

- C. **Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2013-14 Work Program** Judy Leaks
Recommendation:
 Forward a recommendation to the STA TAC and STA Board to approve the Solano Napa Commuter Information Work Program for FY 2013-14 as shown in Attachment A.
Pg. 15
6. **ACTION FINANCIAL**
- A. **Fiscal Year (FY) 2013-14 State Transit Assistance Funds (STAF) Initial Projects** Liz Niedziela
Recommendation:
 Forward a recommendation to the STA TAC and Board to approve the FY 2013-14 STAF priorities as specified in Attachment C.
 (1:55 – 2:05 p.m.)
Pg. 19
7. **ACTION NON-FINANCIAL**
- A. **Transit Corridor Study - SolanoExpress Service Design and Performance Metrics and Proposed Service Alternatives and Capital Plan** Tony Bruzzone
Recommendation:
 Forward a recommendation to the STA TAC and Board to approve the Intercity SolanoExpress Performance Measures as shown in Table 1.
 (2:05 – 2:20 p.m.)
Pg. 25
- B. **Coordinated Short Range Transit Plan Status Update and Coordination Report** Nancy Whelan and
Alan Zahradnik
Recommendation:
 Forward a recommendation to the STA TAC and Board to approve the coordinated SRTP Coordination Report shown in Attachment B.
 (2:20 – 2:30 p.m.)
Pg. 37
- C. **Mobility Management Travel Training Scope of Work** Sofia Recalde and
Elizabeth Richards
Recommendation:
 Forward a recommendation to the STA TAC and Board to approve the following:
 1. The draft Travel Training scope of work; and
 2. Authorize the Executive Director to issue a request for proposal and enter into an agreement for Travel Training Consultant Services.
 (2:30 – 2:40 p.m.)
Pg. 51

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

- A. Mobility Management Update** Sofia Recalde
(2:40 – 2:45 p.m.)
Pg. 63

NO DISCUSSION ITEMS

- B. SolanoExpress Ridership Update** Liz Niedziela
Pg. 67

- C. Legislative Update** Jayne Bauer
Pg. 73

- D. Other Funding Opportunities Summary** Sara Woo
Pg. 87

- 9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS** Liz Niedziela
(2:45 – 2:50 p.m.)

- 10. TRANSIT OPERATOR COORDINATION ISSUES** Group
(2:50 – 3:00 p.m.)

- 11. ADJOURNMENT**
The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at
1:30 p.m. on Tuesday, June 25, 2013.

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**INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of May 28, 2013**

1. CALL TO ORDER

Wayne Lewis called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1:35 p.m. in the Solano Transportation Authority Conference Room.

Members Present:	Janet Koster	Dixon Read-Ride
	Wayne Lewis, Chair	Fairfield and Suisun Transit
	Jim McElroy	Rio Vista Delta Breeze
	Mona Babauta	SolTrans
	Judy Leaks	STA Transit and Rideshare
	Liz Niedziela	STA
	Brian McLean, Vice Chair	Vacaville City Coach
	Matt Tuggle (By phone)	County of Solano

Members Absent: None.

Also Present:	Daryl Halls	STA
	Robert Macaulay	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sofia Recalde	STA
	Johanna Masiclat	STA
	Nancy Whelan	STA Project Manager

Others Present: *(In Alphabetical Order by Last Name)*

Kristina Botsford	SolTrans
Tony Bruzzone	ARUP
Diane Feinstein	FAST
Philip Kamhi	SolTrans
Elizabeth Romero	SolTrans
Lori Tagorda	FAST
Alan Zahradnik	ARUP

2. APPROVAL OF THE AGENDA

On a motion by Jim McElroy, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium approved the agenda.

3. OPPORTUNITY FOR PUBLIC COMMENT

4. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Jayne Bauer distributed and reported on the SolanoExpress Marketing Plan and the summary findings from the recent SNCI telephone survey (conducted between February 25 and March 3, 2013) specific to SolanoExpress. She noted that the findings were used to inform the draft SolanoExpress Marketing Plan, and will also be valuable in the implementation of any marketing and outreach campaigns.

Robert Guerrero informed the Consortium that the Alternative Fuels Working Group is scheduled to meet on June 6, 2013 (10 a.m. at STA). He noted that after comments are received from the working group, the Alternative Fuels Study will be brought back to the Consortium for review and comment at their June 25, 2013 meeting and Board approval on July 10, 2013.

5. CONSENT CALENDAR

On a motion by Jim McElroy, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A through C as amended shown below in *bold italics*.

A. Minutes of the Consortium Meeting of April 23, 2013

Recommendation:

Approve the Consortium Meeting Minutes of April 23, 2013.

B. Fiscal Year (FY) 2013 Transportation Development Act (TDA) Matrix – June 2013

At an earlier meeting, the SolanoExpress Intercity Transit Funding Working Group voted to reduce the Vacaville local transit claim from \$667,439 to \$639,919 and deleted Note (4a), therefore the following recommendation has been modified to read as follows:

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2013-14 Solano TDA Matrix – June 2013 as shown in Attachment A for City of Fairfield, Solano County Transit, Solano Transportation Authority, and City of Vacaville *to include reducing the Vacaville local transit claim from \$667,439 to \$639,919 and deleting Note (4a)*.

C. Compressed Natural Gas (CNG) Feasibility Study for Benicia

Recommendation:

Forward the following recommendations to the STA TAC and Board:

1. Authorize the Executive Director to enter into an agreement with the City of Benicia to develop a Compressed Natural Gas (CNG) Feasibility Study; and
2. Approve dedicating \$10,000 in State Transit Assistance Funds (STAF) to match the City of Benicia's contribution for the CNG Feasibility Study.

6. ACTION – NON FINANCIAL ITEMS

A. **Proposed STA Overall Work Plan (OWP) for Fiscal Years (FY) 2013-14 and 2014-15**

Daryl Halls noted that as part of the development, the FY 2013-14 and FY 2014-15 OWP, staff has combined and consolidated some of the tasks and updated the status, milestones and estimated completion dates for a number of the tasks. He added that the STA TAC and Transit Consortium have expressed concerns about the volume of planning efforts currently included as part of STA’s OWP and the shortage of staff resources needed to review these documents. In recognition of this concern, STA staff has focused this draft OWP on completing existing tasks included in the current OWP.

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve STA’s OWP for FY 2013-14 and FY 2014-15 as specified in Attachment B.

On a motion by Janet Koster, and a second by Jim McElroy, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

B. **Transit Sustainability Study – Financial Assessment of Solano County Transit Operators**

Liz Niedziela noted that subsequent to the development of the TSP, several issues emerged and were resolved and new information became available, all of which are reflected in the SRTP. Additionally, the SRTP is required to cover the next ten years while the TSP covers the next five years. She added that during the course of the development of the TSP, the STA and transit operators agreed to a schedule and funding plan for replacing intercity buses.

After discussion, the SolanoExpress Intercity Transit Consortium recommended to modify the recommendation to read as follows:

Recommendation:

Forward the following recommendation to the STA TAC and Board to:

1. ~~Assess the financial status of Solano County transit operators~~ ***Receive and file the Transit Sustainability Study of Solano County Transit Operators;*** and
2. ~~Approve the~~ ***Transit Agency Peer Review: Comparative Analysis.***

On a motion by Brian McLean, and a second by Jim McElroy, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation as amended shown above in ~~strikethrough~~ ***bold italics.***

C. **Transit Corridor Study - SolanoExpress Service Design and Performance Metrics**

Based on input, the Consortium recommended to table this item until the next meeting on June 25, 2013.

7. ACTION – FINANCIAL ITEMS

A. **None.**

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

- A. Coordinated Short Range Transit Plan Status Update and Coordination Report**
Nancy Whelan and Alan Zadranick provided an update to the coordination report provided to the transit operators on May 21, 2013. She cited that comments on the draft coordination report are due to the STA and the consulting team by June 6, 2013. She added that comments will be incorporated into the report and the final report to be considered for approval by the Consortium at its meeting on June 25, 2013. She concluded by stating that the final report will be made available for approval by City Councils and the SolTrans Board after June 25, 2013.
- B. Mobility Management Plan Update and Discussion**
Sofia Recalde provided an update to the new Countywide In-Person ADA Eligibility Program which will start on July 1, 2013. She noted that on June 17, interested ADA applicants and current ADA certified passenger whose eligibility is about to expire can call to start the ADA certification or re-certification process. She also noted that the assessment site locations have been selected in each city, except for Benicia. In addition, she announced that open houses will be held at each of the assessment locations from June 10 through June 12th. The Open Houses will be an opportunity for the local officials and the public, including potential users and social service and health providers, to see where the in-person assessments will occur and to learn more about the new program. Lastly, she cited that Vacaville City Coach has volunteered to host a meeting to discuss Countywide Travel Training (date is still pending).
- C. Solano Napa Commuter Information Call Center**
Due to time constraints, this item was deferred to next month's meeting.
- D. Intercity Paratransit Memorandum of Understanding (MOU)**
Due to time constraints, this item was deferred to next month's meeting.

9. INFORMATIONAL ITEMS – NO DISCUSSION

- E. SolanoExpress Ridership Update**
- F. Legislative Update**
- G. SNCI Monthly Issues – Bike to Work Day Wrap-up**
- H. Other Funding Opportunities Summary**

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

10. TRANSIT OPERATOR COORDINATION ISSUES

11. ADJOURNMENT

The meeting adjourned at 3:00 p.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, April 23, 2013.**



DATE: June 10, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2013-14 Transportation Development Act (TDA) Matrix
– July 2013

Background:

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties.

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. TDA funding then steadily declined for several years. By FY 2010-11, it decreased approximately 16% compared to the 2006-07 allocation from 15.9 million to \$13.3 million. Since FY 2010-11, TDA has been modestly increasing for Solano transit operators. The TDA fund estimate for FY 2013-14 is 15.1 million is now at a 5% decrease from FY 2006-07 funding. The Solano FY 2013-14 TDA fund estimates by jurisdiction are shown on the attached TDA matrix (Attachment A).

Discussion:

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. At this time, the TDA for the FY 2013-14 Matrix (Attachment B) will be submitted to the STA Board for approval July 10, 2013.

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted March 2012. The Intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2011-12 audited amounts were reconciled to the estimated amounts for FY 2011-12. The reconciliation amounts and the estimated amounts for FY 2013-14 are merged to determine the cost per funding partners.

Due to lower than planned costs, higher than planned fare revenues, and additional subsidies for the intercity routes in FY 2011-12, the reconciliation offset FY 2013-14 subsidy requirements from all funding partner. The offset amount for SolTrans resulted in a rebate of TDA funds to Dixon in the amount of \$1,114, FAST for \$112,547 and Vacaville for \$27,540.

City of Dixon

The City of Dixon is claiming \$481,663 in TDA funds. TDA funds in the amount of \$481,663 will be used for operations.

City of Rio Vista

City of Rio Vista is claiming \$200,00 in TDA funds. TDA funds in the amount of \$155,000 will be used for operating and the amount of \$45,000 will be used for capital projects. Rio Vista's capital projects include cameras and automatic vehicle locators.

Fiscal Impact:

The STA is a recipient of TDA funds from each jurisdiction for the purpose of countywide transit planning. With the STA Board approval of the June TDA matrix, it provides the guidance needed by MTC to process the TDA claim submitted by the transit operators and STA.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2013-14 Solano TDA Matrix – July 2013 as shown in Attachment B for Cities of Dixon and Rio Vista.

Attachment:

- A. FY 2013-14 TDA Fund Estimate for Solano County
- B. FY 2013-14 Solano TDA Matrix – July 2013

**FY 2013-14 FUND ESTIMATE
REGIONAL SUMMARY**
*Attachment A
Res No. 4086
Page 1 of 16
2/27/2013*
TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2012	FY 2011-13	FY 2012-13	FY 2012-13	FY 2012-13	FY 2013-14	FY 2013-14	FY 2013-14
Apportionment Jurisdictions	Balance¹	Outstanding Commitments, Refunds, & Interest²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	17,195,834	(64,128,191)	57,533,049	3,741,179	(2,450,969)	61,274,228	(2,450,969)	70,714,160
Contra Costa	12,658,809	(32,389,136)	33,569,164	1,932,329	(1,420,060)	37,986,598	(1,519,464)	50,818,239
Marin	894,628	(10,671,934)	10,186,399	490,412	(427,072)	10,890,811	(435,632)	10,927,612
Napa	14,217,688	(13,587,857)	6,180,000	320,000	(260,000)	6,695,000	(267,800)	13,297,031
San Francisco	6,325,595	(43,440,160)	39,194,100	1,401,930	(1,623,841)	42,610,680	(1,704,426)	42,763,877
San Mateo	5,180,236	(34,825,817)	32,583,185	2,704,110	(1,411,492)	35,287,295	(1,411,491)	38,106,027
Santa Clara	3,738,765	(85,267,332)	86,804,000	2,834,571	(3,585,543)	91,431,000	(3,657,240)	92,298,221
Solano	8,716,717	(17,856,314)	14,461,543	1,221,049	(627,304)	15,682,592	(627,304)	20,970,981
Sonoma	11,255,049	(16,497,485)	18,500,000	350,000	(754,000)	19,510,000	(780,400)	31,583,164
TOTAL	\$80,183,322	(\$318,664,226)	\$299,011,440	\$14,995,580	(\$12,560,281)	\$321,368,203	(\$12,854,726)	\$371,479,313

STA, AB 1107, & BRIDGE TOLL REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2012	FY 2011-13	FY 2012-13	FY 2013-14	FY 2013-14
Fund Source	Balance (w/interest)¹	Outstanding Commitments²	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance Total					
Revenue-Based	12,863,411	(115,386,714)	110,103,133	102,525,536	110,105,366
Population-Based	57,952,875	(53,484,965)	40,446,429	37,708,787	82,623,125
SUBTOTAL	70,816,286	(168,871,679)	150,549,562	140,234,323	192,728,491
BART District Tax - AB 1107 (25% Share)	0	(67,000,000)	65,200,000	69,000,000	69,000,000
Bridge Toll Total					
AB 664 Bridge Revenues	39,726,567	(37,900,071)	10,789,000	10,789,000	23,404,496
MTC 2% Toll Revenue	7,897,641	(8,990,029)	4,127,000	8,750,000	11,784,612
5% State General Fund Revenue	12	(3,111,764)	3,116,461	3,147,625	3,152,334
SUBTOTAL	47,624,220	(50,001,864)	18,032,461	22,686,625	38,341,442
GRAND TOTAL	\$118,440,506	(\$285,873,543)	\$233,782,023	\$231,920,948	\$300,069,933

Please see Attachment A pages 2-14 for detailed information on each fund source.

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

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

Attachment A
Res No. 4086
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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
SUBTOTAL³	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.

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

Attachment A
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2/27/2013

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						
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2012	FY 2011-13	FY 2012-13	6/30/2013	FY 2013-14	Total
Apportionment Jurisdictions	Balance	Outstanding	Revenue	Projected	Revenue	Available For
	(w/interest)¹	Commitments²	Estimate³	Carryover	Estimate⁴	Allocation
ACOMA - Corresponding to ACE	44,973	(44,832)	146,774	146,915	139,903	286,818
City of Benicia⁵	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 Service⁶	0	0	0	0	360,340	360,340
City of Vallejo - Motor Bus Service⁶	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

- 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.
- The outstanding commitments figure includes all unpaid allocations as of June 30, 2012, and FY 2012-13 allocations as of January 31, 2013.
- The FY 2012-13 STA revenue generation based on the \$420 million estimated in the enacted FY 2012-13 State Budget.
- The FY 2013-14 STA revenue generation based on the \$392 million estimated in the proposed FY 2013-14 State Budget.
- Beginning in FY 2012-13, the City of Benicia allocation will be distributed to SolTrans.
- In FY 2012-13, the City of Vallejo's allocation will be distributed 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.



DATE: June 10, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Fiscal Year (FY) 2013-14 Work Program

Background:

The Solano Napa Commuter Information (SNCI) program has been in existence since 1979. It began as a part of a statewide network of rideshare programs funded primarily by Caltrans. The SNCI program is currently funded and managed by the STA, through Metropolitan Transportation Commission (MTC) Regional Rideshare funds, Bay Area Air Quality Management District (BAAQMD), Eastern Congestion Mitigation Air Quality (ECMAQ) and Yolo Solano Air Quality Management District (YSAQMD) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction. The BAAQMD, ECMAQ and YSAQMD funds have allowed the SNCI program to introduce services that would not otherwise be available such as, commuter incentives, the emergency ride home program, the employer commute challenge, and a wide range of localized services. These services support efforts to reduce carbon emissions, address climate change concerns, and help improve mobility in Solano and Napa counties.

Background/ Discussion:

SNCI serves as a “one-stop-shop,” offering informational resources and programs for commuters interested in finding alternatives to driving alone, as well as transportation information for non-commuters. During FY 2012-13, SNCI conducted a Marketing Strategy and Action Plan Study. The findings of this study has helped shape the FY 2013-14 Work Program.

The FY 2013-14 SNCI Work Program includes the following major elements:

- Customer Service – commuter call center, display racks, website
- SNCI General Marketing Strategy
- Vanpool formation and support
- Employer Outreach Program
- Commuter Benefits Program (SB 1339) Implementation
- County Commute Challenges – Solano and Napa counties
- Emergency Ride Home Program
- Bike to Work Promotion/Bicycle incentive & map
- Partnerships w/other programs and outside agencies

The proposed FY 2013-14 SNCI Work Program is provided in Attachment A.

Fiscal Impact:

The SNCI program is fully funded by MTC Regional Rideshare Program funds, BAAQMD Transportation for Clean Air (TFCA) funds, and ECMAQ funds for an annual total of \$510,000.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Solano Napa Commuter Information Work Program for FY 2013-14 as shown in Attachment A.

Attachments:

- A. Solano Napa Commuter Information Work (SNCI) Program FY 2013-14

**Solano Napa Commuter Information (SNCI)
Work Program
FY 2013-14**

The FY 2013-14 SNCI Work Program includes the following major elements:

- Customer Service – commuter call center, display racks, website
 - SNCI Marketing Strategy
 - Vanpool formation and support
 - Employer Outreach Program
 - Commuter Benefits Program (SB 1339) Implementation
 - County Commute Challenges – Solano and Napa counties
 - Emergency Ride Home Program
 - Bike to Work Promotion/Bicycle incentive & map
 - Partnerships w/ other programs and outside agencies
-
- **Customer Service:** Provide high quality, personalized rideshare, transit and other non-drive alone trip planning information to commuters and the public through the commuter call center, websites and other means. Continue to supply display racks throughout the counties with transportation materials/brochures and local and regional transit information and schedules. Personally visit each display rack location at least one time each year.
 - **SNCI Marketing Strategy:** Based on findings of the 2013 SNCI Marketing Strategy and Action Plan Study, increase awareness of SNCI through examining the program brand, improving web communications, updating the SNCI website and continue to reach commuters through employer outreach and community events.
 - **Vanpool Formation and Support:** Continue vanpool formation and support in Solano and Napa counties, in order to meet the 511 Rideshare goal of 27 vanpools formed. Provide incentives to assist the formation of vanpools. Support vanpools that travel to, from or through Solano and Napa counties.
 - **Employer Program:** Outreach to Solano and Napa employers to be a resource for commuter alternative information including setting up internal rideshare programs. Continue to concentrate efforts on large employers through distribution of materials, events, major promotions, surveying and other means.
 - **Commuter Benefits Program (SB 1339) Implementation:** Implement the Commuter Benefits Program (SB 1339) throughout Solano and Napa counties with employers having 50+ employees. Working with the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC), design and execute a program that supports affected employers to meet the requirements of the rule. Coordinate with Solano EDC to provide input in the creation of the rule.

- **County Commute Challenges**: Conduct one (1) employer challenge each in Solano and Napa counties that encourages employers and employees to encourage the use of commute alternatives to driving alone. These campaigns include an incentive element and enlist the support of local chambers of commerce.
- **Emergency Ride Home Program**: Focus on marketing the Emergency Ride Home Program, verify and update all current enrollees. Notify all currently enrolled employer and employee participants, determine activity status; provide updated information to all. Increase the number of employers registered by 10%.
- **Bike to Work Promotion/Bicycle incentive/BikeLinks map**: Take the lead in coordinating the regional 2014 Bike to Work campaign in Solano and Napa counties. Provide information and support for cyclists to promote bicycling locally. Assess the effectiveness of current Energizer Station locations and make adjustments. Increase the number of locations. Revise and update the Solano/Yolo BikeLinks map, print and distribute copies. Market the “Bucks for Bike” incentive through the Bike to Work promotion, employer and community outreach and the SNCI website and Facebook pages.
- **Partnerships w/ other programs and outside agencies**: Coordinate with other programs and outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include providing support to programs like Safe Routes to School (SR2S) and Seniors and People with Disabilities; and assisting local jurisdictions and non-profits implementing projects.



DATE: June 10, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2013-14 State Transit Assistance Funds (STAF) Initial Projects

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 be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

In FY 2007-08 and FY 2008-09, Solano’s share of all types of STAF funds (revenue-based; population-based/Northern Counties-Solano; Regional Paratransit-Solano; Lifeline STAF) was about \$3 million per year. STAF funds had been used for a wide range of activities, including providing funds for STA transit planning and programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises.

The FY 2009-10 State budget eliminated the funding of STAF for one year. This decision was contested in court and a ruling was made in favor of restoring STAF. In the Spring of 2011, the STAF was funded through a fuel tax swap. The FY 2011-12 State Budget by the Governor proposed the funding of STAF at only a slightly reduced statewide level of \$330 million as compared to FY 2010-11 level of \$350 million. FY 2012-13 STAF revenue-based and population-based estimates remain flat as compared to the previous year. There is almost a 7% decrease from FY 2012-13 to FY 2013-14 in Northern County Population Base STAF. The FY 2013-14 STAF revenue projections were approved by the Metropolitan Transportation Commission (MTC) on February 22nd.

Discussion:

For FY 2012-13, STA Board approved projects in June 2012 as shown in Attachment B. At this time, staff is recommending approval of a comprehensive list of studies and projects to be funded by the FY 2013-14 STAF. These proposed projects are listed on Attachments C and discussed below.

Population-Based STAF

The STA uses STAF to conduct countywide transit planning, marketing, coordination, and provide matching funds for replacement of SolanoExpress buses. These have been typical activities funded by STAF funds with a focus on countywide services and priorities. In recent years, STAF funds averaging \$500,000 per year has been set aside to be used for the

local match for the replacement of SolanoExpress buses. In future years, STA has committed to dedicating \$600,000 per year towards the SolanoExpress Capital Replacement Plan. In addition, STA has committed to being the lead funding agency for the implementation of the new Mobility Management Program. Funding is recommended for Mobility Management Program.

Regional Paratransit STAF

These funds have been typically used in part for the STA to manage the Paratransit Coordinating Council (PCC) and the Seniors and People with Disabilities Advisory Committee. Last fiscal year, the STA Board approved funding to projects that support mobility for Seniors and People with Disabilities. The Solano County Mobility Management program which was identified as a priority project through the Seniors and People with Disabilities Transportation Advisory Committee. This funding will match STAF Northern County, and Job Access Reverse Commute (JARC) resulting in a fully funded Mobility Management Program for FY 2013-14.

Fiscal Impact:

This initial project list to be funded with State Transit Assistance funds includes several activities performed by the Solano Transportation Authority. Approval of this list provides the guidance MTC needs to allocate STAF to the STA.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2013-14 STAF priorities as specified in Attachment C.

Attachments:

- A. FY 2013-14 STAF Solano population-based fund estimate (MTC Reso. 4086, 2/27/13)
- B. Population-based STAF FY 2012-13 approved projects
- C. Population-based STAF FY 2013-14 recommended projects

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

Attachment A
Res No. 4086
Page 12 of 16
2/27/2013

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 JURISDICTION & OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2012	FY 2011-13	FY 2012-13	6/30/2013	FY 2013-14	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover	Revenue Estimate ⁴	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 Program⁶	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.

Fiscal Year 2012-13 Approved Funding Priorities
State Transit Assistance Funds (STAF) Population-Based
Northern County and Regional Paratransit

		Approved	
		FY2012-13	
		Northern County	Regional Paratransit
	Carryover Project FY 2011-12	\$ -	\$ 100,534
	STAF Estimates	\$ 2,112,081	\$ 459,343
	Beginning Balance	\$ 2,112,081	\$ 559,877
FY 2012-13 Approved Priority Projects	Claimant	Northern County STAF	Regional Paratransit STAF
Transit Planning and Coordination	STA	\$ 260,857	
Intercity Bus Replacement	FAST/SolTrans	\$ 1,210,224	
Water Transportation Plan	STA	\$ 50,000	
Rail Facility Plan Update	STA	\$ 50,000	
Rio Vista Local Match Capital	Rio Vista	\$ 30,000	
Transit Coordination Implementation	STA	\$ 80,000	
P3 (Public Private Partnerships) at Transit Facilities Study	STA	\$ 150,000	
Lifeline	STA	\$ 16,000	
Solano Express Marketing	STA/Transit Op	\$ 75,000	
Coordinated SRTP/Transit Corridor	STA	\$ 90,000	
PCC	STA		\$ 45,000
Senior & People w/Disabilities Committee	STA		\$ 25,000
Projects for Seniors and People with Disabilities	STA		\$ 100,000
Mobility Management Implementation	STA	\$ 100,000	\$ 289,343
Projects for Seniors and People with Disabilities (FY 2011-12)	STA		\$ 100,534
	Total	\$ 2,112,081	\$ 559,877
	Ending Balance	\$ -	\$ -

Fiscal Year 2013-14 Recommended Funding Priorities

State Transit Assistance Funds (STAF) Population-Based

Northern County and Regional Paratransit

		Proposed	
		FY2013-14	
		Northern County	Regional Paratransit
	Beginning Balance	\$ 1,845,462	\$ 359,194
FY2013-14 Recommended Funding Priorities	Claimant	Project Amount	Project Amount
Transit Planning and Coordination	STA	\$ 280,333	
Intercity Bus Replacement	FAST/SolTrans	\$ 600,000	
Alt Fuel Study/CNG Feasibility Study Match to Benicia and SolTrans	STA	\$ 70,000	
P3 (Public Private Partnerships) at Transit Facilities Study (Phase 2) \$150k	STA	\$ 75,000	
Suisun City Amtrak Station Rehab and Signage	Suisun City/STA	\$ 150,000	
Transit Coordination Clipper Implementation	STA	\$ 150,000	
Transit Coordination Implementation-Rio Vista	STA	\$ 50,000	
Lifeline	STA	\$ 17,000	
Solano Express Marketing	STA/Operators	\$ 150,000	
Coordinated SRTP/Transit Corridor/Transit Analysis/Implementation	STA	\$ 150,000	
Mobility Management Program Implementation	STA	\$ 153,129	\$ 129,194
ADA In Person Eligibility	STA		\$ 150,000
PCC	STA		\$ 50,000
Senior & People w/Disabilities Committee	STA		\$ 30,000
	Total	\$ 1,845,462	\$ 359,194
	Balance	\$ -	\$ -

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DATE: June 6, 2013
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Tony Bruzzone, Arup Consultant
 RE: Transit Corridor Study - SolanoExpress Service Design and Performance Metrics and Proposed Service Alternatives and Capital Plan

Background:

The STA’s consultant, Arup, has been developing both the Coordinated Short Range Transit Plans for the Solano County Operators and the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study. The Consortium has provided the primary forum for discussion of key initial issues related to the study. The Arup team has briefed the Consortium on the Transit Corridor Study in the past and will continue to work through the Consortium to complete the Study.

Discussion:

Service Design and Performance Metrics

The attached report details the current status of the Transit Corridor Study and the work completed to date. It includes proposed service design and performance metrics for development of Intercity SolanoExpress services. As requested at the May 28, 2013 Consortium meeting, a peer comparison of the performance metrics is provided with this version of the report. Based on the peer comparison, adjustments to the suggested standards may be warranted.

The service design and performance metrics provide quantitative and qualitative means to guide the Study. As such, STA staff and the consultant team seek the Consortium’s final review and comments on the service design and performance metrics before it is forwarded to the STA Board.

Table 1 - Proposed Intercity/SolanoExpress Performance Measures

Measure	Standard
<i>Service Design Requirements</i>	
Connects Solano County cities	Yes
Connects to regional transit	Yes
Meets unmet transit needs	Yes
User friendly	15 minutes frequency peak/ 94% on time/reliability
Speed (mph average)	35
<i>Service Productivity Measures</i>	
Passengers per vehicle revenue hour	25
Passengers per trip	20
Passengers per vehicle revenue mile	1.0
Peak corridor demand (hourly demand/capacity)	85%

Measure	Standard
Capacity utilization (passengers miles/seat miles)	35%
<i>Cost Efficiency Measures</i>	
Cost per vehicle revenue hour	\$105.00
Cost per vehicle revenue mile	\$4.00
Cost per revenue seat mile	8.0 cents
<i>Cost Effectiveness Measures</i>	
Subsidy per passenger trip	\$1.50
Revenue per revenue seat mile	4.0 cents
Farebox recovery ratio	50%

Service Alternatives and Capital Plan

The Arup team will present a range of alternatives to providing express bus service based on the draft service design and performance metrics. These alternatives and the capital plan will be presented to the Consortium for discussion purposes on June 25, 2013. A final set of service alternatives and capital plan will be presented to the Consortium at the August 2013 meeting.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Intercity SolanoExpress Performance Measures as shown in Table 1.

Attachment:

- A. Arup Memorandum on Transit Corridor Status and Service Design and Performance Metrics

Memorandum

ARUP

To	Nancy Whelan Liz Niedziela	Date June 7, 2013
<hr/>		
Copies		Reference number 227047
<hr/>		
From	Anthony Bruzzone	File reference 04-05
<hr/>		
Subject	Summary of Restructured Transit Corridor Plan: Sections 1-5 Condensed Rev 2	

Summary

Arup has been developing both the Coordinated Short Range Transit Plans for the Solano County Operators and the Transit Corridor Study. Based on comments from STA staff, Arup has restructured and rescheduled the Transit Corridor Plan to allow more consideration and refinement. This memo details the current status of the Transit Corridor Study and summarizes the work completed to date; the Plan is now anticipated to be completed in September 2013.

Action Requested

Action is requested on the adoption of service design and performance metrics for Intercity/SolanoExpress services as detailed in the Section 5 discussion.

Study/Report Outline

A major change is in the outline of the study. This change provides more background than previously assumed. The new outline is as follows:

Transit Corridor Study – Proposed TOC

1. Purpose of Study
2. History of Regional/Intercity Service
3. Regional Planning Context /Best Practices
4. Travel Market Forecasts/Market Assessment
5. Goals and Performance Metrics
6. Assessment of Existing Service

Memorandum

7. Recommended Transit Strategy (and why)
8. Service Alternatives
9. Recommended Service Plan
10. Next Steps

Sections 1-5 Condensed

Section 1 – Purpose

The purpose of the I-80/I-680/I-780 Transit Corridor Study is to update previous plans for regional/intercity transit service within and connecting into Solano County. These updates will align regional/intercity transit services with:

- The core principles of the Solano Intercity Transit Funding Agreement focusing on stability, efficiency and flexibility
- Demographic changes that have occurred over the last decade
- Forecast changes in land use and density resulting from state mandates and the Bay Area's Sustainable Communities Strategy – *Plan Bay Area*.
- Advancements in regional bus transit best practices and transit facilities design
- Recognition of the current financial environment.

Section 2 – History of Regional/Intercity Service

Vallejo Transit instituted the Baylink Route 80 in Fall 1987 operating along a route essentially the same as the current route. Route 85 and Route 90 began as Vallejo Transit services in the early 1990s. Route 78 began as a Benicia service about the same time, and Routes 20 and 30, operated by FAST, were also initiated in 1990 and 1991. Route 40 began in 1996, initially operating to Pleasant Hill BART and then eventually extended to Walnut Creek BART.

Route 90 was initially funded as a mitigation measure during the construction of HOV lanes on Interstate 80 in Contra Costa and Alameda Counties. The Vallejo routes qualified for RM1 bridge toll funds (and had high farebox recoveries) when initiated and RM2 currently supports all the existing services that cross the Carquinez Strait. The other services' costs are shared among the STA, the County and the local operators.

Memorandum

This service pattern has remained essentially unchanged since the mid 1990s. Service frequencies are also similar.

Section 3 – Regional Planning Context/Best Practices

Plan Bay Area – What is now will not be what is in the future. The Bay Area has embarked on the Plan Bay Area process, which uses Priority Development Areas to concentrate growth in order to meet land use greenhouse gas emissions targets. *This is not a no growth strategy* – in fact, Solano County is projected to increase from about 420,000 residents currently to about 490,000 residents by 2040. Highlights of Plan Bay Area 2040 forecasts include:

- 2.1 million new Bay Area residents
- 1.1 million new Bay Area jobs
- 27,000 new residential units in Solano County
- 47,000 new Solano County jobs
- 70,000 new Solano County residents

PDA's are proposed for Solano County in the following locations:

- Vallejo Ferry Terminal
- Northern Gateway - Benicia Industrial Park
- Fairfield/W Texas Transit Center
- Fairfield Downtown South/Jefferson-Texas
- Fairfield North Texas/Airbase Parkway
- Suisun City - Downtown
- Vacaville/Fairfield Train Station (Peabody Road)
- Suisun City Waterfront-Fairfield/Suisun Train Station
- Vacaville Davis/I-80
- Vacaville Allison Policy Plan Area
- Dixon – Downtown
- Rio Vista -- Downtown

Arup has identified several demographically similar counties to compare with Solano County, as well as recent Best Practices research on highway corridors.

TCRP Report 145 Reinventing the Urban Interstate provides guidance on repurposing existing Interstate Highways into multimodal corridors. The report suggests building transit lines and providing supporting pedestrian and bicycle facilities within these freeway corridors with the following goals:

- Enhancing corridor transportation capacity and performance without adding freeway capacity, by building and operating transit lines (including bus rapid transit, light rail, heavy rail, and commuter rail);

Memorandum

- Building and operating successful transit systems in multimodal corridors that attract high transit ridership and encourage livability and environmental sustainability; and
- Transforming a corridor's land uses and activities to a more transit-oriented pattern.

Relationship to Existing Solano Infrastructure – Solano County's interstate highways date from the 1920's, although most of the existing works were constructed in the mid-1960's with some widenings in the 1970s and improvements to the Carquinez crossings, along with HOV lanes, during this decade.

By 1970 Solano County population was about 170,000, or about 40 percent of current population. The current interstate system was designed for a mainly suburban, auto-commuting population. As the county has grown, STA and other local agencies have worked to evolve the freeways into managed facilities through a series of investments. These include HOV lanes, several park and ride lots, adjacent transit centers and forthcoming ramp metering. However, the interstate infrastructure still lacks complete multimodality. While the HOV lanes allow for fast service along the freeway, the requirement for transit to exit and re-enter the system via ramps and existing local streets makes transit slow and inhibits ridership. In essence, facility design constrains transit best practices. A network of strategically located on-line bus stations, as identified in TCRP Report 145, could substantially improve the provision of transit service and its marketability. This investment would be further enhanced by local jurisdictions developing station area plans that create transit-supportive land uses within walking distance of these stations and also providing associated traffic and priority transit access including signal priority, bus lanes and queue jumps, where appropriate.

Case Studies – Arup has identified two suburban counties with similar demographic and travel patterns to Solano County. One county – Snohomish in metropolitan Seattle – has extensive and well used express bus services that link the county with the region's central business district. The other – Rockland County in New York – has limited transit services to Manhattan. These two counties were selected because they are similar in travel patterns to Solano as well as their relationship to the regional CBD. Transit access from each county to the regional CBD is different.

Snohomish County, Washington Case Study – This 700,000 resident county is about 30 miles north of Seattle. The County, in partnership with the regional transit agency, operates extensive freeway express service using many of the principles suggested in TCRP Report 145. During weekdays 16 routes connect the county with downtown Seattle (only a few are peak period only), and ridership has increased from about 10,000 weekday passengers in 1994 to about 23,000 currently.

Rockland County, New York Case Study – This county is about 30 miles northwest of midtown Manhattan. Of the county's 300,000 residents, about 17,000 commute into Manhattan daily. Due to the poor transit connections in Rockland, about 35 percent drive to Manhattan (well above Westchester County, for example, where less than 20 percent drive to Manhattan for work. Another 12,000 people commute to Westchester County, on the east side of the Hudson, and almost all of these people drive.

Memorandum

Demographic Comparisons – The following details per capita income comparisons between Solano County and Rockland and Snohomish Counties (with the suburban county being compared against the CBD county):

Table 1: Per Capita Income Comparison

Suburban County	CBD County	Adjacent Suburban County
Snohomish	78% (King County)	N/A
Rockland	59% (New York County)	73% (Westchester)
<i>Solano</i>	<i>61% (SF)</i>	<i>77% (Contra Costa)</i>

Note: Represents the Suburban County average per capita income compared to income of residents of the CBD or adjacent county.

Comparing transit access, it appears that better access to the regional CBD (i.e., Snohomish) results in higher incomes for residents compared to worse access (Rockland).

Section 4 – Travel Market Forecasts

Based on the land use and demographic forecasts in Plan Bay Area, Solano County AM peak period “intercity” trips are projected to be as follows:

Table 2: Projected Solano County Regional Trips 2010 to 2030

Market	2030 AM Peak Period Trips	Growth
Solano to San Francisco	6,400	13%
Solano to I-80 Corridor (including Oakland)	17,000	19%
Solano to I-680 Corridor (including Central Contra Costa)	20,000	20%
Solano to Davis/Sacramento	11,000	-1%
Intra-county (Non-Local)	89,000	40%

The models forecast growth in all trip markets (except for Sacramento/Davis), resulting in an even larger market for regional transit services, which should allow for more service, which should, in turn, create higher demand resulting from better service.

Memorandum

Section 5 – Proposed Goals and Objectives

The Proposed Intercity Service Goals and Objectives consider existing MTC performance metrics, as well as metrics that were studied in the MTC Transit Sustainability Project.

MTC has established performance standards for the Regional Express Bus (RM2) program. Those measures and standards are shown below:

Regional Express Bus Performance Measures

Measure	Standard
Farebox recovery	<ul style="list-style-type: none"> Peak Service: 30% All Day Service: 20%
Change in passengers per revenue vehicle hour	<ul style="list-style-type: none"> 0-3 years in operation: Positive change in passenger ridership 3-5 years in operation: 3-year averages calculated and compared Positive change between each 3-year cycle

In the MTC TSP, a number of goals, objectives, measures and standards/norms for regional bus services operating in the region’s primary transit corridors were considered. Examples include:

- **Goals and Objectives:**
 - Operate high quality, high frequency transit service in regional corridors
 - Create a regional transit network that achieves regional coordination and seamless connections
 - In multimodal corridors and facilities, prioritize transit access and speed
 - Achieve high cost effectiveness through operating efficiencies and high ridership

- **Measures and Standards:**

- Regional All Day (RAD) Service:

Examples: SolTrans routes 78, 80 and 85; FAST routes 20, 30 and 90

Service Design Standards

Minimum service frequency: 15 minutes peak weekdays / LOS B

Minimum service frequency: 30 minutes base weekdays / LOS C

Span-of-service: 24/7 LOS A (within corridor, mode flexible at night)

Minimum operating speed: 21 mph is current norm

Minimum reliability: 94% on time / LOS B

Travel time vs. auto: No more than 15 minutes longer / LOS B

Memorandum

Service Performance Measures

Farebox recovery: 50% is current norm

Productivity: 85% peak load factor and 35% overall capacity utilization

○ Regional Commute Only Service:

Examples: FAST route 40

Service Design Standards

Minimum service frequency: 15 minutes weekdays / LOS B

Minimum span-of-service: Weekdays peak period only / LOS E

Minimum operating speed: 30 mph

Minimum reliability: 94% on time / LOS B

Travel time vs. auto: No more than 15 minutes longer / LOS B

Service Performance Measures

Farebox recovery: 50% is the current norm

Productivity: 85% peak load factor and 35% overall capacity utilization

Memorandum

Recommended Intercity/SolanoExpress Performance Metrics – Pursuant to the Intercity Transit Funding Agreement, the following service and performance metrics are recommended for developing future Solano Express service:

Table 3: Proposed Intercity/Solano Express Performance Measures

Measure	Standard
<i>Service Design Requirements</i>	
Connects Solano County cities	Yes
Connects to regional transit	Yes
Meets unmet transit needs	Yes
User friendly	15 minutes frequency peak/ 94% on time/reliability
Speed (,mph average)	35
<i>Service Productivity Measures</i>	
Passengers per vehicle revenue hour	25
Passengers per trip	20
Passengers per vehicle revenue mile	1.0
Peak corridor demand (hourly demand/capacity)	85%
Capacity utilization (passengers miles/seat miles)	35%
<i>Cost Efficiency Measures</i>	
Cost per vehicle revenue hour	\$105.00
Cost per vehicle revenue mile	\$4.00
Cost per revenue seat mile	8.0 cents
<i>Cost Effectiveness Measures</i>	
Subsidy per passenger trip	\$1.50
Revenue per revenue seat mile	4.0 cents
Farebox recovery ratio	50%

These design objectives and performance metrics balance the need for a marketable and attractive service with fiscal constraints. Peer intercity/regional service farebox recoveries range from about 25 percent (in Snohomish) to 50 to 80 percent (east coast suburban systems, BART, as well as Route 80 and 90). These observations inform the development of the performance metrics. Once adopted, the metrics will be used to guide the intercity bus service development in the Transit Corridor Study.

Attachment A assesses the current SolanoExpress services against these proposed service design and performance metrics. Attachment B identifies peer systems performance against the selected metrics.

Attachment A

			FAST	FAST	FAST	SolTrans	SolTrans	SolTrans	FAST
		Standard	20	30	40	78	80	85	90
Service Productivity Measures									
Passengers per Vehicle Revenue Hour	Performance	25.0	14.1	10.8	7.1	8.5	25.5	13.1	16.2
Passengers per Trip	Performance	20.0	6.9	9.4	8.8	8.2	15.8	12.0	14.8
Passengers per Vehicle Mile	Performance	1.0	0.6	0.3	0.2	0.4	0.7	0.4	0.5
Peak Corridor Demand (Hourly Demand / Capacity)	Performance	85.0%	42%	52%	40%	42%	88%	35%	66%
Capacity Utilization (Passenger Miles / Seat Miles)	Performance	35.0%	11%	18%	15%	14%	20%	15%	27%
Cost Efficiency Measures									
Cost per Vehicle Revenue Hour	Performance	\$105.00	\$106.68	\$119.94	\$103.95	\$105.73	\$107.06	\$99.34	\$116.68
Cost per Vehicle Revenue Mile	Performance	\$4.00	\$4.31	\$3.40	\$3.43	\$5.39	\$3.01	\$3.29	\$3.38
Cost per Revenue Seat Mile	Performance	\$0.08	\$0.08	\$0.06	\$0.06	\$0.10	\$0.06	\$0.06	\$0.06
Cost Effectiveness Measures									
Subsidy per Passenger Trip	Performance	\$1.50	\$5.65	\$7.31	\$10.36	\$9.01	\$1.31	\$5.48	\$2.94
Revenue per Revenue Seat Mile	Performance	\$0.04	\$0.02	\$0.02	\$0.02	\$0.03	\$0.04	\$0.02	\$0.04
Farebox Recovery Ratio (STA)	Performance	50%	25%	34%	29%	28%	69%	28%	59%
Farebox Recovery Ratio (RM2 RC)	Performance	30%	N/A	34%	29%	N/A	N/A	N/A	N/A
Farebox Recovery Ratio (RM2 RAD)	Performance	20%	25%	N/A	N/A	28%	69%	28%	59%

Memorandum

Attachment B

Measure	Recommended Standard	Peer Systems										Variance: Median to Standard
		Rockland Cty, NY Tappan Zee	Rockland Cty, NY NYC Private Bus	Go Transit Bus Toronto	Sound Transit	Snohomish Transit	Academy Lines NJ	Loudon County VA	BART	Median (not including BART)		
Service Design Requirements												
Connects Solano County cities	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	None	
Connects to regional transit	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Meets unmet transit needs	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Yes	N/A	N/A	
User friendly	15 Min Minimum Frequency/ 94% On-Time/Reliability	Peak Yes	Peak Yes	Peak Yes	Peak Yes	Peak Yes	Peak Yes	Peak Yes	Peak Yes	Yes	Peak Yes	None
Speed (mph average)	35	17	22.5		21.0	24.0	25.0	33.9	36	24	-31%	
Service Productivity Measures												
Passengers per vehicle revenue hour	25	20	10.0		26	38	13	26	63	26	None	
Passengers per trip (weekdays)	20	N/A	N/A	34	30					30	50%	
Passengers per vehicle revenue mile	1	1.15	0.45	0.75	1.25	1.56	0.51	0.77	1.75	1.25	25%	
Peak corridor demand (hourly demand/capacity)	85%											
Capacity utilization (passengers miles/seat miles)	35%	37%	26%		38%	60%	60%	49%	33%	49%	56%	
Cost Efficiency Measures												
Cost per vehicle revenue hour	\$105.00	\$129	\$164.31		\$171.55	\$274.73	\$101.73	\$186.35	\$253.79	\$171.55	69%	
Cost per vehicle revenue mile	\$4.00	\$7.63	\$7.30	\$5.81	\$8.16	\$11.43	\$4.06	\$5.50	7.11	\$7.30	83%	
Cost per revenue seat mile	8.0 cents	13.9 cents	13.3 cents	10.6 cents	16.3 cents	23.0 cents	8.1 cents	11.0 cents	10.5 cents	13.9 cents	74%	
Cost Effectiveness Measures												
Subsidy per passenger trip	\$1.50	\$5.15	\$4.42	N/A	\$4.76	\$3.96	\$0.84	\$1.46	\$0.97	\$4.42	243%	
Revenue per revenue seat mile	4.0 cents	2.7 cents	9.7 cents	N/A	4.4 cents	10.5 cents	7.3 cents	8.8 cents	8.0 cents	8.8 cents	120%	
Farebox recovery ratio	50%	19.4%	72.9%	N/A	27.1%	45.9%	89.5%	80%	76%	72.9%	66%	
				Note: Hours not reported; fare revenue combined with rail.		Note: High hourly cost due to dh.						
	MEETS STANDARD	NEAR TO STANDARD			OUTSIDE OF STANDARD							



DATE: June 7, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Nancy Whelan, Transit Consultant and Alan Zahradnik, Transit Consultant
RE: Coordinated Short Range Transit Plan Status Update and Coordination Report

Background:

Preparation of the Coordinated Short Range Transit Plan (SRTP) for Solano County and the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study are being undertaken concurrently by the consulting team led by Arup. Since the start of the project in September 2012, many tasks have been completed and several deliverables have been reviewed by STA and the transit operators. The purpose of this memo is to provide an update on the status and schedule for completion of the Coordinated SRTP and to present the Draft Final Coordination Report.

Discussion:

Coordinated SRTP Status Update

The Coordinated Short Range Transit Plan covers all of the Metropolitan Transportation Commission (MTC) requirements for SRTPs for each of the five transit operators: Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST), Vacaville City Coach, Dixon Redit-Ride, and Rio Vista Delta Breeze. The SRTPs consist of four main sections:

1. Operator Overview
2. Goals, Objectives, Measures and Standards
3. Performance Evaluation
4. Service Plan

The Draft SRTPs for each operator were distributed for review and comment and as of this date, Final Draft SRTPs incorporating transit operator comments have been completed and transmitted to the Cities of Vacaville, Dixon, and Rio Vista. Final comments and financial plans for SolTrans are being incorporated by the Arup team now. Financial plans are near completion for FAST and FAST is preparing comments on the text of the draft.

The governing boards for each of the transit operators are expected to consider approval of their individual SRTPs before August 31, 2013.

Coordination Report

MTC further requested that the Coordinated SRTP address five specific areas of coordination:

1. Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
2. Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit; (to be conducted in the Mobility Management Plan, separately from the Coordinated SRTP);
3. Enhanced Transit Coordination of Capital Planning;
4. Enhanced Coordination of Transit Service Planning; and
5. Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.

These requirements were included in STA's contract with MTC to develop the Coordinated Solano County Short Range Transit Plan and were also included in the Request for Proposals for the Coordinated SRTP and in the contract with Arup for this work. The basis for these requirements is rooted in MTC's Transit Sustainability Project (TSP). The TSP was developed to address shortfalls identified in the Regional Transportation Plan and focused on three project elements: financial, service performance and institutional frameworks. The TSP resulted in MTC's adoption of Performance and Investment Policies, and Service, Paratransit, and Institutional recommendations. MTC's Resolution 4060, adopted on May 23, 2012 documents the recommendations and is provided as Attachment A to this memo.

There are five recommendations in Resolution 4060 providing specific guidance to the development of the Solano Coordinated County SRTP, including:

1. Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.

The Commission finds that schedule coordination between connecting agencies will increase the attractiveness of public transit but that connecting agencies make schedule changes on different dates and in some cases use incompatible scheduling software systems that make schedule integration difficult. This recommendation would align the schedule change calendar for major schedule changes among the region's operators and require all connecting operators to implement a compatible scheduling software system. Implementation would be subject to each transit agency's future scheduling system procurement timeline, and, for some agencies, may be subject to negotiation of changes to existing labor contract provisions that govern schedule change dates.

2. Conduct multi-agency Short-Range Transit Plans (SRTPs) at the county or subregion level to promote interagency service and capital planning.

The Commission has historically provided federal planning funds for each transit agency to independently prepare an SRTP of the agency's 10-year operating and capital plan. This recommendation would strengthen the joint planning that has begun in the region and recommend that transit agencies in a county or multi-agency travel corridor collaborate on a 10-year plan. The multi-agency SRTPs should develop capital replacement priorities and schedules, consider connectivity in service planning, establish fare policy consistency, establish common performance measures, and identify opportunities for shared functions. Future funding for SRTPs will take into account coordination opportunities.

3. Support transit agency operations on major corridors by requiring local jurisdictions to consider transit operating speeds and reliability in projects affecting these corridors.

Travel time savings are a key component in building customer satisfaction and attracting new passengers. Under the Commission's proposed OneBayArea Grants program, local jurisdictions are required to adopt a complete streets resolution to be eligible for regional funding. Complete streets aims to consider all road network users including pedestrians, bicyclists and transit riders. MTC is further proposing to expand the scope of the Freeway Performance Initiative to include investments to improve transit operations on key arterial roadways.

4. Consider fare policies focused on the customer that improve regional/local connections.

Implement the Phase III Clipper requirements to revise existing operations and fare policies to a standardized set of business rules. Continue to work towards a more consistent regional standard for fare discount policies and minimize transfer penalties so that passengers can choose the most optimal route for their transit trip.

5. Recommendations specific to Solano County

The Commission is committed to achieving more rational service delivery in geographic areas served by multiple transit agencies by supporting the collaboration, coordination and consolidation efforts already underway to bring them to implementation stage.

Solano: County-level SRTP work is underway in Solano County. MTC will provide funding to the Solano Transportation Authority (STA) to complete the analysis to better inform service planning throughout the county. STA and the Solano transit operators are to use this process to identify service improvements, performance objectives and potential service functional and institutional consolidation opportunities.

For purposes of addressing these recommendations in the Coordinated SRTP, discussion of the schedule coordination and fare coordination began at the Consortium meeting on March 26, 2013. At that meeting the Arup team presented its findings on each of these areas and options for coordinating scheduling software, establishing a common schedule change timeline, and coordinating fares through the future implementation of Clipper.

The Draft Coordination Report identifies the current conditions for each of the areas studied, makes findings related to best practices, recommends adoption of a service change calendar and suggests that several items be included in the Consortium's Annual Work Plan for further study and follow up implementation tasks. The draft Coordination Report was provided to the transit operators on May 21, 2013 and a summary of the report was presented to the Consortium on May 28, 2013. Comments on the draft report were due on June 6, 2013.

As of this date, comments have been received from City of Vacaville, City of Rio Vista, County of Solano, and MTC staff. The Arup team and STA staff are incorporating the comments and will provide the revised Coordination Report to the Consortium prior to the June 25, 2013 meeting. Members of the Arup team will be available to discuss the draft coordination report at the Consortium meeting.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the coordinated SRTP Coordination Report shown in Attachment B.

Attachments:

- A. MTC Resolution 4060, May 23, 2013
- B. Draft Final Coordination Report (under separate cover)

Date: May 23, 2012
Referred by: TSP Select Committee

ABSTRACT

Resolution No. 4060

This resolution approves the recommendations of the Transit Sustainability Project.

Discussion of the recommendations made under this resolution is contained in the Executive Director Memorandum presented to the Select Committee on Transit Sustainability on April 11, 2012.

Date: May 23, 2012
Referred by: TSP Select Committee

Re: Transit Sustainability Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4060

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

WHEREAS, MTC develops a long-range Regional Transportation Plan (RTP), pursuant to Government Code §§ 66513 and 65080; and

WHEREAS, the last major update of the RTP, adopted in April 2009 (Transportation 2035 - MTC Resolution No. 3893), identified twenty-five year transit capital and operating shortfalls of \$17 billion and \$8 billion, respectively; and

WHEREAS, to address these shortfalls, as well as address immediate transit operators’ service reductions and budget shortfalls, to improve transit performance for the customer, and to attract more customers to the transit system, in January 2010, the Commission created the Select Committee on Transit Sustainability to guide the Transit Sustainability Project (TSP); and

WHEREAS, the TSP focused on three project elements: financial, service performance and institutional frameworks; and

WHEREAS, to inform the TSP, a Project Steering Committee was formed, made up of transit agency, government, labor, business, environmental and equity representatives to provide executive-level input into the project; and

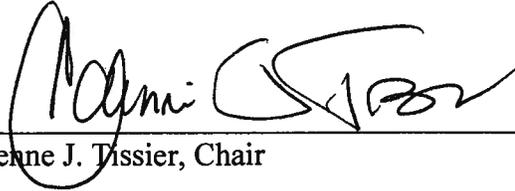
WHEREAS, additional input and guidance was received from the MTC Policy Advisory Committee, as well as from multiple public events and forums sponsored by interested parties; now, therefore, be it

RESOLVED, that based on project findings related to the financial and service performance of the Bay Area transit system, MTC approves the performance measures and targets and investment recommendations set forth in Attachment A to this resolution; and, be it further

RESOLVED, that based on project findings related to the financial, service performance, and institutional framework of the Bay Area transit system, MTC approves the policy recommendations set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC will conduct periodic reviews of progress toward the performance targets and policy recommendation implementation.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 23, 2012.

Performance and Investment Policies

Performance Measures and Targets

To monitor the performance of the seven largest transit agencies in the Bay Area, the Commission establishes the following TSP performance target, measures, and monitoring process:

Performance Target

5% real reduction in at least one of the following performance measures by FY2016-17 and no growth beyond CPI thereafter. To account for the results of recent cost control strategies at agencies, the baseline year will be set at the highest cost year between FY2007-08 and FY2010-11.

Performance Measures

- Cost Per Service Hour*
- Cost Per Passenger*
- Cost Per Passenger Mile*

**As defined by the Transportation Development Act*

Monitoring Process

In FY2012-13, agencies are to adopt a strategic plan to meet one or more of the targets and submit to MTC.

On an annual basis, starting in FY2013-14, the transit agencies submit performance measure data on all three targets to MTC.

In FY2017-18, MTC will analyze agency progress in meeting target

In FY2018-19, MTC will link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target.

The following agencies, the largest seven transit agencies in the Bay Area, are subject to the performance measures and targets: AC Transit; BART, Caltrain, Golden Gate Transit, SFMTA, SamTrans, and Santa Clara VTA.

Transit Performance Initiative and Customer Satisfaction Survey

The Commission establishes an investment, incentive and monitoring strategy to improve service performance and attract new riders to the region's transit system. The target for each agency is to increase ridership levels at or above the rate of population growth in counties/corridors in which the agency operates service. Agencies are encouraged to utilize the Transit Competitive Index tool, developed for the Bay Area as part of the TSP, to achieve this target.

Investment

As part of the OneBayArea Grant program, the Commission has established an initial commitment of \$30 million to fund service improvements on major bus and light rail corridors, focusing on improvements to major corridors in the AC Transit, SFMTA, SamTrans, and Santa Clara VTA service areas. If successful in demonstrating achievement of operational and ridership goals, similar investments would be recommended in the future.

Incentive

The Commission will reward transit agencies that achieve ridership increases and productivity improvements and will allocate transit funds on the basis of performance, thereby encouraging *all* of the region's transit operators to continuously improve their service and attract more riders. Funding sources, amounts and distribution formulas shall be established by the Commission. In establishing distribution formulas, the Commission shall consider at least one alternative that does not reduce the cumulative current funding level for small operators for the fund sources established by the Commission for this incentive program.

Monitor

Maintaining and/or improving customer satisfaction ratings is an important indicator of whether transit is meeting the needs of the traveling public. The Commission will conduct a bi-annual regional customer satisfaction survey to provide a consistent region-wide mechanism to measure customer satisfaction and provide information to build new ridership and improve service. Agencies will be required to coordinate data collection efforts, either through cost sharing, resource sharing, or project management.

Service, Paratransit and Institutional Recommendations

Service

- 1. Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.**

The Commission finds that schedule coordination between connecting agencies will increase the attractiveness of public transit but that connecting agencies make schedule changes on different dates and in some cases use incompatible scheduling software systems that make schedule integration difficult. This recommendation would align the schedule change calendar for major schedule changes among the region's operators and require all connecting operators to implement a compatible scheduling software system. Implementation would be subject to each transit agency's future scheduling system procurement timeline, and, for some agencies, may be subject to negotiation of changes to existing labor contract provisions that govern schedule change dates.

- 2. Conduct multi-agency Short-Range Transit Plans (SRTPs) at the county or subregion-level to promote interagency service and capital planning.**

The Commission has historically provided federal planning funds for each transit agency to independently prepare an SRTP of the agency's 10-year operating and capital plan. This recommendation would strengthen the joint planning that has begun in the region and recommend that transit agencies in a county or multi-agency travel corridor collaborate on a 10-year plan. The multi-agency SRTPs should develop capital replacement priorities and schedules, consider connectivity in service planning, establish fare policy consistency, establish common performance measures, and identify opportunities for shared functions. Future funding for SRTPs will take into account coordination opportunities.

- 3. Support transit agency operations on major corridors by requiring local jurisdictions to consider transit operating speeds and reliability in projects affecting these corridors.**

Travel time savings are a key component in building customer satisfaction and attracting new passengers. Under the Commission's proposed OneBayArea Grants program, local jurisdictions are required to adopt a complete streets resolution to be eligible for regional funding. Complete streets aims to consider all road network users including pedestrians, bicyclists and transit riders. MTC is further proposing to expand the scope of the Freeway Performance Initiative to include investments to improve transit operations on key arterial roadways.

4. Consider fare policies focused on the customer that improve regional/local connections.

Implement the Phase III Clipper requirements to revise existing operations and fare policies to a standardized set of business rules. Continue to work towards a more consistent regional standard for fare discount policies and minimize transfer penalties so that passengers can choose the most optimal route for their transit trip.

5. Recommendations specific to Marin, Sonoma, and Solano Counties

The Commission is committed to achieving more rational service delivery in geographic areas served by multiple transit agencies by supporting the collaboration, coordination and consolidation efforts already underway to bring them to implementation stage.

Sonoma: County-level SRTP work is underway in Sonoma County. MTC will provide funding to the Sonoma County Transportation Authority to collect customer opinion and demographic survey data to better inform service planning throughout the county.

Marin/Sonoma: The commencement of SMART service in Marin and Sonoma counties will alter transit travel patterns. This presents an opportunity to strengthen coordination and service planning among Marin and Sonoma transit providers serving the 101 Corridor and local connections. In coordination with the SRTP process, MTC will work with transit operators and the Marin and Sonoma County CMAs to develop a two-county corridor transit plan for submittal and presentation to the Commission.

Solano: County-level SRTP work is underway in Solano County. MTC will provide funding to the Solano Transportation Authority (STA) to complete the analysis to better inform service planning throughout the county. STA and the Solano transit operators are to use this process to identify service improvements, performance objectives and potential service functional and institutional consolidation opportunities.

Paratransit Cost Containment and Service Strategies

The Commission finds that transit agencies must consider strategies to contain the cost of ADA paratransit service using tools that are available to them individually or collectively. MTC expects individual agencies to consider the following strategies:

1. Fixed Route Travel Training and Promotion to Seniors

Expanding fixed route travel training – through mobility orientation sessions and one-on-one individualized training – would increase mobility for the users and help reduce growth of ADA paratransit demand. Ideally, training and outreach should be conducted before individuals apply for paratransit service or, at a minimum, should be made available during the process of determining eligibility for these services.

2. Premium Charges for Service Beyond ADA Requirements

Where transit agencies provide paratransit service that goes beyond what the ADA requires, they may charge extra for those "premium" services. For example, transit agencies that serve an entire jurisdiction (for example they may serve an entire city or taxing district) can define a "two-tiered" service area, with the first tier being the ADA required service area within $\frac{3}{4}$ mile of the fixed route service and the second tier extending to the jurisdictional limits. A higher fare can then be charged for trips in that second tier. The transit agency can also adopt differing policies for that premium second tier, such as more limited service hours, denials of service once capacity is reached, and so forth.

3. Enhanced ADA Paratransit Certification Process

A robust certification process that includes in-person interviews as well as evaluations of applicants' functional mobility by trained professionals provides more accurate determinations of applicants' travel skills and may result in more applicants being referred to fixed route service based on their individual abilities. This may result in some reduction in ADA paratransit costs and also result in improving the mobility of riders due to the increased spontaneity afforded by fixed-route transit. Depending on the transit agency, available cost savings range from none to substantial. One centralized regional process is not needed, but many transit agencies can enhance their processes. Some smaller agencies could combine this function for efficiency and to support staff with specialized skills.

4. Implement Conditional Eligibility

Conditional eligibility finds that some applicants can use fixed-route service for at least some of their trips and specifies the particular conditions under which paratransit service is required. While this requires a more sophisticated eligibility certification process of conditional eligibility avoids ADA paratransit costs for those trips that ADA-eligible riders take on fixed-route service. Opportunities exist at several transit operators in combination with an enhanced eligibility process.

5. Creation of sub-regional Mobility Managers (e.g. CTSA) in one or more sub-regional area to better coordinate resources and service customers

National and local coordinated models exist and should be evaluated to deliver high quality and efficient paratransit services across transit agency boundaries and shared costs with social services. Several MTC programs, including Lifeline and New Freedom, have funded mobility management efforts to identify best practices and develop mobility management models for regional replication. The Commission will use the information from these efforts to recommend specific areas and agency leads for implementation of sub-regional mobility managers in the Bay Area.

6. Improve Fixed-Route Transit (per Plan Bay Area)

Continuous improvements to the fixed route system will shift some demand from paratransit to the fixed route system.

7. Walkable Communities, Complete Streets, and Land Use Planning (per Plan Bay Area)

The term “walkable communities” refers to communities that are pedestrian friendly, with sidewalks and pathways connecting residential areas with activity centers. Improving the “walkability” of a community is a more holistic approach to addressing ADA paratransit sustainability than other strategies. Similarly, planning efforts should, to the extent possible, ensure that senior housing and other senior-related facilities are sited in locations that are close to fixed-route services and close-in within the community and proximate to activity centers featuring shopping, medical and other services, as opposed to locations outside the community and isolated from activity centers. The ultimate impact of this recommended strategy is very large, even though this is a long-term strategy in which transit agencies will only play a supportive role. It requires an active role from cities and counties.

An integrated land-use/transportation plan is the primary goal of Plan Bay Area, under development and scheduled for adoption in 2013. In addition, the proposed OneBayArea grant program seeks to reward local jurisdictions for building housing near transit and conditions funding on adherence to complete streets policies.

Institutional

1. Complete service consolidations for Soltrans and ferry services (Vallejo, Alameda-Oakland, and Harbor Bay).

Per the Solano Transit Consolidation Study conducted by the Solano Transportation Authority – the cities of Vallejo and Benicia have formed a joint powers authority (Soltrans) to operate their transit service as a consolidated system. Senate Bill 1093 called for the consolidation of Vallejo, Alameda-Oakland, and Harbor Bay ferry services under WETA. WETA has adopted a transition plan to guide the consolidation of all ferry service, except the Golden Gate ferry services. WETA is currently operating the Alameda-Oakland and Harbor Bay ferry service and set to assume Vallejo service in 2012. Soltrans has completed the initial stages of the consolidation. The Commission will support these agencies and monitor progress during the consolidation process and support Solano County to move forward to consider further consolidations as supported through local planning.

2. Pursue functional and institutional consolidation among smaller operators where supported by local planning and input.

Through the local planning process and, as transit agencies do coordinated planning and fare policy setting, the benefits of functional and institutional consolidation should be further evaluated. Work with Congestion Management Agencies and operators, focusing on

Marin/Sonoma and Solano to continue to improve coordination and evaluate the benefits of additional functional and/or institutional consolidation to improve the financial stability and service for the customer. The appropriateness of these efforts and timeline will be established based on local planning and input.

3. Integrate multiple transportation functions (transit operating, planning, sales tax, etc).

The importance of other transportation decisions, such as roadway projects and pricing, in the success and performance of the public transit system was highlighted throughout the TSP. Therefore, opportunities to better integrate these decision-making authorities should be explored. Currently, the Santa Clara Valley Transportation Authority is the one example of an agency in the region that serves as the sales tax authority, transit agency, and congestion management agency. Work with transit operators and Congestion Management Agencies to identify potential vertical integration opportunities and local support for such integration.

4. Expand regional capital project planning/design to include sharing existing expertise (e.g., BRT) and facilities (e.g., maintenance shops).

Several transit agencies and congestion management agencies in the region have developed robust expertise in capital project development and delivery. As new projects or systems are developed, expertise should be shared across transit agencies to optimize resources. Using Plan Bay Area project listings, MTC will identify specific upcoming projects that may benefit from a sharing of resources and convene a joint discussion of county CMAs and transit agencies to identify specific projects and terms for sharing resources.

5. Formalize joint procurement of services and equipment.

Transit agencies currently have an informal process to monitor each other's bus purchases, allowing agencies to "piggy-back" on another Bay Area or national procurement. This reduces administrative costs of duplicative procurement processes and lowers the unit cost of the purchase because of the higher volume order. The TSP recommends that these joint procurements be strengthened and formalized.

The Commission will identify typical annual procurements (scope and cost) in addition to those included in the Regional Transit Capital Inventory (major capital replacements), convene transit agencies to identify strong candidate services and equipment for joint procurement, and work with transit operators to evaluate and implement joint procurement models.



DATE: June 10, 2013
TO: STA SolanoExpress Intercity Transit Consortium
FROM: Sofia Recalde, Mobility Coordinator
Elizabeth Richards, Mobility Management Project Manager
RE: Mobility Management Travel Training Scope of Work

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, 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.

The Mobility Management plan was presented and discussed several times at each of the STA committees. Initially 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.

Discussion:

While the overall Mobility Management Plan document is being refined, two elements are moving forward: ADA In-Person Eligibility Process and Travel Training. The ADA In-Person Eligibility Process was approved by the STA Board in December 2012 is being initiated on July 1, 2013. As Travel Training will complement that process, there is an interest in moving forward this element of the Mobility Management Plan as well.

In response to the draft Mobility Management Plan that was circulated a few months ago, one operator expressed an interest in maintaining their existing Travel Training program (Vacaville City Coach) and two operators were interested in starting their own similar to Vacaville's (SolTrans and FAST). Two operators would prefer STA develop a centralized program to handle all their residents' travel training needs (Dixon and Rio Vista). This was supported by the Board at their March Board Workshop as well as several committee members who reviewed the draft plan. Like the other Mobility Management Plan elements, Travel Training is proposed to begin as a pilot program and be evaluated at the end of the pilot period to determine if and how the program would be continued.

To delve into the details of how the various elements of the pilot Travel Training programs would be handled by the various transit operators and STA. A meeting was held in late May among the transit operators and the STA staff. A summary of the meeting is shown on Attachment A. A general consensus was reached on how a 'countywide' Travel Training program could be developed with various elements being handled by multiple agencies.

In summary, the ultimate countywide Travel Training program is proposed to consist of the following:

- Vacaville City Coach would continue its existing Travel Training and Travel Ambassador programs primarily for local and some intercity Travel Training/bus familiarization, group meetings, existing training guide and training video. They would continue their local outreach. Longer and time-consuming Travel Training sessions (i.e. inter-county or extensive inter-city) may be referred to a central Travel Training program. This would be the case also for training people with developmental disabilities who would require multiple sessions. To date, there has not been a demand for these latter services.
- SolTrans and FAST would like to develop Travel Training/Transit Ambassador programs similar to City Coach's with assistance from City Coach and the STA. City Coach has offered to provide advice and is willing to share their materials' designs for replication in other locations. STA has been asked to provide resources to develop a training guide and video for SolTrans and FAST as well as support the set-up of Travel Training/Transit Ambassador programs, but these programs would be identified as locally operated. Like City Coach, the local Travel Training programs would focus on local and some inter-city trips, but would also like to be able to refer more extensive Travel Training to a centralized program.
- STA would manage a centralized Travel Training program through contracted services. Dixon Redit-Ride and Rio Vista Delta Breeze would refer interested individuals to the STA Travel Training program. STA would develop a training guide and video for these locations. The STA Travel Training would also handle Travel Training for people with developmental disabilities countywide as well as more extensive travel training referred by local operators (i.e. inter-city, inter-county, travel on transit services not based in Solano County). STA would also provide time and resources to assist SolTrans and FAST set-up Travel Training programs of their own as well as to outreach to the community to promote these new Travel Training programs.
- Agencies receiving funding from STA for Travel Training would track and report activity to conform with grant reporting requirements as well as to evaluate the programs at the conclusion of the pilot period. STA would compile and share the performance data.

A draft Scope of Work has been prepared (Attachment B) to identify the responsibilities of a STA Travel Training contractor consistent with the above. This is being presented for review, comment and approval by the Consortium. If an RFP can be released this summer, a contractor could be secured and available to begin implementing a Travel Training program in the Fall of 2013.

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 programs implementation. These two fund sources will cover the costs associated with the establishment and implementation of a two-year County Travel Training Program.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the following:

1. The draft Travel Training scope of work; and
2. Authorize the Executive Director to issue a request for proposal and enter into an agreement for Travel Training Consultant Services.

Attachments:

- A. Transit Operator Meeting Summary
- B. Draft Travel Training Scope of Work

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Mobility Management
Travel Training

Meeting Summary
STA/Transit Operators
Wed, May 29, 2013
(9-11am)

Hosted by Vacaville City Coach
Agenda attached

Attendees

Vacaville City Coach: Brian McLean, Shannon Nelson
STA: Sofia Recalde, Elizabeth Richards (consultant)
SolTrans: Mona Babauta, Phil Kamhi, Elizabeth Romero
FAST: Debbie Whitbeck
County of Solano: Matt Tuggle

City Coach reiterated their intent on continuing their Travel Training program and shared more information about how it operates through a series of questions and answers from the group.

- Currently City Coach has two part-time volunteers as Transit Ambassadors. One is an ex-VVCC driver and the other is legally blind. One is a senior and the other middle aged. Both male. Considering two more ambassadors. When new ambassadors are brought on, they are interested in increasing diversity.
- 3 or 4 one-on-one trainings average monthly plus 6 or 7 group trainings of 10 or more since the program began. Have had quarterly group training sessions at senior housing locations that staff have been involved with.
- Transit Ambassadors have an ID badge, monthly pass, and shirt identifying them as Ambassadors
- Transit Ambassadors have other duties such as riding the bus (wearing the ID and shirts) and assisting people as needed, functioning as eyes on bus to be proactive with customer service, promote youth passes, etc.
- One volunteer works an average 4-5 hours a week and the other between 5-8 hours/week
- Advocated that it is important to screen potential volunteers as they rerepresent transit operator and City. City Coach has turned down some applicants. They are subject to background checks, are insured (City and CalTIP). The group concurred with this approach. SolTrans is not in CalTIP and noted that will have to address this insurance issue.
- The trainees receive free rides while in training.
- Vacaville trains people with physical disabilities. Trainees with physical disabilities may bring friends or family. Independent Living Resource Ctr (ILRC) may accompany. Faith in Action (FIA) volunteers have assisted to some degree.

- Have not had any requests to train individuals with developmental disabilities.
- Group said that it is difficult to gauge the demand for travel training for people with developmental disabilities, but it *appears* that there is little demand for it at this time.
- FAST finds that ADA applicants tend to have more physical disabilities than developmental.
- Vacaville has not seen a demand for regional trips other than to go to Fairfield Mall
- Vacaville's travel trainers do not contact dispatch to coordinate training. The training is supposed to be in real-life conditions.
- Vacaville does intensive marketing—newspaper, water bills, flyers, television ads
- Most trainees are seniors
- SolTrans and FAST are interested in having a Travel Training program like City Coach. They would like to be the face of the program, not a contractor.
- Transit Operators asked STA about funding available and Sofia gave a summary of funding.
- **Discussed how to use resources from STA's grants for Travel Training:**
 - Travel Guides - Model after VVCC's and localize for SolTrans and FAST. Create one more for balance of county
 - Training Video - Model after VVCC's and localize for SolTrans and FAST. One more for balance of County. VVCC noted that it took almost a year to produce. The production did yield not only the video, but also outtakes that could be used for other products. Produced in-house by PIO Mark Mazzaferro who may be available to do other videos.
 - At least initially, STA to assist in recruiting and manage Transit Ambassadors for each operator (SolTrans & FAST). Model after VVCC program. SolTrans and FAST would like eventually recruit on their own and STA to help with the management of Transit Ambassadors.
 - Assistance with monitoring and evaluation
 - Follow-up with trainee after training to see if he/she use transit
 - Follow-up survey
 - Consultant should do a resource assessment of Solano County
- SolTrans will have new contractor, National Express, conduct two Travel Training sessions per year. Would like to increase goal to 4-6/year.
- Brief discussion on ideas on how to outreach to promote Travel Training, particularly beyond senior population
 - Approach Head Start, pre-schools, high schools, transition schools
 - Presentations to social service providers
 - Another idea to reach out to stakeholders from Community Based Transportation Plans and Solano Senior and People with Disabilities Transportation Plan.
- There may be interest in Travel Training to Ed Roberts Center (in Berkeley) – center for disability rights and universal access. Concern about time involved with Travel Training that far.
- General consensus that City Coach, SolTrans, and FAST focus on local Travel Training and some intercity Travel Training. Be able to refer longer (intercity & intercounty) Travel Training to STA Travel Training program as well as more time-consuming developmentally disabled trips if they materialize.
- Interest in non-profits (ILR, Connections 4 Life, etc.) being involved with Travel Training for riders with significant disabilities.

- SolTrans expressed an interest in using funds for other outreach materials such as crayons and coloring books. Should operators submit a request for funds?
- County suggested bringing in Solano County services to see how they can help.
- County reported that Partnership Health Plan (PHP) has/will have(?) a five-county contract with American Logistics to transport their Plan members to dialysis which should reduce some demand from operators' paratransit systems. Motivation may be to save PHP the costly Emergency Room trips that result from missed dialysis treatments.
- County reported that new American Logistics contracted service via the MOU being finalized is not planning to provide service outside the county.
- STA reported that a new updated Senior and People with Disabilities Guide is under development

The end of the meeting included a discussion about the new countywide ADA Eligibility program at Sofia's request.

- Regarding the ADA ID card, the group agreed:
 - The ID card should be labeled "Solano County ADA Eligibility Card"
 - The logo should be the outline of Solano County
 - Local dispatch number should be on the back
- They requested a fact sheet or FAQs, which I have sent to the operators for review. Feedback due COB on June 6.
- SolTrans, FAST and Vacaville City Coach will be granting applicants presumptive eligibility until they can be seen by CARE after July 1.



1001 Allison Drive • Vacaville, California 95687 • (707) 449 - 6000 • citycoach.com

MEETING AGENDA

May 29, 2013 • 9-11AM

Vacaville City Hall, Public Works Department

TOPIC: Travel Training / Transit Ambassador Program

1.1. Approval or Changes to Agenda

1.2. Countywide Travel Training Program

Clarify roles, interests and areas for effective partnerships (i.e. When do the operators work together, separately, with non-profits, with STA's Mobility Management Coordinator, or with contracted staff?)

Elements proposed in the Mobility Management Study

- a. Intensive Travel Training for Persons with Developmental Disabilities
- b. Standard Travel Training or "Bus Familiarization"
- c. Transit Ambassador Program

Additional Training Needs for Regional Trips

Requirements to consider for each element of the Countywide Travel Training Program

- a. Training
- b. Staffing
- c. Management and Oversight
- d. Evaluation
- e. Marketing and Public Outreach

Wrap-up and Next Steps

STEVE HARDY
Mayor

DILENNA HARRIS
Vice Mayor

RON ROWLETT
Councilmember

CURTIS HUNT
Councilmember

MITCH MASHBURN
Councilmember

Travel Training

Draft Scope of services

Task 1: Administer Travel Training/Transit Ambassador programs:

A. Dixon, Rio Vista and unincorporated area residents

- Primary target market: Travel Training for Seniors, People with Disabilities, and Low-Income
- Initiate new Travel Training/Travel Ambassador programs
- To include in-field one-one one and group in-service training, bus familiarization sessions, and presentations
- Conduct travel training directly and/or recruit volunteers
- Maximize coverage, flexibility, and resources with use of volunteers. Recruitment to be conducted in collaboration with STA, Dixon, and Rio Vista.
- Train and manage volunteers.
- Work with STA in developing policies and procedures of the program
- Coordinate with transit operators and social service agencies.
- Travel train residents for travel within above jurisdictions and to locations outside Dixon and Rio Vista which could include not only locations in Solano County bus also outside the county. Depending upon clients' needs, Travel Training may be on locally operated public transit buses, but would also include on public transit connecting to these services (such as Yolobus, FAST, South County Transit, Tri-Delta, etc.) This could also include Travel Training on intercity ADA paratransit services.
- Work with STA on the development of an outreach plan
- Produce promotional collateral
- Assist with program outreach
- Work with STA to develop a customer service evaluation system
- Track activity and compile performance data to report at least monthly to STA

B. Support SolTrans, FAST and Vacaville City Coach local Travel Training programs

SolTrans and FAST will be initiating new Travel Training programs while Vacaville City Coach has a Travel Training program in place.

- Primary target market: Travel Training for Seniors, People with Disabilities, and Low-Income
- Initiate new Travel Training/Travel Ambassador programs at SolTrans and FAST
- To include in-field one-one one and group in-service training, bus familiarization sessions, and presentations
- Work with SolTrans, FAST, and STA in developing policies and procedures of the program
- Coordinate with SolTrans and FAST and social service agencies in their areas
- Assist SolTrans and FAST recruit, train and manage volunteer Travel Trainers
- Travel Train SolTrans, FAST, and City Coach clients who desire longer distance training such as intercity and intercounty trips as referred by these entities. This could involve travel on locally operated systems, connecting transit systems, and/or travel on local public transit services operated by others (Capitol Corridor, San Francisco Bay Ferry, Napa VINE, etc.)
- Work with SolTrans, FAST, and STA on development of an outreach plan and assist with program outreach
- Travel Training/Transit Ambassador program to be consistent with Transit Training video and Transit Rider Guide
- Track activity and compile performance data to report at least monthly to SolTrans, FAST, and STA.

Task 2: Produce 3-5 transit training videos

- Length of each video: approximately 5 minutes
- Primary target markets are seniors, people with disabilities, and low-income populations
- Create scripts structured similar to existing Vacaville City Coach training video
- Shoot and edit footage to produce videos specific to SolTrans, FAST, and balance of county transit services
- Work collaboratively with STA, SolTrans, and FAST in producing videos
- Narrate videos as needed and edit audio specifically for each transit system
- Produce for on-line viewing as well as DVD distribution directly to individuals as well as for group training purposes
- Video to be consistent and complementary with Travel Training/Ambassador program and Transit Rider Guide

Task 3: Design and print 3-5 full color Transit Rider Guides

- Size and design to be similar to Vacaville City Coach's current Rider Guide brochure
- Design to be easy to read especially for target market of seniors, people with disabilities and low-income
- Work collaboratively with STA, SolTrans, and FAST in design and printing of brochures specific to SolTrans, FAST, and balance of county
- Handle all aspects of print production
- Transit Rider Guide to be consistent and complementary with Travel Training/Ambassador program and Training Video
- Initial print-run of at least 5,000 of each brochure

Task 4: Administer Travel Training program for people with developmental disabilities

- Service is to be available countywide
- This is intended to be an intensive travel training program in which multiple training sessions are likely to be needed for each client. Process to include an initial assessment of rider's abilities to determine the course of the training.
- Preparations for training and the training itself may include some, or all, of the following: trip planning, path of travel review, route and scout, modeling, role playing, shadowing, fading, bus riding and navigation skills,
- Demand for service anticipated to be small initially. Contractor needs to have ability to adjust to increase and be flexible depending upon demand for service.
- Trainers to be experienced in working with people with developmental disabilities and transit with strong interpersonal skills
- Work with STA, transit operators, and social service agencies to promote Travel Training for people with developmental disabilities through the creation of an Outreach Plan
- Produce collateral materials for promotion of program.
- Program is to track activities, compile data and report to STA and transit operators on a monthly basis.

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DATE: June 6, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Sofia Recalde, Transit Mobility Coordinator
RE: Mobility Management Plan Update

Background:

Since July 2012, STA has been working with consultants and the Solano Transit Operators 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 priority strategy to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. The Solano Mobility Management Plan is gathering information about existing services and programs, exploring potential partnerships, and analyzing how to address mobility needs in Solano County in a cost effective manner.

The Solano Mobility Management Plan proposes to focus on four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities:

1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Older Driver Safety Information
4. One Stop Transportation Call Center

Discussion:

Countywide In-Person ADA Eligibility Program Update

The new Countywide In-Person ADA Eligibility program will start July 1, 2013. Starting June 17th, interested ADA applicants and current ADA certified passenger whose eligibility is about to expire can call the Solano County Paratransit Eligibility Call Center to start the ADA certification or re-certification process. The Call Center will be staffed by C.A.R.E. Evaluator's customer service representatives and be able to answer questions about the new program. During the transition period (June 17 – July 1), SolTrans, FAST, Dixon Redit-Ride, Vacaville City Coach, and Rio Vista Delta Breeze, will all grant their applicants presumptive eligibility until C.A.R.E. Evaluators can schedule them for an in-person assessment.

STA worked with the transit operators to schedule Open Houses at each of the seven assessment sites June 10 – 12. The Open Houses will be an opportunity for the local officials and the public, including potential users and social service and health providers, to see where the in-person assessments will occur and to learn more about the new program. CARE Evaluators, STA, and local transit agency staff will be present to answer any questions. Flyers advertising the Open Houses were sent to local officials, community partners,

committee members, social service and health providers, and current ADA certified individuals whose eligibility will expire in the next 6 months. STA also issued a press release advertising the Open Houses in each city.

At the time of this report, each city is planning to host at least community outreach meeting before the program launches on July 1 where C.A.R.E. Evaluators will give a presentation on the new Countywide In-Person ADA Eligibility program. See attachment A for the schedule of Open Houses and community outreach meetings.

Countywide Travel Training

Vacaville City Coach hosted a meeting to discuss Countywide Travel Training on Wednesday, May 29th. SolTrans, FAST, County of Solano, STA and Vacaville City Coach staff attended the meeting. During the meeting, Vacaville provided information about the structure of their program, including volunteers, volunteer management, recruitment, incentives for trainers and trainees, insurance, outreach materials, and program evaluation. SolTrans and FAST expressed interest in transit staff taking on the primary travel training duties and would like assistance with developing the framework of the program and creating promotional materials. SolTrans and FAST also stated they would like initiate a travel training program in their service areas similar to Vacaville's program with the STA's assistance and resources with the following:

- Travel Training Guides
- Travel Training Video
- Other marketing materials
- Assistance with recruitment (initially) and volunteer management.
- Administrative assistance related to managing volunteers
- Assistance with inter-city and regional travel training
- Monitoring and evaluation
 - Follow-up with trainee after training to see if s/he used transit
 - Follow-up survey
- Resource assessment of Solano County

STA drafted a scope of work for a Countywide Travel Training program based on the discussion with the transit operators and prior discussions with Rio Vista and Dixon about their travel training needs. More details are available in a separate staff report focusing on Travel Training.

STA is planning to host the next mobility management meeting. The date is still pending and staff will provide an update at the meeting.

Recommendation: Informational.

Attachment:

- A. Calendar of Open Houses and Community Outreach Meetings

MAY 2013

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9	10 <i>Open House</i> : Suisun City Hall 9:30-11am <i>Open House</i> : Vacaville City Hall noon-1:30pm Vallejo Senior Center 1:30pm <i>Open House</i> : Vallejo Transit Center 5-7pm	11 <i>Open House</i> : Rio Vista Senior Center 10- 11:30am <i>Open House</i> : Dixon Transportation Center 1:30-3pm <i>Open House</i> : Benicia Library 5:30-7pm	12 Fairfield Senior Center 9am <i>Open House</i> : Fairfield Transportation Center 1:30-3pm STA Board: 6-8pm	13 Dixon Senior Center 10am McBride Senior Center (Vacaville) noon Ulatis Cultural Center (Vacaville) 2pm	14	15																																																																																				
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DATE: June 18, 2013
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Liz Niedziela, Transit Program Manager
 RE: SolanoExpress Ridership Update

Background:

SolanoExpress Intercity Routes consist of seven routes operated by Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans). Funding for Intercity Transit Routes is provided through the Solano Intercity Transit Funding agreement among six cities, the County of Solano and STA and Regional Measure 2 (RM 2) Bridge toll funds.

The Solano Express Intercity Transit Consortium (the Consortium) consists of STA, Solano Napa Commuter Information (SNCI), Solano County and the cities of Dixon, Fairfield, Rio Vista, and Vacaville, and the new SolTrans Joint Powers Authority. The Consortium helps set policy for funding and administration of intercity routes.

Two of the primary means of measuring the success of intercity transit are farebox recovery (the percentage of operating cost paid by user fares) and overall ridership. Each transit operator gathers and reports the ridership information on a monthly basis and the farebox is estimated on a quarterly basis with final farebox ratios on an annual basis after financial statements are completed.

Discussion:

Comparing from last year ridership numbers to this year ridership from the same time frame (July - March), SolanoExpress ridership has decrease 3% as shown in the table below.

SolanoExpress Route	2011-12	2012-13	Ridership Increase/Decrease
Route 20	38,865	39,197	0.9%
Route 30	34,839	35,676	2.4%
Route 40	30,928	32,026	3.6%
Route 78	65,792	64,441	-2.1%
Route 80	320,426	329,932	3.0%
Route 85	117,748	74,753	-36.5%
Route 90	178,642	187,589	5.0%
	787,240	763,614	-3.0%

Recommendation:

Informational.

Attachments:

- A. SolanoExpress Ridership Comparison



SolanoExpress Intercity Ridership Comparison

Route 20	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
July	3,511	2,910	4,460	3,517	3,347	3,482	3,958
August	4,251	3,697	3,880	3,911	3,904	4,601	5,049
September	4,355	3,515	4,362	4,628	4,221	4,589	4,563
October	3,684	3,826	4,920	4,578	3,939	4,572	5,133
November	3,271	3,339	3,694	3,886	3,540	4,356	4,254
December	2,922	3,041	3,756	3,891	3,457	4,225	3,689
January	3,172	2,855	4,155	3,293	3,344	4,090	4,302
February	3,116	3,455	4,017	3,859	3,290	4,515	3,997
March	3,727	3,772	4,394	4,753	3,823	4,435	4,252
April	3,174	4,089	4,300	4,176	3,844	4,284	
May	3,187	3,959	4,157	3,851	3,915	4,636	
June	2,892	4,092	3,929	3,874	3,742	4,111	
Annual	41,262	42,550	50,024	48,217	44,366	51,896	39,197
Farebox		21%	28%	36%	25%	35%	
						July - March Comparison	1%

Route 30	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
July	2,793	2,932	3,897	3,540	3,459	3,533	3,732
August	2,982	3,009	3,979	3,246	3,536	4,110	4,379
September	2,630	2,947	4,510	3,593	3,653	3,855	3,869
October	3,033	3,753	4,904	3,863	3,284	4,161	4,708
November	2,569	3,590	3,387	3,194	3,552	3,702	3,786
December	2,299	2,447	3,369	2,930	3,287	3,514	3,275
January	2,740	2,677	3,571	3,046	3,575	3,811	4,004
February	2,731	2,777	3,488	3,442	3,760	4,045	3,772
March	3,059	2,771	3,831	3,890	4,307	4,108	4,151
April	3,172	3,433	3,823	3,709	4,084	3,999	
May	3,290	3,149	3,367	3,172	4,069	3,918	
June	3,058	3,633	3,599	3,311	3,998	3,788	
Annual	34,356	37,118	45,725	40,936	44,564	46,544	35,676
Farebox		39%	30%	33%	27%	32%	
						July - March Comparison	2%



SolanoExpress Intercity Ridership Comparison

Route 40	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
July	2,951	4,009	5,287	3,595	3,372	2,876	3,576
August	3,332	4,487	4,857	3,457	3,622	3,671	3,828
September	3,021	3,744	5,338	3,152	3,568	3,481	3,314
October	3,384	4,340	5,474	3,537	3,411	3,559	4,098
November	2,841	3,680	3,902	3,147	3,476	3,444	3,260
December	2,437	3,274	3,898	3,154	3,234	3,277	2,918
January	3,935	4,047	3,855	2,908	3,241	3,529	3,666
February	3,479	3,675	3,628	3,034	3,188	3,388	3,507
March	4,269	3,748	4,015	3,646	3,789	3,703	3,859
April	3,894	4,214	3,712	3,315	3,327	3,126	
May	4,256	4,162	3,278	3,065	3,463	3,356	
June	3,900	4,856	3,519	3,463	3,399	3,289	
	41,699	48,236	50,763	39,473	41,090	40,699	32,026
Farebox		23%	31%	30%	22%	29%	
					July - March Comparison		4%

Route 90	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
July	12,341	15,425	21,782	17,782	17,350	17,905	19,763
August	14,104	17,341	19,770	17,109	18,326	21,662	22,639
September	11,580	15,183	20,883	18,196	18,601	20,036	19,701
October	14,547	18,270	21,719	19,373	17,994	20,137	24,161
November	14,883	16,760	15,848	16,804	17,811	19,326	20,368
December	14,092	15,360	18,028	17,046	17,260	18,460	18,527
January	10,974	17,711	17,887	16,119	18,194	19,799	21,100
February	10,892	17,817	17,640	16,457	17,469	19,894	20,241
March	12,659	18,890	19,728	19,527	21,303	21,423	21,089
April	12,581	20,701	18,919	18,527	19,397	20,299	
May	12,074	19,080	17,010	16,808	19,823	21,619	
June	13,632	20,495	18,327	17,437	19,909	19,719	
Annual	154,359	213,033	227,541	211,185	223,437	240,279	187,589
Farebox		40%	43%	46%	41%	50%	
					July - March Comparison		5%



SolanoExpress Intercity Ridership Comparison

Route 78	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
July				6,874	6,462	6,298	6,996
August				6,310	6,883	7,741	8,334
September				6,338	7,218	7,561	7,532
October			6,360	6,837	7,197	7,422	8,563
November			6,328	5,959	7,142	7,140	6,665
December			6,202	6,044	6,144	6,875	6,252
January			6,096	5,674	6,544	7,440	6,866
February			5,599	5,637	6,223	7,324	6,570
March			6,517	6,889	7,151	7,991	6,663
April			6,432	6,529	7,436	7,599	
May			6,885	6,512	7,351	7,830	
June			6,677	6,707	7,384	7,533	
Annual	-	-	57,096	76,310	83,135	88,754	64,441
Farebox			20%	23%	15%	19%	July - March Comparison -2%

Route 80	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
July	33,855	34,096	41,304	31,889	31,492	33,747	33,836
August	36,003	37,351	39,073	32,947	32,619	35,498	41,052
September	32,672	31,384	36,454	33,256	30,676	35,255	35,557
October	34,100	34,924	39,128	36,258	32,207	37,304	43,316
November	30,593	31,960	32,043	31,318	29,869	34,257	35,843
December	28,194	29,529	31,765	29,455	30,735	34,071	34,751
January	30,114	30,909	30,878	28,735	31,615	34,673	34,840
February	28,200	32,627	29,056	31,394	31,518	35,770	34,036
March	32,795	34,021	32,830	33,616	35,602	39,851	36,701
April	32,483	36,596	33,786	32,929	34,326	36,325	
May	34,996	36,382	31,714	31,633	34,527	39,244	
June	33,130	39,052	32,569	31,667	35,705	36,845	
Annual	387,135	408,831	410,600	385,097	390,891	432,840	329,932
Farebox		36%	41%	37%	39%	51%	July - March Comparison 3%



SolanoExpress Intercity Ridership Comparison

Route 85	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
July	9,062	13,147	16,013	13,309	12,024	12,454	6,552
August	10,571	15,217	14,518	13,180	14,927	14,491	10,420
September	12,899	12,939	14,576	13,552	14,483	14,691	10,785
October	12,786	13,425	15,197	13,170	13,788	15,909	12,906
November	10,993	10,695	11,351	10,890	12,182	12,791	7,139
December	9,624	9,939	10,950	10,128	10,573	11,201	5,973
January	8,973	9,256	10,868	9,034	10,537	10,856	6,835
February	10,046	12,015	11,801	10,761	11,408	12,525	6,594
March	12,015	12,955	13,934	14,239	13,235	12,830	7,549
April	10,157	13,770	13,026	11,949	12,542	11,976	
May	10,706	14,373	12,353	11,792	12,063	12,191	
June	8,273	15,821	13,185	11,225	12,518	10,517	

Annual 126,105 153,552 157,772 143,229 150,280 152,432 74,753

Farebox 24% 26% 24% 28% 37%

July - March Comparison -37%

Annual	784,916	903,320	999,521	944,447	977,763	1,053,444
by Year		15%	11%	-6%	4%	8%
present		15%	24%	20%	25%	34%



DATE: June 10, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On March 13, 2013, the STA Board approved its amended 2013 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2013. Monthly legislative updates have been provided by STA's State and Federal lobbyists for your information (Attachments A and B). A Legislative Bill Matrix listing state bills of interest is available at <http://www.sta.ca.gov/Content/10051/LegislativeAdvocacy.html>. A Federal Funding Matrix is included as Attachment C.

Discussion:

Staff is working with STA's federal lobbyist, Susan Lent of Akin Gump, to coordinate meetings June 17-20th in Washington DC with Solano County's federal legislative representatives and with key federal agency staff. The strategy will focus on the following as they align with STA's Federal legislative priorities (Attachment E):

1. Monitor the Department of Transportation's Implementation of Moving Ahead for Progress in the 21st Century (MAP-21) and Comment on Proposed Regulations and Policies
2. Identify and Advocate for Grant Opportunities
3. Reauthorization of MAP-21
4. Support of Solano County TIGER 2013 project priority.

Meetings are being scheduled with the following:

Senator Dianne Feinstein
Senator Barbara Boxer
Congressman John Garamendi
Congressman Mike Thompson
Majority Staff, House Committee on Transportation and Infrastructure
Minority Staff, House Committee on Transportation and Infrastructure
Majority Staff, Senate Committee on Environment and Public Works (Highway program issues)
Majority Staff, Senate Committee on Banking, Housing and Urban Affairs (Transit issues)
Federal Transit Administrator, Federal Transit Administration (P3 projects)

TIGER 2013 Grant Funding

U.S. DOT announced the availability of \$474 million for the TIGER 2013 program, with applications due to U.S. DOT on June 3, 2013. For non-rural areas, grant requests must be between \$10 and \$200 million, and \$1 to \$10 million for rural areas.

STA staff and Susan Lent worked closely with the City of Fairfield to coordinate the application and all the required letters of support for the Fairfield/Vacaville Intermodal Station project, which was submitted on June 1st for a \$9M rural area set-aside. A decision is expected as soon as late August according to staff from DOT that reviews all of the TIGER applications.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Shaw/Yoder/Antwih State Legislative Update
- B. Akin Gump Federal Legislative Update
- C. Federal Funding Matrix



SHAW/YODER/ANTWIH, inc.
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

May 29, 2013

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner
Shaw / Yoder / Antwih, Inc.

RE: **STATE LEGISLATIVE UPDATE – May 2013**

Since our last report, legislative deadlines have required all bills with a fiscal implication to pass out of their respective Appropriations Committee, or they will be designated a “two-year” bill. And, as of this writing, the House of Origin deadline looms, meaning all bills must pass out of their respective House before Friday, May 31, or similarly risk becoming two-year bills, which cannot be taken up again until January of 2014.

Thus, there is a rush right now to move thousands of bills; by early next week we will obtain a much clearer picture of which bills are truly viable as 2013 measures, and which have taken a back seat.

In the meantime, the other major recent development was the release of the Governor’s “May Revision” to the state budget for 2013-14 which he originally unveiled in January. We briefed your staff on key elements of the proposal, although none are very substantive from a transportation perspective.

Finally, we’ve been working to address your key legislative priorities. These items and activities are discussed in more detail below.

May Revision to 2013-14 State Budget: Minimal Transportation Impact

On May 14 Governor Brown released his May Revise spending plan for the 2013-14 state budget, with lower-than-anticipated projections of increased state revenue. The Governor projected that revenue in the current fiscal year will be nearly \$2.8 billion higher than originally projected but that revenue in the next fiscal year will be roughly \$1.8 billion lower than projected earlier this year. In the weeks leading up to the budget revision, speculation mounted that the Governor would build a rosier projection into his May Revise proposal, and take advantage of \$4.5 billion that rolled into state coffers unexpectedly this spring.

However, the Governor justified his more conservative projections by predicting that economic growth will be slower than previously thought because of federal spending cuts and a higher payroll tax on workers. The Governor also assumes that the spring revenue spike was partly due

to wealthy taxpayers taking more income in 2012 in anticipation of federal tax changes. That means the state potentially would receive lower tax revenues in 2013-14 than Brown previously expected.

The May Revise reports that approximately 13 percent of annual state transportation revenue will continue to be dedicated to offsetting debt service costs, which are expected to grow to over \$1 billion in 2013-14.

The May Revise does not contain substantial new changes for or threats to transportation programs. Following are the key transportation elements:

- Reduces Caltrans capital outlay support staffing by \$36.3 million (including a reduction of 184 Caltrans positions in engineering, design, and construction oversight) to reflect reduced workload from the wind-down of Proposition 1B and the American Recovery and Reinvestment Act funds for transportation projections.
- Expands the Caltrans zero-based budgeting effort to equipment and stormwater programs.
- Increases \$18.6 million for AMTRAK operating expenses to reflect the federal requirement that short distance service become entirely state supported.

Cap and Trade Funding

The May Revise proposal does suggest a \$500 million loan to the General Fund from allowance revenues generated under the Air Resources Board's Cap and Trade system, funds that were otherwise expected to be invested in such programs as clean local transit and other transportation and land-use projects and services. The Governor's January budget identified \$500 million for General Fund relief, but did not specify that this would be a loan.

The Governor contends that loaning these proceeds will not interfere with the objectives of the three-year investment plan or AB 32 because it is short-term and the monies will be repaid with interest when necessary to meet the needs of the Fund. However, it is unclear when the loan will be repaid. Legislative budget subcommittees are considering adding loan repayment terms, as well as some allocation of funds for actual investment in the budget year.

The May Revise proposes to delay any additional appropriations of Cap and Trade funding until the January 2014-15 budget.

In the meantime, the Department of Finance and Air Resources Board released a separate document providing the final Cap and Trade Investment Plan for FY 2013-14 through 2015-16, as required by law. Similar to an earlier draft plan released in April, the Plan prioritizes Sustainable Communities & Clean Transportation, including:

- Sustainable Communities Strategies Implementation, such as: rail modernization and system integration (including high-speed rail); public transit with connectivity to rail; expanded transit and ridership programs; infrastructure; livable communities; transit-oriented development; and, active transportation programs.
- Development and implementation of plans for Sustainable Communities Strategies (e.g., local sustainable communities strategies, and general and specific plans to implement an SCS).

- Low-carbon freight equipment and zero-emission passenger transportation; plus necessary fueling/charging infrastructure.

The full investment plan can be found here –

http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/final_investment_plan.pdf

While the combined impact of these two Administration proposals is probably “hurry up and wait” – relative to Cap and Trade funding for transportation programs in the budget year – a coalition of local and regional governments, transportation planning and transit agencies, AQMDs, environmental groups and others continues working towards setting up a policy structure to support eventual appropriations that make sense for local transportation programs.

Bills of Interest

1. **AB 453 (Mullin)** would have authorized a transportation planning agency that is designated as a metropolitan planning organization to impose a transactions and use tax at a rate of no more than 0.5% for purposes of funding certain aspects of a sustainable communities program. The funds would have been dispersed amongst these various programs, such as affordable housing and parks & open space, with little to no input from local boards like yours.

The STA board Opposed the bill, which failed legislative deadlines. The bill is thus dead for the year.

2. **AB 574 (Lowenthal)** creates the Sustainable Communities Infrastructure Program, a structure to allow regional and local control over expenditure of Cap and Trade allowance revenues from the fuels sector on local, clean transportation and land-use programs. As described above, the Governor proposed no appropriations for Cap and Trade programs in the budget year; thus, this and other measures that would set up various Cap and Trade expenditure programs have been made two-year bills.

The STA board determined to Support this effort.

3. **AB 935 (Frazier)** expands the membership of the WETA board of directors from five to seven members to include two additional appointments, one by the Senate Committee on Rules, and one by the Speaker of the Assembly. Current law requires that all of the appointed members are residents of a Bay Area county, with three appointments made by the Governor, and one each by the Senate and Assembly.

As originally introduced, the bill would have required that two of the three gubernatorial appointments be residents from Contra Costa County and San Mateo County. We lobbied the author to accept amendments that add Solano County, and make the Solano Transportation Authority the entity for submitting three names from Solano County to the Governor; the bill now requires that the Governor select each of his appointees from a list of three nominees submitted by the transportation authority in each of the three respective counties.

The STA board has now adopted a full Support position on the bill, modifying its earlier Support if Amended position. The bill has passed the Assembly and awaits its first policy hearing in the Senate.

In the meantime, we understand the bill faces concerns from other Bay Area counties, as well as concerns in the Governor's Office. We are working with these parties to address all concerns in the Senate, and to ensure that Solano County retains a seat on the WETA board.

4. **SB 791 (Wyland)** would require the legislature to approve, by a two-thirds vote, any adjustments to the motor vehicle fuel tax (excise tax). If enacted, this bill would have gutted a key provision of the "Gas Tax Swap."

Per the Board's direction, we lobbied in opposition to the bill. The bill was not even heard in its first policy committee, and given the outpouring of opposition from a variety of local government and transportation interests, it was made a two-year bill.

5. **SCA 4 (Liu) & SCA 8 (Corbett)** are constitutional amendments that would lower local vote thresholds for tax measures that support transportation programs.

The STA board Supports these bills. Neither has moved since our last report to you, and we expect no substantive progress on the issue this year.

M E M O R A N D U M

May 29, 2013

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: May Report

During the month of May we assisted STA staff with developing a strategy for pursuing a TIGER grant for the Fairfield/Vacaville Intermodal Station, planning for D.C. meetings in June, identifying federal grant opportunities and advising on developments in Congress and at the Department of Transportation that are of interest to STA.

Fiscal Year 2014 Appropriations

The House Appropriations Committee began work on the fiscal year 2014 appropriations bills in May. The Committee approved the homeland security and military construction bills before the Memorial Day Recess. The Senate Appropriations Committee is expected to mark-up those bills in June with floor consideration anticipated later this summer. The timing on the transportation appropriations bills is not clear. The House Appropriations Committee is likely to consider defense and agricultural spending in June and then consider other bills. The most controversial bills, such as Health and Human Services-Education and Financial Services, are unlikely to move out of Committee. The Senate is likely to follow a similar agenda and bring up the least controversial bills first to reduce the possibility of political riders being added on the Senate floor.

Because of the wide discrepancy between the Senate Budget Resolution (which proposes \$1.058 trillion in spending and does not address sequestration) and the House Budget Resolution (which proposes \$967 billion in spending and would make significant reductions in federal spending), it appears unlikely that most of the spending bills will be enacted, and more likely that the federal government again will be funded by continuing resolution.

Secretary of Transportation

The Senate Commerce Committee held a hearing on the nomination of Charlotte Mayor Anthony Foxx for Transportation Secretary on May 22. During the hearing, Foxx assured the Committee that he is experienced with moving transportation projects forward in times of economic constraint. He noted that during his term as mayor, Charlotte's tax revenue dropped by \$200 million and that he did not propose a tax increase to cover the shortfall. He endorsed continued federal spending for transportation infrastructure, including the TIGER grant program and creation of an infrastructure bank. Foxx stated that he supports public-private partnerships and

Solano Transportation Authority
May 29, 2013
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alternative finance, but that private investment cannot address all of the need for infrastructure spending and he urged Congress to work toward a longer-term reauthorization of the surface transportation bill. Foxx's nomination has not been met with any significant opposition, so a vote on the nomination can be expected after Congress returns from the Memorial Day recess.

Permitting

On May 17, President Barack Obama issued an executive memorandum instructing federal regulators to develop a plan for streamline permitting for federally-funded infrastructure projects within 120 days. The memo established a steering committee that will include representatives from Office of Management and Budget's Office of Information and Regulatory Affairs, and the Council on Environmental Quality, which will work in collaboration with DOT, and other departments and agencies, to draft a plan for determining how to expedite the review of federal projects, including as roadways, bridges, railroads, and transit. The memo states that the federal government should review permitting of infrastructure projects to reduce aggregate timelines for major infrastructure projects by half and also improve outcomes for communities and the environment by institutionalizing these best-management practices.

Congressional Public Transportation Caucus

On May 23, Representatives Daniel Lipinski (D-IL), a member of the House Transportation and Infrastructure Committee, and Michael Grimm (R-NY) announced the organization of a new Congressional Public Transportation Caucus. The Caucus is expected to provide a forum for members of Congress to engage in constructive dialogue on the challenges and needs of mass transit agencies as increasing ridership and decreasing funding are putting unprecedented pressure on public transportation systems. The co-chairs will circulate a letter following the recess, asking members to join.

Legislation Introduced

On May 22, Rep. John Delaney (D-MD) introduced legislation to provide \$50 billion in finance that could be leveraged to \$750 billion for infrastructure projects. Under *The Partnership to Build America Act* (H.R. 2084), a fund will be capitalized by the sale of 50-year bonds that would pay a one percent interest rate. U.S. corporations will be permitted to repatriate a certain dollar amount, determined by auction, in overseas earnings tax-free for every \$1 they invest in the bonds. The fund will then provide loans or loan guarantees to states and municipalities to finance transportation, energy, communications, water, and education infrastructure projects. The bill was referred to the House Transportation and Infrastructure Committee with subsequent referral to the House Ways and Means Committee. It has 16 bipartisan cosponsors, including

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one member of the House T&I Committee, Randy Davies (R-IL). Responding to questions from reporters, House T&I Committee Chairman Bill Shuster stated that he is “looking at the bill.”

Sen. Rand Paul (R-KY) also introduced a bill (S. 911) to use repatriated capital taxed at a rate of 5 percent, rather than 35 percent, to fund infrastructure projects. Revenue from the Emergency Transportation Safety Fund would be used to rebuild infrastructure projects selected by the Secretary of Transportation under criteria established under the bill. The criteria would include: 1) whether the project is part of the interstate highway system; 2) whether the project is a road or bridge closed for safety reasons; 3) the impact of the project on interstate commerce; 4) the volume of traffic affected by the project; and 5) the overall value of the project or entity. The bill was referred to the Senate Committee on Finance. There are no cosponsors.

On May 23, Rep. Ken Calvert (R-CA) introduced legislation (*The Reducing Environmental Barriers to Unified Infrastructure and Land Development (REBUILD) Act*, H.R. 2094) which would allow states to enter into a memorandum of understanding with a federal agency, including DOT, to assume the NEPA review responsibility of that agency for a particular project. Under the REBUILD Act, states would still be required to uphold the same NEPA standards or greater. By assuming these responsibilities, states could integrate NEPA compliance into their own approval process, which would streamline construction timelines and eliminate redundant federal reviews. The streamlined process is based on a pilot program created in SAFETEA-LU (23 USC 327) that allowed a limited number of states to take on the task of ensuring NEPA compliance for highway projects. For those pilot projects, the length of time to complete a project review was reduced by an average of 17 months.

The Safe Highways and Infrastructure Preservation Act (S. 880/H.R.1906) was introduced on May 7 by Sen. Frank Lautenberg (D-NJ) and Rep. Jim McGovern (D-MA). The bills would extend the existing federal truck size and weight limits that apply on the Interstate Highway System (approximately 44,000 miles) to the entire National Highway System (about 220,000 miles). Trucks would be limited to 80,000 pounds and maximum length of 53 feet for tractor-trailer trucks operating on the entire NHS. The bill will also expand the current prohibition of triple-tractor trailer operations on interstates to apply to the broader NHS. Additional restrictions on truck size and weight were rejected during consideration of MAP-21.

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STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
TIGER V Discretionary Grant*	Department of Transportation Office of Secretary - Howard Hill (202-366-0301) TIGERGrants@dot.gov	State, local government authorities, transit agencies, MPOs, others	\$473 million	06/03/13	Projects that are eligible for TIGER Discretionary Grants include, but are not limited to: (1) Highway or bridge projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) freight rail transportation projects; and (4) passenger rail projects; and (5) marine port infrastructure investments. The FY 2013 Appropriations Act specifies that TIGER Discretionary Grants may be not less than \$10 million (except in rural areas) and not greater than \$200 million. No more than 25% awarded to a single State. Minimum of \$120 million awarded in rural areas. Funds can be used for up to 80% of project costs; priority given to projects for which Federal funding is required to complete an overall financing package and projects can increase their competitiveness by demonstrating significant non-Federal contributions. Only available for obligation through September 30, 2014. Projects compete on the merits of the medium to long-term impacts of the projects themselves (not just job creation).	\$9M Fairfield/Vacaville Intermodal Station STA co-sponsor with Vacaville and CCJPA <i>(applied for \$12M in TIGER III and IV – not awarded)</i>	Steve Hartwig
National Clean Diesel Funding Assistance Program (DERA)	Environmental Protection Agency	U.S. regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality; School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties	\$9 million	06/25/13	Funds awarded under this program cannot be used to fund emissions reductions mandated under Federal law. Equipment used for testing emissions or for fueling infrastructure is not eligible for funding. Buses, medium or heavy duty trucks, marine engines and locomotives may qualify for funding. Non-road engines or vehicles used in construction, cargo handling (including at a port or airport), agriculture, mining or energy production (including stationary generators and pumps) also qualify. Grant funds may be used for clean diesel projects that use: <ul style="list-style-type: none"> • Retrofit technologies that are verified or certified by either EPA or CARB • Idle-reduction technologies that are EPA verified • Aerodynamic technologies and low rolling resistance tires that are EPA verified • Early replacement and repower with certified engine configurations (incremental costs only) 		

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Building Blocks for Sustainable Communities	EPA - Kevin Nelson(nelson.kevin@epa.gov, 202-566-2835).	Local, county, or tribal government	N/A	Requests for Letters of Interest expected Fall 2013	This technical assistance will help selected local and/or tribal governments to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. The purpose of delivering these tools is to stimulate a discussion about growth and development, strengthen local capacity to implement sustainable communities approaches, and provide ideas on how to change local policies and procedures to make communities more economically and environmentally sustainable. Assistance will be provided through presentations, meetings with community stakeholders, and/or activities that strive to relay to participants the impacts of the community's development policies. Communities select from 10 tools: (1) Walking Audits Tool; (2) Parking Audits; (3) Sustainable Design and Development; (4) Smart Growth Zoning Codes for Small Cities and Rural Areas; (5) Green Building Toolkit; (6) Using Smart Growth to Produce Fiscal and Economic Health; (7) Complete Streets; (8) Preferred Growth Areas; (9) Creating a Green Streets Strategy; and (10) Linking Water Quality and Land Use.		
Economic Development Assistance Programs - Public Works and Economic Development Facilities Program	Department of Commerce Economic Development Administration	District Organizations; Indian Tribe or a consortiums; State, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; consortiums of or institutions of higher education; or public or private non-profit organizations or associations	FY2013: \$111 million (30 percent for cycle 1; 70 percent for cycles 2, 3 and 4)	December 13, 2012 for funding cycle 2 of FY 2013; March 13, 2013 for funding cycle 3 of FY 2013; June 13, 2013 for funding cycle 4 of FY 2013 ; and September 13, 2013 for funding cycle 1 of FY 2014	Supports the construction or rehabilitation of essential public infrastructure and facilities to help communities and regions leverage their resources and strengths to create new and better jobs, drive innovation, become centers of competition in the global economy, and ensure resilient economies. Applicants are responsible for demonstrating to EDA the nature and level of economic distress in the region impacted by the proposed project. Applicants are also responsible for defining the region that the project will assist and must provide supporting statistics and other information, as appropriate. To be eligible under this FFO, a project must be located in a region that, on the date EDA receives the application for investment assistance, meets one (or more) of the following economic distress criteria: (i) an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point greater than the national average unemployment rate; (ii) per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income; or (iii) a "Special Need."		

STA Federal Funding Matrix

Fund Source	Application Contact	Eligibility	Amount Available	Deadlines	Program Description	Proposed Submittal	Staff Contact
Innovative Transit Workforce Development Program	Betty Jackson, FTA Office of Research and Innovation (202) 366-1730 Betty.Jackson@dot.gov	Public transit agencies; state departments of transportation (DOTs) providing public transportation services; and Indian tribes, non-profit institutions and institutions of higher education or a consortium of eligible applicants.	\$5 million Authorized under MAP-21	TBD	Funding will be provided to transit agencies and other entities with innovative solutions to pressing workforce development issues. Proposals should target one or more the following areas in the lifecycle of the transit workforce: (1) Pre-employment training/preparation; (2) Recruitment and hiring; (3) Incumbent worker training and retention; and (4) Succession planning/phased retirement. Proposal minimum \$100,000 and maximum \$1,000,000.		
Ferry Boat Discretionary (FBD) Program		Vehicular Ferries, serving public roads, not on the Interstate system or Passenger Ferries on a fixed route transit ferry eligible under 49 USC 53 that serve as an alternative to an eligible highway route	\$30 million authorized under MAP-21	TBD	This is a new transit discretionary grant program authorized under MAP-21. \$30 million per year is set-aside from the Urban formula program totals to support passenger ferries. Funding will be awarded on a competitive selection basis.		
Smart Growth Implementation Assistance (SGIA) Program	EPA – Abby Hall (hall.abby@epa.gov, 202-566-2086)	Open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity)	\$75,000 per recipient in contractor support	03/01/2013	The program provides technical assistance to help communities grow in ways that improve the local economy, the environment, and people’s health. The program aims to help applicants develop solutions to local challenges, such as managing stormwater, increasing transit-oriented development, and adapting to climate change, and to share those solutions with other communities. EPA sought applications in the following four categories: 1) Community Resilience to Disasters and Climate Change; 2) Redevelopment for Job Creation; 3) Manufactured and Modular Homes in Sustainable Neighborhood Design ; and 4) Medical and Social Service Facilities Siting.		

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DATE: June 10, 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
Regional¹			
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.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	~\$100-150 million federally	Due by July 26, 2013
Federal			
6.	N/A	N/A	N/A

*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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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 Grants¹						
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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants¹						
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/agip/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/
Transportation Fund for Clean Air (TFCA)	Robert Guerrero (707) 424-6075 rquerrero@sta-nci.com	Due by May 10, 2013	Approx. \$59,000	To fund the implementation of TCMs and MSMs, the State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicle registration fees paid within the nine county Bay Area. These revenues are allocated by the Air District through the Transportation Fund for Clean Air (TFCA). TFCA grants are awarded to public and private entities to implement eligible projects.	N/A	Eligible Projects: TFCA funded projects have many benefits, including the following: <ul style="list-style-type: none"> • Reducing air pollution, including air toxics such as benzene and diesel particulates • Conserving energy and helping to reduce greenhouse gas emissions • Improving water quality by decreasing contaminated runoff from roadways • Improving transportation options • Reducing traffic congestion

*New Funding Opportunity

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

State Grants						
Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	Sylvia Fung California Department of Transportation (Caltrans) (510) 286-5226 sylvia.fung@dot.ca.gov	Application Due to Caltrans: July 26, 2013	Approx. \$100-150 M nationally	The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm	N/A	Eligible Projects: HSIP funds are eligible for work on any public road or publicly owned bicycle/pedestrian pathway or trail, or on tribal lands for general use of tribal members, that corrects or improves the safety for its users.

Federal Grants						
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.
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).

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