



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

**1:30 p.m., Tuesday, January 28, 2014
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

ITEM

STAFF PERSON

- | | |
|--|------------------------------|
| <ol style="list-style-type: none"> 1. CALL TO ORDER 2. APPROVAL OF AGENDA 3. OPPORTUNITY FOR PUBLIC COMMENT
(1:05 –1:10 p.m.) 4. ELECT CHAIR AND VICE CHAIR 5. REPORTS FROM STA STAFF AND OTHER AGENCIES
(1:10 –1:15 p.m.) 6. CONSENT CALENDAR
<u>Recommendation:</u> Approve the following consent items in one motion.
(1:15 –1:20 p.m.) | <p>Wayne Lewis,
FAST</p> |
| <ol style="list-style-type: none"> A. Minutes of the Consortium Meeting of December 17, 2013
<u>Recommendation:</u>
Approve the Consortium Meeting Minutes of December 17, 2013.
Pg. 5 | <p>Johanna Masielat</p> |

CONSORTIUM MEMBERS

<u>Janet Koster</u>	<u>Wayne Lewis</u> (Chair)	<u>Jim McElroy</u>	<u>Mona Babauta</u>	<u>Brian McLean</u> (Vice-Chair)	<u>Matt Tuggle</u>	<u>Judy Leaks</u>	<u>Liz Niedziela</u>
Dixon Readi-Ride	Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Solano County Transit (SolTrans)	Vacaville City Coach	County of Solano	SNCI	STA

7. ACTION NON-FINANCIAL

A. STA's Draft 2014 Legislative Priorities and Platform

Jayne Bauer

Recommendation:

Forward a recommendation to the STA TAC and STA Board to adopt the STA's 2014 Legislative Priorities and Platform as specified in Attachment C.

(1:20 – 1:25 p.m.)

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8. ACTION FINANCIAL

A. Fairfield and Suisun Transit Fare Increase Public Outreach and Public Hearing

Wayne Lewis

Recommendation:

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

1. Request FAST provide a summary of public comments to consortium members along with any proposed changes to the original fare adjustment proposal for comment prior to requesting approval of the STA Board on February 12, 2014; and
2. Approve FAST's final fare proposal for SolanoExpress Routes 20, 30, 40, and 90 as long as no fares in the original proposal are increased in the final proposal and any comments received from funding partners are included in the staff report.

(1:25 – 1:35 p.m.)

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9. INFORMATIONAL ITEMS – DISCUSSION ITEMS

A. STA Regional Transportation Impact Fee (RTIF) Implementation – Transit Centers

Robert Guerrero

(1:35 – 1:40 p.m.)

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B. SolanoExpress Marketing Update

Jayne Bauer

(1:40 – 1:45 p.m.)

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C. Intercity Transit Corridor Study Update

Nancy Whelan

(1:45 – 1:50 p.m.)

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D. Intercity Transit Funding Agreement for SolanoExpress Routes for Fiscal Year (FY) 2014-15 and 2015-16

Liz Niedziela

(1:50 – 1:55 p.m.)

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- E. Summary of MTC’s Regional Cap and Trade Program** Daryl Halls
(1:55 – 2:00 p.m.)
Pg. 93
- F. Request for Update on Solano County’s Paratransit Service** Brian McLean,
(2:00 – 2:05 p.m.) City Coach and
Pg. 109 Bill Emlen,
Solano County
- G. Draft Mobility Management Plan Update** Elizabeth Richards
(2:05 – 2:10 p.m.)
Pg. 115
- H. Mobility Management Program Update** Anthony Adams
1. **ADA In Person Eligibility**
2. **Website**
3. **Travel Training Program**
(2:10 – 2:15 p.m.)
Pg. 119
- I. One Stop Call Center Update** Judy Leaks
(2:15 – 2:20 p.m.)
Pg. 139

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS Liz Niedziela

February

- A. History/Background on STAF
- B. Intercity Transit Corridor Service Options
- C. SolanoExpress Ridership Update

February/March

- A. RTIF Transit Centers
- B. CTSA Designation
- C. Updated Consortium Work Plan

March/April

- A. CTP – Transit Element

11. TRANSIT OPERATOR COORDINATION ISSUES Group

12. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, February 25, 2014.**

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**INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of December 17, 2013**

1. CALL TO ORDER

Wayne Lewis called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1:31 p.m. in the Solano Transportation Authority Conference Room.

Members Present:	Janet Koster	Dixon Read-Ride
	Wayne Lewis, Chair	Fairfield and Suisun Transit
<i>Arrived at the meeting at 1:40 p.m.</i>	Mona Babauta	SolTrans
	Brian McLean, Vice Chair	Vacaville City Coach
	Judy Leaks	SNCI
	Liz Niedziela	STA
	Matt Tuggle	County of Solano

Members Absent:	Jim McElroy	Rio Vista Delta Breeze
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Also Present:	Robert Macaulay	STA
	Robert Guerrero	STA
	Sofia Recalde	STA
	Anthony Adams	STA
	Johanna Masiclat	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Gary Albright	SolTrans
	David Berman	SolTrans
	Jessica Deakyne	SolTrans

2. APPROVAL OF THE AGENDA

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

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Liz Niedziela announced that additional 5311 funding has become available. The STA Board approved the allocation to the City of Dixon to be used as a funding swap for TDA funds for the intercity bus replacement.

5. CONSENT CALENDAR

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

A. Minutes of the Consortium Meeting of November 12, 2013

Recommendation:

Approve the Consortium Meeting Minutes of November 12, 2013.

B. Compressed Natural Gas (CNG) Feasibility Study for City of Dixon

Recommendation:

Forward a recommendation to the TAC and STA Board to:

1. Authorize the Executive Director to enter into an agreement with the City of Dixon to assist in the development of a CNG Feasibility Study; and
2. Approve dedicating \$9,500 in State Transit Assistance Funds (STAF) to match the City of Dixon's contribution for the CNG Feasibility Study.

6. ACTION FINANCIAL

A. Solano Rail Facilities Plan Update

Sofia Recalde commented that based on comments received from the STA Board, member agencies, and a need to evaluate freight rail service in Solano County, STA staff modified the scope of work and budget for the Plan updated. She added that staff is also proposing to issue a Request for Proposal for a qualified consultant to assist in updating the Solano Rail Facilities Plan. She noted that staff recommends obtaining a consultant and initiating the project by February 2013. She concluded by stating that the State Transit Assistance Funds (STAF) and State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM) funds will be used to fund the Plan for an amount not to exceed \$100,000.

Recommendation:

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

1. The Scope of Work for the Solano Rail Facilities Update as shown in Attachment A;
2. Authorize the Executive Director to issue a RFP for the Solano Rail Facilities Plan Update;
3. Authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$100,000; and
4. Approve dedicating \$45,000 in State Transit Assistance Funds (STAF) and \$5,000 in State Transportation Improvement Program (STIP) Planning, Programming and Monitoring (PPM).

On a motion by Brian McLean, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

7. ACTION NON-FINANCIAL

A. Comprehensive Transportation Plan (CTP) Transit Element Update

Sofia Recalde noted that STA staff is recommending that two members of the Intercity Transit Consortium join the Transit Committee to provide insight into transit planning priorities for the short, medium, and long term. She cited that staff is recommending Mona Babauta, SolTrans and Brian McLean, City Coach, to represent Solano's intercity and local transit operators, respectively.

Recommendation:

Forward a recommendation to the STA Board to approve appointments of two members of the Intercity Transit Consortium as representatives to the Transit Committee.

On a motion by Janet Koster, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved the appointments of Mona Babauta, SolTrans and Brian McLean, City Coach, to represent Solano's intercity and local transit operators to the Transit Committee.

B. STA's Draft 2014 Legislative Priorities and Platform

Robert Macaulay noted that STA staff is requesting that members of the Consortium (and TAC) review the Draft 2014 Legislative Platform and Priorities for comments and that the comments would then be forwarded to the STA Board at their January 8, 2014 Board meeting with a recommendation to distribute the draft document for review and comment.

Recommendation:

Forward a recommendation to the STA Board to distribute the STA's Draft 2014 Legislative Priorities Platform for review and comment.

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

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

A. Proposed Regional Cap and Trade Program

Robert Macaulay noted that one of the key discussions regarding the future allocation of potential Cap and Trade funds is the process for allocation. He added that the MTC released a draft Bay Area Cap and Trade Funding Framework at its Programming and Allocations Committee on November 13, 2013. He added that the framework is conceptual based on estimated future Cap and Trade Funds not yet collected at auction or agreed to by the State to be allocated at the regional level. MTC staff proposal includes five Cap and Trade Funding Categories for an estimated \$3.15 billion in future Cap and Trade funds over the duration of MTC and the Association of Bay Area Governments (ABAG) Plan Bay Area.

B. STA Regional Transportation Impact Fee (RTIF) Implementation

Robert Guerrero reviewed the next steps after the County Board of Supervisors approval of the Public Facility Fee (PFF) at their December 3, 2013 meeting with \$1,500 per dwelling unit equivalent allocated toward the STA's RTIF. He noted that the fee from the County PFF is expected to begin collection in February 2014, after a 60 day review period. He added that STA staff will coordinate with the RTIF Policy Committee and Technical Working Group expected to meet in January 2014. He cited that one key task in the coming new year for the SolanoExpress Intercity Transit Consortium is to discuss options for prioritizing projects included in Package 6. The STA Board approved an allocation of 5% of the total RTIF revenue for Express Bus Transit Centers and Train Stations as part of Package 6.

- C. Comprehensive Transportation Plan - Draft Active Transportation Element**
Robert Macaulay reviewed the primary recommendations of the Element that includes an emphasis on goal-setting in the three areas of Active Transportation- Bicycle/Pedestrian, Alternative Fuels, and Sustainable Communities. He also noted that the Element has identified funding resources, implementation, priorities as well as discussion of the Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) Implementation Strategies in Solano County.
- D. Status of SolanoExpress Intercity Bus Funding Agreement/Intercity Bus Replacement Plan**
Liz Niedziela provided a status update on the SolanoExpress Intercity Funding Agreement. She noted that once staff receives the actual Cost Allocation Model (CAMS) for the Intercity Routes for FY 2012-13 and the proposed CAMS for FY 2014-15, staff will begin to work on the TDA Matrix and be prepared when TDA fund estimates are released in February.
- E. Countywide In-Person ADA Eligibility Program Update**
Anthony Adams provided an update to CARE Evaluators' performance since the corrective action letter sent by the STA in late October 2013. He noted that the corrective actions taken by CARE Evaluators has resulted in an improvement in the number of days applicants are waiting for their determination letter with averages decreasing from 19 days in October to 13 days in November. He noted that STA staff will continue to monitor CARE Evaluators performance daily to ensure compliance with contract requirements.
- F. Mobility Management Program Update**
Anthony Adams provided an update to Request for Proposals (RFPs) released and yet to-be-released for the Mobility Management Website (Proposals due on January 9, 2014) and the Countywide Travel Training (Proposals due on January 15, 2014). In addition, he also reported that staff is making suggested changes to the Mobility Transportation Guide and expects to release the revised Solano Mobility Transportation Guide in December. Staff is also targeting the new Mobility Management Call Center to be up and running by July 2014.
- G. Personal Care Attendants (PCAs) on Fixed Route**
Mona Babauta announced that she will be proposing something soon to the SolTrans Board concerning Personal Care Attendants on fixed route.
- H. Proposed Fare Adjustments for SolanoExpress Routes 20, 30, 40, and 90**
- I. Discussion of Clipper Implementation in Solano County**
Wayne Lewis announced that FAST is now expecting a "soft launch" of CLIPPER in July or August. FAST has to change the fare structure for Solano Express routes before CLIPPER implementation and plans to include fare increases in the change. Wayne will make a presentation at the January 8 STA Board Meeting to start the public outreach process. FAST will then hold 3 public meetings in January (2 at the Fairfield Transportation Center and 1 in Vacaville), before seeking approval of the changes from both the Fairfield City Council and the STA Board in February.

NO DISCUSSION

J. Summary of Other Funding Opportunities

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

10. TRANSIT OPERATOR COORDINATION ISSUES

11. ADJOURNMENT

The meeting adjourned at 2:33 p.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, January 28, 2014.**

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DATE: January 21, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Draft 2014 Legislative Priorities and Platform

Background:

Each year, STA staff monitors state and federal legislation that pertains 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. The Platform was again amended in October to include support for seeking a Solano seat on the Water Emergency Transportation Authority Board.

Monthly legislative updates are 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://tiny.cc/staleg>.

Discussion:

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants. The project priorities have been restructured this year to identify the appropriate potential funding sources.

The draft was distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. The STA Technical Advisory Committee (TAC) and Transit Consortium reviewed the Draft 2014 Legislative Platform and Priorities for comment at the TAC and Consortium meetings in December. Both committees forwarded the platform to the STA Board with no further comments. At their January meeting, the STA Board approved the distribution of the draft document for review and comment.

As of the date of this writing, no comments have been received. Staff proposes the TAC and Consortium forward a recommendation to the STA Board to adopt the Final Draft 2014 Legislative Platform and Priorities (Attachment C) at their meeting in February 2014.

STA's state legislative advocate (Josh Shaw of Shaw/Yoder/Antwih, Inc.) is working with STA staff to schedule project briefings in early 2014 with each of Solano's state legislators and their staff to provide the current status of STA priority projects.

STA's federal legislative advocate (Susan Lent of Akin Gump) is working with STA staff to refine the STA's strategy objectives for the annual lobbying trip to Washington, DC, which is scheduled the week of March 31-April 3, 2014.

Fiscal Impact:

None.

Recommendation:

Recommendation:

Forward a recommendation to the STA TAC and STA Board to adopt the STA's 2014 Legislative Priorities and Platform as specified in Attachment C.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Final Draft 2014 Legislative Priorities and Platform



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

December 18, 2013

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner
Matt Robinson, Legislative Advocate
Shaw / Yoder / Antwih, Inc.

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

Our December report identified the current status of bills of interest to the Solano Transportation Authority's Board. The Legislature has been in recess since September 13 and as a result, the update provided in our December report has not changed. The Legislature is scheduled to reconvene the second year of the two-year session on January 6, 2014.

Also in our last report, we provided an update on efforts to increase funding for transportation, including the use of Cap and Trade revenues and the potential California Road Repairs Act which could be introduced as a ballot measure in 2014. There have been new developments since December that we report on here.

Senate Considers Transportation Funding Needs

On December 16, the Senate Budget Subcommittee responsible for transportation, Chaired by Senator Jim Beall, held an informational hearing entitled, "More Than a Pothole: California's Growing Road Repairs Deficit," to hear comment on the growing gap between highway maintenance and available funding. California State Transportation Agency Secretary Brian Kelly provided an overview of the aging system and focused on five critical elements to the state's transportation future – preservation, innovation, integration, reform, and funding. These five elements will be at the center of Secretary Kelly's California Transportation Infrastructure Priorities report due out in early 2014 (see next page for more details). Secretary Kelly went on to acknowledge that several funding conversations will be had in the new year, including discussions on Cap and Trade, lower voter thresholds, and the possibility of a fee on vehicle-miles traveled.

Other speakers of note in attendance included Andre Boutros, California Transportation Commission; Will Kempton, Transportation California; and Steve Heminger, Metropolitan Transportation Commission. These presenters focused primarily on illustrating the funding discrepancy, as well as the need to prioritize future investments, fund more sustainable systems, and identify new funding sources.

California Transportation Infrastructure Priorities (CTIP) Progress

On December 18, California State Transportation Agency (CalSTA) Secretary Brian Kelly briefed us and his CTIP working group members on the results of the yearlong effort and the work-in-progress draft recommendations for Governor Brown's consideration.

In the January 2013-14 State Budget, the Governor directed CalSTA to assemble recommendations that achieve the following:

- Refine the Statewide Transportation Needs Assessment;
- Explore long-term, pay-as-you-go funding options; and,
- Evaluate the most appropriate level of government to deliver high-priority investments to meet the State's infrastructure needs.

While CalSTA is expected to deliver a final stand-alone report containing the details, we also suspect that many of the elements may find their way into Governor Brown's proposed 2014-15 State Budget, due to be unveiled January 10, 2014.

Noting that California has entered into a period of greater expectations for the state's transportation network, Secretary Kelly outlined a new vision for transportation, which includes the following:

- Provision of safe and efficient mobility to California's citizens through a multi-modal system;
- Availability of fast, clean and efficient alternatives to vehicular traffic, contributing to the state's sustainability goals; and,
- Integration and modernization of various modes into one seamless transportation system.

In order to deliver this new vision, the state and transportation stakeholders must meet three simultaneous core objectives: mobility, safety, and sustainability. The Secretary noted that the California Department of Transportation (Caltrans) has historically done a superb job of delivering on the first two objectives; however, in a post-SB 375 world, in which the leadership on sustainability has been all but ceded to the regions, the Secretary noted a struggle to identify the proper role for the state on this objective. He specifically noted the lack of attention at the regional level to interregional mobility needs. He reiterated California must face the fact that it does not offer enough good, clean, fast alternatives to vehicular traffic, and we will not be able to meet our sustainability goals unless we do.

While a formal set of draft recommendations is still forthcoming (anticipated sometime in January), the Secretary outlined five categories of recommendations as well as the anticipated timing for implementation (including both short- and long-term recommendations). Categories include:

- Preservation;
- Innovation;
- Integration;
- Reform; and,
- Funding.

Short-term recommendations will likely include some combination of the following:

- Proposing investments of Cap and Trade funds into several clean-transportation categories, including High-Speed Rail and regional rail connectivity projects (“rail modernization”); livable communities/ SB 375 plan implementation; Active Transportation Program projects; and, clean, smart roadway investments (i.e. ITS projects).
- Taking advantage of the projected General Fund budget surplus, an accelerated repayment schedule from prior transportation bond loans.
- Exhausting the remaining Proposition 1B appropriation levels, totaling about \$953 million (of which about \$800 million is for transit capital projects funded from the Public Transportation Modernization, Improvement, and Service Enhancement Account program); the Administration would also recommend about \$113 million in prior Prop. 1B allocation construction savings as reinvestments in new projects.
- Implementing reforms, such as in the Secretary’s Smart State Transportation Initiative effort which could lead to specific Caltrans-related proposals in the budget.

Longer term recommendations potentially include reduced voter thresholds for locally enacted taxes and bonds for special purposes; assessment of a potential mileage-based user fee; pricing of transportation assets; and, addressing freight and goods movement needs.

In closing, the Secretary noted that while we made good progress in 2013, there is much work still to be done and he will continue to convene the CTIP Workgroup into 2014.

Cap and Trade

As we discussed in our last report, and as noted above, Cap and Trade revenues will likely be allocated as part of the 2014-15 Budget Act and the discussion will intensify once the Governor’s budget is released on January 10. We anticipate it will contain some appropriation of Cap and Trade revenues to projects in the transportation sector. How much and for what purposes are unknown at this time, but early indications are some mix of Active Transportation and Rail Modernization will be funded, contingent on a mix of state and regional/ local decision making.

California Road Repairs Act

Additionally, the California Road Repairs Act was submitted to the Attorney General for consideration on November 18, 2013. This proposed initiative, sponsored by Transportation California and the California Alliance for Jobs, would assess an annual “California Road Repair Fee” on all vehicles, excluding heavy duty trucks (over 10,000 lbs.), equal to 1 percent of each vehicle’s value in quarter-percent increments phased in over four years. The annual total revenue raised is estimated to be \$2.9 billion per year when the rate reaches 1 percent in 2018, or nearly \$25 billion over the first ten years. Heavy trucks will pay a fair share equivalent increase in the diesel tax, which they prefer to a value-based fee. The funds would be allocated as follows:

- 25% of all new revenue to all cities in California distributed on a formula allocation based on population.
- 25% of all new revenue to all counties in California based on a formula allocation equal to 75% per fee-paying vehicle and 25% per road miles.

- 40% of all new revenue to the State Highway System based on a formula allocation of ½ allocated 60% to Southern California/ 40% to Northern California, and ½ allocated on a “highest need” basis statewide.
- 10% of all new revenue to public transit system maintenance, rehabilitation and vehicle replacement based on the current State Transit Assistance Program formula.

We will work with Authority staff and the Board to position the STA in the negotiations over these transportation funding efforts in the months to come, to maximize return to Solano County transportation projects and services.

M E M O R A N D U M

December 19, 2013

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

During the month of December we monitored developments in Washington regarding fiscal year 2014 funding, implementation of MAP-21 and reauthorization of MAP-21. We also maintained contact with the City of Vallejo regarding the status of the agreement with the Postal Service to relocate the downtown postal facility.

Fiscal Year 2014 Appropriations

The House and Senate reached agreement on a budget for fiscal years 2014 and 2015. Under the agreement, federal spending for fiscal year 2014 would be \$1.01 trillion, which is about \$45 billion higher than fiscal year 2013 spending. The increased spending was offset by increased revenue from higher airline security fees, changes to pension benefits for federal workers and military retirees, and elimination of certain tax benefits for the gas and oil industry. The plan is estimated to reduce the deficit by \$20 billion to \$23 billion over the next 10 years and does not include entitlement or tax reform.

On December 18, the Senate passed the budget agreement by a vote of 64 to 36. The House passed the budget on December 12 by a vote of 332 to 94. The President is expected to sign the bill.

The House and Senate Appropriations Committees now must work on completing an omnibus appropriations bill for fiscal year 2014 before the current continuing resolution expires on January 15. The Appropriations Committee Leadership has indicated that they hope to move an omnibus spending measure that incorporates all 12 of the annual appropriations bills before the deadline. If individual bills are left out of the omnibus, those items will be funded by a continuing resolution. If no agreement is reached, Congress may adopt a continuing resolution at the level established by the compromise, which would fund all existing discretionary programs, including the TIGER grant program. While the Budget Committee has not yet announced how it will allocate fiscal year 2014 funding among the appropriations subcommittees, the budget agreement may result in slightly higher funding levels for transportation programs.

Because of the fallout surrounding the government shutdown in September, Congress is likely to adopt temporary continuing resolutions if the fiscal year 2014 spending bill is not enacted by the

Solano Transportation Authority
<December 19, 2013>
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January 15 deadline. Any attempt by fiscal conservatives to reduce federal spending and reign in the deficit are more likely to occur when Congress considers the next increase to the debt ceiling in February or March 2014.

Transit Commuter Benefits

On December 19, Senate Republicans blocked an effort by the Democratic Leadership to pass a bill that would have extended a number of tax credits and deductions for 2014, including the transit commuter benefit. The bill would have continued the \$245/month tax benefit for public transportation expenses. Without the extension, the benefit will be reduced to \$130 a month beginning on January 1. The American Public Transportation Association (APTA) estimated that the increase could cost transit commuters, and especially those with longer commutes up to \$1,380 a year.

The effort to pass the tax extenders was largely symbolic, since the House has adjourned for the year. Congress likely will consider a bill to renew tax credits early next year. Without an extension, many popular tax deductions will not be available for the 2014 tax year, including the Research and Development tax credit, the renewable energy production tax credit and deductions for state and local sales taxes and private mortgage insurance premiums.

Congress has routinely passed legislation to retroactively apply the deductions after they have expired. Transit agencies will seek a permanent extension as well as parity with the parking benefit, which was as high as \$617 a year for commuters in the 39.6% tax bracket.

Legislation Introduced

On December 4, Rep. Earl Blumenauer (D-OR) introduced bills to double the gasoline tax and create a vehicle-miles-traveled pilot program. *The Update, Promote, and Develop America's Transportation Essentials (UPDATE) Act*, H.R. 3636, would phase in a 15 cent per gallon tax increase over the next three years on gasoline and diesel, increasing the federal tax to 33.4 cents per gallon. The U.S. Chamber of Commerce, National AFL-CIO, AAA, American Trucking Association, and the American Public Transportation Association have endorsed the bill. The bill has no cosponsors and no immediate action is anticipated due to opposition within Congress and the Administration to raising the gas tax. *The Road Usage Fee Pilot Program Act*, (H.R. 3638) would establish larger-scale pilot projects to test implementation of a vehicle- miles-traveled (VMT) system, including appropriate revenue collection mechanisms, and other potential applications. Both bills were referred to the House Ways and Means Committee.



Solano Transportation Authority
Draft 2014 Legislative Priorities and Platform
 (For Consideration by STA Consortium/TAC January 28-29, 2014)
 1/9/2014 2:32 PM



PROJECTS AND FUNDING PRIORITIES

Pursue (and seek funding for) the following priority projects:

Roadway/Highway:

- I-80/I-680/SR 12 Interchange Packages II & III
- Jepson Parkway
- I-80 Express Lanes – Vacaville Segment (Airbase Parkway to I-505)
- I-80 Westbound Truck Scales

Transit Centers:

Tier 1:

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

Tier 2:

- Fairfield Transportation Center Expansion
- Vallejo Transit Center (Downtown) Parking Structure Phase B
- Vallejo Transit Center at Curtola and Lemon, Phase 1B Parking Structure
- Parkway Blvd. Overcrossing / Dixon Intermodal Station
- Vacaville Transit Center, Phase 2

Federal Funding

1. Roadway/Highway

- I-80/I-680/SR 12 Interchange Packages II and III
 - Candidate for TIGER or Projects of National or Regional Significance grant
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- I-80 Westbound Truck Scales
 - Potential candidate for TIGER or Project of National or Regional Significance grant (in lieu of the I-80/I-680/SR-12 project)
 - Pursue funding under Surface Transportation Program
- Jepson Parkway
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- SR 12 East Improvements
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- I-80 Express Lanes
 - Candidate for TIFIA financing (via MTC)

2. Transit Centers

- Fairfield/Vacaville Multimodal Train Station, Phase 1
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Consider New Starts funding
- Vallejo Transit Center at Curtola and Lemon, Phase 1
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program Funds
 - Likely eligible for CMAQ funds
 - Consider joint development opportunities to leverage federal dollars
- Parkway Blvd. Overcrossing/Dixon Intermodal Station
 - Candidate for Highway Safety Improvement Program funds
- Transportation Center Expansion
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Likely eligible for CMAQ Funds
- Vacaville Transit Center, Phase 2
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Likely eligible for CMAQ Funds
- Vallejo Transit Center (Downtown) Parking Structure Phase B
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Likely eligible for CMAQ Funds

3. Programs

- Safe Routes to School
 - Seek funding from Transportation Alternatives program
- Mobility Management/ADA
 - Eligible Transportation for Elderly Persons and Persons with Disabilities formula program
 - Eligible for federal transit funds distributed by formula
- Climate Change/Alternative Fuels
 - Can use federal transit funds and CMAQ funds for alternative fuel transit vehicles and fueling infrastructure
 - Pursue Diesel Emission Reduction Act Funding
 - Pursue Department of Energy Clean Cities technical support
- Active Transportation (bike, ped, SR2S, PD, PCA) – *formerly called alternative modes*
 - Seek funding from Transportation Alternatives program
 - Projects would be eligible for CMAQ funding
- Freight/Goods Movement
 - I-80/I-680/SR 12 Interchange Packages II and III
 - I-80 Westbound Truck Scales

-
- Rail Crossings/Grade Separations
 - Candidate for TIGER or Projects of National or Regional Significance grant
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
 - Grade crossing eligible for funding under Highway Safety Improvement Program

State Funding

Active Transportation

- SR2S – Walking School Bus Phase 2
- SR2S Middle School Program Implementation
- Jepson Parkway Bike Path
- Vine Trail (future)

Cap and Trade

- Capital Bus Replacement – SolanoExpress
- OBAG Priorities (bicycle, pedestrian, PDA, PCA, SR2S)

Freight/Goods Movement

- SR 12
- I-80 Westbound Truck Scales
- Rail Crossings/Grade Separations

ITIP

- I-80/I-680/SR 12 Interchange Packages II & III
- I-80 Express Lanes – Vacaville segment (Airbase Parkway to I-505)

RTIP

- Jepson Parkway
- I-80/I-680/SR 12 Interchange Phase II & III
- I-80 Express Lanes – Vacaville segment Airbase Parkway to I-505

SHOPP

- SR 12/113 Intersection
- SR 12 Summerset to Drouin Gap – Rio Vista
- I-80 Westbound Truck Scales
- SR 113 Rehabilitation

LEGISLATIVE PRIORITIES

1. Monitor/support/seek/sponsors, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.
2. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.
3. Oppose efforts to reduce or divert funding from transportation projects.
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate.
6. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area.
7. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).
8. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).
9. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs.
10. Monitor state implementation of MAP-21 and support efforts to ensure Solano receives fair share of federal transportation funding.
11. Support development of a national freight policy and California freight plan that incentivizes funding for critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.
12. Support creation of new grant program in MAP-21 reauthorization legislation for goods movement projects.
13. Support funding of federal discretionary programs, including Projects of National and Regional Significance such as I-80 and Westbound Truck Scales, and transit discretionary grants.

14. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.
15. Support laws and policies that expedite project delivery.
16. Support legislation that identifies long-term funding for transportation.
17. Support “fix it first” efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County’s aging transportation infrastructure over expansion.
18. Seek Solano County representation on the WETA Board, and ultimately seek legislation to specify that Solano County will have a statutorily-designated representative on the WETA Board. *(Amended by STA Board 10-09-13)*
19. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County.
20. Co-sponsor legislation allowing SolTrans JPA to receive State property pertaining to the Transit Center at Curtola and Lemon Parking Structure in Vallejo.

LEGISLATIVE PLATFORM

I. Active Transportation (Bicycles, HOV, Livable Communities, Ridesharing)

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

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the Plan Bay Area, the Bay Area’s Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area. *(Priority #6)*
3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
4. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.

5. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks.
6. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.
10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
11. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.
12. Support the State Cap and Trade program:
 - a) Dedicate the allocation revenues related to fuels to transportation investments.
 - b) Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
 - c) Structure the investments to favor integrated transportation and land use strategies.
 - d) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
 - e) Provide the incentives and assistance that local governments need to make SB 375 work.

III. Employee Relations

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

IV. Environmental

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

V. Ferry

1. Protect the existing source of operating and capital support for San Francisco Bay Ferry service, most specifically the Bridge Tolls-Northern Bridge Group “1st and 2nd dollar” revenues which do not jeopardize transit operating funds for Vallejo transit bus operations.
2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.
3. Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.
4. Seek Solano County representation on the WETA Board, and ultimately seek legislation to specify that Solano County will have a statutorily-designated representative on the WETA Board. *(Priority #18) (Amended by STA Board 10-09-13)*

VI. Funding

1. Protect Solano County’s statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Priority #8)*
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #1)*
7. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects in Solano County. *(Priority #2)*
8. Support measures to restore local government’s property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.

10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. *(Priority #4)*
11. Ensure that fees collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #5)*
12. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs. *(Priority #9)*
13. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. *(Priority #11)*
14. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.
15. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
16. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
17. Monitor the distribution of State and regional transportation demand management funding.
18. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County.
19. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. *(Priority #3)*
20. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

VII. Project Delivery

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

VIII. Rail

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

IX. Safety

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

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support tax benefits and/or incentives for programs to promote use of public transit.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit seniors, people with disabilities, and the economically disadvantaged such as mobility management programs, intercity paratransit operations, and other community based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).
5. Co-sponsor legislation allowing SolTrans JPA to receive State property pertaining to the Transit Center at Curtola and Lemon Parking Structure in Vallejo. *(Priority #20)*
6. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. *(Priority #19)*
7. Monitor implementation of requirements in MAP-21 for transit agencies to prepare asset management plans and undertake transportation planning.

XI. Movement of Goods

1. Monitor and participate in development of a national freight policy and California's freight plan. *(Priority #11)*
2. Ensure I-80 is included in the national freight policy and fund freight-related projects. *(Priority #11)*
3. Ensure SR 12 is included in the California freight plan and fund freight-related projects. *(Priority #11)*
4. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
5. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
6. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.
7. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.
8. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.

XII. Reauthorization of MAP-21

1. Support timely reauthorization of MAP-21. *(Priority #9)*
2. Legislation should provide stable funding source for highway and transit programs.
3. Between 2015 and 2025:
 - a) Federal fuel tax should be raised and indexed to the construction cost index.
 - b) Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
 - c) State and local governments need to raise motor fuel, motor vehicle, and other related user fees.
4. Post 2025: A vehicle miles traveled (VMT) fee should be implemented.
5. Legislation should include separate funding for goods movement projects.
6. Legislation should include discretionary programs for high priority transit and highway projects.
7. Legislation should further streamline project delivery.

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DATE: January 17, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
Wayne Lewis, FAST Transit Manager
RE: Fairfield and Suisun Transit Fare Increase Public Outreach and Public Hearing

Background:

In February 2009, the Fairfield City Council approved fare increases for the intercity routes operated by Fairfield and Suisun Transit (FAST). At that time, FAST staff noted the fare increase was needed due to increases in operating costs and that FAST was in jeopardy of falling below the State-mandated minimum farebox recovery goal of 20%. Prior to 2009, the previous fare adjustment on FAST operated services was in October 2006 for both local and intercity routes. The 2009 intercity fare increase included the following adjustments.

- \$.25 fare increase on one-way trips
- Monthly passes increased from \$16 to \$40 to achieve a \$20 fare step between zones
- Elimination of youth fares
- Elimination of Zones 6, 7, 8, and 9.
- Approval of annual fare adjustments based on averages of national transportation and consumer indexes.

The CLIPPER© universal transit card is scheduled to be rolled out to Solano County in the fall of 2014. FAST will need to modify its fare structure before the new CLIPPER© Card can be used in Solano County.

Discussion:

FAST staff proposes to establish a new route based fare structure with new fare values designed to:

1. Meet CLIPPER© automated fare collection technology requirements;
2. Generate additional revenues to address a projected financial shortfall; and
3. Improve performance of local and intercity bus services relative to adopted standards.

Proposed Fare Increase

A summary of the current and proposed fares for the adult one-way fare and monthly passes are presented in Attachment A. Fares and passes for Seniors, People with Disabilities, and Medicare Card Holders are not included in Attachment A, but they will continue to pay 1/2 fare. The fares for FAST's DART paratransit service would increase to \$3.50 for local trips and to \$7.00 for intercity trips. For SolanoExpress routes, FAST staff is proposing to eliminate the five (5) zone fare and proposing a two tier fare structure. The longest trips will be eligible for CLIPPER© use. To get discounted fares on the in-between trips, called Short Hops, riders will need to pay cash or purchase a paper pass from FAST, because CLIPPER© will only recognize one fare structure per route.

The STA, through a contract with FAST, is responsible for authorizing modifications to fares or service for both Routes 30 and 90. Adjustments to FAST Routes 20 and 40 are covered by the Intercity Transit Funding agreement and FAST is required to notify the funding partners, including STA, but not necessarily seek their concurrence. FAST staff will request approval of the overall fare structure by the Fairfield City Council on February 18, 2014.

Proposal Summary

Besides the shift from zone fares to route fares, other significant changes include:

1. New youth discount fare category – persons between the ages of 6 and 18 receive discounts off the adult cash fare: \$0.25 local fare discount, \$0.75 intercity short distance fare discount, \$1.00 intercity long distance fare discount.
2. Establishing a short distance cash/paper pass fare distinct from the regular fares recognized by CLIPPER© on Route 30 and Route 40.

Attachment B provides the details of the FAST Fare Proposal and includes the current fare structure, along with the proposed new fare structure. FAST is requesting approval of gradual fare increases over seven years to have regular fares increase at approximately 3% per year, to keep up with expected cost increases to provide service, and to reduce the discount on 31-day passes from approximately 43% in FY 2014/15 to 27% in FY 2020/21.

Currently, the FAST zone fare structure allows passengers to transfer free between intercity routes if they have paid the appropriate zone fare or have a pass for the longest leg of the trip. With CLIPPER©, the passenger will need to pay a fare every time they board a bus, but the fare on the second route will be reduced by a transfer credit of \$1.75. There will be separate 31-day passes for each intercity route, but holders of 31-day passes for a more expensive route can transfer to a less expensive route without charge and holders of a pass for a less expensive route can transfer to a more expensive route by paying the difference in the regular one-way fare.

Ridership and Revenue Impacts

According to FAST, the range of the impacts of the fare proposal on FAST bus ridership is estimated to reduce system-wide ridership about 5% with intercity bus ridership decreasing 3% to 9% and local bus ridership decreasing 2% to 4%.

STA Staff Analysis

The FAST fare proposal makes some initial steps to increase needed fare revenue to the system and to improve the fare structure. For example, the following improvements are included with this proposal:

- Youth discounts introduced
- CLIPPER© integration is provided for the longer routes
- Overall fare revenue is estimated to increase

After the public workshops, FAST staff may want to adjust the following elements of the proposal or provide more details when they bring the proposed fare changes back for STA Board consideration in February:

- Some of the proposed fares are significantly higher than the existing fares. Although the fare increases are intended to make up for the years where no fare increase was implemented, more gradual adjustments may be desirable. A more gradual fare increase consistent with an index such as CPI, over time, either annually or every two years should be considered. It is recommended the fare policy adopted by the STA Board of Directors and Fairfield City Council should include a schedule of fare changes over the next 3-5 years for the four SolanoExpress routes operated by FAST.

- The proposed fare structure needs to be considered in light of any proposed parking fee. FAST has indicated that a future parking fee at Fairfield Transportation Center will be implemented as early as next year.
- Consider introducing a Day Pass for SolanoExpress in the future.
- Proposal should accommodate as much Clipper usage as feasible for the four SolanoExpress routes.

At the STA Board meeting of January 8, 2014, FAST staff presented a PowerPoint (See Attachment C) outlining the basis for proposed fare adjustments to SolanoExpress Routes 20, 30, 40, and 90. FAST received authorization from the STA Board to hold public information meetings in late January 2014 to notify the public regarding proposed fare changes to these four SolanoExpress routes in conjunction with proposed fare changes for local FAST service in Fairfield and Suisun City. The STA Board requested that FAST provide a summary of public comments and present a fare adjustment proposal for consideration of the STA Board on February 12, 2014. FAST has scheduled public information meetings on January 27, 28, and 29 to seek public comment.

STA Board members indicated they would want assurance that FAST, as a condition of the STA Board approving SolanoExpress fare increases, would establish a reserve for intercity bus purchases and that the City of Fairfield would move forward with a paid parking program for the Fairfield Transportation Center as specified in the recently approved FAST Short Range Transit Plan. The STA Board also requested that information about a future paid parking program be provided at the public outreach meetings (Attachment D).

Unless the Intercity Consortium wants to schedule a special meeting, FAST staff is proposing that the final fare proposal go to the STA Board on February 12, without returning to the Consortium.

Fiscal Impact:

In FAST's Short Range Transit Plan (SRTP), the operating budget identifies that FAST will need to address a projected annual operating revenue shortfall of \$600,000 starting fiscal year 2013-14. This revenue assumption was based on a combination of anticipated contract savings, parking fees, and a proposed fare increase. Intercity route fare increases are shared with partners to the Intercity Funding Agreement. The contributions of the funding partners are based on operating estimates, but are reconciled to actual costs once they become available, so any changes in contribution relative to the proposed fare changes are uncertain at this time.

Recommendation:

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

1. Request FAST provide a summary of public comments to consortium members along with any proposed changes to the original fare adjustment proposal for comment prior to requesting approval of the STA Board on February 12, 2014; and
2. Approve FAST's final fare proposal for SolanoExpress Routes 20, 30, 40, and 90 as long as no fares in the original proposal are increased in the final proposal and any comments received from funding partners are included in the staff report.

Attachments:

- A. FAST's Fare Proposal for SolanoExpress Intercity Routes
- B. FAST Proposed Fares
- C. FAST Presentation to STA Board
- D. STA Board Comments

FAST 's Fare Proposal for SolanoExpress Intercity Routes

One Way Fare		Proposed			
Zone	Existing	Route 20	Route 30	Route 40	Route 90
+ 1	\$ 2.75	\$ 3.25	\$ 3.25	\$ 3.25	
+ 2	\$ 3.75		\$ 3.25	\$ 3.25	
+ 3	\$ 4.75		\$ 5.75	\$ 3.25	
+ 4	\$ 5.75		\$ 5.75	\$ 5.75	\$ 6.50
+ 5	\$ 6.75			\$ 5.75	

Monthly Pass		Proposed			
Zone	Existing	Route 20	Route 30	Route 40	Route 90
+ 1	\$ 70.00	\$ 75.00	\$ 75.00	\$ 75.00	
+ 2	\$ 90.00		\$ 75.00	\$ 75.00	
+ 3	\$ 110.00		\$ 132.00	\$ 75.00	
+ 4	\$ 130.00		\$ 132.00	\$ 132.00	\$ 150.00
+ 5	\$ 150.00			\$ 132.00	

Clipper Compatible

Route 20 \$3.25	Route 30 S \$3.25	Route 30 \$5.75	Route 40 S \$3.25	Route 40 \$5.75	Route 90 \$6.50
FF-VV	FF-VV	FF-Sac	VV-FF	VV-BART	FF-BART
	FF-DX	VV-Sac	VV-BN	FF-BART	
	VV-DX	FF-UCD	FF-BN		
	VV-UCD		BN-BART		
	DX-UCD				
	DX-Sac				

Attachment B

CURRENT FAST BUS PASSES AND FARES								
ZONES	TAFB	Fairfield/ Suisun	Vacaville	Dixon	UC Davis	Sacramen to	Benicia	BART*
TAFB	Local	Local	+1	+2	+3	+4	+2	+4
Fairfield/ Suisun	Local	Local	+1	+2	+3	+4	+2	+4
Vacaville	+1	+1		+1	+2	+3	+3	+5
Dixon	+2	+2	+1		+1	+2	+5	+5
UC Davis	+3	+3	+2	+1		+1	+5	+5
Sacramen to	+4	+4	+3	+2	+1		+5	+5
Benicia	+2	+2	+3	+5	+5	+5		+2
BART*	+4	+4	+5	+5	+5	+5	+2	

**Pleasant Hill, Walnut Creek, El Cerrito del Norte*

BUS PASSES	REGULAR FARE	SDM FARE	31-DAY PASS	SDM 31-DAY PASS	10-RIDE PASS
TAFB	\$1.50	\$0.75			
Local	\$1.50	\$0.75	\$50.00	\$25.00	\$15.00
+1	\$2.75	\$1.25	\$70.00	\$35.00	\$27.50
+2	\$3.75	\$1.75	\$90.00	\$45.00	\$37.50
+3	\$4.75	\$2.25	\$110.00	\$55.00	\$47.50
+4	\$5.75	\$2.75	\$130.00	\$65.00	\$57.50
+5	\$6.75	\$3.25	\$150.00	\$75.00	\$67.50

To purchase a Senior / Disabled / Medicare (SDM) pass, you must show one of the following:

- Medicare card (not Medi-Cal card)*
- DART card*
- ADA photo ID card from any agency
- Regional Transit Connection Discount Card
- DMV disabled person placard identification card/receipt*
- Proof of age 65 or older*

***Must Show Photo Identification**

Fairfield and Suisun Transit (FAST)

Proposed Fares for Fiscal Year 2014/2015							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (\$DM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (\$DM)
FAST Local	\$ 1.75	\$ 1.50	\$ 0.85	FAST Local	\$ 60.00	\$ 50.00	\$ 30.00
SolanoExpress 20	\$ 3.25	\$ 2.50	\$ 1.60	SolanoExpress 20	\$ 75.00	\$ 58.00	\$ 37.50
SolanoExpress 30	\$ 5.75	\$ 4.75	\$ 2.85	SolanoExpress 30	\$ 132.00	\$ 109.00	\$ 66.00
*SolanoExpress 30 S	\$ 3.25	\$ 2.50	\$ 1.60	*SolanoExpress 30 S	\$ 75.00	\$ 58.00	\$ 37.50
SolanoExpress 40	\$ 5.75	\$ 4.75	\$ 2.85	SolanoExpress 40	\$ 132.00	\$ 109.00	\$ 66.00
*SolanoExpress 40 S	\$ 3.25	\$ 2.50	\$ 1.60	*SolanoExpress 40 S	\$ 75.00	\$ 58.00	\$ 37.50
SolanoExpress 90	\$ 6.50	\$ 5.50	\$ 3.25	SolanoExpress 90	\$ 150.00	\$ 127.00	\$ 75.00

*These Short Hop Fares are not available on CLIPPER

NOTES

1. New youth fares provide youth with \$0.25 discount for rides on Local Routes (So no increase in first year).
2. New youth fares provide youth with \$0.75 discount for rides on Routes 20, 30 S, and 40 S.
3. New youth fares provide youth with \$1.00 discount for longer rides on Routes 30, 40, and 90.
4. Senior/Disabled/Medicare (SDM) fares are set to not exceed 50% of regular adult fares.
5. The Local Fare increase of \$0.25 is first since 2006.
6. Solano Express fares have not been increased since 2009
7. CLIPPER will only recognize one fare structure per route, so paper passes will be available for shorter rides on Routes 30 and 40. These Short Hop Fares are shown in the Fare Table as Routes 30 S and 40 S.
8. Short Hop Fares apply to each ride between cities in Solano County.
9. Short Hop Fares also apply to rides between Vacaville, Dixon and UC Davis.
10. Short Hop Fares also apply to rides between UC Davis, Dixon and Sacramento.
11. Short Hop Fares also apply to rides between Benicia, Pleasant Hill BART, and Walnut Creek BART.
12. Full fares apply on Route 30 only for trips between Fairfield and UC Davis; between Fairfield and Sacramento; and between Vacaville and Sacramento.
13. Full fares apply on Route 40 only for trips between Fairfield or Vacaville and BART.
14. Adult Fares increased by \$0.50 on Route 20 and \$0.75 on Route 90.
15. 31 Day Passes for Adults increased by \$5.00 on Route 20 and \$20.00 on Route 90.
16. Adult Fares on Routes 30 and 40 previously ranged from \$2.75 to \$6.75. Dropping the zone fare structure means fares for some trips will increase or decrease. Short Hop fares designed to reduce impacts from the change.
17. Cost changes for 31 Day Adult Passes on other Solano Express routes depend on distance traveled and whether a transfer is required. Impacts on pass holders generally reduced because transfers to less expensive routes are covered by the pass from the more expensive route. With a 31 Day pass from a less expensive route, a rider will only need to pay the difference in one-way fare to ride more expensive route.
18. With new fare structure, a fare must be paid each time a bus is boarded, but a transfer credit equal to the local fare will be subtracted from the the second and subsequent fares.

Fairfield and Suisun Transit (FAST)

Proposed Fares for Fiscal Year 2015/2016							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)
FAST Local	\$ 1.75	\$ 1.50	\$ 0.85	FAST Local	\$ 60.00	\$ 50.00	\$ 30.00
SolanoExpress 20	\$ 3.35	\$ 2.60	\$ 1.65	SolanoExpress 20	\$ 80.00	\$ 63.00	\$ 40.00
SolanoExpress 30	\$ 5.90	\$ 4.90	\$ 2.95	SolanoExpress 30	\$ 142.00	\$ 118.00	\$ 71.00
*SolanoExpress 30 S	\$ 3.35	\$ 2.60	\$ 1.65	*SolanoExpress 30 S	\$ 80.00	\$ 63.00	\$ 40.00
SolanoExpress 40	\$ 5.90	\$ 4.90	\$ 2.95	SolanoExpress 40	\$ 142.00	\$ 118.00	\$ 71.00
*SolanoExpress 40 S	\$ 3.35	\$ 2.60	\$ 1.65	*SolanoExpress 40 S	\$ 80.00	\$ 63.00	\$ 40.00
SolanoExpress 90	\$ 6.70	\$ 5.70	\$ 3.35	SolanoExpress 90	\$ 160.00	\$ 137.00	\$ 80.00

*These Super Local Fares are not available on CLIPPER

Proposed Fares for Fiscal Year 2016/2017							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)
FAST Local	\$ 1.75	\$ 1.50	\$ 0.85	FAST Local	\$ 60.00	\$ 50.00	\$ 30.00
SolanoExpress 20	\$ 3.45	\$ 2.70	\$ 1.70	SolanoExpress 20	\$ 86.00	\$ 68.00	\$ 43.00
SolanoExpress 30	\$ 6.10	\$ 5.10	\$ 3.05	SolanoExpress 30	\$ 152.00	\$ 128.00	\$ 76.00
*SolanoExpress 30 S	\$ 3.45	\$ 2.70	\$ 1.70	*SolanoExpress 30 S	\$ 86.00	\$ 68.00	\$ 43.00
SolanoExpress 40	\$ 6.10	\$ 5.10	\$ 3.05	SolanoExpress 40	\$ 152.00	\$ 128.00	\$ 76.00
*SolanoExpress 40 S	\$ 3.45	\$ 2.70	\$ 1.70	*SolanoExpress 40 S	\$ 86.00	\$ 68.00	\$ 43.00
SolanoExpress 90	\$ 6.90	\$ 5.90	\$ 3.45	SolanoExpress 90	\$ 172.00	\$ 148.00	\$ 86.00

*These Super Local Fares are not available on CLIPPER

Proposed Fares for Fiscal Year 2017/2018							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)
FAST Local	\$ 2.00	\$ 1.75	\$ 1.00	FAST Local	\$ 68.00	\$ 58.00	\$ 34.00
SolanoExpress 20	\$ 3.55	\$ 2.80	\$ 1.75	SolanoExpress 20	\$ 92.00	\$ 73.00	\$ 46.00
SolanoExpress 30	\$ 6.30	\$ 5.30	\$ 3.15	SolanoExpress 30	\$ 164.00	\$ 138.00	\$ 82.00
*SolanoExpress 30 S	\$ 3.55	\$ 2.80	\$ 1.75	*SolanoExpress 30 S	\$ 92.00	\$ 73.00	\$ 46.00
SolanoExpress 40	\$ 6.30	\$ 5.30	\$ 3.15	SolanoExpress 40	\$ 164.00	\$ 138.00	\$ 82.00
*SolanoExpress 40 S	\$ 3.55	\$ 2.80	\$ 1.75	*SolanoExpress 40 S	\$ 92.00	\$ 73.00	\$ 46.00
SolanoExpress 90	\$ 7.10	\$ 6.10	\$ 3.55	SolanoExpress 90	\$ 186.00	\$ 159.00	\$ 93.00

*These Super Local Fares are not available on CLIPPER

Fairfield and Suisun Transit (FAST)

Proposed Fares for Fiscal Year 2018/2019							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)
FAST Local	\$ 2.00	\$ 1.75	\$ 1.00	FAST Local	\$ 68.00	\$ 58.00	\$ 34.00
SolanoExpress 20	\$ 3.65	\$ 2.90	\$ 1.80	SolanoExpress 20	\$ 98.00	\$ 79.00	\$ 49.00
SolanoExpress 30	\$ 6.50	\$ 5.50	\$ 3.25	SolanoExpress 30	\$ 176.00	\$ 149.00	\$ 88.00
*SolanoExpress 30 S	\$ 3.65	\$ 2.90	\$ 1.80	*SolanoExpress 30 S	\$ 98.00	\$ 79.00	\$ 49.00
SolanoExpress 40	\$ 6.50	\$ 5.50	\$ 3.25	SolanoExpress 40	\$ 176.00	\$ 149.00	\$ 88.00
*SolanoExpress 40 S	\$ 3.65	\$ 2.90	\$ 1.80	*SolanoExpress 40 S	\$ 98.00	\$ 79.00	\$ 49.00
SolanoExpress 90	\$ 7.30	\$ 6.30	\$ 3.65	SolanoExpress 90	\$ 198.00	\$ 170.00	\$ 99.00

*These Super Local Fares are not available on CLIPPER

Proposed Fares for Fiscal Year 2019/2020							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)
FAST Local	\$ 2.00	\$ 1.75	\$ 1.00	FAST Local	\$ 68.00	\$ 58.00	\$ 34.00
SolanoExpress 20	\$ 3.80	\$ 3.05	\$ 1.90	SolanoExpress 20	\$ 106.00	\$ 86.00	\$ 53.00
SolanoExpress 30	\$ 6.70	\$ 5.70	\$ 3.35	SolanoExpress 30	\$ 188.00	\$ 160.00	\$ 94.00
*SolanoExpress 30 S	\$ 3.80	\$ 3.05	\$ 1.90	*SolanoExpress 30 S	\$ 106.00	\$ 86.00	\$ 53.00
SolanoExpress 40	\$ 6.70	\$ 5.70	\$ 3.35	SolanoExpress 40	\$ 188.00	\$ 160.00	\$ 94.00
*SolanoExpress 40 S	\$ 3.80	\$ 3.05	\$ 1.90	*SolanoExpress 40 S	\$ 106.00	\$ 86.00	\$ 53.00
SolanoExpress 90	\$ 7.50	\$ 6.50	\$ 3.75	SolanoExpress 90	\$ 212.00	\$ 182.00	\$ 106.00

*These Super Local Fares are not available on CLIPPER

Proposed Fares for Fiscal Year 2020/2021							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)
FAST Local	\$ 2.25	\$ 2.00	\$ 1.10	FAST Local	\$ 76.00	\$ 66.00	\$ 36.00
SolanoExpress 20	\$ 3.90	\$ 3.15	\$ 1.95	SolanoExpress 20	\$ 114.00	\$ 92.00	\$ 57.00
SolanoExpress 30	\$ 6.90	\$ 5.90	\$ 3.45	SolanoExpress 30	\$ 200.00	\$ 171.00	\$ 100.00
*SolanoExpress 30 S	\$ 3.90	\$ 3.15	\$ 1.95	*SolanoExpress 30 S	\$ 114.00	\$ 92.00	\$ 57.00
SolanoExpress 40	\$ 6.90	\$ 5.90	\$ 3.45	SolanoExpress 40	\$ 200.00	\$ 171.00	\$ 100.00
*SolanoExpress 40 S	\$ 3.90	\$ 3.15	\$ 1.95	*SolanoExpress 40 S	\$ 114.00	\$ 92.00	\$ 57.00
SolanoExpress 90	\$ 7.75	\$ 6.75	\$ 3.85	SolanoExpress 90	\$ 226.00	\$ 196.00	\$ 113.00

*These Super Local Fares are not available on CLIPPER

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Fare Changes for Solano Express Routes Operated by FAST



Solano Transportation Authority
January 8, 2014
Wayne Lewis

Why Change Fares Now?

- CLIPPER Card coming soon and it will not support current zoned fare structure.
- Transit operating costs have increased steadily.
- No Local fare increases since 2006.
- No Solano Express fare increases since 2009.
- Need to build reserves for bus replacements.
- To meet performance criteria established by MTC, STA, and FAST's Short Range Transit Plan (SRTP).

CLIPPER

- Solano County will be included in the CLIPPER system in early FY 2014/2015.
- CLIPPER will only recognize one set of fares on each Solano Express route.
- Current FAST fare structure for Solano Express routes is based on 5 zones and fares are determined by how many zones one passes through.
- New fare structure must be implemented before CLIPPER can be activated in Solano County

The Great Recession

- The Great Recession had serious impacts on Solano Express riders.
- Transit operating costs continued to climb during the recession.
- FAST one of only a few transit agencies that did not raise fares and decrease service in the past 5 years.
- To keep fares as low as possible, FAST drew down reserves that must now be replenished so we can replace the buses in our aging fleet that are nearing the end of their expected useful life.

Current Fare Structure

- Current fare structure is based on 5 zones.
- Distances traveled on intercity routes vary from 8.5 to 42.3 miles.
- Regular adult fares for intercity travel vary from \$2.75 to \$6.75.
- All riders on Route 20 travel the same distance.
- All riders on Route 90 travel the same distance.
- Distances traveled on Routes 30 and 40 have the most variance.

Rationalizing Fares

- Fare restructuring required for CLIPPER is opportunity to re-evaluate fares.
- Fares have changed only incrementally for the past decade.
- FAST did not implement approved fare changes during last 5 years.
- What is the value of transit trip for rider?
- What fares are charged in other places?
- Can changes be phased in?

Value to Riders

- What is the value of the benefits riders receive by riding Solano Express?
 - Fuel Savings
 - Toll Savings
 - Less Stress
 - Time Savings
 - Parking Savings
 - General Auto Ownership Savings (Insurance, Financing, Tires, Depreciation, Scheduled Maintenance, etc.)

Increasing Costs

- Over Past 5 years Operating costs have increased over 18% (Approx. 3.5% per year).
- The FAST Short Range Transit Plan (SRTP) projects that costs will continue to increase at approximately 3.0% per year.

Fare Comparison

- Solano Express routes operated by SolTrans all charge the same \$5.00 fare because distances traveled are comparable. Distance to El Cerrito del Norte BART is approximately 16 miles.
- The Distances Traveled on Solano Express Routes Operated by FAST vary significantly (Between 8.5 and 42.5 miles), so a single fare would not be fair for many riders. FAST currently charges only \$5.75 for the 30 mile trip to El Cerrito del Norte.

Fare Comparison

- Most transit agencies surveyed currently price their monthly passes for intercity trips at from 31 to 35 times the one-way fare, but FAST, SolTrans, and Napa VINE charge less than 23 times the single fare, so they provide discounts much larger than the industry norms.
- If a rider makes 20 round trips per month the current discount is approximately 43%.

OTHER FACTORS TO CONSIDER

- Ridership on Solano Express Routes operated by FAST has grown to 391,000, up 14.5 % over the past 4 years.
- Ridership growth in the past year was less than 1 %, because parking demand at the Fairfield Transportation Center exceeds capacity and neighboring businesses have begun enforcing parking limits.
- Fares need to be set at a reasonable level to recover costs without discouraging ridership growth.
- Want commuters to be able to use CLIPPER.
- Want to keep costs low for travel on Solano Express buses within Solano County.

FARE PROPOSAL

- FAST is proposing a new fare structure that has a single fare for Route 20 and Route 90.
- FAST is proposing two tier fare structures for Route 30 and Route 40.
 - For longer trips outside the County commuters will be able to use CLIPPER.
 - Each Route will have a lower fare for “Short Hops”, but CLIPPER will not recognize those fares, so cash or paper passes will be required to get the lower fare.

FARE PROPOSAL

Proposed Fares for Fiscal Year 2014/2015							
Cash and CLIPPER e-cash Single Ride Fares				31 Day Paper and CLIPPER Passes			
ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)	ROUTE	ADULT	YOUTH	SENIOR DISABLED MEDICARE (SDM)
FAST Local	\$ 1.75	\$ 1.50	\$ 0.85	FAST Local	\$ 60.00	\$ 50.00	\$ 30.00
SolanoExpress 20	\$ 3.25	\$ 2.50	\$ 1.60	SolanoExpress 20	\$ 75.00	\$ 58.00	\$ 37.50
SolanoExpress 30	\$ 5.75	\$ 4.75	\$ 2.85	SolanoExpress 30	\$ 132.00	\$ 109.00	\$ 66.00
*SolanoExpress 30 S	\$ 3.25	\$ 2.50	\$ 1.60	*SolanoExpress 30 S	\$ 75.00	\$ 58.00	\$ 37.50
SolanoExpress 40	\$ 5.75	\$ 4.75	\$ 2.85	SolanoExpress 40	\$ 132.00	\$ 109.00	\$ 66.00
*SolanoExpress 40 S	\$ 3.25	\$ 2.50	\$ 1.60	*SolanoExpress 40 S	\$ 75.00	\$ 58.00	\$ 37.50
SolanoExpress 90	\$ 6.50	\$ 5.50	\$ 3.25	SolanoExpress 90	\$ 150.00	\$ 127.00	\$ 75.00

*These Short Hop Fares are not available on CLIPPER

FARE PROPOSAL

- Local Routes would increase 25 cents.
- Route 20 would increase 50 cents.
- Route 90 would increase 75 cents.
- The changes for Route 30 and Route 40 would vary depending on distance travelled. Many trips will qualify for the lower Short Hop Fares.
- Many riders will see fare decreases, but fares on other trips will increase from between 25 cents and \$1.00.

FARE PROPOSAL

- The immediate increases for 31-day passes have been scaled back and increases will be phased in gradually with this proposal.
- For example, the 31-Day Pass for Route 90 will only increase \$20 per month from \$130 to \$150 in FY 2014/15 and then increase \$10-14 per month in next 6 years.
- The 31-Day Pass for Route 20 will only increase \$5 per month from \$70 to \$75 in FY 2014/15 and then increase \$5-8 per month in the next 6 years.

FARE PROPOSAL

- FAST is proposing to increase intercity one way fares by approximately 3% a year to keep up with expected cost increases.
- FAST is proposing that the discount for buying a 31-Day Pass on Solano Express routes be reduced from approximately 43% in FY 2014/15 to approximately 27 % in FY 2020/2021.
- Passes for Local Routes are already priced at approximately 34 times the regular fare, so the proposal would maintain that and increase the base fare by 25 cents every 3 years.

CONCLUSIONS

- Fares on Solano Express Routes operated by FAST have been held at an artificially low rate.
- FAST discounts for purchasing 31-day passes for intercity routes are much larger than industry standards.
- To minimize the immediate impact, the fare change proposal has been modified to reduce most of the initial one-way fare increases and to gradually raise daily fares over seven years to a more normal level, while also gradually reducing the discount for purchasing a monthly pass.

PUBLIC INPUT

- 3 Public Information Meetings Are Planned.
 - January 27, 2014 from 1:00 pm to 8:00 pm at the Fairfield Transportation Center in Fairfield.
 - January 28, 2014 from 4:00 pm to 7:00 pm at the Ulati Center in Vacaville.
 - January 29, 2014 from 1:00 pm to 8:00 pm at the Fairfield Transportation Center in Fairfield.

PUBLIC INPUT

- 2 Public Hearings Would Be Held.
 - 6:00 pm February 12, 2014 at the STA Board Meeting in the Suisun City Council Chambers.
 - 6:00 pm February 18, 2014 at the Fairfield City Council Meeting.

RECOMMENDATION

- Authorize FAST to conduct public outreach to gather public comments on the fare changes proposed for Solano Express Routes 20, 30, 40, and 90.
- Request that FAST provide a summary of public comments received and present a fare adjustment proposal for consideration of the STA Board on February 12, 2014.

STA Board Meeting of January 8, 2014 Board Comments on Fairfield and Suisun Transit Fare Proposal

Board Member Batchelor asked if there was any way staff can look at implementing a card reader system, similar to BART's. Wayne Lewis responded that due to the complexity and advanced stages of implementing the CLIPPER card, a card reader system was not an option.

Vice Chair Davis asked how the fare increase of \$10.00 to \$14.00 was going to be phased-in and asked the SolanoExpress routes being reduced from 43% (FY 2014-15) to 27% over a six (6) year period (FY 2014-15 to FY 2020-20). Wayne Lewis responded that FAST is proposing to increase intercity one-way fares by approximately 3% per year to keep up with expected cost increases and that passes for local routes are already priced at 34 times the regular fare, so the proposal would maintain that and increase the base fare by 25 cents every 3 years.

Board Member Sanchez asked how much of the reserves have been drawn down over the past five years? Wayne Lewis responded and stated that in FAST's Short Range Transit Plan (SRTP), the operating budget identifies that FAST will need to address an annual operating revenue of \$600,000 through a combination of contract savings, parking fees, and a proposed fare increase.

Board Member Spering asked for clarification on the approval process between the City and the STA to increase fares. Daryl Halls responded that Fairfield's City Council would approve any fare increases on their local services, however, Routes 30 and 90, since it's governed by STA and operated by FAST, the decision to adjust fare structure would be decided by the STA Board. He continued by citing that with Routes 20 and 40, which is governed by intercity funding working group agreement, references that FAST would need to notify the funding partners which explains why FAST is bringing all four (4) routes for fare adjustments for consideration by the STA Board tonight.

Board Member Spering requested explanation on one of the slides where it indicates the "need to build reserves for bus replacements". He asked if there is some assurance and/or clear understanding on a certain percentage from the fare increase that would be designated strictly on bus replacements. Wayne Lewis responded that they plan to request more federal funding for operations from MTC and to increase their TDA balance.

Board Member Spering noted the conflict between riders' parking savings and charging a parking fee in the future. He cited that he would only support the fare increases if staff can also let the public be aware during the public hearing process of the parking fee charges that will be implemented as early as next year. Wayne Lewis responded that the intent is to get through this fare increase process recognizing all the concerns that the Board have raised tonight.

Board Member Patterson asked if the timing of the fare increase being considered would cause any unforeseen complications with the possibility of a potential consolidation or merging of FAST with SolTrans. Wayne Lewis responded that he does not think the fare structure being proposed would influence the decision of the potential consolidation. Board Member Patterson also asked what would happen if the Fairfield City Council votes against the fare increase on Routes 30 and 90? Wayne Lewis responded that it would complicate things but can only hope that Council would support the need for the proposed fare structure.

Board Member Sanchez noted his concern related to Fairfield City Council's approval in 2009 to raise the fares in 2009 but FAST staff elected not to implement it? Wayne Lewis clarified that it was an approval from their Council to raise the rates versus not to raise the rates; more of an approval rather than a directive. Board Member Sanchez asked if the approved rates were not implemented then how much of FAST's transit reserves were used? Wayne Lewis responded that since 2009 their annual operating costs has increased by 18%, the fare increases would have been close to the 3.5% range; the difference may have not measured due to the recession. He noted he was not sure how much reserves were used.

Board Member Spering echoed both Board Members Patterson and Sanchez' concerns and asked if STA could wait until Fairfield City Council took action.

Wayne Lewis explained that the STA Board's blessing to approve the fare increase on the two SolanoExpress routes would come before Fairfield City Council's approval of the overall fare structure. Daryl Halls commented that the policy approval process could occur in either order.

Board Member Patterson suggested approving the recommendation as a package and include directive to increase the rates as well as the approval of the budget to replenish the capital reserves for bus replacements.

In closing, Wayne Lewis cited that he would recommend Council's approval of the overall fare structure to include a component that the STA Board would have veto power over any changes to Routes 30 and 90. Board Member Spering specified that the STA Board would condition their approval at that time based on the subsequent action of the Fairfield City Council.



DATE: January 28, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Project Manager
RE: STA Regional Transportation Impact Fee (RTIF) Implementation –
Transit Centers

Background:

On December 3rd, The County Board of Supervisors unanimously approved the Public Facility Fee (PFF) Update with \$1,500 per dwelling unit equivalent allocated toward the STA's RTIF. The County is anticipated to begin collecting the RTIF on February 3rd. A total of 5% of the total RTIF revenue was decided by the STA Board to be dedicated towards transit projects under Package 6- Express Bus Transit Centers and Train Stations. The transit project category is one of seven project categories.

Discussion:

Each project category has a dedicated working group to assist in selecting projects within their category. The Express Bus Transit Centers and Train Stations Working Group is scheduled to meet on January 28th to discuss early steps to begin implementing the STA's RTIF program. The primary meeting discussion topics include:

1. Estimated RTIF revenue
2. RTIF Project prioritization
3. Policies for shifting and/or loaning of funds between working groups
4. RTIF implementation schedule

The agenda for the January 29th meeting is included as Attachment A. STA staff will provide a summary of the meeting's discussion at the SolanoExpress Transit Consortium in February. The next step after meeting with all of seven RTIF Working Groups is to work with the Solano Planning Directors Group to develop a more refined estimate of the RTIF revenue. In addition, the RTIF Steering Committee of policy makers is scheduled to meet on February 12th to discuss recommendations provided by each working group related to policies for shifting RTIF funding. These initial steps are being taken with the goal to begin implementing the RTIF Program projects by July 2014.

Fiscal Impact:

No impact to the STA Budget at this time.

Recommendation:

Informational.

Attachment:

- A. January 28th Express Bus Transit Centers and Train Stations Working Group Meeting Agenda



**REGIONAL TRANSPORTATION IMPACT FEE
EXPRESS BUS TRANSIT CENTERS AND TRAIN STATION WORKING GROUP**

Wednesday, January 29, 2014

Noon – 1 p.m.

**Solano Transportation Authority, Conference Room 1
1 Harbor Center, Suite 130
Suisun City, CA 94585**

Working Group Attendees:

Mike Roberts, City of Benicia

Joe Leach & Janet Koster, City of Dixon

George Hicks, City of Fairfield & Wayne Lewis, FAST

Mona Babauta, Soltrans

Steve Hartwig, City of Vacaville & Brian McLean, Vacaville City Coach

David Kleinschmidt & Jill Mercurio, City of Vallejo

Matt Tuggle, County of Solano

STA Staff Attendees:

Daryl Halls, STA

Janet Adams, STA

Robert Guerrero, STA

ITEM

STAFF PERSON

1. INTRODUCTIONS/MEETING PURPOSE

Daryl Halls, STA

Discussion:

STA staff will provide a brief summary on the RTIF process to date and will discuss the Working Group role in implementing the RTIF Program.

2. RTIF DISTRICTS AND ESTIMATED RTIF REVENUE

Robert Guerrero, STA

Discussion:

The Working Group will be presented with the preliminary RTIF District Map which defines potential zones that will correspond with each construction package. In addition, STA staff will provide an overview of preliminary RTIF revenue estimates by each zone, including how the estimates were derived. STA staff will be seeking feedback on the preliminary RTIF District Map from the Working Group and will provide an opportunity for questions regarding basis of the RTIF revenue estimates.

3. **RTIF IMPLEMENTATION**

**Robert Guerrero, STA
Group Discussion**

Discussion:

1. Status of RTIF Eligible Projects by Construction Package- STA staff will be seeking an update on the status of each project and discuss solutions for getting each project implemented. The Working Group will be requested to provide a realistic timeline for projected delivery.
2. Reporting Requirements- Working Group will be requested to provide input on potential reporting requirements regarding progress for project implementation and funding.

4. **DRAFT RTIF IMPLEMENTATION
SCHEDULE/NEXT STEPS**

**Robert Guerrero, STA
Group Discussion**

Discussion:

Attached is a tentative schedule of events in anticipation of implementing the RTIF Program by July 2014 (Attachment 4.A). The next step for STA staff is to present input from each Working Group to the RTIF Steering Committee tentatively scheduled for February 12th. Working Group participants are invited to attend and participate in the discussion.

5. **ADJOURNMENT**

Regional Transportation Impact Fee (RTIF) Implementation Schedule

- **January 15th** - RTIF Working Group Meetings
- **February 12th** - RTIF Steering Committee
 - a. Finalize District Zones and RTIF Revenue Estimates
 - b. Recommend RTIF Fund policies related to funding within and out of districts
 - c. Recommend RTIF Fund reporting policy
- **February 3rd** - County RTIF Collection Begins
- **March/April 2014** - RTIF Working Group Finalizes RTIF Project Selection
- **April 30th/May 14th** - RTIF Projects Selection Presented to STA TAC/ STA Board
- **May/June 2014** - RTIF Project Implementation Agreements
- **July 2014** - RTIF Implementation
- **July 2015** - RTIF 1st Annual Report



DATE: January 28, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing & Legislative Program Manager
RE: SolanoExpress Marketing Plan Update

Background:

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the SolanoExpress Intercity Transit program and the Solano Napa Commuter Information (SNCI) Program.

SolanoExpress:

With the assistance of Regional Measure 2 (RM2) Marketing funds provided by the Bay Area Toll Authority (BATA), the STA Board authorized the launch of a comprehensive marketing program for the SolanoExpress services. STA staff has worked with Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) to develop and implement this program. The goals of the marketing effort for SolanoExpress intercity transit services in FY 2012-13 were to:

1. Promote SolanoExpress services as positive alternatives to driving alone for commuting and other trip purposes
2. Increase awareness of SolanoExpress services
3. Increase ridership on SolanoExpress routes and the farebox recovery rate

Discussion:

SolanoExpress:

Moore Iacafano Goltsman, Inc. (MIG), is the consultant under contract with STA to execute the marketing campaign for SolanoExpress. A SolanoExpress Marketing Project Team consisting of Jayne Bauer and Liz Niedziela of STA, Wayne Lewis of FAST, and Jessica Deakyne (initially Philip Kamhi and Ward Stewart) of SolTrans was formed to guide the effort. The Team has coordinated the activities with MIG and brought updates to Consortium, TAC and STA Board meetings. A SolanoExpress Marketing Subcommittee of the STA Board was formed to review and approve the marketing plan. Presentations have been made to the STA Board and the SolTrans Board for comments and final approvals. A Scope of Work (Attachment A) outlines the initial tasks to be completed and products delivered by the consultant.

Additional work scoped out for FY 2013-14 include design, production and installation of decals on 19 SolanoExpress FAST buses, additional local print ads, promotional items, and upgrade of the SolanoExpress website. An updated table of all the elements completed and in progress (Attachment B) is included for your information. Attachment C depicts an overview of audience statistics on the SolanoExpress website during the online/print marketing campaign, which increased by approximately fourfold at its peak. Attachment D depicts the percentage of device type used to access the SolanoExpress website – 46% desktop, 42% mobile, 12% tablet. Attachment E shows examples of the media elements that are were used in this campaign.

An update on SolanoExpress Ridership will be provided in February.

Fiscal Impact:

SolanoExpress Marketing is funded through Regional Measure 2 (RM2) (\$131,600) and State Transit Assistance Fund (STAF) (\$28,400). The contract was amended in July to provide an extra \$60,000 of STAF and RM 2 funds already dedicated to these purposes, for additional marketing work as outlined above, and extended the contract date to June 30, 2014.

Recommendation:

Informational.

Attachments:

- A. SolanoExpress Transit Marketing Scope of Work for FY 2012-13
- B. SolanoExpress Marketing Elements Update
- C. SolanoExpress Website Audience Statistics
- D. SolanoExpress Website Device Statistics
- E. SolanoExpress Marketing Media Elements Sample

Scope of Work

SolanoExpress Transit Marketing Services FY 2012-13

Marketing Objective

The objective of the SolanoExpress Marketing Program is to build upon the past marketing strategies and apply them specifically to promote seven intercity transit services as a system as well as individually:

- SolanoExpress SolTrans Rt. 78
- SolanoExpress SolTrans Rt. 80
- SolanoExpress SolTrans Rt. 85
- SolanoExpress FAST Rt. 20
- SolanoExpress FAST Rt. 30
- SolanoExpress FAST Rt. 40
- SolanoExpress FAST Rt. 90

An approved Marketing Plan will guide the implementation of the SolanoExpress Transit Marketing Campaign for FY 2012-13. In addition to the Plan, the final product will include the design, creation, media placement and printing of various marketing collateral as outlined:

Marketing Plan

Develop a marketing plan to include an ongoing campaign that incorporates a wide range of marketing strategies that will effectively promote, increase awareness and ridership, and implement branding of SolanoExpress services to key audiences:

- Existing core riders
- Existing occasional riders
- General public/non-riders

Marketing Collateral

Create and produce marketing products that may include the following:

- a) Ad placement for print publications/media
- b) Design/scripting/placement of internet ads
- c) Fare Incentive flyers and electronic media ads
- d) Outline of recommended SolanoExpress Website Updates
- e) Bus shelter posters
- f) SolanoExpress Decals for Bus Stop Signs
- g) Bus Stop Sign Schedules Frames
- h) Printed Brochures/Posters/Promotional Collateral
- i) Ads for internal and external bus placement

SolanoExpress Marketing Campaign Elements

I. Online

- Google Ad Network
 - Various banner ad sizes
 - Geographically targeted to Solano County
 - Campaign run: Week of September 2–Week of October 7
 - 1,020,000 estimated impressions
- Facebook
 - 155x155 banner image with clickable link
 - Geographically targeted to Solano County
 - Campaign run: Week of September 2–Week of October 7
 - 2,040,000 estimated impressions
- Pandora
 - 500x500 banner ad with 30-second audio
 - Geographically targeted to Solano County
 - Campaign run: Week of September 2–Week of September 23
 - 1,194,000 estimated impressions
- Bay Area Newsgroup Online
 - Run of network, including The Reporter.com, Times Herald.com, Yahoo.com
 - Geographically targeted to Solano County
 - Campaign run: Week of September 2–Week of September 23
 - 350,500 estimated impressions
- TOTAL impressions 17,719,807
- TOTAL site visits 15,504

II. Radio

- KUIC
 - :60 spot
 - 228 total spots
 - Campaign run: Week of September 2–Week of October 7
 - 430,200 impressions

III. Print

- *Benicia Herald*
 - ¼ page full-color ad
 - Placement in Sunday edition
 - Campaign run: 9/8, 9/15, 9/22, 9/29
- *Vacaville Reporter*
 - ¼ page full-color ad
 - Placement in Sunday edition
 - Campaign run: 9/8, 9/15, 9/22, 9/29
- *Vallejo Times Herald*
 - ¼ page full-color ad

- Placement in Sunday edition
- Campaign run: 9/8, 9/15, 9/22, 9/29
- *UC Davis Aggie*
 - Campaign geared toward UC Davis students, faculty and staff
 - ¼ page full-color ad
 - Placement in Thursday edition of weekly paper
 - Campaign to begin after start of academic year (9/24)
 - Campaign run: 9/26, 10/3, 10/10, 10/17
- Direct Mail Incentive
 - Postcard mailed to approx. 12,000 households in target neighborhoods for free ride voucher (mailed to online registrants)
 - 67 FAST vouchers mailed
 - 72 SolTrans vouchers mailed
- Bus Tails
 - 23" x 23" displays mounted on FAST and SolTrans Express buses.
 - To be printed: Week of September 9
 - Coordinating with FAST and SolTrans on installation by May 2014

Additional Elements

- I. Bus Schedules and Frames**
 - Frames provided to FAST and SolTrans – installation anticipated by March 2014
- II. Transit Connections Brochure**
 - STA compiling final text edits
 - MIG finalizing content, prepare files for printing
 - Final product anticipated April 2014
- III. Bus Shelter Posters**
 - Poster design to incorporate final map from TC Brochure (above) – completion expected by May 2014
- IV. Bus Decals**
 - SolanoExpress decals for application to FAST buses
- V. Art Poster**
 - Poster is being finalized January 2014
- VI. Redesigned Web Site**
 - MIG developed wireframes showing proposed content reorganization and reformatting to “responsive design” solution (i.e., an interface that allows the site to be viewed on multiple devices)
 - MIG developing improved mapping interface to allow users to access more detailed route information
 - Final approval on design and implementation anticipated in February 2014
- VII. Promotional Items**

- STA to identify specific items to be developed (i.e., keychains, stress relievers, magnet clips, etc.)

Audience Overview

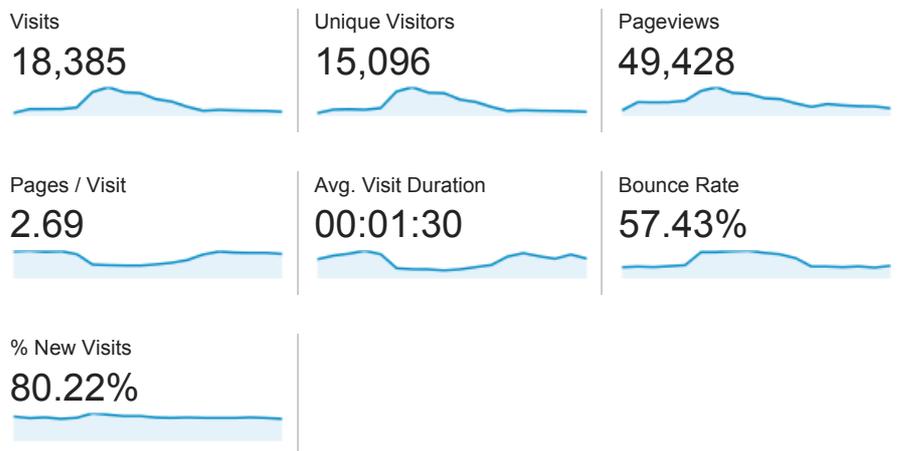
Aug 1, 2013 - Nov 30, 2013



Overview



15,096 people visited this site



Language	Visits	% Visits
1. en-us	16,692	90.79%
2. en	1,038	5.65%
3. es-us	130	0.71%
4. en-ca	117	0.64%
5. es-es	82	0.45%
6. c	49	0.27%
7. es	49	0.27%
8. en-gb	32	0.17%
9. en_us	27	0.15%
10. de-de	17	0.09%

http://solanoexpress.com - http://solanoexpress.com
solanoexpress.com

Aug 1, 2013 - Nov 30, 2013

Overview

All Visits
100.00%

Explorer

Summary



Device Category	Visits	Visits
	18,385 % of Total: 100.00% (18,385)	18,385 % of Total: 100.00% (18,385)
1. desktop	8,487	46.16%
2. mobile	7,731	42.05%
3. tablet	2,167	11.79%

Rows 1 - 3 of 3

Why don't you ride?

Solano Express

SolanoExpress.com | 1-800-535-6883



SOLANOEXPRESS MARKETING

✘ September – October, 2013

- + Online
- + Direct Mail
- + Radio
- + Bus Tails
- + Print
- + Schedule Frames
- + Schedule Frames
- + Transit Connections Brochure
- + Bus Shelter Posters
- + Promotional Items
- + Redesigned Website (early 2014)



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DATE: January 17, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Nancy Whelan, Transit Consultant
RE: Intercity Transit Corridor Study Update

Background:

The I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study (“Transit Corridor Study”) updates the Transit Corridor Studies completed in 2004 (I-80/I-680/I-780) and 2006 (SR 12) and will address current and future travel demand in the corridor, existing service and alternatives for serving the corridor, and a recommended phased implementation plan. The Transit Corridor Study will not only address transit services, but also update the facilities and connections needed to support these services into the future. The Transit Corridor Plan will provide guidance and coordination for future investments.

Discussion:

Preparation of the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study was initiated at the same time as the Coordinated Short Range Transit Plan (SRTP) for Solano County. On September 11, 2013, the STA Board approved the Solano County Coordinated Short Range Transit Plan and adopted performance benchmarks for intercity transit service.

Elements of the Transit Corridor Study have been presented and discussed with the SolanoExpress Consortium over the past 16 months. Topics have included:

- Service design goals and objectives
- Review of other studies and best practices
- Service performance in the transit corridor
- Demand forecasting
- Preliminary transit corridor alternatives
- Potential on-line freeway stations

At the September 24, 2013 Consortium meeting, the consulting team presented the alternatives, how they meet the service design goals and criteria, and the pros and cons of each. Based on the input of the Consortium members the alternatives are being refined, the discussion of transit capital projects is being augmented, and the phasing and funding plan is being updated.

A description of the existing intercity service and the proposed transit corridor alternatives is scheduled for a workshop at the STA Board meeting on March 12, 2014. The purpose of the workshop is to bring the STA Board up to date on the Corridor Study results previously presented to the Consortium, focusing on the updated alternatives and their performance against the adopted service design goals and criteria. The Draft Final Transit Corridor Study will be presented to the Consortium and TAC in April and the recommendation will be presented to the STA Board in May. A summary schedule is provided below:

Board/Committee	Topics	Action/Information
Solano Express Consortium Meetings January 28 and February 25 and March 25, 2014 (as needed)	<ul style="list-style-type: none"> • Status update 	Information
STA Board Workshop, March 12, 2014	<ul style="list-style-type: none"> • Study status review • Presentation and discussion of alternatives 	Information
Solano Express Consortium and TAC Meetings, April 29 and 30, 2014	<ul style="list-style-type: none"> • STA Board discussion/input • Alternatives and performance • Cost/funding and phasing plan • Capital requirements • Implementation steps • Draft Final Report 	Action: Recommendation to approve Study
STA Board Meeting, May 14, 2014	<ul style="list-style-type: none"> • Draft Final Report 	Action: Recommendation to approve Study

Recommendation:

Informational.



DATE: February 21, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Intercity Transit Funding Agreement for SolanoExpress Routes for
Fiscal Year (FY) 2014-15 and 2015-16

Background:

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

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

Discussion:

The Intercity Transit Funding Agreement (ITFA) is presented in Attachment A. On page 9 in the ITFA, it states:

1. Term of Agreement

This Agreement shall continue in effect until modified in writing by the STA and a majority of the other signatories representing a majority of the population of Solano County.

STA is presenting to the Consortium for discussion of modifying the ITFA to include the Intercity Capital Bus Replacement Plan (Attachment B) and the City of Dixon Federal Transit Administration 5311 swap with Transportation Development Act (TDA) funding.

Fiscal Impact:

This funding agreement fully funds intercity services for FY 2013-14 and is consistent with the FY 2013-14 Transportation Development Act (TDA) matrix.

Recommendation:

Informational

Attachment:

- A. FY 2012-13 and FY 2013-14 Intercity Transit Funding Agreement
- B. Intercity Capital Bus Replacement Plan

**INTERCITY TRANSIT FUNDING AGREEMENT
AND
AGREEMENT ESTABLISHING CERTAIN GOALS AND PRINCIPLES
FOR INTERCITY TRANSIT ACTIVITIES IN SOLANO COUNTY
BY AND AMONG
THE SOLANO TRANSPORTATION AUTHORITY,
THE COUNTY OF SOLANO,
THE CITY OF DIXON,
THE CITY OF FAIRFIELD,
SOLANO COUNTY TRANSIT (SOLTRANS)
THE CITY OF SUISUN CITY, AND
THE CITY OF VACAVILLE**

THIS AGREEMENT is made and entered into as of this 1st day of July, 2012, by and among the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq. and the Congestion Management Agency of Solano County, hereinafter referred to as "STA", and the governmental entities in Solano County providing intercity transit services to the citizens of Solano County; to wit:

THE COUNTY OF SOLANO, a political subdivision of the State of California;
SOLANO COUNTY TRANSIT (SOLTRANS), a joint powers entity organized under
Government Code section 6500 et seq.; and
FOUR MUNICIPAL CORPORATIONS in Solano County:

The City Of Dixon,
The City Of Fairfield,
The City Of Suisun City, and
The City Of Vacaville

Unless specifically identified, the various public agencies herein may be commonly referred to as "the Parties" or "County and Cities" or "Jurisdictions" or "Intercity Transit Operators" as the context may require.

RECITALS

WHEREAS, the provision of transit services throughout Solano County has been developed on a jurisdiction by jurisdiction basis and, as a result, the provision of intercity transit services to the citizens of Solano County may be enhanced by the improved coordination of transit routes and other issues among the transit providers. Further, funding of transit services is a complex process which has been partially remedied by coordination of certain transit funds (both Transportation Development Act [TDA] Funds and State Transit Assistance Funds [STAF]) through the STA for approval by the Metropolitan Transportation Commission (MTC); and

WHEREAS, STA has sponsored, and the COUNTY and CITIES have joined and participated in, the “Intercity Transit Funding Working Group” (ITFWG) which is comprised of representatives that are PARTIES to this agreement; and

WHEREAS, STA’s I-80/I-680/I-780 Transit Corridor Study completed in 2004 identified seven intercity bus routes in Solano County, all of which are subsidized by more than one jurisdiction.

WHEREAS, the PARTIES agreed to a cost-sharing methodology and funding for these routes beginning in 2006; and

WHEREAS, the following is a matrix of presently existing Intercity Transit Routes and the service areas covered by this agreement:

Transit Operator	Rt.	Dixon	Fairfield	SolTrans	Suisun City	Vacaville	County
FAST	20		X			X	X
FAST	30	X	X			X	X
FAST	40		X	X		X	X
FAST	90		X		X		X
SolTrans	78			X			X
SolTrans	80			X			X
SolTrans	85		X	X			X

WHEREAS, STA’s coordination of the annual multi-agency Transportation Development Act (TDA) matrix, the State Transit Assistance Fund’s (STAF) project funding for the county, and Regional Measure 2 funding has clarified and simplified the funding claims process locally and regionally;

WHEREAS, having a coordinated multi-year, multi-agency funding strategy with predictability and some flexibility would help to further stabilize intercity transit service funding in Solano County; and

WHEREAS, all Solano County intercity transit operators and other funding partners participated in the aforementioned ITFWG which has, since its inception, met at least annually to review and refine data and funding formulae, and to develop core concepts to guide the coordination and funding of intercity transit operations in the future;

AGREEMENT

NOW, THEREFORE, STA, the County of Solano, Solano County Transit (representing the cities of Benicia and Vallejo) and the cities of DIXON, FAIRFIELD, SUISUN CITY, and VACAVILLE in consideration of the mutual promises herein, agree as follows:

Part I

Transit Coordination and Guiding Principles

Principle 1:

To provide certainty to intercity transit operators and funding partners, and to establish a consistent method and an agreement for sharing subsidies for all intercity transit routes by Solano intercity transit operators based on a consensus of the participating jurisdictions.

Principle 2:

To focus limited financial resources and deliver productive intercity transit service and to develop a cost effective and affordable intercity route structure that will: 1) be implemented with the agreed upon subsidy sharing agreement; 2) meet the policy/coverage requirements agreed upon; 3) be marketed jointly.

Principle 3:

To develop strategies to consistently evaluate, modify, and market intercity transit services with the implementation of this Agreement.

Part II

Service Plan Review

In 2006, the PARTIES developed a set of criteria for evaluating intercity transit routes and service plans in order to provide consistency of analysis and a comprehensive, common and uniform methodology for such evaluations:

1. Service Productivity Measures
 - Passengers per revenue hour
 - Passengers per trip
 - Passengers per revenue mile
2. Cost Efficiency Measures
 - Cost per vehicle revenue hour
 - Cost per vehicle revenue mile
3. Cost Effectiveness Measures
 - Cost per passenger trip
 - Farebox Recovery Ratio
4. Policy/Coverage Requirements
 - Provides connectivity between cities
 - Provides regional transit connections
 - Meets unmet transit needs
 - Minimize stops in each city
 - Is user friendly

The Coordinated Short Range Transit Plan (SRTP), developed in FY 2012-13, will specify the metrics and performance standards against which actual performance of the Intercity Routes will be measured.

Part III
Intercity Transit Funding Agreement

A. Included Intercity Transit Routes/ Intercity Transit Route Definition

To be included in this Agreement, a route must meet all five of the following criteria:

1. Operates between two cities (except between Fairfield and Suisun City where local service is provided by Fairfield and Suisun Transit); and
2. Has a monthly ridership of at least 2,000; and
3. Operates at least 5 days per week; and
4. Has been operating for at least a year and is not scheduled for deletion within the fiscal year.
5. Maintains service that meets at least one of the performance standards identified in the Coordinated SRTP with regards to service productivity, cost efficiency, and cost effectiveness.

B. Baseline Cost Data Source

Annually each intercity transit operator shall prepare a baseline cost estimate. The baseline cost estimate for the fiscal year shall be based on the intercity transit operators' preliminary budget for that fiscal year prepared in the Spring preceding the start of the fiscal year. The preliminary budget estimate shall include unit cost or line item cost escalation (as appropriate), cost changes due to service changes (e.g., changes to service hours), changes due to contract changes, and estimates of allocated overhead costs by mode.

The baseline cost estimate shall be submitted with the intercity transit operators' completed three variable cost allocation model that includes an estimate of fares by route and other subsidies by route. Sources for other subsidies shall be identified in the footnotes to the summary page of the cost allocation model or by another means to make clear the amounts and sources of other subsidies.

C. Mid-Year Budget or Cost Changes

Each intercity transit operator shall report to the ITFWG variances from the planned/budgeted costs and revenues for each intercity transit route no later than February 1st of each year. Budget variances and changes in subsidy requirements shall be considered by the ITFWG.

D. Baseline Data Definitions

The definitions for revenue service miles, revenue service hours, and peak vehicles as used for the cost allocation model shall follow the definitions provided by the National Transit Database (NTD). In the event that routes are interlined, peak vehicles shall be allocated by the proportion of the peak period operated by each intercity transit bus. In any case, the total peak vehicles used in the cost allocation model shall not exceed the total peak fleet reported in NTD.

E. Cost Allocation Model

The ITFWG has agreed to use a three variable cost model for allocating intercity transit costs by route. This model is based on the National Transit Database's recommended approach for allocating transit costs by vehicle hours, vehicle miles, and peak vehicles. The ITFWG uses this model to assign intercity transit costs by route. The results of the cost model form the basis for allocating subsidies to each jurisdiction. Each intercity transit operator shall input data into the model and the models shall be submitted to STA and each jurisdiction for further use and review.

F. Net Costs to be Shared

The net cost of each intercity transit route is the total cost of the route minus farebox revenue, Regional Measure 2 funds, agreed upon State Transit Assistance Funds, and other non-TDA and FTA operating funds that are applied to the route.

G. Ridership Survey Data

On-board ridership surveys have been taken periodically since 2006 to provide the ITFWG with data regarding the number of riders by jurisdiction of residence by intercity route. This data was assembled for use in establishing the cost sharing formula set forth in this Agreement. The on-board survey will be conducted periodically and no less frequently than every 3 years by STA for purposes of updating the ridership information in this Agreement.

H. Population Data

City and County Unincorporated population data for Solano County shall be obtained from the most current publication of the State of California Department of Finance E-4 Population Estimates for Cities, Counties and State. This information shall be updated and incorporated into this Agreement's cost sharing formula annually.

I. Intercity Transit Cost Sharing Formula

Intercity transit costs shall be shared among the jurisdictions based upon an agreed upon formula whereby the net cost of each route is further reduced by the County Unincorporated Area's agreed upon share proportionately for each route, up to an agreed upon maximum for the County share. The County share is negotiated annually and is based on either the proportion of the County's population share of the net subsidy required, or by increasing the prior year County share by the Consumer Price Index. The resulting net cost is shared 20% by population share and 80% by ridership by jurisdiction of residence. The subsidy amounts provided by each jurisdiction will be included in the annual TDA matrix prepared by STA and submitted to MTC.

J. Cost Estimates and Actual Costs -- Year End Reconciliation

The baseline cost information used in the cost allocation model is based on preliminary budget information for the next fiscal year. As such, the costs are estimates only and are subject to change. The ITFWG agreed to the following year end reconciliation procedure:

1. After annual audited financial statements are approved by the intercity transit operators' governing body, transit operator staff will update the data in the Cost Allocation Model "CAM" for the audited fiscal year. Updated actual cost, revenue (fares and other revenue), hours, miles, and peak vehicle data shall be included in the cost allocation model.
2. Using results of the Cost Allocation Model populated with actual audited data, STA will recalculate the subsidy shares owed by each jurisdiction for the fiscal year and compare the amounts to the amounts paid according to the cost sharing formula in the agreement.
3. Differences between the planned/budgeted subsidies included in the agreement and the actual subsidy requirements based on audited data will be identified (a "true-up") will be performed. Subsidy surpluses (overpayments by a jurisdiction for its formula share of intercity transit services) and deficits (underpayments by a jurisdiction for its formula share of intercity transit services) will be applied to the subsequent year's amount due for intercity transit services. Based on the availability of audited data after the close of a fiscal year, there will be a two year lag for applying actual results for a given fiscal year to the subsidy shares for the upcoming budget year. That is, reconciliation for Year 1 will be applied to the subsidy shares due for Year 3.
4. Operators shall be credited or invoiced based on the results of the "true-up" through either 1) direct payments to the operators of the Intercity Routes (if actual expenses exceed the budgeted subsidies) per the CAM, or 2) credits to the share of subsidies provided by each jurisdiction, as dictated by the CAM, for funding the next year of intercity service.

K. Application of the Intercity Transit Cost Sharing Formula

The intercity transit cost sharing formula shall be calculated and the results presented to the ITFWG no later than April 15 annually. The results of these calculations are shown in Attachment A to this agreement. Attachment A shall be modified administratively and approved by a vote of the ITFWG no later than May 15 each year.

L. Reporting

The intercity transit operators shall report at least quarterly to the ITFWG the following information by intercity route:

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

M. Role and Responsibility of the ITFWG

Recognizing that seven of eight local jurisdictions within Solano County participate in funding intercity transit routes, all proposed fare and service changes shall be presented by the intercity transit operators to the ITFWG at least 90 days prior to implementation and in sufficient time for the ITFWG's consideration. All participating jurisdictions are responsible for participating in the ITFWG and for meeting their financial obligations under this Agreement.

Part IV

General Terms and Conditions

1. Term of Agreement

This Agreement shall continue in effect until modified in writing by the STA and a majority of the other signatories representing a majority of the population of Solano County.

2. Method for Claims

All funding claims for Transportation Development Act, State Transit Assistance Funds, or Regional Measure 2 funds for intercity transit services identified under this Agreement shall be made by the eligible PARTIES to the Metropolitan Transportation Commission ("MTC") and shall be consistent with the annual funding matrix prepared by STA in coordination with the PARTIES. As required under current policy, TDA claims must be approved by the STA Paratransit Coordinating Council prior to approval by MTC.

3. Independent Contractors

STA shall perform this Agreement as an independent contractor. STA shall, at its own risk and expense, determine the method and manner by which duties imposed on STA by this Agreement shall be performed; provided however that the COUNTY and CITIES may monitor the work performed by STA. For projects or studies undertaken pursuant to this Agreement by the COUNTY or any of the CITIES, said COUNTY or CITY shall perform this Agreement as an independent contractor. Said COUNTY or CITY shall, at its own risk and expense, determine the method and manner by which duties imposed on them by this Agreement shall be performed; provided however, that the other PARTIES may monitor the work performed by said COUNTY or CITY.

4. Indemnification

The PARTIES and STA shall defend, indemnify and hold harmless each other and their respective officers, agents, employees, or subcontractors from any claim, loss or liability, including, without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by any of the PARTIES or STA, or their respective officers, agents, employees, or subcontractors of activities required under this Agreement, and any fees and/or costs reasonably incurred by the staff attorneys or contract attorneys of the PARTY(IES) to be indemnified, and any and all costs, fees and expenses incurred in enforcing this provision.

5. Termination

The PARTIES may terminate this agreement upon notification to the STA and the ITFWG no later than one year prior to the July 1st date requested for termination of the agreement. Request for termination of the agreement is to come from the policy board of the agency requesting termination of their participation in the agreement. The PARTY will provide the STA and the ITFWG with 30 days notice prior to taking action to request termination of their participation in the this agreement. The agreement or participation in the agreement may be terminated only for the future fiscal year beginning on July 1.

6. No Waiver

The waiver by any PARTY of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

7. Notices

All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a PARTY desires to give to the other PARTIES shall be addressed to the other PARTIES at the addresses set forth below. A PARTY may change its address by notifying the other PARTIES of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

SOLANO TRANSPORTATION AUTHORITY

Daryl K. Halls
Executive Director
One Harbor Center, Suite 130
Suisun City, CA 94585

CITY OF DIXON

Janet Koster
Public Works Administrator
600 East "A"
Dixon, CA 95620

SOLTRANS

Mona Babauta
General Manager
311 Sacramento Street
Vallejo, CA 94590

CITY OF FAIRFIELD

George Hicks
Public Works Director
1000 Webster St.
Fairfield, CA 94533

CITY OF SUISUN CITY

Dan Kasperson
Public Works Director
701 Civic Center Blvd.
Suisun City, CA 94585

CITY OF VACAVILLE

Shawn Cunningham
Interim Public Works Director
650 Merchant St.
Vacaville, CA 95688

COUNTY OF SOLANO

Matt Tuggle
Engineering Manager
675 Texas St., Suite 5500
Fairfield, CA 94533

8. Subcontracts

Within the funds allocated to the PARTIES under this agreement, all PARTIES are hereby given the authority to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement.

9. Amendment/Modification

Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of STA and the PARTIES.

10. Interpretation

Each PARTY has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting party. This AGREEMENT shall be construed as if all PARTIES drafted it. The headings used herein are for convenience only and shall not affect the meaning or interpretation of this Agreement. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

11. Disputes and Dispute Resolution

If a dispute should arise between some or all of the PARTIES to this Agreement relative to the performance and/or enforcement of any provision of this Agreement, the dispute shall first be considered by the ITFWG. A recommended resolution based on the deliberations of the ITFWG will be presented to the STA Consortium and Technical Advisory Committees (TAC) for their consideration. Final resolution of disputes will be determined by the STA Board of Directors following consideration of the STA Consortium and TAC.

12. Severability

If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

13. Local Law Compliance

The PARTIES shall observe and comply with all applicable Federal, State and local laws, ordinances, and Codes.

14. Non-Discrimination Clause

- a.) During the performance of this Agreement, the PARTIES and their subcontractors shall not deny the benefits thereof to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.
- b.) The PARTIES shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

15. Access to Records/Retention

All PARTIES, any federal or state grantor agency funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of any PARTY which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the PARTIES shall maintain all required records for three years after final payment for any work authorized hereunder, or after all pending matters are closed, whichever is later.

16. Conflict of Interest

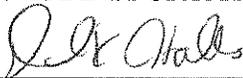
The PARTIES hereby covenant that they presently have no interest not disclosed, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its obligations hereunder, except for such conflicts that the PARTIES may consent to in writing prior to the acquisition by a PARTY of such conflict.

17. Entirety of Agreement

This Agreement constitutes the entire agreement between the PARTIES relating to the subject matter of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the PARTIES with respect to the subject matter hereof.

IN WITNESS WHEREOF, this Agreement was executed by the PARTIES hereto as of the date first above written.

SOLANO TRANSPORTATION AUTHORITY

By: 
Daryl K. Halls, Executive Director

APPROVED AS TO FORM

By: 
Bernadette Curry, STA Legal Counsel

SOLANO COUNTY TRANSIT

By: 
Mona Babaula, General Manager

APPROVED AS TO FORM

By: 
Heather McLaughlin, on behalf of
SolTrans Legal Counsel

CITY OF DIXON

By: 
Jim Lindley, City Manager

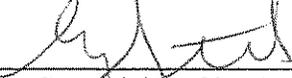
APPROVED AS TO FORM

By: 
Michael Dean, City Attorney

CITY OF FAIRFIELD

By: 
Sean Quinn, City Manager *CCCA*

APPROVED AS TO FORM

By: 
Greg Stepanich, City Attorney

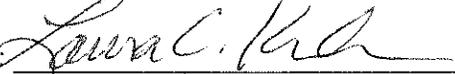
CITY OF SUISUN CITY

By: 
Suzanne Bragdon, City Manager

APPROVED AS TO FORM

By: SEE SIGNATURE PG.
~~Jayne Williams, City Attorney~~ *ATTACHED* →

CITY OF VACAVILLE

By: 
Laura Kuhn, City Manager

APPROVED AS TO FORM

By: 
Shana Faber, Assistant City Attorney

COUNTY OF SOLANO

By: 
Birgitta Corsello, County Administrator

APPROVED AS TO FORM

By: 
Lori Mazzella, Dep. County Counsel

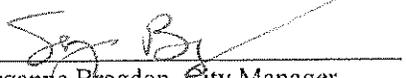
CITY OF FAIRFIELD

By: 
Sean Quinn, City Manager *CSA*

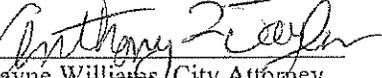
APPROVED AS TO FORM

By: 
Greg Stepanicich, City Attorney

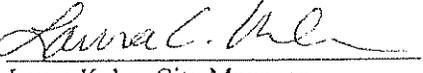
CITY OF SUISUN CITY

By: 
Suzanne Bragdon, City Manager

APPROVED AS TO FORM

By: 
~~Jayne Williams~~ City Attorney
Anthony Taylor

CITY OF VACAVILLE

By: 
Laura Kuhn, City Manager

APPROVED AS TO FORM

By: 
Shana Faber, Assistant City Attorney

COUNTY OF SOLANO

By: _____
Birgitta Corsello, County Administrator

APPROVED AS TO FORM

By: _____
Lori Mazzella, Dep. County Counsel

ATTACHMENT A

INTERCITY TRANSIT FUNDING AGREEMENT

FY 2012-13 COST SHARING FORMULA CALCULATION

A. Included Intercity Transit Routes

The following intercity transit routes meet the definition and criteria described in Part III. A of the Intercity Transit Funding Agreement and thereby are qualified to be included in the cost sharing formula for FY 2012-13:

Operator	Route
Fairfield and Suisun Transit	20
Fairfield and Suisun Transit	30
Fairfield and Suisun Transit	40
SolTrans	78
SolTrans	80
SolTrans	85
Fairfield and Suisun Transit	90

B. Cost Allocation Models

Cost allocation models provided by Fairfield and Suisun Transit (FAST) and SolTrans used in the calculation of intercity cost shares are from the following excel files:

1. Fairfield and Suisun Transit Routes 20, 30, 40, and 90 are from the file labeled "FF Cost Allocation Model Estimated 12-13 w rev".
2. SolTrans Routes 78, 80, and 85 are from the file labeled "SolTrans Cost Allocation Model FY 12-13 Budget DRAFT 20120504".

C. Ridership Survey Data

Ridership survey data collected in 2009 will be used as input to the FY 2012-13 intercity cost sharing calculations. The survey data collected in early 2012 was not final prior to the completion of the intercity cost sharing calculations for FY 2012-13 and will be used as input to the FY 2013-14 intercity cost sharing formula.

D. County Share

The County agreed upon share for FY 2012-13 is based on the prior year share of \$133,900 increased by the Consumer Price Index (CPI) for the previous year. CPI data for this calculation is based on the Bureau of Labor Statistics, All Urban Consumers, San Francisco, Oakland, San Jose Urban Area). The maximum county share used in calculating the FY 2012-13 intercity cost sharing amounts will be \$138,619.

E. FY 2012-13 Intercity Cost Sharing Formula Results

The results of the FY 2012-13 intercity cost sharing formula calculations, including reconciled amounts for FY 2010-11 and net of other subsidies, are as follows:

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
RECONCILIATION OF FY 10-11 SUBSIDIES BY JURISDICTION PLUS AMOUNT OWED FOR 12-13
SUMMARY**

	Amount Owed to FAST				TOTAL	Amount Owed to SolTrans			TOTAL
	for Rt 20	for Rt 30	for Rt 40	for Rt 90		for Rt 78	for Rt 80	for Rt 85	
Benicia	4,715	7,025	9,677	10,921	32,338	140,694	26,794	-1,136	166,352
Dixon	3,171	76,582	11,817	12,102	103,672	3,275	6,770	-403	9,642
Fairfield	124,999	149,422	173,362	365,585	813,368	25,060	66,955	-14,821	77,194
Rio Vista	0	0	0	0	0	0	0	0	0
Suisun City	26,221	32,439	81,508	119,867	260,036	9,484	17,274	-2,341	24,417
Vacaville	151,264	167,761	99,068	131,250	549,341	20,172	43,588	-3,535	60,225
Vallejo	27,391	69,697	32,428	42,259	171,775	164,458	574,290	-24,338	714,410
Balance of County	17,522	25,539	20,683	36,816	100,561	13,945	31,517	-4,139	41,322
TOTAL	355,282	528,466	428,543	718,799	2,031,091	377,087	767,188	-50,712	1,093,563

F. Annual Update to the Intercity Transit Cost Sharing Formula Calculation

This attachment shall be modified administratively and approved by a vote of the ITFWG each year.



DATE: October 1, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Intercity Transit Funding Agreement for SolanoExpress Routes for
Fiscal Year (FY) 2012-13 and 2013-14

Background:

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

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

Discussion:

Attachment A is a revised Intercity Transit Funding Agreement. It is based on the FY 2009-10 Agreement and has been modified so the basic elements of the agreement can stand the test of time and not require annual updates and signatures from all city manager, public works directors and agency attorneys with the merger of Benicia and Vallejo's transit systems in 2011, Solano County Transit (SolTrans) has replaced those two cities as funding partners.

The variable elements of the agreement such as the results of the cost sharing formula are included as an attachment in the agreement. A termination clause and process has been added as the request of one of the participating agencies. To simplify the process, both the agreement and the attachment include language that says the attachment will be revised administratively by a vote of the ITFWG each year.

STA staff sent out the agreement to the ITFWG for edits and comments which have been incorporated.

Fiscal Impact:

This funding agreement fully funds intercity services for FY 2012-13 and is consistent with the FY 2012-13 Transportation Development Act (TDA) matrix.

Recommendation:

Authorize the Executive Director to execute the FY 2012-13 and FY 2013-14 Intercity Transit Funding Agreement.

Attachment:

- A. FY 2012-13 Intercity Transit Funding Agreement



**Solano County
Board of Supervisors**

Minute Order

February 19, 2013

File Reference No. 13-0102

RE: Approve an Intercity Transit Funding Agreement for FY2012/13 and FY2013/14 with the Solano Transportation Authority, Soltrans, and the cities of Dixon, Fairfield, Suisun City, and Vacaville to enhance transit coordination in Solano County; and Authorize the County Administrator to execute the agreement

Approved

Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by Nancy Whelan Consulting Feb 19, 2013

Interim Funding Plan

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

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

Notes

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

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DATE: January 22, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl K. Halls, Executive Director
RE: Proposed Regional Cap and Trade Program

Background:

The Cap and Trade program, which is part of the CARB’s effort to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020, pursuant to AB 32, the Global Warming Solutions Act of 2006, sets a limit on the total GHG emissions that can be emitted by specific sources in California. Those emitters that plan to produce higher volumes of emissions than they hold “allowances” for must purchase more allowances through a market-based, auction system. According to the Legislative Analyst’s Office, revenues expected from the Cap and Trade auction may range anywhere from \$650 million to upwards of \$14 billion per year during the life of the program.

In 2012, the Governor signed AB 1532 (Pérez) into law [Chapter 807, Statutes of 2012], which will guide the development of an investment plan for Cap and Trade funds. AB 1532 directs that “Moneys appropriated from the fund may be allocated....for the purpose of reducing greenhouse gas emissions in this state through investments that may include, but are not limited to....funding to reduce greenhouse gas emissions through....low-carbon and efficient public transportation.”

A coalition of transportation and local government stakeholders are advocating for a significant portion of these funds to go to transportation and transit, by leveraging the SB 375 planning process as a foundation for allocation of Cap and Trade funds. Members of the coalition – called the Transportation Coalition for Livable Communities – include the California Transit Association, California Alliance for Jobs, Transportation California, League of California Cities, California State Association of Counties, Self-Help Counties Coalition, and the California Association of Councils of Government. The coalition meets regularly to strategize and re-evaluate goals and principles. Right now, coalition leaders are working with high level staff at the Air Resources Board (CARB) to make the case for transit and transportation investments to be included in CARB’s proposed investment plan which will be provided to the governor next year.

In March 2013, STA forwarded a comment letter on Cap and Trade to the California Air Resource Board (CARB) (Attachment A).

In January 2014, STA staff is recommending the following principles (*bold italic*) regarding Cap and Trade be included in the 2014 Legislative Priorities and Platform (Agenda Item #7.B):

1. ***Dedicate the allocation revenues related to fuels to transportation investments.*** This is consistent with the longstanding policy of the state to dedicate revenues related to motor vehicle fuels to transportation. It also assures a political and legal nexus between the costs and benefits of the program.
2. ***Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.*** Dedicate revenues directly into transit and road operations and maintenance, as well as transit and complete streets infrastructure within existing urban infill and rural communities. These funds must be invested in a way that implements AB 32 using, where applicable, the SB 375 regional strategies. In regions not within an MPO where SB 375 does not apply, other measurable greenhouse gas reduction strategies can be developed within regional transportation plans.
3. ***Structure the investments to favor integrated transportation and land use strategies.*** Funds should be allocated regionally by population, recognizing that different strategies are needed to achieve GHG reductions in different areas of the state. To maximize cost effective GHG reduction, additional incentives for regions with Sustainable Community Strategies that exceed GHG reduction targets, or equivalent Blueprint Plans or other regional plans. Within each region, funding should be allocated primarily through a competitive grant program based on cost effectiveness of GHG emission reductions from combined land use and transportation infrastructure and operations investments.
4. ***Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies.***
5. ***Provide the incentives and assistance that local governments need to make SB 375 work.***

Discussion:

One of the key discussions regarding the future allocation of potential Cap and Trade funds is the process for allocation. California's four largest Metropolitan Planning Organizations (Metropolitan Transportation Commission (MTC), Sacramento Council of Governments (SACOG), San Diego Association of Governments (SANDAG) and the Southern California Association of Governments (SCAG)) have been lobbying the Governor's office and California State Transportation Agency Secretary Brian Kelly to have a significant portion of the Cap and Trade funds (approximately 40% of emissions attributed to transportation) allocated by the regions versus allocation by the State. In an effort to lay out the Bay Area's priorities for future Cap and Trade funds, MTC released a draft Bay Area Cap and Trade Funding Framework at its Programming and Allocations Committee on November 13, 2013 (Attachment B). The framework was conceptual based on estimated future Cap and Trade Funds not yet collected at auction or agreed to by the State to be allocated at the regional level. The MTC staff proposal includes five Cap and Trade Funding Categories for an estimated \$3.15 billion in future Cap and Trade funds over the duration of MTC and the Association of Bay Area Governments (ABAG) Plan Bay Area.

MTC's Cap and Trade proposal contains the following elements:	
1. Core Capacity Challenge Grants (Transit Capital Program)	\$800 million
2. Transit Operating and Efficiency Program	\$450 million
3. One Bay Area Grants	\$1,050 million
4. Climate Initiatives	\$400 million
5. Goods Movement	<u>\$450 million</u>
Total	\$3,150 million

These five categories were discussed by MTC staff and developed with early input from the nine Congestion Management Agency Directors. Category 1 is focused on the capital needs of the region's three largest transit operators (Bay Area Rapid Transit (BART), San Francisco MUNI and AC Transit). SolanoExpress Bus replacement would be eligible for funding from category 2. The One Bay Area Grants would be allocated to each of the nine CMAs through a regional formula and would enable STA to continue to fund various bike, pedestrian, Safe Routes to School, priority development areas, and other priorities. The Climate Initiatives category is still to be developed although it is also proposed that \$75 million be dedicated to the Safe Routes to School Program to be allocated based on school enrollment. The final category, Goods Movement, is a new one. Potential Solano projects that could be eligible are the Westbound Cordelia Truck Scales and the next phases of the I-80/I-680/SR 12 Interchange.

In December 2014, the MTC Commission took action by a 16 to 1 vote with 1 abstaining vote to adopt these five categories for the proposed regional allocation of Cap and Trade Funds. MTC is planning to follow up with the nine CMAs, regional transit operators and other stakeholders to discuss the specifics of the five regional Cap and Trade program categories over the new few months. Staff intends to follow up with the Consortium to discuss and identify priorities for the Transit Operating and Efficiency Program category. One opportunity would be to request MTC consider funding the 20% regional capital replacement match requested by STA (estimated at \$6 million) that is needed for replacement of SolanoExpress Buses in the future.

Recommendation:

Informational.

Attachments:

- A. STA Letter to CARB dated March 2013, ARB Investment Plan for Cap-and-Trade Auction Proceeds
- B. MTC Programming and Allocations Committee Draft Cap and Trade Funding Framework dated November 13, 2013

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March 8, 2013

Ms. Mary Nichols
 Chair, California Air Resources Board
 1001 I Street
 Sacramento CA 95814

RE: ARB 2013 Investment Plan for Cap-and-Trade Auction Proceeds

Dear Chair Nichols:

The Solano Transportation Authority submits its comments for how Cap-and-Trade auction proceeds can support the greenhouse gas (GHG) reductions goals of AB 32.

Auction revenues derived from vehicle fuels should be used to fund transportation system needs in a way that achieves AB 32 objectives and builds on the framework of SB 375 and other GHG reduction strategies. We believe that by integrating investments in new mobility, new infrastructure, and new jobs we can create healthy communities and better quality of life for all – while measurably reducing greenhouse gas emissions consistent with AB 32 and legal requirements for spending allocation revenues.

By targeting revenues and incentives toward local governments in support of regional planning goals we can leverage a cost effective investment portfolio across both transportation infrastructure and efficiency measures, land use incentives, and improved transportation options to yield the greatest GHG reductions associated with the transportation sector. Allocating funding to promote combining strategies will maximize GHG reduction while reinforcing SB 375, regional blueprints, other regional plans and local innovation.

We want to see ARB and the Administration craft an effective strategy to achieve maximum GHG reductions and long term co-benefits under AB 32 by investing a major portion of revenues related to fuels in integrated transportation and land use strategies consistent with the SB 375, the California Regional Blueprint plans and other regional planning processes. The AB 32 Scoping Plan states that almost 40% of the State's GHG emissions come from the transportation sector; therefore at least 40% of available Cap-and-Trade revenue should be made available to transportation and transit.

As a starting point, we want to suggest a few concepts for consideration in the development of an investment strategy:

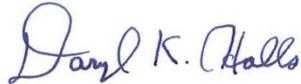
1. Auction revenue from fuels should implement the AB 32 regulatory program to reduce GHG emissions from transportation.
2. Favor cost-effective and integrated transportation and land use strategies.

STA Letter to Mary Nichols, Chair, California Air Resources Board dated: March 8, 2013
RE: ARB 2013 Investment Plan for Cap-and-Trade Auction Proceeds

3. Project funding determinations should return to their source and be done primarily at the local level in support of regional planning goals – subject to the legal constraints of the revenue – and consistent with the Sustainable Communities Strategy
4. Allow flexibility at the regional and local level to develop most cost effective projects
5. Assist local governments in meeting regional GHG reduction goals
6. Promote innovation, collaboration, economic development and rural sustainability

We hope ARB will take advantage of this opportunity to make AB 32 a key component of California's transportation investment program.

Sincerely,



Daryl K. Halls
Executive Director

cc: ARB Board of Directors
STA Board Members

Metropolitan Transportation Commission Programming and Allocations Committee

November 13, 2013

Item Number 3a.i.

Draft Cap and Trade Funding Framework

Subject: Release of Draft Cap and Trade Funding Framework for Public Comment and Review

Background: Plan Bay Area included a \$3.1 billion reserve from future Cap and Trade funding. The specific set of expenditures for these funds was to be subject to further deliberation with partner agencies and public input. The investment strategy for the funding was to be consistent with the focused land use strategy outlined in Plan Bay Area. Further, the investment process for project and program selection was to ensure that at least 25% of the Cap and Trade funding benefit disadvantaged communities in the Bay Area.

Attachment A proposes principles and a set of investment categories for Cap and Trade Funding that aligns well with the objectives of Plan Bay Area, with the following focus areas:

Funding Category	Amount (\$ millions)
1. Core Capacity Challenge Grants (Transit Capital Program)	800
2. Transit Operating and Efficiency Program	450
3. One Bay Area Grants	1,050
4. Climate Initiatives	400
5. Goods Movement	450
TOTAL	\$3,150

As outlined in the proposed principles, each investment category should have a strong link to greenhouse gas emission reductions and benefit disadvantaged communities. As an example, the Core Capacity Challenge Grant program is focused on AC Transit, BART, and SFMTA – systems that carry over 80% of the region’s overall transit riders as well as more than three-quarters of the low-income and minority passengers. Each program as it is developed will require evaluation for its benefits to greenhouse gas emission reductions and disadvantaged communities.

Staff is seeking input on this draft funding framework, and will return in December to seek approval following public input and review by MTC’s Advisory Council.

While the Legislature has not yet finalized the funding structure and eligible uses, AB 574 (Lowenthal) seeks to reserve California cap and trade allowance revenue from transportation fuels for transportation-related expenditures, with some portion being subvented to Metropolitan Planning Organizations, including MTC. The eligible projects included in AB574 are broad in scope and generally align well with those identified in the Draft Cap and Trade Revenue Framework.

Issues: None.

Recommendation: This is an informational item.

Attachments: Draft Cap and Trade Revenue Framework
6 Wins Letter on PBA Cap and Trade to MTC and ABAG

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Draft Bay Area Cap and Trade Funding Framework

Cap and Trade Reserve Investment Principles

1. Cap and Trade Funds must have a strong nexus to Greenhouse Gas (GHG) reduction
2. Distribution of the estimated \$3.1 billion in available funds will serve to strategically advance the implementation of Plan Bay Area and related regional policies
3. Investment Categories and related Policy Initiatives will be structured to provide co-benefits and opportunities to leverage investments across categories and from multiple sources (public and private).
4. All Investment Categories should include funding that benefits disadvantaged communities. The Committees are defined as MTC's Communities of Concern.

Cap and Trade Reserve Funding Categories

1. Core Capacity Challenge Grants (Transit Capital Program)

Plan Bay Area identifies a remaining need of \$17 billion over nearly three decades to achieve an optimal state of repair for the region's public transit network. The plan's in-fill and transit-oriented growth strategy relies on a well-maintained transit system to meet greenhouse gas emissions reduction targets and other plan performance objectives.

Proposal:

- Invest \$800 million over the life of Plan Bay Area
- The proposed Core Capacity Challenge Grant Program:
 - a) accelerates fleet replacement and other state of good repair projects from Plan Bay Area, including "greening" the fleet and other strategic capital enhancements
 - b) focuses on BART, SFMTA, and AC Transit – transit operators that carry 80% of region's passengers, account for approximately 75% of the plan's estimated transit capital shortfall, and serve PDAs that are expected to accommodate the lion's share of the region's housing and employment growth
 - c) achieves roughly \$7 billion in total state of good repair investment by leveraging other regional discretionary funds and requiring a minimum 30% local match from the three operators
 - d) participating operators must meet the Transit Sustainability Project's performance objectives outlined in MTC Resolution No. 4060

2. Transit Operating and Efficiency Program

Plan Bay Area fully funds existing transit service levels at nearly \$115 billion over the three decade period, with an assumption that the largest transit operators achieve near-term performance improvements. However, the plan also identifies the importance of a more robust and expanded public transit network, anchored by expanded local service, as a key ingredient for success of Plan Bay Area's growth strategy. In particular, the plan falls short of the funding

necessary to meet the performance target of growth in the non-auto mode share to 26 percent of all trips.

Proposal:

- Invest \$450 million over the life of Plan Bay Area
- Operating investments and capital investment that create operating efficiencies must be consistent with the recommendations of the Transit Sustainability Project and focus on improving service and attracting riders in the most cost-effective manner
- Operating and capital investments also will be constrained by the availability of cap and trade funds on a predictable, ongoing basis

3. One Bay Area Grants

Plan Bay Area invests over \$14 billion in transportation improvements concentrated near high quality transit and higher density housing – through the One Bay Area grant program – focusing on complete streets, bicycle and pedestrian facilities, and streetscape improvements. The Plan identifies a remaining need of \$20 billion over the next three decades to achieve a PCI score of 75, the Plan’s adopted performance target for pavement; of this, roughly 45% is for non-pavement infrastructure, critical for complete streets that would serve alternative modes and transit-oriented development that is a key part of Plan Bay Area’s growth strategy. Further, the provision of housing for low and moderate income households in areas that provide access to jobs was identified in Plan Bay Area as critical to sustaining the region’s economic growth and attaining the Plan’s GHG and Housing Targets. To address this need, transit-oriented, workforce housing will also be an eligible use of the cap and trade OBAG funding.

Proposal:

- Invest \$1,050 million to augment the One Bay Area Grant Program
- Congestion Management Agencies will administer the funds as in the OBAG program
- Distribution formula and eligible uses of the funds will be consistent with the OBAG program with the addition of transit-oriented, workforce housing , consistent with the nexus requirements for cap and trade revenue
- Counties can opt to use OBAG funding for workforce housing to leverage additional funding from the private sector and foundations
- Priority Development Area Growth and Investment Strategies will serve as a guide to investment priorities

4. Climate Initiatives

The Climate Initiatives Program is a multi-agency program focused on investments in technology advancements and incentives for travel options that help the Bay Area meet the GHG emission reduction targets related to SB375.

Proposal:

- Invest \$400 million for the Climate Initiatives Program over the life of Plan Bay Area, including \$75 million to support the county Safe Routes to School programs
- Investments will be focused on those programs that prove most cost-effective at reducing emissions based on evaluations of the existing programs
- MTC will partner with the Air District, other regional and local partners, and the private sector to build upon successful existing programs and leverage other funds

5. Goods Movement

Goods movement investments fall into two categories: (1) projects focused on improving the efficiency of the movement of goods within and through the region, and (2) mitigation projects that reduce the associated environmental impacts on local communities. MTC is currently working with Caltrans and selected Congestion Management Agencies to update the regional goods movement program and to inform the California Freight Mobility Plan. These efforts are identifying goods movement projects as well as the need for mitigations for the localized impacts. These efforts can inform future program development and investment decisions related to goods movement projects.

Proposal:

- Invest \$450 million for goods movement projects over the life of Plan Bay Area
- Leverage existing air quality and transportation funds and seek additional funds to continue to implement BAAQMD and CARB programs aimed at retrofits and replacements of trucks and locomotives including:
 - a) private sector,
 - b) county funding (ACTC committed \$240 million to goods movement in measure B1),
 - c) regional (BAAQMD Carl Moyer funding), and
 - d) reauthorization of the federal surface transportation program.

Funding Category	Amount (\$ millions)
6. Core Capacity Challenge Grants (Transit Capital Program))	800
7. Transit Operating and Efficiency Program	450
8. One Bay Area Grants	1,050
9. Climate Initiatives	400
10. Goods Movement	450
TOTAL	\$3,150

November 1, 2013

Amy Worth, Chair, and Members
Metropolitan Transportation Commission
Mark Luce, President, and Members
Association of Bay Area Governments

**Re: Principles for Implementing Plan Bay Area's Amendment on
Regional Cap and Trade Revenue Allocation**

Dear MTC Chair Worth, ABAG President Luce and Members:

As you prepare to launch the Bay Area's process for setting priorities for Cap and Trade revenue, we write to provide background on the close connection of AB 32 revenues with the needs of disadvantaged communities, and to offer a social and economic justice framework for a Cap and Trade process that will benefit our entire region. Dozens of organizations from around the Bay, including 6 Wins members and allies, stand eager to participate in the process by which the region will determine how best to spend this important new source of funds.

We applaud MTC and ABAG for adopting the amendment proposed by Supervisor John Gioia to ensure transparency and equity in the allocation of Cap and Trade funds in the Bay Area. Plan Bay Area commits MTC and ABAG to conducting "a transparent and inclusive regional public process" for the allocation of AB 32 Cap and Trade revenues in the region and guarantees that "at least 25 percent of these revenues will be spent to benefit disadvantaged communities in the Bay Area."¹ These regional commitments are in line with AB 32's goal of "direct[ing] public and private investment toward the most disadvantaged communities in California and providing opportunities for "community institutions to participate in and benefit from statewide efforts to reduce greenhouse gas emissions. "Plan Bay Area also builds on SB 535's requirement that at least 25 percent of Cap and Trade revenues be targeted to "projects that provide benefits to [disadvantaged] communities," with at least 10 percent to projects "located within" these communities.²

Cap and Trade revenues provide our region with an important opportunity to allocate funds to a variety of projects that reduce GHG emissions and improve public transit, land use patterns, public health and quality of life.

To meet the objectives of both state law and regional policy - and to achieve a better Bay Area for *all* our residents - Cap and Trade spending in the Bay Area should be governed by the following principles:

1. **Ensure Full Transparency and Accountability in Decision Making.** It is critical that MTC and ABAG stay true to Plan Bay Area's commitment to "a transparent and inclusive" regional public process for prioritizing Cap and Trade expenditures. A timeline for decision

¹ See "Summary of Major Revisions to Draft Plan Bay Area," amendment 48, available at http://www.mtc.ca.gov/planning/plan_bay_area/.

² Health & Saf. Code §§ 38501 (h), 38565, 39713.

making and public participation should be developed promptly in consultation with membership groups and their community members from around the region. Key decision points should be identified, and opportunities for local and regional input should be provided for. Any MTC and ABAG consultations with Congestion Management Agencies, and the outcomes of those meetings, should be made public. Finally, all agencies responsible for carrying out projects funded with Cap and Trade dollars should be held accountable to ensure that promised benefits are delivered, measured and reported.

2. Prioritize the Needs of Communities Suffering the Greatest Toxic Exposures. A significant portion of our region's Cap and Trade revenues should be dedicated to reduce emissions and cumulative health risks *in* the communities suffering the greatest exposure to air and other toxic contaminants. The needs of disadvantaged communities should be the first ones addressed in the Cap and Trade revenue expenditures since they are the most heavily and disproportionately burdened by the health impacts of GHGs and co-pollutants, and potentially at risk of further localized burdens as a result of the Cap and Trade system itself. In 2000, diesel PM alone contributed to 2,900 premature deaths compared to 2,000 deaths by homicide.³ Co-pollutants emitted with GHGs, such as PM 2.5, are responsible for more annual deaths in California than caused by car accidents, murders and AIDS combined.⁴ Investing in these communities maximizes the environmental and economic co-benefits, as required by AB 32, by reducing the most hazardous emissions with the greatest human health impact first.

These heavily-burdened communities should play a central role in determining the regional and localized priorities that guide expenditure of this first tier of funds. Expenditures to address these needs should be subject to strict requirements. The funds should be: (a) spent in accordance with a clear plan to address priority community needs (such as a Community Risk Reduction Plan or an updated Community Based Transportation Plan); (b) maximize jobs and other co-benefits for community residents, and (c) ensure that residents are not displaced by the rising land values that are likely to accompany the clean-up of their communities.

3. Ensure that *all* Cap and Trade Revenue Benefits Low-Income Families Across the Region. The remainder of Cap and Trade revenues should be allocated region-wide with a focus on ensuring benefits to low-income communities and residents throughout the Bay Area by focusing on community-stabilizing investments such as improved local transit service, reduced fares, and affordable housing. The Investment Plan for Cap and Trade revenues that CARB and the Department of Finance adopted last spring⁵ includes funding transit operations and affordable TOD housing as important and appropriate expenditures to implement SB 375. Your analysis of the Equity, Environment and Jobs (EEJ) alternative showed that these investments deliver benefits to *all* Bay Area residents. Building on the OBAG program, these investments should also require local jurisdictions to put in place effective anti-displacement and affordable housing measures as a condition of receiving funds, to ensure that people of all

³ Air Resources Board, "Facts about Reducing Pollution from California's Trash Trucks," available at <http://www.arb.ca.gov/msprog/swcv/consumerfactsheet3.pdf>.

⁴ Environmental Working Group, "Particle Civics," available at <http://static.ewg.org/reports/2002/ParticleCivics.pdf>.

⁵ Available at http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/final_investment_plan.pdf.

income levels are able to benefit from neighborhood improvements from public investments.

4. Leverage All Funding to Create Quality Jobs and Economic Opportunity for Those Who Need it Most. Finally, each dollar of Cap and Trade money spent for any use should carry appropriate policies to ensure that it creates quality jobs and economic opportunities. These policies include: hiring of disadvantaged or underrepresented Bay Area residents; collaboration with local Workforce Investment Boards and community-based workforce programs; where appropriate, utilization of state-certified apprentices on building and construction projects, and paid interns in other industries where feasible; prevailing wages on construction jobs; and living wages with health coverage on permanent jobs.

These policies would not only comply with the mandate of state law that the funds achieve economic co-benefits, but would also advance Plan Bay Area’s commitment that MTC and ABAG will “identify job creation and career pathway strategies including local best practices on apprenticeship programs, and local hire and standard wage guidelines,” and will utilize these strategies “in the implementation of the current Plan Bay Area.”⁶ These economic standards should apply as broadly as possible, whether the dollars are spent on direct hiring or are distributed to contractors or subcontractors, to consultants, on marketing and outreach, as incentive payments or through other avenues.

Thank you for this opportunity to offer a principled framework for the upcoming discussion of Cap and Trade priorities.

Sincerely,

Miya Yoshitani, Associate Director
Asian Pacific Environmental Network

Carl Anthony and Paloma Pavel
Breakthrough Communities

Michael Rawson, Director
California Affordable Housing Law Project

Wendy Alfsen, Executive Director
California WALKS

Dawn Phillips, Co-Director of Program
Causa Justa :: Just Cause

Tim Frank, Director
Center for Sustainable Neighborhoods

⁶ See “Summary of Major Revisions to Draft Plan Bay Area,” amendment 69, available at http://www.mtc.ca.gov/planning/plan_bay_area/.

Bill Magavern, Policy Director
Coalition for Clean Air

Steering Committee
Ditching Dirty Diesel Collaborative

Nikki Fortunato Bas, Executive Director
East Bay Alliance for a Sustainable Economy (EBASE)

Gloria Bruce, Deputy Director
East Bay Housing Organizations

John Claassen, Chair, Leadership Council
Genesis

Vien Truong, Director, Environmental Equity
Greenlining Institute

John Young, Executive Director
Marin Grassroots

Myesha Williams, Co-Director
New Voices Are Rising Project

Dianne J. Spaulding, Executive Director
The Non-Profit Housing Association of Northern California

Judith Bell, President
PolicyLink

Richard Marcantonio, Managing Attorney
Public Advocates Inc.

Azibuike Akaba, Environmental Policy Analyst
Regional Asthma Management and Prevention

Jill Ratner, President
Rose Foundation for Communities & the Environment

Bill Nack, Business Manager
San Mateo County Building Trades Council

Belén Seara, Director of Community Relations
San Mateo County Union Community Alliance

Neil Struthers, Chief Executive Officer
Santa Clara & San Benito Counties Building & Construction Trades Council

Peter Cohen, Co-Director
SF Council of Community Housing Organizations

Bob Planthold, Chair
SF Bay Walks

Ben Field, Executive Officer
South Bay AFL-CIO Labor Council

Denise Solis, Vice President for Northern California
United Service Workers West, SEIU

Bob Allen, Acting Executive Director
Urban Habitat

Nancy Holland, Founder
Walk & Roll Berkeley

Margaret Gordon, Co-Director
West Oakland Environmental Indicators Project

Derecka Mehrens, Executive Director
Working Partnerships USA

Cc: Steve Heminger, MTC
Ezra Rapport, ABAG
Sup. John Gioia, CARB and BAAQMD



DATE: January 15, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
Brian McLean, Vacaville City Coach Manager
RE: Request for Update on Solano County's Paratransit Service

Background/Discussion:

Solano County is currently the lead agency coordinating the Countywide Intercity Taxi Scrip Program, taking over administration of this program from the City of Vacaville in July 2013. There is Memorandum of Understanding (MOU) that currently exists among Solano County, the Solano transit operators (Dixon Read-Ride, Fairfield and Suisun Transit, Rio Vista Delta Breeze, Solano County Transit, and Vacaville City Coach) and Solano Transportation Authority (STA). With the public popularity and increase usage of the Intercity Taxi Scrip Program, Solano County took steps in researching and preparing to solicit proposals from contractors to provide Countywide taxi-based intercity paratransit service for sustainability and to incorporate non-ambulatory passengers.

Discussion:

At the December 10, 2013 Board of Supervisor's meeting, the Department of Resource Management presented a recommendation that the Board of Supervisors authorize the Director of Resource Management to request and work with the Solano Transportation Authority (STA) to explore the feasibility of STA administering Countywide intercity paratransit. The Board of Supervisor unanimously approved this recommendation (Attachment A). The STA received a request letter dated December 16, 2013 for STA Consideration of Intercity Paratransit Service Delivery (Attachment B).

On January 6th, the STA Board's Executive Committee authorized the Executive Director to respond to the County's request by conducting the feasibility study. STA has contracted with Nelson and Nygaard and Nancy Whelan and Associates to work with Solano County and the transit operators to evaluate of the viability and options of the STA taking over administration of the Intercity Paratransit Program. The consultant work is scheduled to be completed by February. Brian McLean asked for this item to be presented for discussion at the Consortium. STA has requested Bill Emlen, Solano County's Director of Resource Management, answer questions from the Consortium regarding the County's request of STA.

Recommendation:

Informational.

Attachment:

- A. Solano County Board of Supervisor Agenda Item
- B. Request Letter from Solano County

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Agenda Submittal

Agenda #: 21 **Status:** Regular Calendar
Type: Report **Department:** Resource Management
File #: 13-1010 **Contact:** Bill Emlen, 784-6062
Agenda date: 12/10/2013 **Final action:**
Title: Authorize the Director of Resource Management to request and work with the Solano Transportation Authority as they explore the feasibility of oversight Countywide intercity paratransit
Governing body: Board of Supervisors
District: All
Attachments:

Date	Ver.	Action By	Action	Result
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Published Notice Required? Yes No
Public Hearing Required? Yes No

DEPARTMENTAL RECOMMENDATION:

The Department of Resource Management recommends that the Board of Supervisors authorize the Director of Resource Management to request and work with the Solano Transportation Authority as they explore the feasibility of oversight Countywide intercity paratransit.

SUMMARY:

Solano County is currently the lead agency coordinating on behalf of the cities in preparing to solicit proposals from contractors to provide Countywide taxi-based intercity paratransit service. The Request for Proposals (RFP) is in the draft stages of development and before it is released it is appropriate to discuss long-term operation of this County-wide service.

The potential for this taxi-based service to grow in the future has prompted discussions as to whether Solano County Department of Resource Management - Engineering Division is the best agency for delivery for operation. The potential for long-term growth in this program would create funding sustainability challenges. As a result, staff recommends that the Solano Transportation Authority explore the feasibility of operational oversight and the range of service alternatives. In light of the Solano Transportation Authority's (STA) recent efforts to coordinate mobility management, ADA eligibility, and enhance its call center, there's an opportunity for further consideration regarding the final intercity paratransit delivery agency.

FINANCIAL IMPACT:

Should the STA be interested in taking operational oversight of Countywide intercity paratransit, the County's Transportation Development Act (TDA) funds would likely transfer to the STA as an ongoing transit funding source, which would require separate Board action. The County currently receives approximately \$670,000 in TDA funds per year, with approximately \$180,000 going to regional express bus commitments, \$40,000 to Faith In Action for medical transportation for the elderly, \$21,000 to STA planning, and the remainder available for intercity paratransit. There is no impact to the Road Fund or General Fund in making this request.

DISCUSSION:

On July 12, 2013, the STA, the local transit agencies, and Solano County entered into a Memorandum of Understanding (MOU) to fund a new Countywide taxi-based intercity paratransit service. The new service will provide trips from city to city, to both ambulatory and non-ambulatory ADA-eligible riders. Currently non-ambulatory riders must use a series of paratransit bus services/transfers to travel between cities. While these trips meet ADA mandates, they often take most of a day to provide a round trip between cities. The new service, deemed ADA-Plus, will offer all riders new intercity trip options in addition to the existing mandated paratransit services provided by the cities. The new service could potentially impact the Department of Resource Management's - Engineering Division staff resources, depending on service demand and contract provisions.

The County is currently administering the existing Countywide Intercity Taxi Scrip Program, which has provided a convenient curb-to-curb option between cities for ambulatory riders for the last 3 years; however, the Scrip Program lacks accessible taxis for non-ambulatory riders. In addition, the Scrip Program lacks a flexible farebox system, is prone to scrip shortages and requires riders take trips to pick up scrip. The new service start-up would result in the phase-out of the Scrip Program. Should the STA be interested in delivering intercity paratransit service, the Scrip Program would need to be transferred to the STA as it would not be feasible to provide it concurrently to another new service. A new MOU between agencies would need to be executed to coordinate the transfer.

The benefits of the STA assuming oversight could mean that the service may end up at an agency which has a better governance structure for paratransit. The STA is also in a superior position to leverage funds, both local and state, for long-term sustainability of the service. The STA has day-to-day interaction with the cities, and the service's ridership is largely city residents. With the potential for efficient taxi-based service to greatly enhance Solano County's paratransit model, the service could also transition into becoming the countywide mandated service easier if it is already delivered by the STA. In the short term, a request for further consideration will delay the delivery of the service at least 3 months.

Upon the County's request, the STA would likely consider this issue at its February Board meeting. The result of that meeting will dictate the options that Department of Resource Management staff would recommend at a follow-up meeting with the County Board of Supervisors, in February or March.

ALTERNATIVES:

The Board could choose to not authorize the request that the Solano Transportation Authority consider delivery alternatives for the intercity paratransit service. The Department of Resource Management would carry on with delivery of the intercity paratransit service according to the current MOU. This is not recommended because staff from both agencies propose that more time should be taken to consider the best delivery options for intercity paratransit.

OTHER AGENCY INVOLVEMENT:

Staff has worked with the Cities of Dixon, Fairfield, Rio Vista, Vacaville, Solano County Transit, and the Solano Transportation Authority regarding this item. County Counsel has reviewed this item and approved it as to form.

CAO RECOMMENDATION:

APPROVE DEPARTMENTAL RECOMMENDATION



SOLANO COUNTY
Department of Resource Management
 Public Works Engineering
 675 Texas Street, Suite 5500
 Fairfield, CA 94533
 www.solanocounty.com

Telephone No.: (707) 784-6765
 Fax No.: (707) 784-2894

Bill Emlen, Director
 Clifford K. Covey, Assistant Director

December 16, 2013

Daryl K. Halls, Executive Director
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City, Ca 94585

Subject: Consideration of Intercity Paratransit Service Delivery by the Solano Transportation Authority

Dear Mr. Halls,

On December 10, the Solano County Board of Supervisors directed the Department of Resource Management (DRM) to make a request of the Solano Transportation Authority to explore the feasibility of oversight of countywide intercity paratransit. As you are aware, Solano County is preparing a request to solicit proposals (RFP) for an intercity paratransit service contract. This will begin the next deliverable phase of the Memorandum of Understanding, executed in July by the partner agencies. The potential for this taxi-based service to grow in the future has facilitated some discussion as to whether Solano County is the best agency for long-term delivery. In light of the Solano Transportation Authority's (STA) recent efforts to coordinate mobility management, ADA eligibility, and enhance its call center, we believe that there should be further discussion regarding the final intercity paratransit delivery agency.

We are requesting that the STA consider this potential change prior to any release of an RFP. For your information, attached is the latest draft of the RFP, some paratransit cost comparisons, and the existing Intercity Paratransit MOU. If you have any questions pertaining to our request, please give me a call at 707-784-6062.

Sincerely,

A handwritten signature in blue ink that reads "Bill Emlen".

Bill Emlen
 Director

Building & Safety
 David Cliche,
 Chief Building
 Official

Planning Services
 Mike Yankovich
 Program Manager

Environmental
 Health
 Terry Schmidtbauer
 Program Manager

Administrative
 Services
 Suganthi Krishnan
 Sr. Staff Analyst

Public Works-
 Engineering
 Matt Tuggle
 Engineering Manager

Public Works-
 Operations
 Wayne Spencer
 Operations Manager

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DATE: January 15, 2014
TO: STA SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Mobility Management Project Manager
RE: Draft Mobility Management Plan Update

Background:

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

The Solano Mobility Management Plan addresses 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.

Prior to the release of the first draft, the Mobility Management Plan was presented and discussed three times at each of the STA committees. Initially, an overview of the study and its elements were presented 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. There has been good discussion and valuable input provided. Transit operators were in attendance at many of these meetings and have been interviewed as well for more detailed discussion.

An initial draft Mobility Management Plan was presented in early 2013. Many, but not all, of the committees' and transit operators' input had been incorporated into the draft report prepared and presented at the March Consortium meeting. After the March Consortium meeting, the Mobility Management (MM) Plan has been revised to incorporate the modified recommendations, comments from other committee meetings as well as the remaining transit operator comments.

Discussion:

Since Spring of 2013 when the last draft of the Mobility Management Plan circulated, the STA Board directed that several of the programs move into initial steps of implementation. This has been possible in large part by the availability of grant funding secured by the STA to implement mobility management services. The most urgent program to implement was the countywide ADA in-person assessment program. This was driven by a request by SolTrans. ADA eligibility processing was part of the SolTrans Scope of Work for the operating contract that expired June 2013. SolTrans went to bid for a new operating contractor. The RFP for this service deleted this task from the paratransit operator. The concept was that the transit agency would work with other agencies in the county to implement the in-person eligibility as soon as possible. On December 12, 2012, the STA Board authorized STA to issue a RFP for the provision of a countywide ADA eligibility program. STA released an RFP to secure a contractor to implement an in-person ADA Eligibility Assessment Program countywide. A contractor, CARE Evaluators, was selected and a countywide ADA in-person assessment program began in July 2013. This has been developed as a two-year pilot program and during the first six months over 600 assessments have been completed throughout the county.

Since the last draft of the Mobility Management Plan, the approach to a countywide Travel Training program was discussed further with the transit operators and a consensus reached: a countywide Travel Training program would be implemented through various operators. In summary, Vacaville City Coach will continue with their existing program, FAST and SolTrans would benefit from start-up assistance, and the balance of the county would utilize a centralized Travel Training program developed and administered by the STA. Travel Training complements the ADA in-person assessment program and there was interest in moving toward implementation once the in-person assessments began. In the Fall of 2013, a Travel Training scope of work was presented to the Consortium for review and a recommendation of approval by the STA Board. With the STA Board's approval, a Request for Proposals (RFP) was released in December 2013 and a contractor is expected to be selected in February 2014. Funding has been secured for countywide Travel Training to begin as a 3-year pilot program

Stakeholders involved with the Mobility Management plan expressed a strong interest in being able to access and share information about a wide range of transportation services delivered by not only transit operators but also non-profits, social services, private entities and others. A Mobility Management website had been identified as the forum for this information exchange. Working with the transit operators, a draft scope of work was prepared in anticipation of securing a contractor to create this website. In September 2013, the STA Board approved the scope of work and authorized a RFP be released. The information presented on the Mobility Management website would be similar to the information used by the Mobility Management Call Center. In October 2013, the STA Board authorized the Mobility Management Call Center be established through an expansion of the Solano Napa Commuter Information program call center as a pilot program for three years. Staffing and equipment are in the process of being secured to launch the Mobility Management Call Center. The Call Center staff will also manage the Mobility Management website as well as the Older Driver Safety information program.

The draft Mobility Management Plan has now been updated to reflect the activity described above and is presented to the Consortium for information and review. The updated programs have been reviewed with the PCC in January 2014. The draft Plan will be presented to the Solano Senior and People with Disabilities meeting in February and return to the Consortium at the end of February for a recommendation to the STA Board.

Fiscal Impact:

In March 2012, the STA Board approved \$150,000 in State Transit Assistance funds (STAF) for Mobility Management Plan.

Recommendation:

Informational.

Enclosure:

- A. Draft Mobility Management Plan (v. January 2014)

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DATE: January 17, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Anthony Adams, Transit Mobility Coordinator
RE: Mobility Management Program Update

Background:

The Solano County Mobility Management Program is a culmination of public input provided at two mobility summits held in 2009 and the 2011 Solano Transportation Study for Seniors and People with Disabilities. STA has been working with consultants, the Solano Transit Operators, the Paratransit Coordinating Council (PCC), and the Senior and People with Disabilities Transportation Advisory Committee since July 2012 to develop a Mobility Management Plan for Solano County. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities.

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:

Mobility Transportation Guide Update

The Mobility Guide for Seniors and People with Disabilities has been revised and updated with the most current information and is now in its draft form for final review. STA staff requests Solano transit operators to review the new brochure and provide final comments. Once suggested changes have been incorporated, STA expects to release the revised Solano Mobility Transportation Guide in February 2014.

Countywide In-Person ADA Eligibility Program Update

January 1st, 2014 marked the six month anniversary of the Countywide In-Person ADA Eligibility Program. The early meeting date of the Consortium in December, as a result of the holiday schedule, meant that the monthly progress report provided was from October. Since that time, STA staff has produced summary reports for the months of November (Attachment A) and December (Attachment B), and analyzed the first six months of the program for a mid-year review (Attachment C).

The month of November had 117 scheduled appointments, with 74 of those completing the process and receiving an evaluation. November had no violations of the 21 day ADA policy, and saw an improvement in the amount of day clients had to wait from the time of

their assessment to receiving their ADA determination letter, with the average time decreasing from 19 days in October to 12 days in November.

The month of December had 111 scheduled appointments, with 76 of those completing the process and receiving an evaluation. December had no violations of the 21 day ADA policy and the average days clients waited increased slightly over November from 12 days to 14 days. STA staff and SolTrans are attempting to identify a new assessment site in place of the Vallejo Transit Center, due to space constrictions and upcoming construction at the 1850 Broadway facility.

From July 1, 2013 to December 31, 2013, CARE Evaluators scheduled 867 interviews and conducted 607 evaluations in Solano County. During this 6-month period, CARE had to manage staff turnover and violations of the 21 day ADA policy for determination letters during the first four months of the contract. CARE, and local transit operators are working together to overcome the implementation and scheduling challenges presented. CARE Evaluators have been active in responding to problems and addressing concerns raised by STA and individual transit operators which has led to a functional and improving working relationship. Looking forward, STA will continue to closely mentor the program and provide open communication and assistance as requested.

Starting in September 2013, comment cards were distributed to all clients after their assessment and beginning in November comment cards were included in packets being mailed out with determination letters. From October to December the STA has received 42 comment cards. Of the 42 comment cards received, 35 (83%) of them ranked the customer service as “Highly Satisfied,” 5 (11%) ranked the customer service as “Satisfied,” and 2 (5%) ranked the customer service as “Neutral.”

Mobility Management Website

The Website Request for Proposal (RFP) was reviewed and approved by Caltrans and was released by STA in early December 2013. Proposals were due to the STA on January 9, 2014. STA received 7 proposals and scheduled 6 firms for interviews on Tuesday, January 15th. The interview panel unanimously selected MIG to develop the Mobility Management Website. The project is scheduled to commence in February 2014 and is expected to be implemented by April 2014.

Countywide Travel Training

The Travel Training Request for Proposal (RFP) was reviewed and approved by Caltrans and was released by STA in early December 2013. Proposals were due to the STA on January 15, 2014. The STA received 3 proposals and has scheduled all 3 for interviews for Wednesday, January 22nd. The project is scheduled to commence in February 2014 and is expected to be implemented by May 2014.

Recommendation:

Informational.

Attachment:

- A. Countywide ADA In-Person Eligibility - November Progress Report
- B. Countywide ADA In-Person Eligibility – December Progress Report
- C. Countywide ADA In-Person Eligibility – Mid-Year Progress Report

Countywide In-Person ADA Eligibility Program November 2013 Progress Report

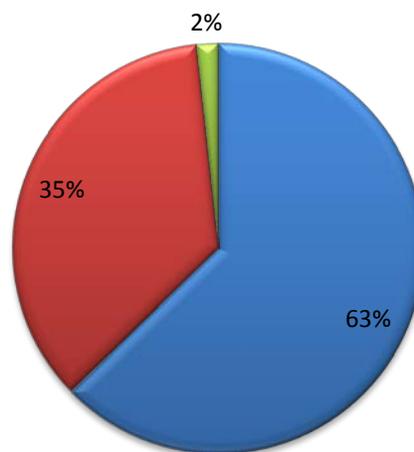
Applicant Volume and Productivity: Applicant volume and total number of assessments for the month of November decreased from October. Between November 1st and November 30th, the Call Center scheduled 117 appointments, with a total 74 assessments taking place. Of the 117 scheduled appointments, 74 (63%) of the applicants appeared for their in-person assessment, two applicants were a no show, and 42 (35%) were cancellations. No shows and cancellations provides an incompleteness rate of 37%, which is higher than last month, and above to the 20% national standard for in-person ADA certification assessments incompleteness rate.

Applicant Volume and Productivity by Location

	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	74	3	22	0	25	24
Cancellations	42	0	13	0	16	13
No-Shows	2	0	0	0	0	2
Incompletion Rate	37%	0%	37%	0%	39%	38%

Applicant Volume and Productivity

■ Completed
 ■ Cancellations
 ■ No-Shows

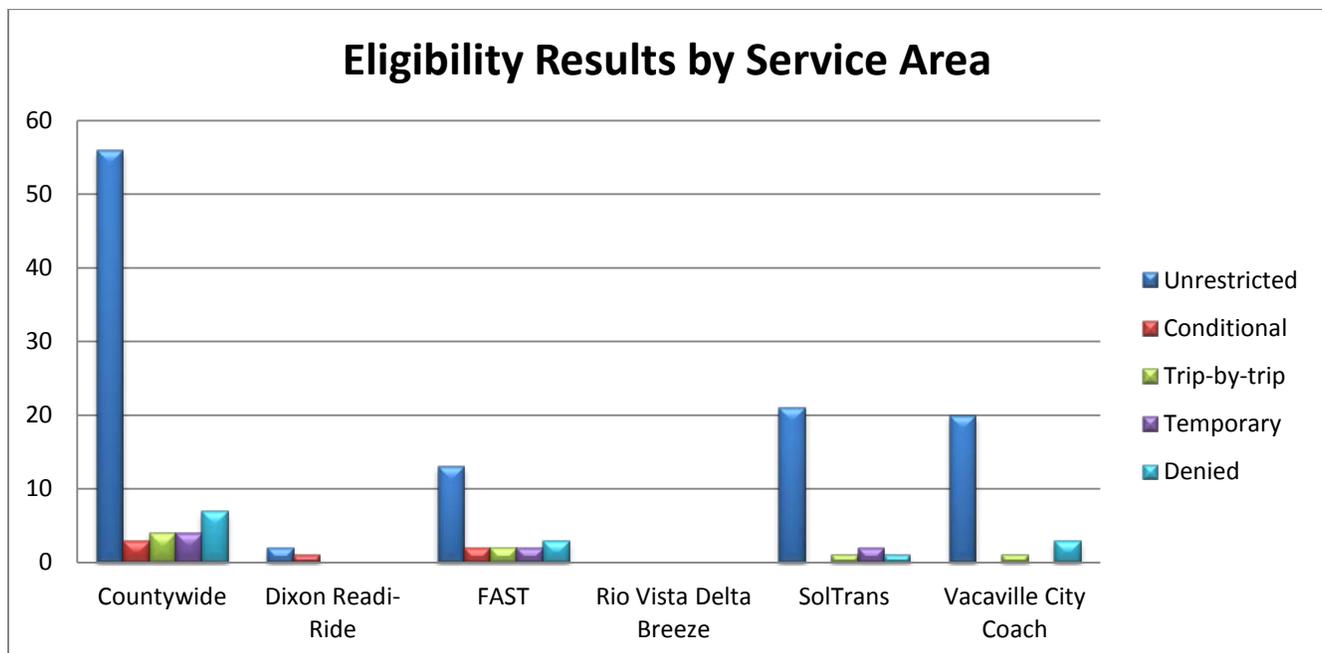


New versus re-certification: The percentage of new applicants increased greatly over the previous months. 68 of the 74 applicants (92%) were new applicants and 6 (8%) were applicants seeking recertification. All seven (7) denials from the 74 completed applications came from the new applicant category.

Countywide Eligibility Results by Application Type					
NEW		Percentage	RECERTIFICATION		Percentage
Unrestricted	51	75%	Unrestricted	5	83%
Conditional	3	4%	Conditional	0	0%
Trip-by-trip	3	4%	Trip-by-trip	1	17%
Temporary	4	6%	Temporary	0	0%
Denied	7	10%	Denied	0	0%
TOTAL	68	92%	TOTAL	6	8%

Eligibility determinations: Of the 74 assessments that took place in the month of November, 56 (75%) were given unrestricted eligibility, 4 (3%) were denied, 1 (1%) were given trip-by-trip eligibility, 9 (8%) were given conditional eligibility, and 11 (10%) were given temporary eligibility.

Eligibility Results by Service Area						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	56	2	13	0	21	20
Conditional	3	1	2	0	0	0
Trip-by-trip	4	0	2	0	1	1
Temporary	4	0	2	0	2	0
Denied	7	0	3	0	1	3
TOTAL	74	3	22	0	25	24

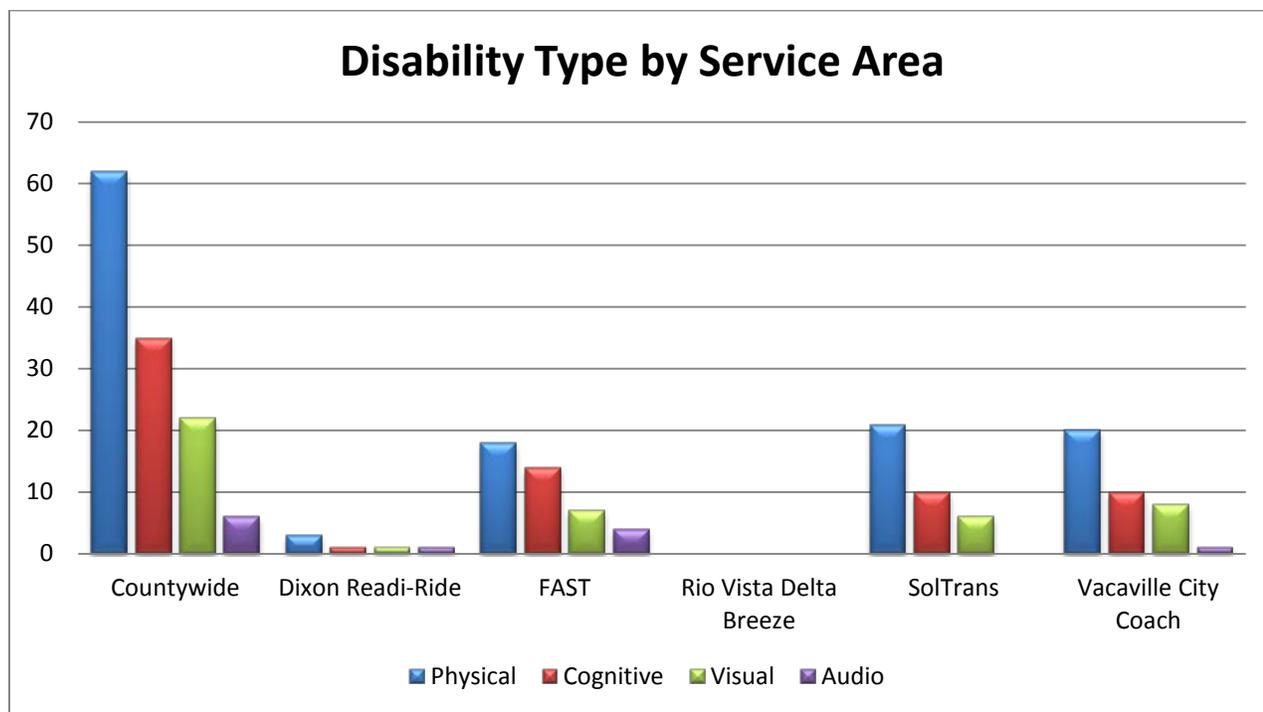


Impact on paratransit: As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant’s Personal Care Attendant (PCA) upon request. Sixty-two percent (62%) of all assessments requested a paratransit trip to the assessment site in November. This is a decrease from sixty-five percent (65%) in October.

Transportation to and from In-Person Assessment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	35	1	7	0	9	18
Complementary Paratransit	38	2	15	0	15	6
Paratransit %	52%	67%	68%	0%	63%	25%

Type of Disability: Many of the applicants who completed the in-person assessment presented with more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability (49%) followed by cognitive disability (28%) and visual disability (18%). An auditory disability was the least commonly reported disability, with (9%) of the total.

Disability Type Countywide and by Service Area						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	62	3	18	0	21	20
Cognitive	35	1	14	0	10	10
Visual	22	1	7	0	6	8
Audio	6	1	4	0	0	1



Time to scheduled assessment: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment for the month of November was approximately seven (7) days; this is an increase in wait time from October when the average was five (5) days. The longest amount of time clients had to wait for an appointment in November was 19 days; which is an improvement from last month which saw the longest at 21 days. Of the 74 assessments that took place, 14 of them (19%) had to wait longer than 10 business days from their scheduling to their appointment. The goal is for clients to receive an appointment within 2 weeks of their phone call (10 business days).

Time (Days) from Scheduling to Appointment						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	7	1	5	0	4	11
Longest	19 (2 clients)	1	17	0	16	19
Past 10 Business Days	14					
% of Clients Past 10 Business Days	19%					

Time to receipt of eligibility determination letter: On average, the time between the applicant’s assessment and the receipt of the eligibility determination letter in the month of November was 12 days; an improvement from 19 days in October. There were zero (0) violations of the 21 day ADA determination letter policy in the month of November. The longest an applicant had to wait for their determination letter was 20 days. STA staff will continue to monitor performance in order to ensure compliance with terms of the contract. Overall, 25 out of the 74 (33%) applicants had to wait longer than 15 days for their determination letter.

Looking forward, wait times for determination letter has declined from around 20 days in the beginning of November to less than 10 days by the end of November.

Time (Days) from Evaluation to Letter						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	12	15	12	0	13	10
Longest	20 (8 clients)	18	19	0	20	18
Past 21 Days	0	0	0	0	0	0
# of Clients Past 15 Days	25					
% of Clients Past 15 Days	67%					
% of Clients Under 15 Days	33%					

Comment Card Summary: There were a total of 11 ADA Comment Cards received by the STA during the month of November. Below is a summary of the scores provided by clients and the number each transit operator received.

November Comment Card Summary		
Very Satisfied	11	(FAST 4, SolTrans 3, Vacaville 3, Dixon 1)
Satisfied	2	(Fast 1, SolTrans 1)
Neutral	0	
Dissatisfied	0	
Very Dissatisfied	0	
Total Received	13	

Total Number of SolTrans Reminder Cards Mailed out in November: There were a total of eleven (11) reminder cards mailed out in the month of November. This number is smaller than usual due to CARE Evaluators staff turnover and holidays.

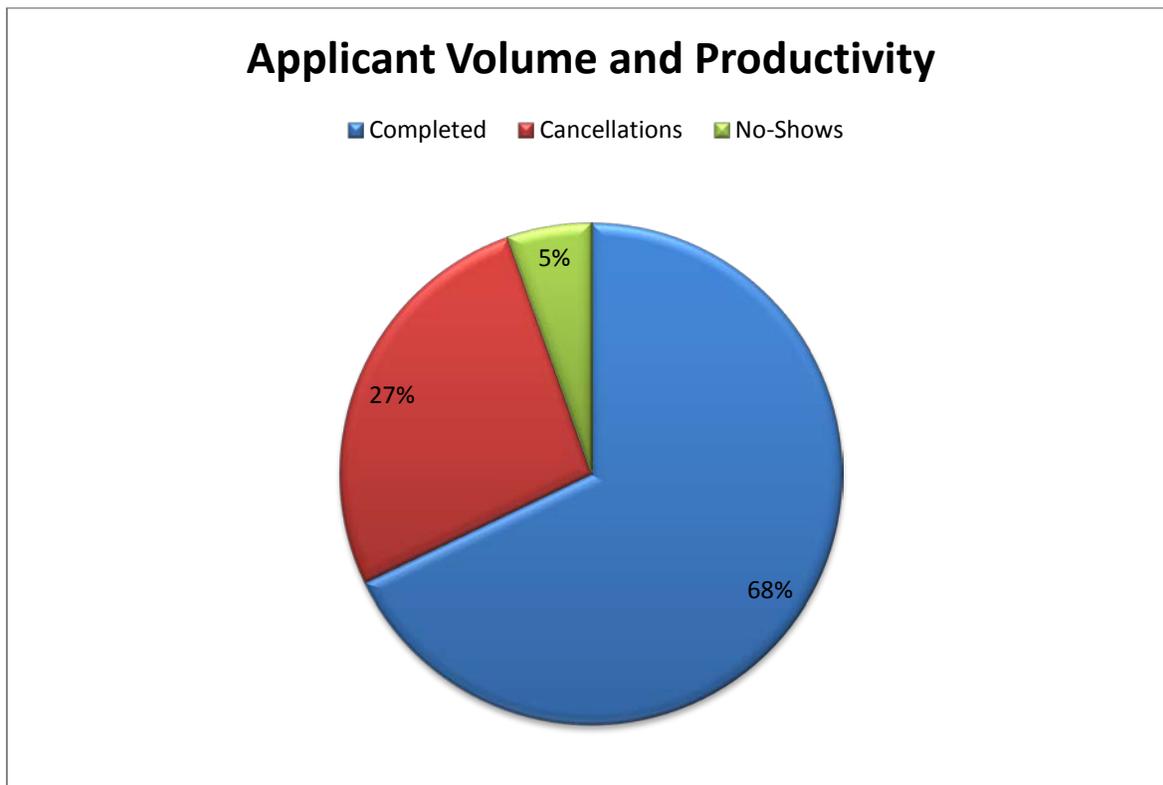
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Countywide In-Person ADA Eligibility Program December 2013 Progress Report

Applicant Volume and Productivity: Applicant volume for the month of December decreased from November, while total number of assessments increased slightly. Between December 1st and December 31st, the Call Center scheduled 111 appointments, with a total 76 assessments taking place. Of the 111 scheduled appointments, 76 (68%) of the applicants appeared for their in-person assessment, six applicants were a no show, and 30 (27%) were cancellations. No shows and cancellations provides an incompleteness rate of 32%, which is lower than last month, and above to the 20% national standard for in-person ADA certification assessments incompleteness rate.

Applicant Volume and Productivity by Location

	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	76	3	32	0	26	15
Cancellations	30	0	16	0	9	5
No-Shows	6	0	3	0	1	2
Incompletion Rate	32%	0%	37%	0%	28%	32%

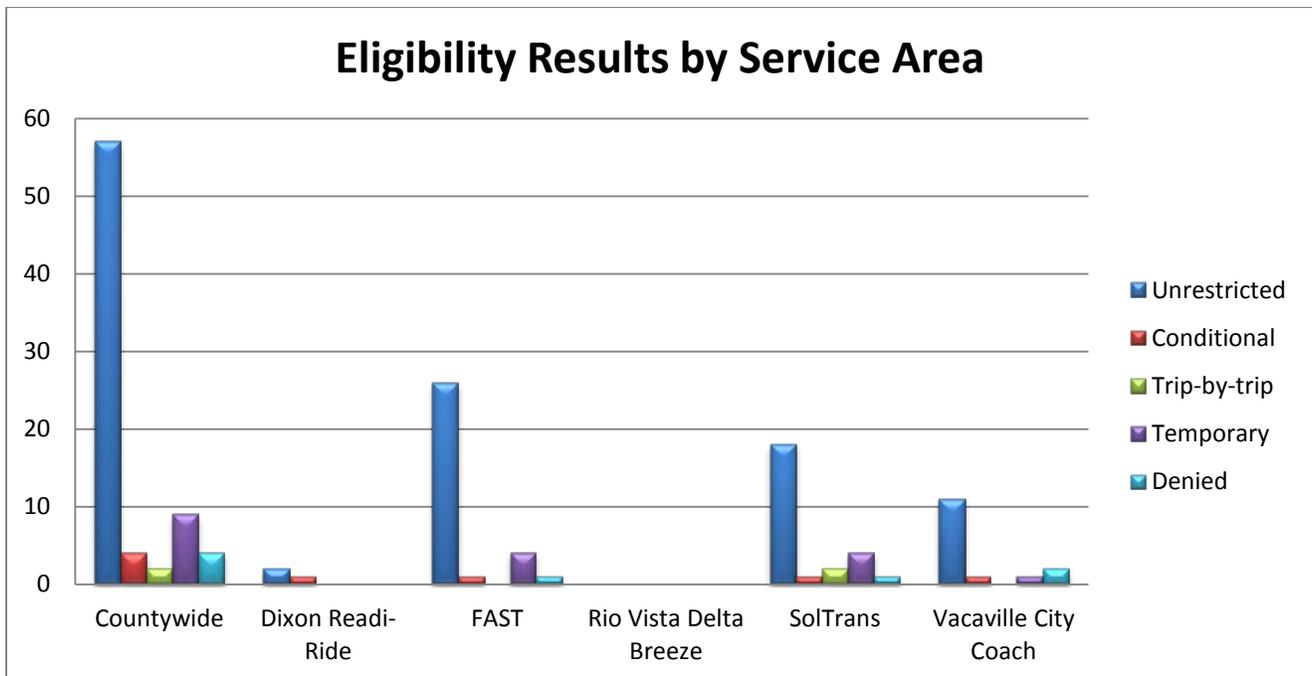


New versus re-certification: The percentage of new applicants increased greatly over the previous months. 75 of the 76 applicants (99%) were new applicants and 1 (1%) were applicants seeking recertification. All four (4) denials from the 76 completed applications came from the new applicant category.

Countywide Eligibility Results by Application Type					
NEW		Percentage	RECERTIFICATION		Percentage
Unrestricted	57	76%	Unrestricted	0	0%
Conditional	3	4%	Conditional	1	100%
Trip-by-trip	2	3%	Trip-by-trip	0	0%
Temporary	9	12%	Temporary	0	0%
Denied	4	5%	Denied	0	0%
TOTAL	75	99%	TOTAL	1	1%

Eligibility determinations: Of the 76 assessments that took place in the month of November, 57 (75%) were given unrestricted eligibility, 4 (5%) were denied, 2 (3%) were given trip-by-trip eligibility, 4 (5%) were given conditional eligibility, and 9 (12%) were given temporary eligibility.

Eligibility Results by Service Area						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	57	2	26	0	18	11
Conditional	4	1	1	0	1	1
Trip-by-trip	2	0	0	0	2	0
Temporary	9	0	4	0	4	1
Denied	4	0	1	0	1	2
TOTAL	76	3	32	0	26	15

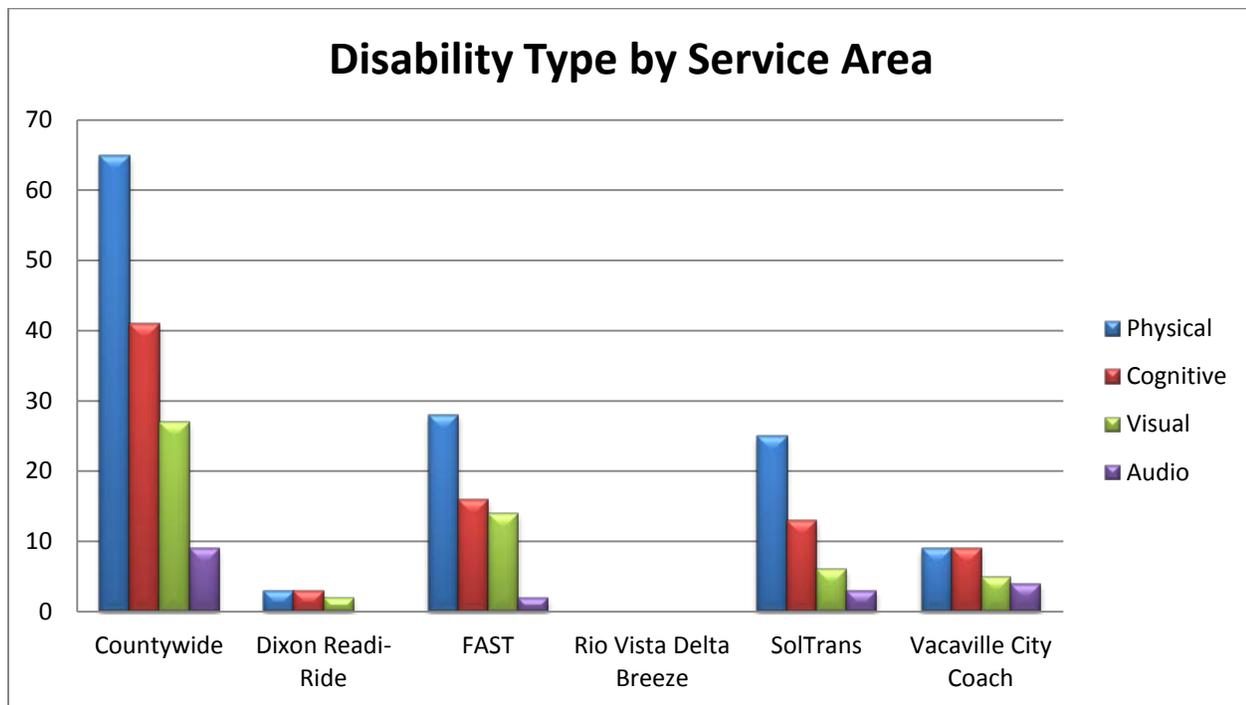


Impact on paratransit: As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant’s Personal Care Attendant (PCA) upon request. Thirty-nine percent (39%) of all assessments requested a paratransit trip to the assessment site in November. This is a decrease from fifty-three percent (53%) in November

Transportation to and from In-Person Assessment						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	46	1	17	0	15	13
Complementary Paratransit	30	2	15	0	11	2
Paratransit %	39%	67%	47%	0%	42%	13%

Type of Disability: Many of the applicants who completed the in-person assessment presented with more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability (45%) followed by cognitive disability (29%) and visual disability (19%). An auditory disability was the least commonly reported disability, with (6%) of the total.

Disability Type Countywide and by Service Area						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	65	3	28	0	25	9
Cognitive	41	3	16	0	13	9
Visual	27	2	14	0	6	5
Audio	9	0	2	0	3	4



Time to scheduled assessment: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment for the month of December was approximately six (6) days; this is a decrease in wait time from November when the average was seven (7) days. The longest amount of time clients had to wait for an appointment in December was 24 calendar days. This wait was extended due to the client rescheduling their appointment twice, without canceling. If a client does not cancel an appointment and only reschedules, the “time from scheduling to appointment” does not reset. STA is working with CARE to produce a more accurate report that takes rescheduling into account when counting the number of days from scheduling to appointment. The goal is for clients to receive an appointment within 2 weeks of their phone call.

Time (Days) from Scheduling to Appointment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	6	1	7	0	6	5
Longest	24 (1 client)	1	21	0	24	13
Past 10 Business Days	11					
% of Clients Past 10 Business Days	14%					

Time to receipt of eligibility determination letter: On average, the time between the applicant’s assessment and the receipt of the eligibility determination letter in the month of December was 14 days; an increase from 12 days in November. The longest an applicant had to wait for their determination letter was 18 days. Almost one-quarter (27%) of all clients had to wait more than 15 days for their determination letter. STA staff will continue to work with CARE and monitor performance in order to ensure compliance with terms of the contract.

Time (Days) from Evaluation to Letter						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	14	13	15	0	13	13
Longest	18 (1 Client)	17	17	0	15	18
# of Clients Past 21 Days	0	0	0	0	0	0
# of Clients Past 15 Days	21					
% of Clients Past 15 Days	73%					
% of Clients Under 15 Days	27%					

Comment Card Summary: There were a total of 9 ADA Comment Cards received by the STA during the month of December. Below is a summary of the scores provided by clients and the number each transit operator received.

November Comment Card Summary		
Very Satisfied	5	(FAST 2, Vacaville 2, SolTrans 1)
Satisfied	2	(SolTrans 1, FAST 1)
Neutral	2	(FAST 1, Vacaville 1)
Dissatisfied	0	
Very Dissatisfied	0	
Total Received	9	

Total Number of SolTrans Reminder Cards Mailed out in November: There were a total of twenty-two (22) reminder cards mailed out in the month of December. This number is smaller than usual due to the holidays.

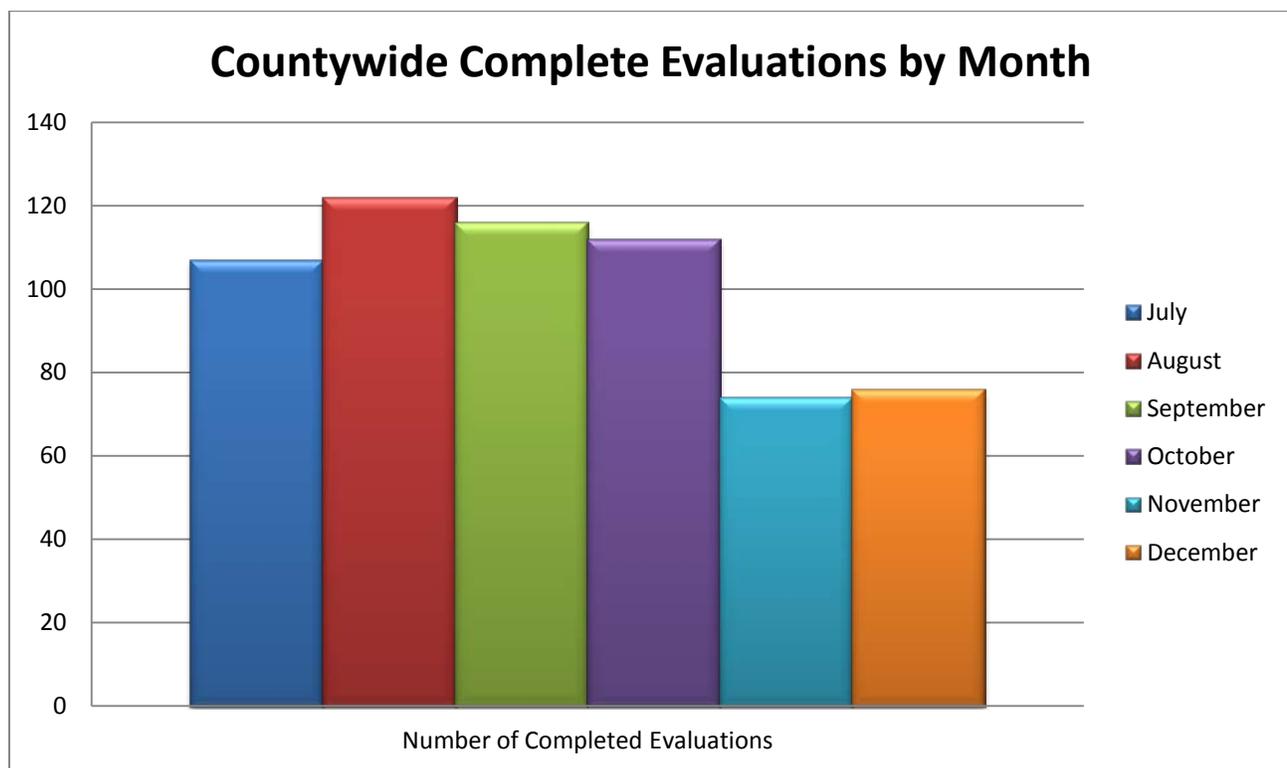
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Countywide In-Person ADA Eligibility Program Mid-Year Progress Report

Applicant Volume by Month: From July 1, 2013 to December 31, 2013, CARE Evaluators scheduled 867 interviews and conducted 607 evaluations in Solano County. The total number of evaluations completed peaked in August and has since decreased nearly every month afterwards. It can also be expected that November and December evaluation totals would be slightly lower than other months due to the holidays. It was suggested by CARE Evaluators that the total number of evaluations would decrease from the higher numbers found in the initial months due to the outreach conducted at the beginning of the program.

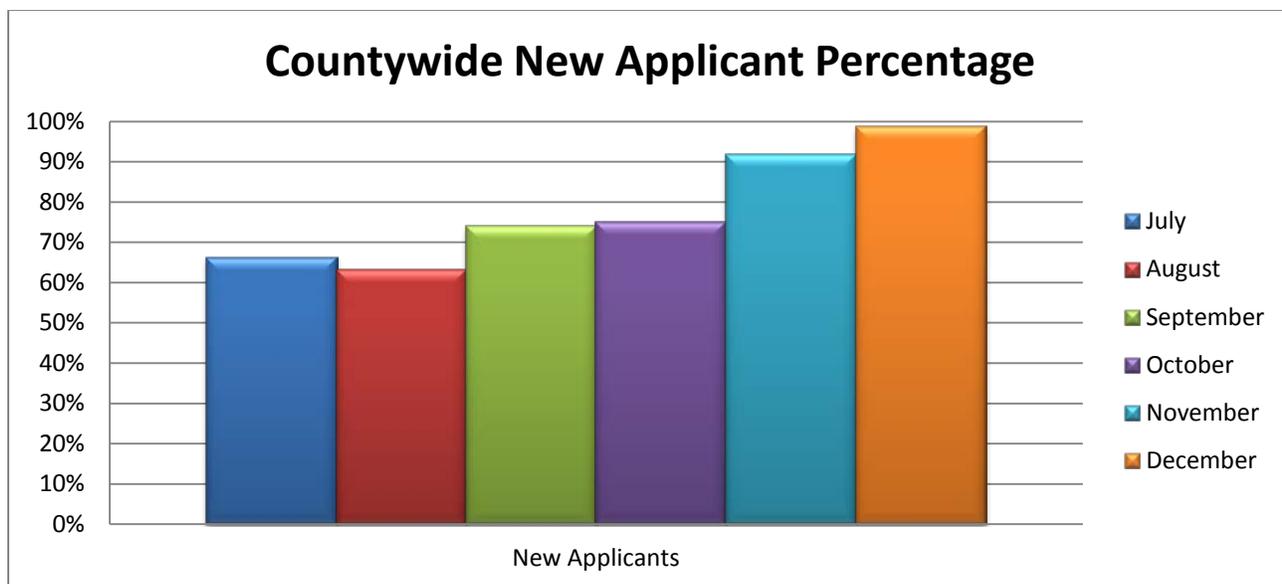
Applicant Volume and Productivity by Location

	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	607	18	206	3	235	145
Cancellations	216	2	73	0	91	51
No-Shows	43	3	7	0	20	13
Incompletion Rate	30%	22%	28%	0%	32%	31%



New versus re-certification: From July 1, 2013 to December 31, 2013, the percentage of new applicants over recertifying applicants increased nearly every month. 461 of the 607 applicants (76%) were new applicants and 146 (24%) were applicants seeking recertification. In July 66% of applicants were new, in December 99% of applicants were new.

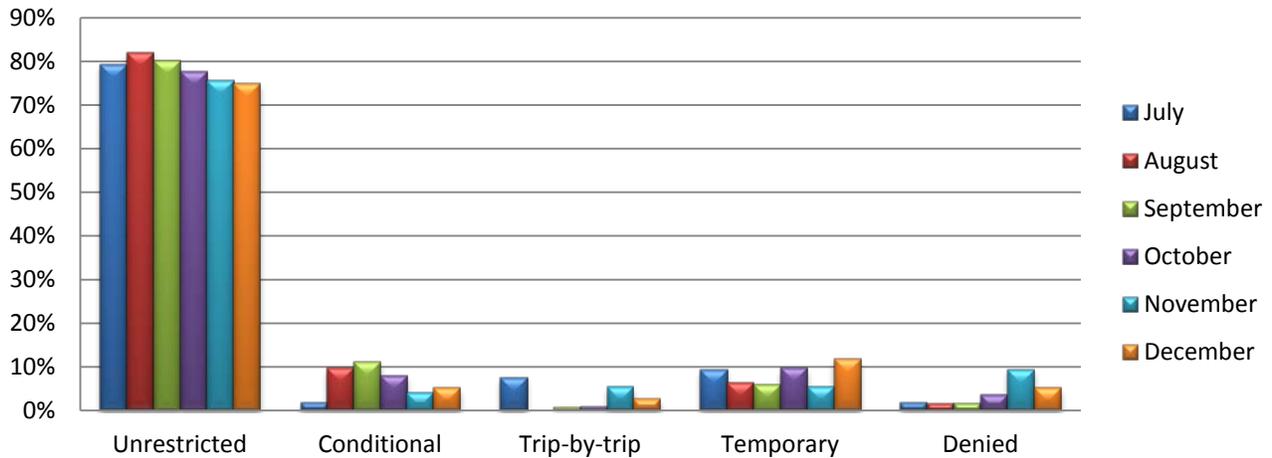
Countywide Eligibility Results by Application Type					
NEW		Percentage	RECERTIFICATION		Percentage
Unrestricted	356	77%	Unrestricted	122	84%
Conditional	32	7%	Conditional	11	8%
Trip-by-trip	14	3%	Trip-by-trip	2	1%
Temporary	42	9%	Temporary	7	5%
Denied	17	4%	Denied	4	3%
TOTAL	461	76%	TOTAL	146	24%



Eligibility determinations: Of the 607 assessments that took place from July 1st to December 31st, 478 (78%) were given unrestricted eligibility, 21 (3%) were denied, 16 (3%) were given trip-by-trip eligibility, 43 (7%) were given conditional eligibility, and 49 (8%) were given temporary eligibility. The trend shows that the percentage of clients determined to be unrestricted has declined almost every month since the start of the program.

Eligibility Results by Service Area						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	478	13	163	3	190	109
Conditional	43	5	11	0	8	19
Trip-by-trip	16	0	3	0	7	6
Temporary	49	0	19	0	25	5
Denied	21	0	10	0	5	6
TOTAL	607	18	206	3	235	145

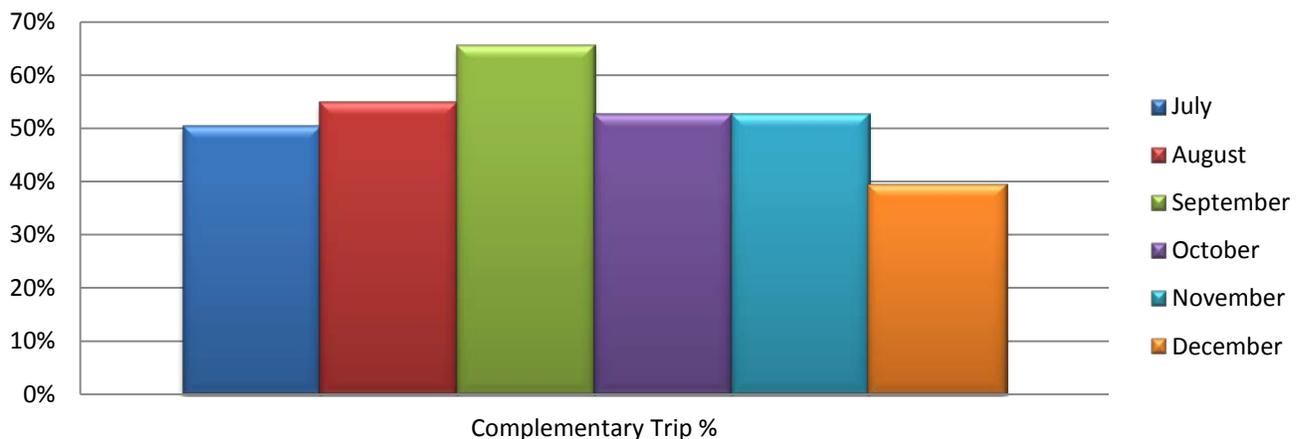
Countywide Eligibility Results by Month



Impact on paratransit: As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant’s Personal Care Attendant (PCA) upon request. Through the first six months of the program, 55% of all assessments requested a paratransit trip to the assessment site. The trend shows a decreasing percentage of applicants requesting a paratransit ride.

Transportation to and from In-Person Assessment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	272	4	91	3	91	83
Complementary Paratransit	335	14	115	0	144	62
Paratransit %	55%	78%	56%	0%	61%	43%

Countywide Complementary Ride Request Percentage

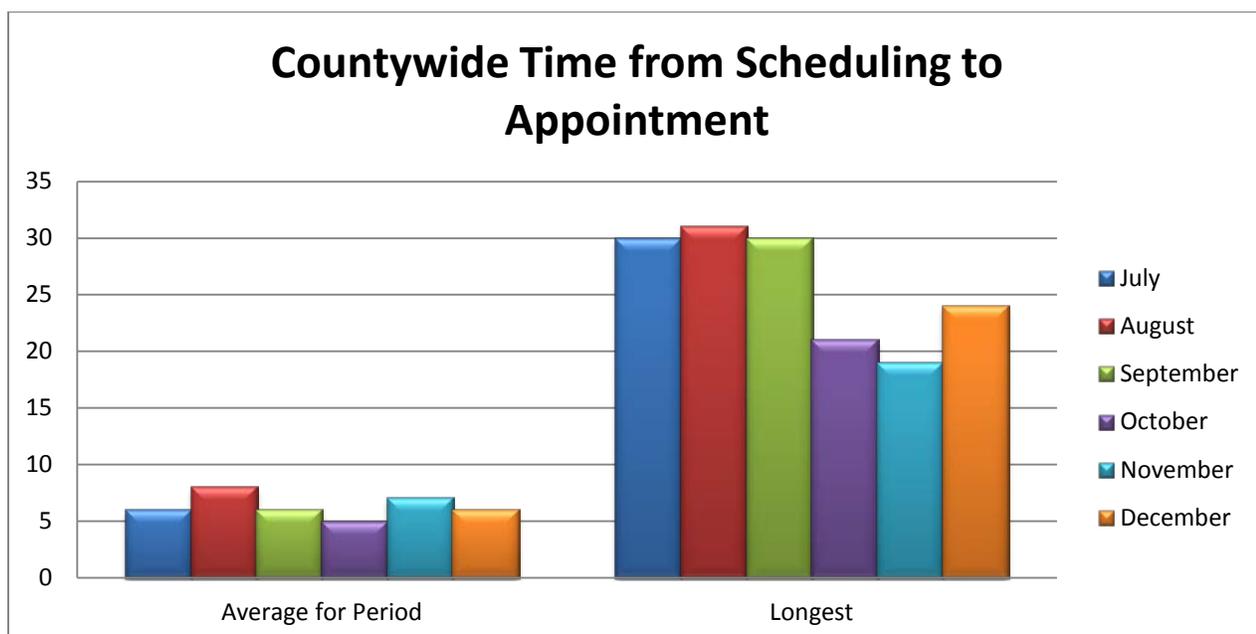


Type of Disability: Many of the applicants who completed the in-person assessment presented with more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability (52%) followed by cognitive disability (22%) and visual disability (20%). An auditory disability was the least commonly reported disability, with (6%) of the total.

Disability Type Countywide and by Service Area						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	558	16	192	3	227	124
Cognitive	238	10	80	1	99	57
Visual	214	5	71	2	82	57
Audio	63	1	26	0	17	17

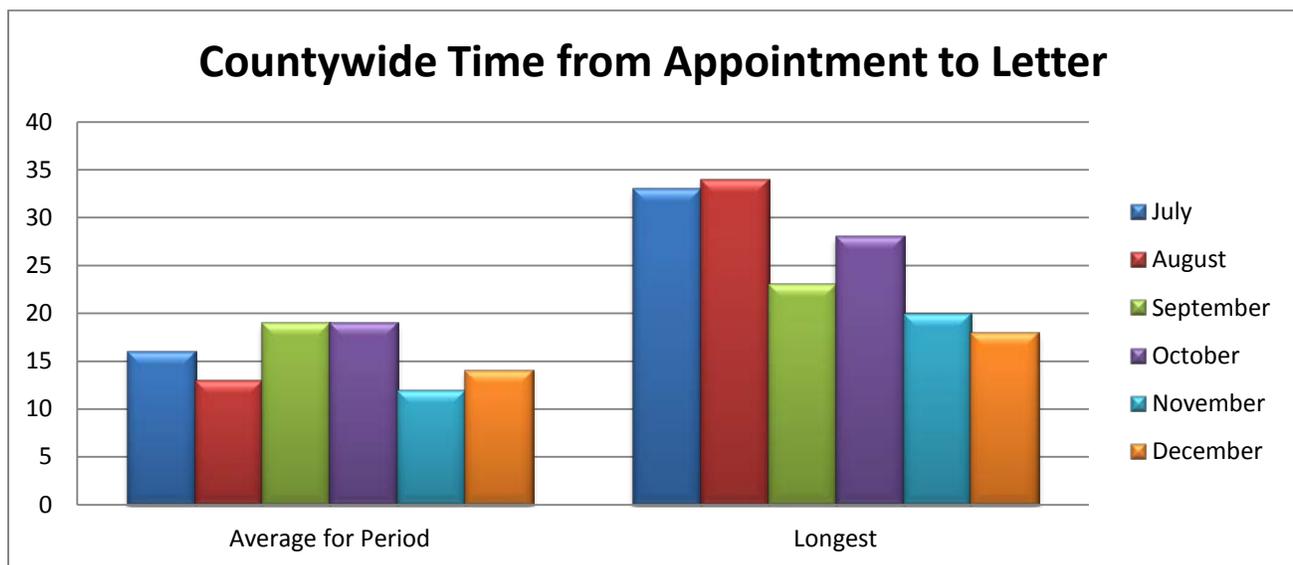
Time to scheduled assessment: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment for the first 6 months of the program was approximately six (9) days. The longest amount of time a client had to wait for an appointment was 31 calendar days. This wait was extended due to the client rescheduling their appointment twice, without canceling. If a client does not cancel an appointment and only reschedules, the “time from scheduling to appointment” does not reset. STA is working with CARE to produce a more accurate report that takes rescheduling into account when counting the number of days from scheduling to appointment. The goal is for clients to receive an appointment within 2 weeks of their phone call.

Time (Days) from Scheduling to Appointment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	9	3	10	4	9	7
Longest	31	20	15	13	31	19



Time to receipt of eligibility determination letter: On average, the time between the applicant’s assessment and the receipt of the eligibility determination letter for the first six months of the program was 16 days. The longest an applicant had to wait for their determination letter was 34 days. There is a requirement that all ADA determination letter must be mailed out to clients within 21 days of their evaluation. CARE Evaluators had 12 violations of this requirement from July – October. There were no violations of the 21 day ADA policy in November or December. STA staff will continue to work with CARE and monitor performance in order to ensure compliance with terms of the contract.

Time (Days) from Evaluation to Letter						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Avg for Period	16	15	16	4	16	14
Longest	34	19	23	15	34	22
# of Clients Past 21 Days	12	0	1	0	10	1



Comment Card Summary: There were a total of 42 ADA Comment Cards received by the STA between October and December. Below is a summary of the scores provided by clients and the number each transit operator received.

November Comment Card Summary		
Very Satisfied	35	(FAST 12, SolTrans 11, Vacaville 9, Dixon 3)
Satisfied	5	(SolTrans 3, FAST 2)
Neutral	2	(FAST 1, Vacaville 1)
Dissatisfied	0	
Very Dissatisfied	0	
Total Received	42	

Total Number of SolTrans Reminder Cards Mailed out in November: There were a total of eighty (80) reminder cards mailed out between October and December.

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DATE: January 17, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager
RE: One Stop Call Center Update

Background:

The Solano County Mobility Management Program is a culmination of public input at two mobility summits held in 2009 and the 2011 Solano Transportation Study for Seniors and People with Disabilities. STA has been working with consultants, the Solano Transit Operators, the Paratransit Coordinating Council (PCC), and the Senior and People with Disabilities Transportation Advisory Committee since July 2012 to develop a Mobility Management Plan for Solano County. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities.

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 Call Center

In October, the STA Board authorized the One Stop Call Center be established through an expansion of the Solano Napa Commuter Information (SNCI) program's call center as a pilot program for three years. The Call Center will manage the Mobility Management website as well as the Older Driver Safety information program.

Discussion:

To disseminate information to callers efficiently and to coordinate a wide range of transportation resources' information from not only public transit but also human services agencies, non-profits and the private sector, the Call Center will provide personalized assistance to seniors, people with disabilities, and low-income residents. On January 8, 2014, the STA Board approved the hiring of one (1) full time Program Coordinator and two (2) additional half time positions as Customer Services Representatives for the new One Stop Call Center. Debbie McQuilkin was selected as the full time Program Coordinator, starting on February 3, 2014. The two half time positions will be recruited in early February. All staff (SNCI staff and new Call Center staff) will be trained to answer all mobility questions from commuters, travelers, seniors, people with disabilities and low-income residents. The expanded call center is scheduled to be operational by July 1, 2014.

Fiscal Impact:

New Freedom funds in the amount of \$123,305 have been allocated for the Call Center and \$260,00 of State Transit Assistance funds (STAF). STA staff will continue to apply for New Freedom funding to relieve the need of STAF.

Recommendation:

Informational.