307 Project programming
July/August 2013	Submission of FTA grant for approval
September 2013	FTA grant approval
October 2013	Schedule successful applicant workshops
December 2013	Final award announcement Issuance of standard agreements to subrecipients

For more information please visit our website at:
http://www.dot.ca.gov/hq/MassTrans/5316.html

FTA Section 5317
New Freedom Transit Program
Federal Fiscal Year 2012

PROGRAM FACT SHEET AND TIMELINE

Program Purpose: 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.

Funds Available

* Approximately $950 thousand in federal funds (including Toll Credits) are available for this cycle to be applied to urbanized areas 50,000 to 199,999 in population;
* Approximately $481 thousand in federal funds (including Toll Credits) are available for this cycle for non-urbanized areas less than 50,000 in population.

Eligible Applicants:

* Private non-profit corporations;
* State or local government authority;
* Operators of public transportation services, including private operators of public transportation services.

Local Match Requirements: This grant cycle will not require a minimum local match, as 100% in federal funds will be made available upon FTA approval of Toll Credits to be used for local match requirement.

Coordinated Plans: All projects selected for funding must be derived from a coordinated public transit-human services transportation plan as required by federal guidance. Grant applications must include a Coordinated Plan Certification.

Project Eligibility: For the purpose of 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).

Applicants may apply for up to three (3) years of funding per project with a maximum of $200,000 per year. Eligible projects may include, but are not limited to, capital, planning, and operating assistance to support the following activities meeting the definition of new public transportation:

* Expansion of paratransit service parameters beyond the three-fourths (3/4) mile required by the ADA
* Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services
* Feeder service for intercity travel for which paratransit service is not required
* The incremental costs of providing same day service
* Supporting the administration and expenses related to voucher programs
* Acquisition of accessibility equipment beyond ADA requirements
* Accessibility improvement to non-key stations (Project engineers and/or sponsorship by a Governmental Lead Agency is required)
* Accessible vehicles to support taxi, vanpooling, ridesharing
* Mobility management activities

Planning Requirements: To be eligible for funding, JARC projects in urbanized areas must be included in the Metropolitan Transportation Plan prepared and approved by the metropolitan planning organization (MPO), the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP) developed by the State, and jointly approved by the Federal Highway Administration and the Federal Transit Administration.

Projects outside the urbanized areas must be included in, or consistent with, a long-range transportation plan and be included in the STIP.

PROGRAM NOTE:
New Freedom project applications will be evaluated in accordance with the scoring criteria published in the Application Instructions to determine the extent to which the proposed project meets the overall program goals and objectives. Applicants in small-urban areas which have an MPO/RTPA who are MOU participants, will submit their application to the Small Urban Area Local Agency (see Grant Application Instruction for list of MOU Participants.) Caltrans DMT will conduct the entire JARC/NF competitive selection process for non-MOU small urbanized areas and all rural (non-urban) areas.

FTA 5317 PROGRAM TIMELINE

November 15, 2012	Call for projects
January 21-31, 2013	Grant application workshops
~~March 29, 2013~~	~~Applications due to Small Urban Area Local Agency (MOU participants only)~~
April 19, 2013	ALL applications due to Caltrans DMT **(must be postmarked by this date)**
June 2013	Completion of state review, evaluation, and program of projects selection
June/July 2013	Tentative Award Announcement Initiate transfers of small urban projects to Section 5307 Project programming
July/August 2013	Submission of FTA grant for approval
September 2013	FTA grant approval
October 2013	Schedule successful applicant workshops
December 2013	Final award announcement Issuance of standard agreements to subrecipients

For more information please visit our website at:
http://www.dot.ca.gov/hq/MassTrans/5316.html

DATE: February 19, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl K. Halls, Executive Director
RE: Discussion of Consortium Memorandum of Understanding (MOU)

Background/Discussion:
In September 1997, the Solano Transportation Authority (STA) Board adopted a resolution accepting the Solano Intercity Transit Coordination Plan. The plan was initiated in response to the passage of SB 1474 (Kopp) in 1996 which vested a series of roles and responsibilities with the Metropolitan Transportation Commission (MTC) pertaining to providing recommendations related to 1) consolidation of certain functions to improve the efficiency of regional transit service, and 2) improvements in service coordination and effectiveness in corridors of regional significance through reduction of duplicative service and institution of coordinated service across public transit service boundaries. SB 1474 followed SB 602 (Kopp) which required MTC, in coordination with the region's transit operators, to adopt rules and regulations to promote coordination of fares and schedules for all Bay Area public transit systems to require each operator to enter into joint fare revenue sharing agreements with connecting systems consistent with these rules and regulations.

The STA resolution also initiated a revision of the STA's Joint Powers Agreement that was approved in 1997 to recognize the formation of the Consortium and the JPA references a Memorandum of Understanding (MOU) describing the purpose, authority, funding and responsibilities of the Consortium members. One of the purposes for the formation of the Consortium was to facilitate Solano's transit operators compliance with the provisions of SB 1474 and specifically the regional transit coordination policies adopted by the Metropolitan Transportation Commission (MTC).

The Intercity Transit Consortium has functioned as a consensus-building advisory body to the STA since 1998. The Consortium is responsible for making recommendations to the STA Board including:

- Long range intercity transit plans
- 5-year transit development plans
- Reviewing and prioritizing transit funds that become available subject to final recommendation by the TAC and approval of the STA Board
- Other transit issues that may arise such as studies of transit and alternative modes.

The STA's Joint Powers Agreement (JPA) specifies a list of staff representatives from the following transit agencies:

1. Vallejo Transit
2. Fairfield-Suisun Transit (FAST)
3. City Coach (Vacaville)
4. Benicia Transit

5. Dixon Transit
6. Rio Vista Transit
7. Solano County
8. Solano Transportation Authority (STA)
9. Solano Napa Commuter Information (SNCI)

The JPA references participating members entering into a memorandum of understanding (MOU) describing the more detailed purpose, authority, staffing and responsibility of the Consortium. Currently, the STA does not possess an executed Consortium MOU as referenced in the JPA. A draft version of MOU has been obtained from both the City of Rio Vista and the County of Solano. Since 1999, STA and the members of the Consortium have been coordinating countywide transit issues including funding, studies, marketing, capital replacement and operations based on the provisions of the STA's JPA. Based on staff's review of the MOU, the Consortium has functioned consistent with the draft MOU as well.

The STA serves as the coordinating staff for the Consortium and members of the committee has rotated as Chair and Vice-Chair. For specific tasks or purposes, members of the Consortium after entered into funding agreements (the Intercity Transit Funding Agreement) and operating agreements (Solano Express Routes 30, 78 and 90). Individual Consortium members have taken the lead on intercity efforts, such as FAST and Solano County Transit (formerly Benicia and Vallejo Transit) taking the lead in operating intercity transit services. The Consortium annually develops a work plan and routinely reviews and provides recommendations on transit funding available to Solano County through the STA. All funding recommendations of the Consortium are also reviewed for a final recommendation by the STA Technical Advisory Committee (TAC) prior to submittal to the STA Board.

Recently, one of the members of the Consortium, John Andoh, representing Rio Vista Delta Breeze, requested the topic of the referenced Consortium MOU be agendized.

Recommendation:
Informational.

Attachments:
A. SB 1474 – Chapter 256 – MTC: Regional Transit Coordinating Councils
B. SB 602 – Chapter 692 – Transit Systems: Coordination of Fares and Schedules
C. MTC Resolution 3866 pertaining to MTC's Transit Coordination Implementation Plan
D. STA Memo dated October 8, 1997 Pertaining to Revised STA JPA and Consortium MOU

1996 Cal. Legis. Serv. Ch. 256 (S.B. 1474) (WEST)

CALIFORNIA 1996 LEGISLATIVE SERVICE
1996 Portion of 1995-96 Regular Session
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Additions are indicated by <<+ Text +>>; deletions by
<<- * * * ->>. Changes in tables are made but not highlighted.

CHAPTER 256
S.B. No. 1474
PUBLIC UTILITIES—METROPOLITAN TRANSPORTATION COMMISSION—REGIONAL TRANSIT CO-ORDINATING COUNCILS

AN ACT to amend Section 66516 of, and to add Section 66516.5 to, the Government Code, and to amend Sections 29142.4 and 99314.7 of the Public Utilities Code, relating to transportation.

[Approved by Governor July 20, 1996.]

[Filed with Secretary of State July 22, 1996.]

LEGISLATIVE COUNSEL'S DIGEST

SB 1474, Kopp. Transportation: Metropolitan Transportation Commission: regional transit coordinating councils: duties.

Existing law requires the Metropolitan Transportation Commission, in coordination with the transit operator coordinating council established by the commission pursuant to a specified provision of existing law, to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction.

This bill would, instead, require the commission to adopt the specified rules and regulations in coordination with a regional transit coordinating council.

The bill would authorize the commission, in consultation with the council, to identify those functions performed by individual public transit systems that could be consolidated to improve service. The bill would authorize the commission to recommend that those functions be consolidated, as specified.

The bill would also authorize the commission to improve service coordination and effectiveness in specified transit corridors by adopting specified improvements in those corridors.

The people of the State of California do enact as follows:

SECTION 1. Section 66516 of the Government Code is amended to read:

<< CA GOVT § 66516 >>

66516. The commission, in coordination with the <<+regional+>> transit <<-* * *->>coordinating council established by the commission pursuant to Section 29142.4 of the Public Utilities Code, shall adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction. The commission shall require every system to enter into a joint fare revenue sharing agreement with connecting systems consistent with the commission's rules and regulations.

SEC. 2. Section 66516.5 is added to the Government Code, to read:

<< CA GOVT § 66516.5 >>

66516.5. The commission may do the following:

(a) In consultation with the regional transit coordinating council, identify those functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service, and recommend that those functions be consolidated and performed through inter-operator agreements or as services contracted to a single entity.

(b) Improve service coordination and effectiveness in those transit corridors identified as transit corridors of regional significance by the commission in consultation with the regional transit coordinating council by recommending improvements in those corridors, including, but not limited to, reduction of duplicative service and institution of coordinated service across public transit system boundaries.

SEC. 3. Section 29142.4 of the Public Utilities Code is amended to read:

<< CA PUB UTIL § 29142.4 >>

29142.4. No funds shall be allocated to an entity pursuant to Section 29142.2, after January 1, 1978, unless, as determined by the Metropolitan Transportation Commission, the transit operator:

(a) Is a participating member of a <<+regional+>> transit <<-* * *->> coordinating council which the commission shall establish to better coordinate routes, schedules, fares, and transfers among the San Francisco Bay area transit operators and to explore potential advantages of joint ventures in areas such as marketing, maintenance, and purchasing. The commission shall be a member of the council.

(b) Establishes, for the period for which the funds are allocated, fare levels such that fare revenues equal at least 33 percent of its operating cost, which shall be all of its costs in the expense object classes, exclusive of the costs of the depreciation and amortization expense object classes, of the uniform system of accounts and records adopted by the State Controller pursuant to Section 99243. The allocation period shall not be less than one calendar quarter nor longer than one fiscal year, as determined by the commission. For purposes of this subdivision, the two special transit service districts of the Alameda–Contra Costa Transit District shall be considered separate transit districts. On and after July 1, 1981, the commission may grant, any operator which was in compliance with the 33 percent requirement prior to that date, a credit not to exceed 5 percent to meet that requirement on the basis of special operating characteristics of its transit system, including, but not limited to, its transfer and special fare policies. In no event shall the combined fare revenues of the three operators, excluding any credit granted by the commission, be less than 33 percent of their combined operating cost.

<<+(c) Has complied with standards established by the commission pursuant to Section 66517.5 of the Government Code.+>>

SEC. 4. Section 99314.7 of the Public Utilities Code is amended to read:

<< CA PUB UTIL § 99314.7 >>

99314.7. (a) In allocating funds for operating purposes pursuant to Sections 99313 and 99314, the Metropolitan Transportation Commission shall apply the following eligibility standards to the operators within the region subject to its jurisdiction:

(1) An operator is not eligible for its full allocation under this section unless the operator has been found to have made reasonable effort in implementing productivity improvements pursuant to Section 99244. In determining whether a reasonable effort has been made, the Metropolitan Transportation Commission shall give consideration to whether the operator would qualify for funding under Section 99314.6. The amount of funds allocated shall be reduced in an amount that the Metropolitan Transportation Commission deems proportionate to the failure of the operator to implement the recommended improvements. The Metropolitan Transportation Commission shall adopt rules and regulations, in cooperation with the affected operators, governing the allocation of any funds withheld under this paragraph, subject to paragraphs (2) and (3).
(2) Notwithstanding paragraph (1), an operator shall not receive any funds pursuant to Section 99313 or 99314 unless it has complied with the applicable rules<<+,+>> regulations<<+, and recommendations+>> adopted by the Metropolitan Transportation Commission pursuant to Sections 66516 <<+and 66516.5+>> of the Government Code.
(3) Funds withheld from allocation to an operator pursuant to paragraph (1) shall be retained by the Metropolitan Transportation Commission for reallocation to that operator for two years following the year of ineligibility. With respect to the funds withheld from an operator pursuant to paragraph (1), the Metropolitan Transportation Commission shall reallocate those funds to the operator if the operator complies with that paragraph within two years. Funds not reallocated to the operator, and funds withheld pursuant to paragraph (2), shall be allocated to any eligible operator within the region subject to the jurisdiction of the Metropolitan Transportation Commission for the purpose of improving coordination among the operators, or to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the Consumer Price Index. Funds allocated for these purposes are exempt from subdivision (a).
(b) For purposes of this section, “operating cost,” “revenue vehicle hour,” and “Consumer Price Index” have the same meaning as defined in Section 99314.6.
CA LEGIS 256 (1996)

CA LEGIS 256 (1996)

END OF DOCUMENT

1989 Cal. Legis. Serv. 692 (West)

CALIFORNIA LEGISLATIVE SERVICE 1989-90
REGULAR SESSION (1989 Laws)
Copr. (C) West 1989 No Claim to Orig. Govt. Works

Additions are indicated by <<+ UPPERCASE +>>
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CHAPTER 692
S.B.No. 602
METROPOLITAN TRANSPORTATION COMMISSION—COORDINATION OF FARES AND SCHEDULES

AN ACT to add Section 66516 to the Government Code, relating to the Metropolitan Transportation Commission.

[Approved by Governor September 22, 1989.]

[Filed with Secretary of State September 24, 1989.]

LEGISLATIVE COUNSEL'S DIGEST

SB 602, Kopp. Transit systems: coordination of fares and schedules.

(1) Under existing law, the Metropolitan Transportation Commission is the regional transportation planning agency for the region comprising the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma.

This bill would require the commission, in coordination with the transit operator coordinating council, to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction and to require every system to enter into a joint fare revenue sharing agreement with connecting systems consistent with those rules and regulations.

By imposing these requirements on the commission and on public transit systems, the bill would impose a state-mandated local program.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for specified reasons.

The people of the State of California do enact as follows:

CA GOVT § 66516

SECTION 1. Section 66516 is added to the Government Code, to read:
66516. The commission, in coordination with the transit operator coordinating council established by the commission pursuant to Section 29142.4 of the Public Utilities Code, shall adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction. The commission shall require every system to enter into a joint fare revenue sharing agreement with connecting systems consistent with the commission's rules and regulations.
SEC. 2. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because this act is in accordance with the request of a local agency or school district which desired legislative authority to carry out the program specified in this act and because the local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act. Notwithstanding Section 17580 of the Government Code, unless otherwise specified in this act, the provisions of this act shall become operative on the same date that the act takes effect pursuant to the California Constitution.
CA LEGIS (1989) 692

CA LEGIS (1989) 692

END OF DOCUMENT

Date: February 24, 2010
W.I.: 1227
Referred By: Operations Committee
Revised: 10/26/11-C

ABSTRACT

Resolution No. 3866, Revised

This resolution updates and adopts MTC's Transit Coordination Implementation Plan pursuant to the requirements of California Government Code §§ 66516 (SB 1474) and 66516.5; Public Utilities Code §§ 99282.51 and 99314.7; and Streets and Highways Code § 30914.5.

This resolution supersedes Resolution No. 3055, as amended.

Date: February 24, 2010
W.I.: 1227
Referred By: Operations Committee

Re: Transit Coordination Implementation Plan

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 3866

WHEREAS, pursuant to Section 66516 of the California Government Code, the Metropolitan Transportation Commission (MTC) is required to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction and to require every system to enter into a joint fare revenue sharing agreement with connecting systems; and

WHEREAS, pursuant to Section 66516.5 of the Government Code, MTC may identify and recommend consolidation of those functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service and;

WHEREAS, pursuant to Section 99282.5 of the California Public Utilities Code (PUC), MTC is required to adopt rules and regulations to provide for governing interoperator transfers so that the public transportation services between public transit operators are coordinated; and

WHEREAS, pursuant to Section 99314.7 of the Public Utilities Code, MTC is required to evaluate an operator's compliance with coordination improvements prior to an operator receiving allocations of State Transit Assistance (STA) funds; and

WHEREAS, pursuant to Section 30914.5 of the Streets and Highways Code, MTC must adopt, as a condition of Regional Measure 2 fund allocation, a regional transit connectivity plan to be incorporated in MTC's Transit Coordination Implementation Plan pursuant to Section 66516.5, requiring operators to comply with the plan, which must include Policies and procedures for improved fare collection; and

WHEREAS, MTC previously adopted Resolution No. 3055 to implement these requirements; and

WHEREAS, in order to ensure progress toward implementing coordination recommendations, MTC wishes to formalize these recommendations by adopting the rules and requirements required pursuant to Government Code Section 66516 and PUC Section 99282.5 as set forth in this MTC Transit Coordination Implementation Plan, which includes a regional Transit Connectivity Plan and Implementation Requirements, attached to this Resolution as Attachments A and B, and incorporated herein as though set forth at length;

WHEREAS, MTC has consulted with the region's transit agencies to develop the regional Transit Connectivity Plan and Implementation Requirements, as required by Government Code §§ 66516 and Streets and Highways Code § 30914.5; now therefore be it

RESOLVED, that MTC adopts the Transit Connectivity Plan ("Plan") as set forth in Attachment A; and be it further

RESOLVED, that MTC adopts the Implementation Requirements, as set forth in Attachment B; and, be it further

RESOLVED, that prior to determining fund programming and allocations for an operator, MTC shall review the efforts made by the operator to implement the requirements identified in Attachments A and B, and if MTC determines that the operator has not made a reasonable effort to implement the requirements of Attachments A and B, MTC may, at its discretion, withhold, restrict or re-program funds and allocations to such operator to the extent allowed by statute, rule, regulation, or MTC policy; and, be it further

RESOLVED, that all funds subject to programming and/or allocation by MTC are covered by this resolution including but not limited to State Transit Assistance, Transportation Development Act, Regional Measure 2, Congestion Mitigation and Air Quality, Surface

Transportation Program and Transit Capital Priorities funds, to the extent permitted by statute; and, be it further

RESOLVED, that this resolution shall be transmitted to the affected transit operators to guide them in development of their annual budgets and short-range transit plan revisions; and, be it further

RESOLVED, that the Operations Committee is authorized to approve amendments to Attachments A and B, following consultation with the affected transit operators; and be it further

RESOLVED, this resolution supersedes Resolution No. 3055.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty

Scott Haggerty, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on February 24, 2010

Attachment A
MTC Transit Connectivity Plan

This Attachment A incorporates by reference the Transit Connectivity Plan, previously approved by MTC in MTC Resolution No. 3055, which may be downloaded at: http://www.mtc.ca.gov/planning/connectivity/index.htm.

Attachment B
Implementation Requirements

The purpose of these Implementation Requirements is to establish the expectations and requirements for each transit agency with respect to implementing the recommendations of the Commission's Transit Connectivity Plan (2006) and maintaining other transit coordination programs, to outline the process by which MTC will involve transit operators in changes to coordination requirements, and to establish the process for Commission action in the event of transit agency non-compliance with these implementation requirements. A copy of this Resolution 3866 is available for download at http://www.mtc.ca.gov/planning/tcip/.

Per the Transit Connectivity Plan, MTC places high priority on improvements that:

- Accomplish tangible improvements for the passenger;
- Benefit the largest number of transit users, including both inter- and intra-system transit riders, to the extent possible;
- Improve system productivity by sharing agency resources; and
- Enhance the ability of transit riders to reach significant destinations in adjoining jurisdictions and along regional corridors by (1) improving the connections between system services and (2) providing through service to adjoining jurisdictions in those cases where the market clearly justifies such service.

In order to manage resources effectively, MTC will focus on a limited number of high priority improvements, transfer project leadership from MTC to one or more transit agencies where possible upon agreement of project partners, and establish priorities for implementing new projects.

The Commission has established specific transit operator requirements to implement a coordinated regional network of transit services and to improve overall service productivity as defined in the Transit Connectivity Plan. Any agency that is an eligible recipient of funds subject to allocation or programming by MTC is subject to these requirements, including, but not limited to the following:

1. Altamont Commuter Express
2. Alameda-Contra Costa Transit District
3. Bay Area Rapid Transit District
4. Caltrain
5. Capital Corridor Joint Powers Authority
6. Central Contra Costa Transit Authority
7. Dumbarton Bridge Route Operating Consortium
8. Eastern Contra Costa Transit Authority
9. Golden Gate Bridge, Highway and Transportation District
10. Livermore Amador Valley Transit Authority
11. Marin County Transit District
12. Napa County Transportation Planning Agency
13. San Francisco Municipal Transportation Agency
14. San Mateo County Transit District
15. Santa Clara Valley Transportation Authority
16. Solano Transportation Authority
17. Sonoma County Transit
18. Sonoma Marin Area Rail Transit
19. Transbay Joint Powers Authority
20. Union City Transit
21. Water Emergency Transportation Authority
22. Western Contra Costa Transit Authority
23. City of Alameda
24. City of Benicia
25. City of Cloverdale
26. City of Dixon
27. City of Emeryville
28. City of Fairfield/Suisun City Transit
29. City of Healdsburg
30. City of Petaluma
31. City of Rio Vista
32. City of Santa Rosa
33. City of Vacaville
34. City of Vallejo

A. Operator Implementation Requirements

1. Implementation Requirements

The region has a history of implementing projects to improve transit coordination. Early efforts focused on regional programs and policies such as disseminating tax-free transit benefits and making paratransit eligibility determinations. More recent efforts, such as the Transit Connectivity Plan, identified improvements to (1) designated regional transit hubs, including way-finding signage and transit information, real time transit information, schedule coordination, last-mile services and hub amenities, and (2) system wide connectivity improvements, including 511 information and Clipper®.

Specific implementation requirements for transit operators are listed in Appendices to this Attachment:

- Appendix B-1, 511 Transit Program Requirements (including real-time transit);
- Appendix B-2, Regional Transit Hub Signage Program Requirements;
- Appendix B-3, Clipper® Implementation Requirements; and
- Appendix B-4, Maintenance of Existing Coordinated Services.

As MTC continues to address recommendations from the Transit Connectivity Plan and other emerging issues such as Transit Sustainability, new implementation requirements may become necessary. The appendices may be modified to reflect changes in implementation

responsibilities, following the procedures outlined in this Attachment B, and subject to approval by the Commission.

2. SB 602 Fare and Schedule Coordination Requirements

Currently, each operator certifies its adherence to the provisions of SB 602 (Statutes 1989, Chapter 692, Government Code Section 66516, and as subsequently amended) as part of the annual allocation process for TDA and STA funds when requests for these funds are submitted to MTC. The SB 602 requirements are now incorporated into this Res. 3866, and each operator's compliance will be monitored accordingly. Per the requirements of SB 602, each transit agency in the region has a revenue sharing agreement with every connecting agency. In some cases, this takes the form of a reciprocal agreement to accept each other's passengers free of charge or to honor each other's period passes or single-trip transfers for a discounted fare. The BART/Muni FastPass is an example of a joint fare instrument to address SB602 requirements. Each transit agency in the region is required to maintain these reciprocal agreements as a condition of receiving STA funds (Gov. Code 66516).

3. Preserve Ability to Post and Disseminate Transit Information

MTC expects transit operators to preserve rights for MTC and connecting transit operators to post and disseminate connecting transit information for free within their facilities. This would include but not be limited to route, schedule, fare, real-time transit information and information about regional transit projects (511, Clipper®). For any transit agency that has already entered into a third-party agreement that compromises these rights, MTC expects the transit agency to make good faith efforts to reinstate these rights in their agreement at the earliest opportunity and, at a minimum, to reinstate such rights in future agreements or renewals entered into after adoption of this Resolution. Nothing herein shall be interpreted as requiring transit agencies to display advertising. Rather, the objective is to provide transit customers with pertinent information that improves their transit experience.

B. Cost-Sharing

Implementation activities and other new transit connectivity and coordination efforts added to these Implementation Requirements will be funded with MTC discretionary funds, transit agency funds, and/or in-kind contributions of MTC and transit agency staff resources. If MTC considers adding new projects or services, MTC would implement the consultation process described in Section C below to vet any expected cost impacts on the operators. Transit agencies are required to waive all agency fees (for permits, etc.) they would otherwise charge to MTC, other transit operators or third-party contractors to implement and maintain regional transit coordination projects detailed in these requirements. Unless otherwise noted, MTC and transit agencies are expected to cover the cost to implement their respective roles and responsibilities as identified in these requirements or in pre-existing agreements. As specific initiatives move to implementation, a lead agency may be designated to coordinate implementation activities on behalf of the other participating transit agencies. Any agency that assumes this lead role and incurs costs that it would otherwise not assume in order to perform this function may be reimbursed, based upon an equitable agreement with the participating agencies, on a marginal cost basis (i.e., the additional cost the transit operator incurs to perform the work).

C. Consultation Process

MTC will consult with transit agencies when defining new coordination requirements for inclusion in Res. 3866 or when updating or revising requirements already in Res. 3866.

MTC will first consult with one or more of its technical advisory committees (TACs) to receive transit agency input on the specific implementation requirements. MTC will notify TAC members of the meetings and provide agendas in advance, and facilitate TAC discussions. Affected transit operators are expected to participate. Transit agencies are responsible for ensuring that the appropriate staff attends TAC meetings, that they participate in discussions in good faith, and that they communicate with other relevant staff within their agency (including those employees whose work may be affected) and executive management so that timely and constructive agency feedback can be provided to MTC. MTC will consider TAC input when formulating draft policy. In cases where there is no relevant TAC to address the issue under consideration, MTC will formulate draft policy and solicit feedback from general advisory groups, such as the Partnership Technical Advisory Committee (PTAC) or the Transit Finance Working Group.

At its discretion, MTC may also solicit input from the Partnership Board, the Partnership Technical Advisory Committee, the Transit Finance Working Group and MTC's Policy Advisory Council prior to Commission action. Following consultation with the TAC(s) and/or other advisory groups, MTC will solicit feedback from the Partnership Transit Coordination Committee. MTC will provide notification of the proposed PTCC meeting and agenda through written communication to transit general managers and transit program coordinators and posting of the meeting materials on MTC's web site.

After consulting with transit agencies, MTC will forward staff's recommendations to the MTC Operations Committee and the Commission.

D. Sanctions

The Commission expects each transit agency to comply with the requirements outlined in this Resolution and its Attachments as a condition of eligibility for STA and TDA funds, Regional Measure 2 funds, transit capital funds (including federal transit formula funds, STP, CMAQ and STIP funds) and other funds subject to Commission programming and allocation actions. MTC intends that the region's transit agencies will implement these requirements in good faith and cooperation among themselves and with MTC. The sanction of withholding, restricting or re-programming funds to enforce cooperation will be exercised by MTC in cases where an agency fails to meet or fails to exhibit good faith in meeting these requirements. In such cases, MTC staff will notify the agency of the possibility that a sanction may be imposed. This notification will also recommend corrective actions that the agency should take to meet the implementation requirements. The notification will be sent no less than sixty (60) days prior to forwarding an MTC staff recommendation to the Commission.

Appendix B-1
511 Transit Information Requirements

MTC provides static transit data (i.e. schedules/trip planning information) through the 511 phone and web service and real-time transit departure information through the 511 phone and web services and the Regional Hub Signage Program. MTC requires the full participation and support of all transit agencies to deliver quality and timely information. MTC and the transit agencies have jointly developed data transfer mechanisms for schedule, trip planner and real-time transit data and identified appropriate roles and responsibilities for all parties, as documented in "*511 Transit Program Roles and Responsibilities*." MTC will review these requirements on an as-needed basis with transit agency partners. Additionally, MTC and the Real-Time Transit TAC developed "*Real-time Transit Information System System Requirements*" that detail the system requirements for all parties. The two documents are available at: http://www.mtc.ca.gov/planning/tcip/. The key roles and responsibilities to provide transit agency data on 511 services are as follows:

Transit Agencies will:

Generally:

1. Participate in MTC's 511 RTIS and Real-Time Transit Technical Advisory Committees.
2. Support, fund and staff their roles and responsibilities related to the 511 services as described below.
3. Notify transit customers of the availability of 511 information and 511.org on transit agency web sites, in printed materials, at bus stops/rail stations, and on other transit agency information channels.

For Static Transit Information (Schedules/Trip Planner):

4. Provide accurate, complete, timely information regarding transit routes, stops, schedules, fares for dissemination on all 511 features and services.
5. Transmit schedule and other transit service information to MTC in advance of any schedule changes to allow for MTC's timely inclusion in the 511 Transit website. MTC will provide a schedule identifying the necessary advance time.
6. Perform quality control review (focusing on data changed for upcoming service revisions) on a representative sample of agency service data prior to transmittal to MTC for MTC's timely inclusion in 511's features and services.

For Real-time Transit Information:

7. Provide prediction data to the Regional System by establishing and maintaining a data connection to the Regional System and operating and maintaining an interface application.
8. Meet requirements, as defined in "*Real-time Transit Information System System Requirements*", including the standard interface requirements, and in "*511 Transit Program Roles and Responsibilities*".
9. Conduct on-going performance monitoring to ensure accurate and timely transfer of data to the Regional System and accurate provision of prediction data to the public, in collaboration with MTC.
10. Ensure that there is no impact to its provision of prediction data to 511 in the event that the transit agency provides its specific prediction data to a third party.

11. Provide service disruption information to 511 where available and logistically feasible through agreed upon formats.

MTC will:

Generally:

1. Organize and facilitate MTC's 511 Transit RTIS and Real-time Transit Technical Advisory Committees (TAC).
2. Fund, operate, and maintain the 511 services for regional transit information, including 511.org, the 511 transit website, 511 phone, regional real-time transit signs at transit hubs, and other relevant new applications.
3. In collaboration with transit agencies, conduct performance monitoring to ensure accurate and timely transfer of both static and real-time transit data to the Regional 511 System.

For Static Transit Information (Schedules/Trip Planner):

4. Notify transit customers of the availability of transit agency websites at appropriate locations on web site pages of 511.org.

For Real-time Transit Information:

5. Share with third party vendors and the general public the real-time transit data as described in "*511 Transit Program Roles and Responsibilities*".
6. Provide agencies with contact information for the 511 Traveler Information Center (TIC) to allow for the posting of real-time transit service disruption/emergency information on 511.

Appendix B-2
Regional Transit Hub Signage Program Requirements

MTC and transit agencies have developed the Regional Transit Hub Signage Program Technical Standards and Guidelines (e.g. 'the Standards') to ensure consistency across the region as the signage is deployed and maintained. A detailed version of the Standards is available at: http://www.mtc.ca.gov/planning/tcip/. The Standards may be periodically updated to reflect their evolution through the Concept Plan and Design/Plan, Specification and Estimates phases of implementation.

The Standards include:

1. Four main sign types: directional signs, wayfinding kiosks, transit information displays, real-time transit information displays.
2. Guidance to locate signs at key decision points between transit operator services.
3. Design elements to establish a common "look" and "feel" for the signage including:
   - Orange 'i' icon on a green background;
   - Standard logos, icons, arrows and messages and an organizing hierarchy;
   - Standard 'frutiger' font;
   - Hierarchy for the location of information in each sign;
   - Consistent map orientation and colors;
   - Directional map compass and walking distance/time radius;
   - Transit stop designation through agency logo/mode icon/route number 'bubbles'; and
   - Prominent 511 logo/message and regional transit program information.

Transit Agencies will:

1. Lead and/or actively participate in the process to implement the Hub Signage Program. Participate on the Transit Connectivity TAC.
2. Comply with the Standards which generally apply to the 21 regional transit hubs identified in the Transit Connectivity Plan and three airports. Where exceptions to the Standards are desired, transit operators must seek prior approval from MTC. Where ambiguity in the Standards exists, transit operators shall request clarification from MTC.
3. Comply with cost responsibilities. Per Res. 3771 (July 2006), costs associated with implementing the Regional Transit Hub Signage Program at the 24 hubs are shared. A revised matrix clarifying cost responsibility by sign type is included as Appendix B-2, Attachment 1. After initial installation, maintenance and replacement of each sign shall be the responsibility of the assigned transit agency.
4. Comply with task responsibilities (O&M, replacement and ownership) further detailed in Appendix B-2, Attachment 1. MTC expects that transit agencies will jointly confirm task responsibility for each sign at each hub during the Concept Plan phase, prior to sign installation, which will ultimately be documented in a table titled "Hub Signage Program Sign Ownership", incorporated herein by reference, and posted on MTC's website at http://www.mtc.ca.gov/planning/tcip/. In most cases, the transit agency that owns the property on which the sign is installed will be assigned responsibility. For signs installed on property not owned by a transit agency, the transit agency providing the most service

(passenger boardings) in the area of the sign will be assigned responsibility. Some negotiation between transit agencies may be necessary depending on sign location. Signs will not be installed until task responsibilities are final. Once installed, transit agencies must comply with the agreed-upon task responsibilities.

5. Facilitate the permitting of signs by waiving all fees that a transit agency would usually charge for sign installation on its property or leased operating area.
6. As transit agencies plan new facilities or prepare for major remodels of existing facilities, they shall consult with MTC early in the planning process for applicability of the Standards to the project.

MTC will:

1. Develop, document and periodically update regional sign Standards.
2. Support coordination of Hub Signage Program implementation at all 24 hubs.
3. Comply with cost and task responsibilities detailed in Appendix B-2, Attachment 1.
4. Solicit feedback from transit agencies on significant changes to regional policy affecting the 24 hubs through the Transit Connectivity Technical Advisory Committee.
5. As resources permit, provide technical assistance to transit agencies wishing to extend the regional sign Standard to non-regional hubs.

Appendix B-2, Attachment 1: Hub Signage Program Cost/Task Responsibilities

Hub Signage Program Element	Task	Est. Cost	Cost Responsibility		Task Responsibility	
			Regional	Operator*	Regional	Operator*
All Sign Types	1. Initial Deployment Concept Plans; Design/PSEs, Procure, Fabricate & Install	$10,053,000	X		MTC-led hubs	BART Santa Rosa
Directional/Wayfinding Signs (including hub identification signs)	2. Annual Operations and Maintenance (O&M), including: Info. content, electricity, cleaning, graffiti removal, repairs	$680,000		X		X
	3. Lifecycle Replacement Planning, procurement, coordination, installation	(included in #2)		X		X
	4. Ownership Insurance liability, warranty claims	(included in #2)		X		X
Wayfinding Kiosks	5. Annual Operations and Maintenance (O&M), including: Electricity, regular cleaning and graffiti removal, repairs	(included in #2)		X		X
	Information content, quarterly cleaning		X		X	
	6. Lifecycle Replacement Planning, procurement, coordination, installation	(included in #2)		X		X
	7. Ownership Insurance liability, warranty claims	(included in #2)		X		X
Real-Time Transit Signs	8. Annual Operations and Maintenance (O&M), including: Electricity, communications, cleaning, graffiti removal, repairs, status reporting	$254,000		X		X
	Information content		X		X	
	9. Lifecycle Replacement Planning, procurement, coordination, installation	$240,000	X			X
	10. Ownership Insurance liability, warranty claims	(included in #8)		X		X
Transit Information Displays	11. Annual Operations and Maintenance (O&M), including: Regular cleaning, damage/graffiti reporting	$177,000		X		X
	Information content, electricity, communications, quarterly cleaning/graffiti removal, repairs, status reporting		X		X	
	12. Lifecycle Replacement Planning, procurement, coordination, installation	(included in #11)		X		X
	13. Ownership Insurance liability, warranty claims	(included in #11)		X		X
Totals	**Initial Capital Costs** **Annual O&M, Replacement Costs**	**$10,053,000** **$1,351,000**				

**In most cases, the transit agency who owns the property on which the sign is installed is responsible. For signs installed on property not owned by a transit operator, the transit agency providing the most service (passenger boardings) in the area of the sign is responsible. Sign responsibility will be confirmed as part of project planning prior to installation.*

Appendix B-3
Clipper® Implementation Requirements

This Appendix defines the Commission's expectations of the transit agencies to ensure a successful operation of the Clipper® (formerly TransLink®) system in three sections:

I. Participation Requirements
II. Regional Clipper® Communications and Marketing Activities
III. Fare Media Transition Schedules by Specific Operators

Section I describes general Clipper® implementation requirements for participating operators.

Section II defines expectations for communications and marketing: a program area critical to smooth implementation of a full transition to Clipper® that can only be addressed through a collaborative, regional approach.

Section III establishes the dates by which the transit agencies that are currently operating Clipper® will transition their existing prepaid fare media to Clipper®-only availability.

I. Participation Requirements

The following transit agencies are currently operating Clipper® as their fare payment system: AC Transit, BART, Caltrain, Golden Gate Ferry and Transit, SFMTA, SamTrans, and VTA. Six of these agencies (not including Caltrain) were slated to be the first to operate Clipper® and were classified as charter members in the Clipper® Consortium, formed on December 12, 2003 by MTC and the six transit operators entering into the TransLink® Interagency Participation Agreement (IPA).[1] All seven agencies have negotiated and are in the process of entering into a Memorandum of Understanding (MOU) that will supersede the IPA when executed by all seven agencies and MTC. References in this Attachment to the IPA shall be read and understood to be references to the MOU after it becomes final.

The following describes general Clipper® implementation requirements for participating operators.[2] An operator's failure to meet one or more of these requirements may result in non-compliance with Resolution 3866.

1. Implement and operate the Clipper® fare payment system in accordance with the Clipper® Operating Rules, as adopted and amended from time to time by MTC. The current Clipper® Operating Rules (approved in October 2010) are incorporated herein by this reference. The Clipper® Operating Rules establish operating parameters and procedures

[1] MTC withdrew from the Consortium effective July 1, 2010, as permitted by the IPA; however, certain of its provisions related to cost allocation and indemnification continue to apply to MTC.

[2] Items 1-6 are based on provisions of the IPA, as amended on June 27, 2005 and December 4, 2007, revised in light of MTC's withdrawal from the Consortium.

for the consistent and efficient operation of Clipper® throughout the region and are available on MTC's website at http://www.mtc.ca.gov/planning/tcip/.

2. Pay its share of variable operating costs, according to the cost allocation formula set forth in Appendix A to the IPA, Cost Allocation and Revenue Sharing, except to the extent such costs are reduced by the incentive payments made by MTC (as referenced in Appendix A to the IPA).

3. Abide by the revenue sharing formula in Appendix A to the IPA.

4. Make its facilities and staff available to MTC and the Clipper® Contractor for implementation of Clipper®. Any Operator and MTC may agree to an Operator-Specific Implementation Plan, setting forth specific requirements regarding implementation and operation of Clipper® for such Operator.

5. Make determinations regarding the placement of Clipper® equipment on the Operator's facilities and equipment; perform necessary site preparation; attend Clipper® Contractor training on the use of the Clipper® equipment; and provide training to employees using the equipment.

6. Accept transfer of ownership of equipment one year following Conditional acceptance by each Operator, as defined in Section 8.3 of the Clipper® Contract (or for Phase 3 operators one year following Acceptance, as established by contract change order.[3]) Maintain and track a list of all equipment.

7. Perform actions necessary to support transfer of ownership of the Clipper® bank accounts from BART to MTC. MTC must have fiduciary responsibility for patrons' prepaid balances no later than the date on which MTC's withdrawal from the Consortium becomes effective.

8. Implement, operate and promote Clipper® as the primary fare payment system for each Operator. Clipper®'s primary market is frequent transit riders (i.e., commuters and transit passholders). Operators shall not establish other fare payment systems or fare policies that could deter or discourage these patrons' preference to use Clipper®. Operators shall set fares so that fares paid with Clipper® are equivalent or lower than fares paid either with cash or other forms of payment.

   No new non-Clipper® prepaid fare product, other than for promotional, special event or limited-audience—e.g., tourist—fares, shall be created by any transit operator without consulting with and receiving prior approval from MTC.

[3] The Clipper® Contract refers to the Design Build Operate Maintain contract between MTC and Cubic Transportation Systems, Inc. for the Clipper® fare payment system. The contract was assigned to Cubic on July 2, 2009 and has an operating term extending through November 2, 2019.

Nothing in this provision is intended to discourage operators from providing leadership on new technologies or innovations that would offer improvement to fare collection operations or the customer experience. The expectation is that these new initiatives should leverage the attributes and assets of Clipper®, not compete with Clipper® or undermine customers' preference to use Clipper®.

9. Perform first-line maintenance upon Clipper® equipment located on their facilities or vehicles, promptly notify the Clipper® Contractor when second-line maintenance of Clipper® equipment is needed, promptly notify MTC and the Clipper® Contractor of any issues affecting daily financial reconciliation or accuracy of system reports, issue all types (including, but not limited to, cards configured as senior or youth) of Clipper® cards and add value to existing Clipper® cards from all Ticket Office Terminals located at their business facilities, and provide at least the same level of front-line customer service to their patrons using Clipper® as to patrons using other forms of fare payment.

10. Sufficiently train and educate agency personnel who have Clipper®-related responsibilities so those personnel are able to carry out the requirements placed upon operators in this Resolution.

11. Assist MTC, as necessary, to develop a program for Transit Capital Priorities (TCP) funds for the purpose of procuring and installing end-of-lifecycle Clipper® equipment and to submit and administer grants for programmed TCP funds on a "pass-through" basis.

12. Upon transfer of ownership of equipment, take financial responsibility for replacement of equipment damaged in-service due to vandalism or any other cause not covered by the Clipper® Contract warranty.[4]

II. Regional Clipper® Communications and Marketing Activities

1. Effective Date. For operators currently operating the Clipper® system, these Clipper® marketing and communications requirements are effective immediately. For operators not yet operating Clipper®, the requirements are effective two months after MTC's approval of the Clipper® system as Revenue Ready for that operator.
2. General Requirements. Operators shall present Clipper® to customers, employees and media as a fully operational fare payment option. This includes, but is not limited to, identification of Clipper® as a fare payment option in brochures, websites, advertisements, schedules/timetables, email newsletters, internal memos, bulletins and training manuals, and any other materials that describe an operator's fare payment options. Operators shall present Clipper® as an option so that Clipper® has equal or greater prominence than the presentation of other payment options. Each operator shall incorporate and/or modify the presentation of

[4] MTC shall procure replacement equipment on an operator's behalf, and operators shall pay for the full cost of the equipment including all installation costs and materials.

Clipper® in existing brochures, websites, schedules/timetables, etc. whenever the operator next updates the content of these items.

In all cases, operators' marketing and communications about Clipper®, whether in brochures, websites, advertisements or other forms, shall adhere to Clipper® brand guidelines developed by MTC with input from transit operators. The Clipper® Brand Guidelines are available athttps://www.clippercard.com/ClipperWeb/toolbox.do.

3. Equipment Identification. If not already identified as such, operators shall identify Clipper®-compatible fare payment and Clipper®-compatible vending equipment with a decal or other visual identifier to indicate the equipment's Clipper® compatibility.
4. Operator Training. Operators shall ensure appropriate Clipper®-related training for transit operator staff including, but not limited to, vehicle operators, station agents, conductors, customer service personnel, proof of payment officers, ticket sales staff and any other personnel responsible for interacting with customers concerning payment options.
5. Marketing Coordination. Operators shall participate in the development and implementation of a Clipper® marketing and communications initiative that will begin approximately June 1, 2010. This includes, but is not limited to:
   - Staff participation in the development and implementation of the initiative;
   - Dissemination of Clipper® brochures and/or other information materials on vehicles and/or in stations in a manner consistent with the operator's dissemination of other similar operational information; and
   - Providing information about Clipper® utilizing space available on vehicles and/or in stations that is already used by the operator for dissemination of operational information (space available includes, but is not limited to, car cards, posters, and electronic displays).
6. Funding. Funding for the initial phases of the communications and marketing program shall come from the marketing funds already in the Clipper® capital budget and previously assigned to individual operators.

III. Fare Media

The tables below set forth ***the fare media*** that the designated operator shall convert to Clipper®-only availability and ***the date*** by which the operator shall no longer accept such fare media in its existing form. In general, MTC has emphasized with each operator a transition of those fare products which currently represent a significant portion of that operator's boardings.

An operator will be excused from compliance with a transition date requirement for particular fare media, if the Clipper® Contractor has not met at least 80% of the cardholder support service level standards set forth in Section B.1.12 of the Clipper® Contract for the two calendar months ending one month before the scheduled transition date. The operator's transition date requirement for the affected fare media will be reset to one month after the Clipper® Contractor has met at least 80% of the Clipper® Contract's cardholder support service level standards for two consecutive calendar months.

AC Transit will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
EasyPass	Transition done	
31-Day Transbay Pass – Adult	Transition done	
Bear Pass (U.C. Berkeley Employee Pass)	Transition done	
10-Ride Ticket – Youth	Transition done	
10-Ride Ticket – Adult	Transition done	
31-Day Local Pass – Youth	Transition done	
31-Day Local Pass – Adult	Transition done	
10-Ride Ticket – Senior/Disabled	Transition done	Product in paper form was effectively eliminated upon transition of Youth 10-Ride Ticket to Clipper®-only.

BART will transition its existing fare media by the following dates:

Fare Media	Date for Ending Sales and/or Acceptance of Listed Prepaid Fare Media	Comments
EZ Rider card as payment for transit	Transition done	
High Value Discount (HVD) adult magnetic stripe ticket (blue)	12/31/2011	• Prior to 12/31/11, BART must discontinue sales of HVD tickets except as noted below; however, BART may continue accepting HVD tickets for fare payment after 12/31/2011. • BART may continue sales of HVD tickets for a limited period of time at seven My Transit Plus locations currently operating in BART stations. This exception shall remain in effect until 60 days after: (i) The Clipper® equivalent of HVD tickets becomes available through WageWorks and Edenred USA (parent company of Commuter Check); and (ii) The Clipper® Contractor completes the requirements in Section 2.3 of Clipper® Contract Change Order 122.
Senior magnetic stripe ticket (green)	12/31/2011	• Prior to 12/31/11, BART must discontinue sales of green tickets except as noted below; BART may continue accepting green tickets for fare payment after 12/31/2011. • BART may continue sales of green tickets at a limited number of existing sales locations. The number of locations and the length of time sales can continue is subject to mutual agreement by MTC and BART after public comment.

(table continues on following page)

Fare Media	Date for Ending Sales and/or Acceptance of Listed Prepaid Fare Media	Comments
Youth and disabled magnetic stripe ticket (red)	12/31/2011	• Prior to 12/31/11, BART must discontinue sales of red tickets except as noted below; BART may continue accepting red tickets for fare payment after 12/31/2011. • BART may continue sales of red tickets at a limited number of existing sales locations. The number of locations and the length of time sales can continue is subject to mutual agreement by MTC and BART after public comment.
Student magnetic stripe ticket (orange)	Requirement waived	Product not available on Clipper®. Recommend that BART align its definition of youth/student discount with all other operators in region and eliminate this fare product.

Caltrain will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Full Fare Monthly Pass	Transition done	
8-ride Ticket	Transition done	
Caltrain + Muni Monthly Pass	Transition done	
Eligible Discount Monthly Pass	Transition done	
8-ride Eligible Discount Ticket	Transition done	

Golden Gate Transit and Ferry will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
$25 Value Card	Transition done	
$50 Value Card	Transition done	
$75 Value Card	Transition done	

The fare products listed below are issued by Marin Transit, yet accepted on vehicles operated by Golden Gate Transit within Marin County. If MTC and Marin Transit reach agreement whereby Marin Transit begins to accept Clipper® as a fare payment method, each of the fare media listed below shall be converted to Clipper®-only availability within six months after implementation of a Clipper® version of such fare media.

- $18 Value Card
- $36 Value Card
- Marin Local 1-Day Pass
- Marin Local 7-Day Pass
- Marin Local 31-Day Pass
- Marin Youth Pass

San Francisco MTA will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Monthly Passes		
Adult BART/Muni Monthly Pass	Transition done	
Adult Muni Monthly Pass	Transition done	
Senior Muni Monthly Pass	Transition done	.
RTC/Disabled Monthly Pass	Transition done	
Youth Monthly Pass	Transition done	
Visitor/Cable Car		
1 Day Passport	Requirement waived	Product not currently available on Clipper® limited-use (LU) tickets. However, LUs are preferred implementation option.
3 Day Passport	Requirement waived	Product not currently available on Clipper® limited-use (LU) tickets. However, LUs are preferred implementation option.
7 Day Passport	Requirement waived	Product not currently available on Clipper® limited-use (LU) tickets. However, LUs are preferred implementation option.
Ticket Books/Tokens		
Adult Single Ride Ticket Book	Transition done	
Inter-Agency Transfers		
BART Two-Way Transfer	Transition done	
BART/Daly City Two-Way Transfer	3/1/12	
Golden Gate Ferry Two-Way Transfer	Transition done	
Transfers		
Bus Transfers	6/30/13	
Metro/Subway Transfers	Transition done	
ADA Transfers	Transition done	

SamTrans will transition these existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Local Monthly Pass	12/31/11	• 12/31/11 transition date subject to change if forthcoming Title VI assessment performed by MTC reveals any retailer deficiencies in specific locations that, in the opinion of MTC, need to be addressed prior to transition occurring. • SamTrans may continue to distribute paper form of this fare product through the county's social services agencies.
Local SF Monthly Pass	12/31/11	12/31/11 transition date subject to change if forthcoming Title VI assessment performed by MTC reveals any retailer deficiencies in specific locations that, in the opinion of MTC, need to be addressed prior to transition occurring.
Express Monthly Pass	12/31/11	12/31/11 transition date subject to change if forthcoming Title VI assessment performed by MTC reveals any retailer deficiencies in specific locations that, in the opinion of MTC, need to be addressed prior to transition occurring.
Eligible Discount Monthly Pass—senior/disabled	12/31/11	• 12/31/11 transition date subject to change if forthcoming Title VI assessment performed by MTC reveals any retailer deficiencies in specific locations that, in the opinion of MTC, need to be addressed prior to transition occurring. • SamTrans may continue to distribute paper form of this fare product through the county's social services agencies.
Youth Monthly Pass	12/31/11	• December 2011 date is when paper form of product is no longer available for purchase through retail outlets. SamTrans may continue to distribute paper form of this fare product through the county's social services agencies. • "Needy Family Youth Pass" may continue to be available in paper form through schools for eligible students only.

VTA will transition these existing fare media by the following dates:

Fare Media	Date for Ending Acceptance of Listed Prepaid Fare Media	Comments
Monthly Pass	6/30/2012	• Transition date subject to change if, by April 1, 2012, there are not at least 50 Clipper® vendors operational in VTA's service area, or MTC has not addressed any retailer deficiencies in specific locations based on Title VI assessment performed by MTC. • In such case, transition date will be the last day of the third month after conditions described above are met.
Monthly Express Pass	6/30/2012	Same comments as for Monthly Pass.
Day Pass Tokens	6/30/2012	Date is when product is no longer available for purchase through retail outlets.

If, 12 months after the VTA Day Pass Accumulator is available on Clipper, VTA has a Clipper® market penetration percentage rate lower than the weighted average of SFMTA's, AC Transit's, and SamTrans' Clipper® market penetration, then VTA will consider a fare discount that incentivizes use of Clipper®.

Other Operators

The following are general Clipper® implementation and fare media transition requirements for operators not yet operating Clipper®. Following MTC's approval of the Clipper® system as Revenue Ready for a given operator, MTC will work with the operator to identify more specific fare media transition plans. Unless otherwise approved by MTC, an operator shall (i) begin accepting Clipper® for fare payment by customers no more than two months following MTC's approval of the Clipper® system as Revenue Ready for the operator, and (ii) end acceptance of prepaid non-Clipper® fare media no more than one year following MTC's approval of the Clipper® system as Revenue Ready for the operator.

Appendix B-4
Maintenance of Existing Coordinated Services

The Commission's previously adopted Transit Coordination Implementation Plan (Resolution No. 3055) included a number of coordination programs that were not modified by the Transit Connectivity Plan. Of these, the Commission expects the transit operators to continue to support the following:

1. Regional Transit Connection (RTC) Discount Card Program – Provides identification cards to qualified elderly and disabled individuals for reduced fares on transit. Transit operators and MTC maintain memorandums of understanding about roles and responsibilities for program implementation. The RTC Discount Card is being incorporated into the Clipper® program
2. ADA Paratransit Eligibility Program – Consists of a regional application, a regional eligibility database administered by a transit agency on behalf of the region and universal acceptance across transit systems of all eligibility determinations. Transit operators have flexibility to tailor the application process to screen applicants to facilitate eligibility determinations.
3. Interagency ADA Paratransit Services – Establishes policies to promote a consistent approach to interagency paratransit passenger transfers (see Appendix A-4, Attachment 1).
4. Regional Transportation Emergency Management Plan – The Regional Transportation Emergency Management Plan (formerly know as the Trans Response Plan) is a framework to coordinate transit services during regional emergencies. Transit operators are required to participate in regional exercises to test the implementation of the plan. Transit agencies certify compliance through their annual State Transit Assistance (STA) funding claims process, and also address emergency coordination planning through their Short Range Transit Plans.
5. Regional Links/Express Bus/Feeder Bus Services – Regional Links include bus service across the Bay Bridge, Dumbarton Bridge, the San Mateo Bridge and the Richmond/San Rafael Bridge that has been incorporated into the Express Bus Services program funded with Regional Measure 2 (RM2), and will be monitored per RM2 requirements. Express Bus Services also include Owl Service which operates along the BART rail lines at night when BART is closed. Express feeder bus services to/from BART stations during peak periods are maintained through direct allocation of BART's STA funds to transit agencies as specified in the annual Fund Estimate. If STA is unavailable, BART's General Fund up to $2.5 million is available to support these services per existing agreement. If additional funding is needed, it will be subject to discussion on an annual basis.

Appendix B-4, Attachment 1
Requirements for Interagency ADA Paratransit Services

Note: Transit operators developed guidelines for interagency ADA paratransit services. MTC adapted these guidelines for the purpose of defining coordination requirements.

Consistent with the Americans with Disabilities Act (ADA) requirement to provide paratransit services that are complementary to fixed-route transit services, Bay Area transit operators have identified a transfer-oriented network of interagency paratransit services. Interagency paratransit trips may require a transfer between connecting paratransit providers at a location specified by the transit operator. The following regional requirements are intended to improve connections between paratransit services for both passengers and paratransit providers. The requirements establish regional protocol for how the system will operate as well as specify the responsibilities of paratransit providers to assure an efficient, user-friendly system.

1. All public transit agencies in the San Francisco Bay Area will honor the regional ADA Eligibility Process [as approved by transit agencies] when certifying an individual for ADA paratransit services.

2. Eligibility for an individual requesting interagency paratransit services will be verified through the ADA Paratransit Regional Eligibility Database.

3. Transit operators will develop and make available customer information on how to access and use interagency paratransit services. This information will be made readily available in accessible formats.

4. Interagency paratransit trips will usually require a transfer between connecting paratransit providers at a location specified by the transit operator. Transit operators will transfer passengers at designated transfer locations that, to the extent possible, are also used as fixed-route transfer sites. For operational efficiency or customer service quality, use of other transfer sites is not precluded. Operators will seek to establish transfer locations that are clean, safe, sheltered and well-lit with accessible telephones and restrooms nearby. Established interagency paratransit transfer locations on transit properties will be clearly marked with a consistent sign designed and adopted at the regional level.

5. For operational efficiency or customer service reasons, transit operators may:

    - transfer passengers to a connecting paratransit provider at a transfer location, including having the passenger wait without assistance until the connecting provider arrives; or
    - provide through-trip service into an adjoining transit agency's service area (not requiring a transfer); or

- provide transfer assistance to passengers at transfer points (waiting with the passenger until connecting provider arrives); and
- coordinate their schedules and dispatch procedures with connecting provider(s) on the day of service.

6. Coordinating Bay Area interagency paratransit reservations shall be the responsibility of paratransit providers. Subject to availability of rides, a single transit coordinator will be responsible to schedule an interagency paratransit trip (including round-trip service). For trips requiring coordination between only two transit operators, the operator in whose jurisdiction the trip originates will usually perform the function of trip coordinator to schedule the entire trip and to serve as a point of contact for passenger inquiries. For trips involving three or more paratransit providers, a regional trip coordinator may perform these functions.

7. Transit operators shall accept reservations for interagency paratransit trips according to their local advance reservation policies. When coordinating a trip, the shorter advance reservation period of the connecting agencies will apply. In some cases, the scheduling operator will be unable to determine the availability of a requested interagency paratransit trip until the shortest advance reservation period is open. If, due to differences in advance reservation periods, trip availability cannot be determined at the time the trip is requested, the scheduling operator will inform the passenger of when to call to complete the trip reservation process. In the meantime, the scheduling operator may book available legs of the requested trip according to local advance reservation policies.

8. Transit operators will charge a fare consistent with each individual operator's fare payment policy. All fares will be communicated to the passenger by the operator scheduling the first leg of the interagency paratransit trip at the time the ride is confirmed. Operators and MTC will work toward a regional fare payment method and/or regional fare policy for paratransit services.

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STA
Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 429-2894

RECEIVED
OCT 16 1997
SOLANO COUNTY
BOARD OF
SUPERVISORS

October 8, 1997

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Martin Tuttle
Executive Director

To: Mayors of Solano Cities and Chairperson of the Solano County Board of Supervisors

On behalf of the Solano Transportation Authority (STA), we are requesting each member jurisdiction to approve, sign and return the two enclosed documents by January 1998:

1. The revised 1997 STA Joint Powers Agreement to officially recognize the Solano Intercity Transit Consortium; and

2. A Memorandum of Understanding describing in more detail the purpose, authority, funding and responsibilities of the Consortium members.

On September 17, 1997, the Solano Transportation Authority (STA) Board unanimously accepted the enclosed **Solano Intercity Transit Coordination Plan.** The plan proposes to establish the Solano Intercity Transit Consortium consisting of all Solano cities and the county and authorized a revision to the STA Joint Powers Agreement to formally recognize the Consortium as an advisory body to the STA. The Consortium is intended to help facilitate the implementation of the Plan and coordinate intercity transit services.

The Consortium's consulting services would be funded with State Transit Assistance Funds (STAF) for at least the first two years and any financial matters will continue to be reviewed and considered by the STA Board. More details are contained in the attached Plan and Memorandum of Understanding. Other than making recommendations on STAF funds, the Consortium would not have ~~not have~~ any direct control on TDA operating funds used by our local transit systems.

While the JPA revision and MOU agreements are being signed and returned the Consortium will begin meeting as an informal advisory group and our consultants will begin the planning and implementation of the next year's work program (1997-98) during the next few months.

Thank you for your assistance on this matter. If you have any questions, please call Martin Tuttle, STA Executive Director, at 422-6491.

Sincerely,

Steve Lessler, Chairman
Solano Transportation Authority

Enc.

RESOLUTION NO. 97-21

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY ACCEPTING THE SOLANO INTERCITY TRANSIT COORDINATION PLAN AND AUTHORIZING A REVISION TO THE STA JOINT POWERS AGREEMENT

WHEREAS, on October 9, 1996 the Solano Transportation Authority (STA) entered into an agreement with Nelson\Nygaard Consulting Associates to prepare the Solano Intercity Transit Coordination Study (hereafter referred to as the Plan); and

WHEREAS, the STA Board's Transit Committee, Solano transit operators and the consultants have been diligently working on the development of the Plan; and

WHEREAS, the Plan was developed in conjunction with various Transit Steering Committee meetings, approximately five workshops, and individual consultations with member jurisdictions; and

WHEREAS, the 1996/97 planning process has been completed substantially as scoped; and

WHEREAS, the final Plan dated September 1997 has been circulated to the Board, Solano transit operators and other interested parties; and

WHEREAS, the Plan proposes to encourage development of intercity transit coordination through the creation of the Solano Intercity Transit Consortium (also referred to as Consortium); and

WHEREAS, the Consortium shall be comprised of representatives from each of the STA member jurisdictions, participating in their capacity as their separate jurisdiction's transit services provider.

THEREFORE BE IT RESOLVED that the Solano Transportation Authority (STA) accepts the recommendations of the final Solano Intercity Transit Coordination Plan, dated September 1997 attached hereto as Exhibit "A".

NOW THEREFORE BE IT FURTHER RESOLVED that the STA is initiating a proposed revision of the STA's Joint Powers Agreement attached as Exhibit "B" and requests each member to sign and return the amended JPA recognizing the proposed Consortium as an STA advisory body.

NOW THEREFORE BE IT FURTHER RESOLVED that each participating member of the Consortium also sign and return a Memorandum of Understanding attached as Exhibit "C" that further describes the role, authority, responsibilities and funding for the Consortium.

Steve Lessler, Chairman
Solano Transportation Authority

I, MARTIN TUTTLE, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a special meeting thereof held this 17th day of September, 1997.

Martin Tuttle, Executive Director
Solano Transportation Authority

Exhibit "A"

Intercity Transit Coordination Plan

September, 1997

Exhibit "B"

Proposed Revision to the Solano Transportation Authority Joint Powers Agreement

The following revision is proposed to the existing STA joint powers agreement:

II. E. Intercity Transit Consortium, is a consensus-building, advisory body to the Solano Transportation Authority, and proposed to consist of staff representatives appointed by each of the participating transit agencies listed below:

Vallejo Transit
Fairfield-Suisun Transit
City Coach (Vacaville)
Benicia Transit
Dixon Transit
Rio Vista Transit
Solano County
Solano Transportation Authority (STA)
Solano Commuter Information (SCI)

Other transit and coordinating agencies are encouraged to attend and provide advisory input to the Consortium.

Each of the participating members shall enter into a memorandum of understanding describing the more detailed purpose, authority, staffing and responsibility of the Consortium

The Consortium is responsible for making recommendations to the STA Board including:

- Long range multi-jurisdictional or intercity transit plans such as contained in the Solano Transportation Plan and Congestion Management Program;
- 5-year transit development plans;
- Prioritizing of transit funds that become available (subject to final recommendations by the TAC and approval by the STA Board); and
- Other transit issues that may arise.

The STA Board would maintain a Transit Working Group consisting of three Board members providing on-going dialog and feedback to the Consortium.

[Renumber the rest of Section II]

JOINT POWERS AGREEMENT ON THE ORGANIZATION AND FUNCTIONS OF THE SOLANO TRANSPORTATION AUTHORITY

WHEREAS, since 1975 the Cities of Solano County and Solano County jointly have engaged in coordinated, continuous and comprehensive transportation planning; and

WHEREAS, on June 1, 1983, a revised Joint Powers Agreement on the Organization and Functions of Solano County Transportation Council, executed by the cities of Solano County and Solano County, established the permanent formation of a Solano County Transportation Council; and

WHEREAS, the June 1, 1983 agreement was modified by a subsequent agreement on August 21, 1990 renaming the Solano County Transportation Council the Solano Transportation Authority and altering certain duties; and

WHEREAS, on September 13, 1995, a revision was made to the JPA providing for a full time Executive Director and supporting staff; and

WHEREAS, said agreement is now in need of revision to officially recognize the Solano Intercity Transit Consortium, and the parties hereto desire to enter into a new and superseding agreement;

NOW THEREFORE, the County of Solano, the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville and the City of Vallejo do agree to rescind any and all previous Joint Powers Agreements and enter into a new superseding agreement to recognize the Solano Intercity Transit Consortium as an advisory body to the STA (Collectively the above named parties shall be referred to herein as "parties", and individually each party shall be referred to as "party") and do hereby further agree as follows:

I. NAME

The official name of the agency shall be: Solano Transportation Authority.

II. ORGANIZATION

The Solano Transportation Authority shall consist of a body of voting members, which in this agreement will be referred to as Transportation Authority; advisory bodies; and staff as follows:

A. Transportation Authority

The Transportation Authority shall be composed of the mayors of the seven cities, or a city council member appointed by the mayor or the city council, and one member of the Board of Supervisors appointed by the Board of Supervisors. The members of the Transportation Authority shall select a chairperson and a vice chairperson for the Transportation Authority, each of whom shall serve one year terms.

B. Technical Advisory Committee (TAC)

The Technical Advisory Committee, an advisory body of the Transportation Authority, shall be made up of a minimum of two representatives, one from the department of the party concerned with transportation and one from the equivalent of a planning department, from each party with one vote per party. The representative(s) shall be appointed by the chief administering officer of each of the parties.

C. Paratransit Coordinating Committee (PCC) made up in accordance with the PCC By-Laws as approved by the Transportation Authority. The members of the PCC are selected and appointed by the Transportation Authority. The PCC will act as the social services transportation advisory committee (sstac), as mandated by Section 99238 of the California Government Code, for Solano County as long as the sstac or a similar body is required.

D. Citizens Group. Citizens Group(s) (CGs) may be designated by the Transportation

Authority. The powers, function, composition, permanence and all other attributes of such group(s) are to be determined by the Transportation Authority.

E. Intercity Transit Consortium, is a consensus-building, advisory body to the Solano Transportation Authority, and proposed to consist of staff representatives appointed by each of the participating transit agencies listed below:

Vallejo Transit
Fairfield-Suisun Transit
City Coach (Vacaville)
Benicia Transit
Dixon Transit
Rio Vista Transit
Solano County
Solano Transportation Authority (STA)
Solano Commuter Information (SCI)

Other transit and coordinating agencies are encouraged to attend and provide advisory input to the Consortium.

Each of the participating members shall enter into a memorandum of understanding describing the more detailed purpose, authority, staffing and responsibility of the Consortium

The Consortium is responsible for making recommendations to the STA Board including:

- Long range multi-jurisdictional or intercity transit plans such as contained in the Solano Transportation Plan and Congestion Management Program;
- 5-year transit development plans;
- Prioritizing of transit funds that become available (subject to final recommendations by the

TAC and approval by the STA Board); and

- Other transit issues that may arise.

The STA Board would maintain a Transit Working Group consisting of three Board members providing on-going dialog and feedback to the Consortium.

F. Alternates

1. Transportation Authority

Alternates to the Transportation Authority may be designated by the parties. A designated alternate must be a current member of the elected governing board of the party.

2. Technical Advisory Committee

Alternates to the members of the Technical Advisory Committee shall be selected from staff members of the parties.

3. Paratransit Coordinating Committee

Alternates shall be selected and appointed by the Transportation Authority.

G. Sub-Committees and Ad Hoc Committees

Standing sub-committees may be appointed by the Transportation Authority. Ad hoc committees may be appointed by the Transportation Authority or any of its advisory committees.

H. Staffing

Staffing shall consist of an Executive Director hired by the Transportation Authority and supporting staff as needed consistent with the annual budgets and work programs of the Solano Transportation Authority. Additional supporting staff may be provided by the parties depending on their need to perform tasks in the work program.

I. Terms of Office

1. A mayor serving on the Transportation Authority may serve for the duration of his/her office as mayor. City council members serving on the Transportation Authority may serve at the pleasure of the incumbent mayors or city councils as long as they hold office as city councilmembers.

2. With respect to the county representative, he/she may hold membership on the Transportation Authority as long as she/he is a member of the Solano County Board of Supervisors or until he/she is replaced by the Board of Supervisors.

3. The members of all committees, sub-committees and ad hoc committees serve at the pleasure of the appointing body.

III. TRANSIT OPERATOR

Solano Transportation Authority is hereby designated a provider of transit and paratransit. In the capacity of a provider, the Transportation Authority may submit TDA and other claims and applications for funds to finance transit and paratransit. The claims and applications may be for funds that are generally allocated to Solano County at large or for funds apportioned to each party separately.

If funds are to be used for a Transportation Authority operated or contracted for system that, as in the case of TDA Article 4 funds, are apportioned to the individual parties, the contribution by parties of such funds may be based on the most recent State Department of Finance population ratios or any alternative method agreed upon by the Transportation Authority members of the parties served by the system.

IV. DUTIES

The Transportation Authority shall be charged with the following duties:

A. Refine and update the Solano County Transportation Plan.

B. Review and coordinate transportation planning throughout the county.

C. Coordinate implementation of transportation improvements identified in the latest update of the Solano County Transportation Plan.

D. Prepare an annual planning budget and a work program. Submit claims to cover applicable planning costs to the Metropolitan Transportation Commission (MTC).

E. Operate or contract for the operation of transit and paratransit services as determined by the Transportation Authority.

F. Perform all other transportation related functions deemed important by the Transportation Authority.

V. FINANCING

The Transportation Authority shall approve budgets which determine financing for transportation planning and Transportation Authority operated or assisted services or structures for transit, roads, streets, highways, freeways, paratransit, bikeways and related facilities. Whenever financing involving funds derived from funds allocated to the individual parties, such as TDA articles 4 and 8, such funding shall be approved annually by the contributing parties. Unless otherwise agreed by parties the total expenditures in the annual planning budget shall be paid for by contributions by parties based on the population ratios of the parties. In determining said population ratios the latest population statistics by the State Department of Finance shall be used. The Transportation Authority will become the claimant to these funds approved by the parties and will determine how the funds will be expended. All funds derived from sources other than the parties shall be expended at the direction of the Transportation Authority.

VI. JURISDICTION

The authority of the Transportation Authority shall be limited to transportation and transportation related issues. The Transportation Authority shall be the congestion management agency for Solano County under Chapter 2.6, Sections 65088 to 65089.4, of the California

Government Code. If Chapter 2.6 of the Government Code contains language not pertaining to a congestion management plan or agency, the Transportation Authority shall design or cause to have designed a plan similar to that requested under Assembly Bill 471 of 1989, as amended by AB 1791 in 1990 and AB 3093 in 1992, for presentation to the parties for concurrence. Once the parties concur on the plan, it is to become part of the jurisdiction and powers of the Transportation Authority. The Transportation Authority shall also have the powers delineated in Division 19 (Section 180,000 et. seq.) of the California Public Utilities Code. Any transit and paratransit services operated within the county by the Transportation Authority shall be complementary and shall not compete with local transit services operated by the parties. Funding derived from funds allocated to the individual parties used for Transportation Authority operated transit services shall be limited to funding solely approved by the using parties. For each individual transportation service system a unanimous vote must be cast by all members contributing funding towards the system.

Within said limitations Solano Transportation Authority shall be vested with the authority to:

A. Develop, adopt and implement county transportation plans.

B. Submit applications and funding claims for transportation related purposes to local government, MTC, the State of California, the Federal Government and other entities supporting transportation.

C. Execute transportation related agreements.

D. Enter into contracts.

E. Adopt policies and programs for all modes of transportation including but not limited to, the following:

Transit, paratransit, streets and roads, bicycle and pedestrian facilities, bridle paths, airports, marinas, harbors, deep sea channels, and railroads.

F. Review and comment on all matters related to transportation.

G. Submit annual work programs and budgets.

H. Coordinate all modes of transportation within the county and with agencies outside Solano County.

I. Operate or cause to have operated transit and paratransit and submit TDA claims.

J. Bond for project planning, design and construction.

VII. QUORUM

The Transportation Authority may act only when more than 50% of the total membership is present.

VIII. VOTING RIGHTS

The Transportation Authority

Each member of the Transportation Authority shall have one vote.

A. General

The following procedure applies to all matters before the Authority:

A motion is passed when it has received a majority vote. A majority vote shall have been deemed cast when the votes recorded represent a majority of the parties represented and when the parties voting with the majority represent the majority of the population in the county. In determining said population the latest population statistics by the State Department of Finance shall be used.

The Supervisor representing the County shall represent the total population of the unincorporated area of the county.

B. Committees and Sub-Committees

In the various committees, sub-committees and ad hoc committees of the TAC, PCC or Transportation Authority each party shall have one vote. All other committees will have the voting powers and pattern determined by the Transportation Authority. A motion shall be considered passed when a majority of the parties present vote in favor of the proposed motion. The committees must have a quorum (more than 50% attendance) to act.

IX. LIABILITY

Any and all liability arising out of any act or omission by the Solano Transportation Authority, i.e. by the Transportation Authority and any of its committees, sub-committees ad hoc com-

mittees and staff shall be determined in the following manner:

A. General Planning (All Parties)

When a liability is the result of the general planning process, all claims shall be satisfied between and among parties on a prorated basis of the latest State Department of Finance population ratios of those same parties.

B. Activities not Involving Financial Contributions by Participating Parties

When the liability is the result of the activities and/or omissions of participating parties (as defined below) and no financial contribution has been assigned to said participating parties for the activities, all claims shall be pro-rated among the participating parties on the basis of the latest State Department of Finance population ratios of those same parties.

C. Activities Involving Financial Contributions by Participating Parties

When the liability is the result of activities that are the result of the participating parties as defined herein, and financial contributions to defray the cost of said activities have been assigned to each of the participating parties, all claims shall be pro-rated among the participating parties on the basis of the financial contribution of the parties to said activities. This pro-ration would include, but not limited to, the Transportation Authority's transit system(s) which provides services to a fraction of the parties.

D. Participating Parties Defined: One or more of the parties combining, joining or cooperating together to plan, install or operate any aspect of the transportation system.

County Population Defined: The population of the County shall be considered to be the population of the unincorporated area of the County as determined by the latest State Department of Finance data available.

X. SUCCESSION

This agreement is to be considered a revision and novation to that joint powers agreement

between the parties dated in 1975 as revised June 1, 1983 and August 21, 1990 and again revised September 13, 1995. It is further agreed that the Transportation Authority created hereunder shall assume any and all liability of the Transportation Council and shall carry out, conclude and assume responsibility on any and all contracts or other obligations of the Council. It is intended that the Transportation Authority shall be the successor in interest to the Transportation Council.

XI. REVISION OR TERMINATION

This agreement may be terminated by a vote of 3/4 of the parties.

This agreement may be revised by a unanimous action of the parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized respective officers.

CITY OF BENICIA

_____ Date_____

CITY OF DIXON

_____ Date_____

CITY OF FAIRFIELD

_____ Date_____

CITY OF RIO VISTA

_____ Date_____

COUNTY OF SOLANO

Gordon Goghorch Date November 4, 1997

CITY OF SUISUN CITY

_____ Date_____

CITY OF VACAVILLE

_____ Date_____

CITY OF VALLEJO

_____ Date_____

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Exhibit "C"

MEMORANDUM OF UNDERSTANDING AMONG THE SOLANO TRANSPORTATION AUTHORITY TO DEVELOP AN INTERCITY TRANSIT CONSORTIUM FOR THE PURPOSE OF COORDINATING INTERCITY TRANSIT WITHIN AND CONNECTING TO SOLANO COUNTY, CALIFORNIA

This agreement is entered into this _____ day of _____, 199_, by the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, all in Solano County, and Solano County.

1. PURPOSE OF THE CONSORTIUM

The Solano Intercity Transit Consortium shall have the responsibility of coordinating, improving and expanding intercity transit services within, and connecting to and from, Solano, acting in their capacity as transit providers in their jurisdictions and STA.

2. AUTHORITY

The primary job of the consortium is to coordinate and advance intercity transit services in Solano. As such, it is a formalization of what the transit operators have been doing on an ad hoc basis or through the Transit Technical Advisory Committee (TTAC). The consortium will give the coordination effort more structure and additional resources to coordinate, improve and expand intercity transit services.

The consortium will prepare an annual work program, outlining the tasks they would undertake over the following year. The intent would be to outline an achievable set of specific tasks each year, while not overburdening the consortium with "regular" review or planning activities.

The consortium shall have authority over non-financial administrative decisions. Each agency represented shall retain control over their own budgets and services. Any change in the individual budgets or services resulting from a recommendation of the consortium shall, as they are now, be required to be approved by the transit agency(s) governing board(s) (i.e.: City Council, Board of Supervisors or JPA). The consortium would, based on their coordination plans, make advisory recommendations to the TAC regarding funding to support the operation of intercity transit services, intercity unmet transit needs findings, and/or capital grant allocations.

The consortium shall make reports to the Solano Transportation Authority Board or its Transit Working Group upon request, or as the consortium deems necessary.

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2013
BC will look for it

Once the workplan is agreed to by the consortium members, STA will prepare a budget and consultant needs analysis for acceptance by the consortium. Funding to support the work in the annual workplan will be provided in accordance with Section 6 of this agreement.

It is the responsibility of the transit operators to fully participate in the consortium by attending meetings, reviewing materials prior to the meeting, and providing information specific to their intercity transit operations, budgets and management as may be required from time to time.

6. FUNDING

Staff/consulting support to the consortium will be funded through State Transit Assistance Funds (STAF). For the first year the efforts of the consortium will be funded from the North County STAF Pool. In the second year Vallejo will contribute its share based on the formula below.

The long term funding source will be STAF. The allocation will be based on population percentage in the County. Using the same population and percentage figures in the STA JPA agreement the distribution would be as follows:

Jurisdiction	Percent of Total
North County Cities and Unincorporated Area	68.95%
Vallejo	31.05%
TOTAL	100%

The funding amount needed will vary from year to year based on the accepted work program of the consortium and final funding approval by the STA Board.

7. TERM OF THE AGREEMENT

The term of the agreement shall be from the date specified above, continuing in perpetuity thereafter based on the continued agreement by all parties except as set forth below. Any party may withdraw from the agreement, with 60 day notice, prior to the adoption of the work program and budget for the subsequent fiscal year by the Solano Transportation Authority Board.

This Agreement may be terminated upon a majority vote of the STA Board or upon dissolution of the STA or its successors.

8. MODIFYING THE AGREEMENT

This agreements may be modified from time to time with the consent of all of the parties.

This Agreement shall be considered complete and binding when all of the parties have signed the agreement.

City of Benicia

_____
City Manager or Mayor

Approved as to form:

_____
City Attorney

City of Dixon

_____
City Manager or Mayor

Approved as to form:

_____
City Attorney

City of Fairfield

_____
City Manager or Mayor

Approved as to form:

_____
City Attorney

City of Rio Vista

_____
City Manager or Mayor

Approved as to form:

_____
City Attorney

City of Suisun City

_____
City Manager or Mayor

Approved as to form:

_____
City Attorney

City of Vacaville

_____
City Manager or Mayor

Approved as to form:

_____
City Attorney

City of Vallejo

_____
City Manager or Mayor

Approved as to form:

_____
City Attorney

Solano County

Gordon Gosnell
_____
County Administrative Officer
or
Chair, Board of Supervisors

Approved as to form:

_____
County Counsel

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DATE: February 19, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager
RE: SNCI Program Update

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:
SNCI staff routinely supplies over 160 display racks throughout Solano County with transit schedules. These racks are located at employer sites, senior and community centers, libraries and other public places. We are in the process of providing site visits to most of the public locations to verify that the materials in those racks are current and to meet with the persons who stock those racks. Recently, our efforts have been hindered by the fact that we cannot obtain large quantities of particular transit schedules. Last year we distributed over 21,500 transit schedules, providing many people access to information about Solano County transit options.

Marketing/Promotions:
Staff is preparing for Bike to Work Day which is Thursday, May 9 this year. Marketing materials are being produced and will be ready to distribute on April 9. Energizer station locations are being confirmed. Tote bags and t-shirts have been designed and will be available in May.

Events:
SNCI staffs information booths at events where transit information is distributed along with a range of other commute options information. Staff is gearing up for spring employer events and Earth Day events. There were no public events during this time period.

Recommendation:
Informational.

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DATE: February 19, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Sara Woo, Associate Planner
RE: Summary of Other 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
	Regional[1]		
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately **$20 million**	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately **$10 million**	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to **$5,000** 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 **$10,000 to $45,000** per qualified request	Due On First-Come, First-Served Basis
	State		
5.	Bicycle Transportation Account 2013-14*	**~$7.2M** (FY 2012-13 estimate)	Announcement Anticipated February 27, 2013
	Federal		
6.	Federal Transit Authority (FTA) Section 5310 Elderly and Disabled Specialized Transit Program Grant*	**$13 Million**	Due by March 11, 2013
7.	Federal Transit Authority (FTA) Section 5311, Rural Transit* (Solano Apportionment based on MTC Resolution 4048 Revised February 13, 2013)	**$25.1 Million statewide $2.034899 District 4 $486,924 Solano**	Justification due to STA: January 19, 2013 Application Due to Caltrans: April 15, 2013
8.	Federal Transit Authority (FTA) Section 5311(f), Intercity Bus Program*	**$3.6 Million**	Application due to Caltrans: April 30, 2013
9.	YSAQMD Clean Air Fund (CAF) Grant*	**$290,000**	Due March 22, 2013
10.	Hybrid Truck and Bus Voucher Incentive Program (HVIP)*	**$10 Million**	Due March 22, 2013
11.	Community-based Transportation Grant*	**$3 Million**	Due by April 2, 2013
12.	Environmental Justice Transportation Planning Grant*	**$3 Million**	Due by April 2, 2013
13.	Partnership Planning Grant*	**$1.2 Million**	Due by April 2, 2013
14.	Transit Planning Grant*	**$1.5 Million**	Due by April 2, 2013
15.	FTA Section 5316, Job Access Reverse Commute Grant*	**$1.88 Million**	Due by April 19, 2013
16.	FTA Section 5317, New Freedom Grant*	**$1.43 Million**	Due by April 19, 2013

*New funding opportunity

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. Detailed Funding Opportunities Summary

[1] Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

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Attachment A

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
Local Grants[1]						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District **(415) 749-4961** **afournier@baaqmd.gov**	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. **$20 million**	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 **http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx**
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District **(916) 874-4893** **gbailey@airquality.org**	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. **$10 million**, 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 **http://www.airquality.org/mobile/moyererp/index.shtml**
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB **(916) 322-6370** **mmiles@arb.ca.gov**	Application Due On First-Come, First-Served Basis	Up to **$5,000** 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 **http://www.arb.ca.gov/msprog/aqip/cvrp.htm**
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: **info@californiahvip.org**	Application Due On First-Come, First-Served Basis	Approx. **$10,000 to $45,000** 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 **http://www.californiahvip.org/**

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

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

State Grants						
Bicycle Transportation Account 2013-14	Slyvia Fung California Department of Transportation (Caltrans) (510) 286-5226 slyvia.fung@dot.ca.gov	Announcement Anticipated February 27, 2013	Approx. **$7.2M** Statewide; 10 percent local match	The Bicycle Transportation Account (BTA) is an annual program providing state funds for city and county projects that improve safety and convenience for bicycle commuters. In accordance with the Streets and Highways Code (SHC) Section 890-894.2 - California Bicycle Transportation Act, projects must be designed and developed to achieve the functional commuting needs and physical safety of all bicyclists. Local agencies first establish eligibility by preparing and adopting a Bicycle Transportation Plan (BTP) that complies with SHC Section 891.2. The BTP must be approved by the local agency's Regional Transportation Planning Agency. **http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm**	N/A	Eligible Projects: Projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following: • New bikeways serving major transportation corridors • New bikeways removing travel barriers to potential bicycle commuters • Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings • Bicycle-carrying facilities on public transit vehicles • Installation of traffic control devices to improve the safety and efficiency of bicycle travel • Elimination of hazardous conditions on existing bikeways • Planning • Improvement and maintenance of bikeways • Project planning • Preliminary engineering • Final design • Right of way acquisition • Construction engineering • Construction and/or rehabilitation Consideration shall be given to the relative cost effectiveness of proposed projects
Federal Grants						

FTA Section 5310, Elderly and Disabled Specialized Transit Program Grant*	Liz Niedziela, Solano Transportation Authority (STA) **(707) 399-3217** eniedziela@sta-snci.com	Due March 11, 2013 To STA and MTC	Approx. **$13 Million**	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. http://www.mtc.ca.gov/funding/FTA/5310.htm	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.
FTA Section 5311, Rural Transit*	Liz Niedziela, Solano Transportation Authority (STA) **(707) 399-3217** eniedziela@sta-snci.com Mercy Lam Caltrans (510) 286-5520 Mercy_Lam@dot.ca.gov	Justification due to STA: January 19, 2013 Application Due to Caltrans: April 15, 2013	Approx. **$25.1 Million statewide** **$2,034,899 District 4** **$486,924 Solano**	Section 5311 is a non-urbanized area formula funding program authorized by 49 United States Code (U.S.C) Section 5311. This federal grant program provides funding for public transit in non-urbanized areas with a population under 50,000 as designated by the Bureau of the Census. FTA apportions funds to governors of each State annually. http://www.dot.ca.gov/hq/MassTrans/5311.html	Transit Operators	Eligible Projects: Rural Transit service.
FTA Section 5311(f), Intercity Bus Program*	Ronaldo Hu Caltrans **(916) 657-3955** Ronaldo_Hu@dot.ca.gov	Application Due to Caltrans: April 30, 2013	Approx. **$3.6 Million**	The purpose of the Section 5311(f) funding is to provide supplemental financial support to transit operators and to facilitate the most efficient and effective use of available Federal funds in support of providing rural intercity transportation services. http://www.dot.ca.gov/hq/MassTrans/5311.html	Transit Operators	Eligible Projects: Intercity Bus service.
YSAQMD Clean Air Fund (CAF) Grant*	Jim Antone YSAQMD **(530) 757-3653** jantone@ysaqmd.org	Due March 22, 2013	Approx. **$290,000**	Yolo-Solano AQMD's **Clean Air Funds Program** has allowed private business, non-profit organizations and public agencies to apply for grants for projects designed to reduce emissions from motor vehicles. http://www.ysaqmd.org/clean-air-funds.php	Cities and County in the Yolo-Solano Air Basin	Eligible Projects: Projects awarded Clean Air Funds include replacing or retrofitting diesel trucks and off-road equipment that do not qualify for other regional programs, new electric vehicles, construction of pedestrian and bicycle facilities, transit projects and public information and education programs.
Hybrid Truck and Bus Voucher Incentive Program (HVIP)*	Jim Antone YSAQMD **(530) 757-3653** jantone@ysaqmd.org	Due March 22, 2013	Approx. **$10 Million**	The HVIP program purpose is to provide funds to help cover a portion of the incremental cost for the purchase of new medium- and heavy- duty hybrid and batter-electric trucks. Hybrid trucks can accrue substantial savings from reduced fuel costs over the vehicle life. Depending on the application and duty cycle, hybrid trucks can improve fuel efficiency between 20-50%. http://www.ysaqmd.org/clean-air-funds.php	Cities and County in the Yolo-Solano Air Basin	Eligible Projects: Purchase of new medium- and heavy- duty hybrid and batter-electric trucks.
Community-Based Transportation Grant*	C. Edward Philpot, Jr., California Department of Transportation (Caltrans) (916) 653-8817 c_edward_philpot@dot.ca.gov	Due April 2, 2013	Approx. **$3Million** Grant Cap $300,000	Fund coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system, which includes mobility, access, and safety. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Complete street studies or plans. Smart growth planning studies. Bike and pedestrian safety enhancement studies or plans. Traffic calming and safety enhancement studies or plans. Rural smart growth studies or plans.

Environmental Justice Transportation Planning Grant*	C. Edward Philpot, Jr., California Department of Transportation (Caltrans) (916) 653-8817 c_edward_philpot@dot.ca.gov	Due April 2, 2013	Approx. **$3Million** Grant Cap $250,000	Promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Advances a community's effort to reduce greenhouse gases Assist transportation agencies in creating sustainable communities Advances a community's effort to address the impacts of climate change and sea level rise
Partnership Planning Grant*	Dara Wheeler California Department of Transportation (Caltrans) (916) 653-2355 dara_wheeler@dot.ca.gov	Due April 2, 2013	Approx. **$1.2Million** Grant Cap $300,000	Fund transportation planning studies of multi-regional and statewide significance in partnership with Caltrans. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Statewide or urban transit planning studies Rural or small urban transit planning studies Transit planning student internships
Transit Planning Grant*	Dara Wheeler California Department of Transportation (Caltrans) (916) 653-2355 dara_wheeler@dot.ca.gov	Due April 2, 2013	Approx. **$1.5Million** Grant Cap $300,000	Fund studies on transit issues having statewide or multi-regional significance to assist in reducing congestion. http://www.dot.ca.gov/hq/tpp/grants.html	N/A	Short-range transit development plans Transit marketing plans Site selection studies Transit service implementation plans Ridership surveys Social service improvement studies
FTA Section 5316, Job Access Reverse Commute (JARC) Grant*	Scott Sauer, California Department of Transportation (Caltrans) **(916) 657-3863** scott_sauer@dot.ca.gov	Due April 19, 2013	Approx. **$1.88 Million**	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. http://www.dot.ca.gov/hq/MassTrans/5316.html	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.
FTA Section 5317, New Freedom Grant*	Scott Sauer, California Department of Transportation (Caltrans) **(916) 657-3863** scott_sauer@dot.ca.gov	Due April 19, 2013	Approx. **$1.43 Million**	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. http://www.dot.ca.gov/hq/MassTrans/5317.html	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).