



## 6. ACTION FINANCIAL

### A. Partnerships for Travel Training

Liz Niedziela

#### Recommendation:

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

1. Authorize the Executive Director to enter into an agreement with Connections 4 Life for Travel Training Services for an amount not-to-exceed \$90,000 a year for FY 2013-14 and FY 2014-15;
2. Authorize the Executive Director to enter into an agreement with the Independent Living Resource Center for Travel Training Services for an amount \$35,000 a year for FY 2013-14 and FY 2014-15.

(1:45 – 1:55 p.m.)

**Pg. 11**

## 7. ACTION NON-FINANCIAL

### A. Fairfield and Suisun Transit Fare Proposal Update

Liz Niedziela

#### Recommendation:

Forward a recommendation to the STA TAC and STA Board pertaining to modifications of multi-zone fare structure to one fare for SolanoExpress Routes 30 and Route 40 to accomplish Clipper Implementation in Solano County (to be provided under separate cover).

(1:55 – 2:00 p.m.)

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## 8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

### A. SolanoExpress Intercity Transit Consortium 2014 Draft Work Plan

Liz Niedziela

(2:00 – 2:10 p.m.)

**Pg. 17**

### B. SolanoExpress Ridership and Performance Update

Liz Niedziela

(2:10 – 2:15 p.m.)

**Pg. 23**

### C. Transit Corridor Study Update

Nancy Whelan

(2:15 – 2:30 p.m.)

**Pg. 33**

### D. Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation

Elizabeth Richards

(2:30 – 2:40 p.m.)

**Pg. 35**

- E. **Mobility Management Program Update** Anthony Adams  
    1. **ADA In Person Eligibility**  
    2. **Website**  
    3. **Travel Training Program**  
(2:40 – 2:45 p.m.)  
**Pg. 55**

- F. **Clipper Implementation Update** Wayne Lewis  
(2:45 – 2:50 p.m.)  
**Pg. 63**

**NO DISCUSSION**

- G. **Legislative Update** Jayne Bauer  
**Pg. 65**

- H. **Air Quality Fund Update** Robert Macaulay  
**Pg. 79**

**9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS** Group

March

- A. RTIF Transit Centers Recommendations
- B. Mobility Management Plan
- C. STAF History and Status
- D. CTSA Designation
- E. Adoption of Consortium Work Plan
- F. Discussion of Regional Cap and Trade – Small Transit Operating

April

- A. Transit Corridor Study Service Options
- B. Status of Intercity Paratransit/Taxi Script Program Assessment
- C. Intercity Fund Working Group – Agreement for FY 2014-15

May

- A. CTP - Transit Element
- B. Intercity Capital Bus Replacement Plan

**10. TRANSIT OPERATOR COORDINATION ISSUES** Group

**11. ADJOURNMENT**

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

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**INTERCITY TRANSIT CONSORTIUM  
Meeting Minutes of January 28, 2014**

**1. CALL TO ORDER**

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

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

**Members Absent:** None.

<b>Also Present:</b>	Daryl Halls	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Anthony Adams	STA
	Johanna Masiclat	STA

<b>Others Present:</b>	<i>(In Alphabetical Order by Last Name)</i>	
	Bill Emlen	County of Solano
	Elizabeth Richards	STA Project Manager
	Nancy Whelan	STA Project Manager

**2. APPROVAL OF THE AGENDA**

On a motion by Matt Tuggle, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved the agenda with the exception to move Item 9.F, Request for Update on Solano County's Paratransit Service to be presented following the approval of the agenda.

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**4. ELECT CHAIR AND VICE CHAIR**

By consensus, the Consortium unanimously approved the selection of Judy Leaks (SNCI) as 2014 Chair.

By consensus, the Consortium unanimously approved the selection of Janet Koster (Dixon Read-Ride) as 2014 Vice-Chair.

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

Robert Guerrero noted the next cycle for Transportation Funding for Clean Air is coming up soon.

Chair Leaks announced the upcoming Vanpool Appreciation Meet and Greet at the Curtola Park and Ride Vallejo as part of the Regional Vantastic Promotion.

## 6. CONSENT CALENDAR

On a motion by Liz Niedziela, and a second by Wayne Lewis, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A.

### A. Minutes of the Consortium Meeting of December 17, 2013

#### Recommendation:

Approve the Consortium Meeting Minutes of December 17, 2013.

## 7. ACTION NON-FINANCIAL

### A. STA's Draft 2014 Legislative Priorities and Platform

Jayne Bauer reviewed and outlined additional comments received from Solano County Supervisor and STA Board Alternate Erin Hannigan and Josh Shaw of STA's state lobbying firm Shaw/Yoder/Antwih, Inc.

Based on input, the Consortium members requested additional changes incorporated as shown below in ~~strikethrough~~ and underlined italics.

1. *Alphabetized the priority projects under the federal and state funding priorities (p. 1-3);*
2. *Federal Funding – 3. Programs – Freight/Goods Movement – added text (“Identify federal fund source for”) to clarify first 2 points (p. 2);*
3. *Federal Funding – 3. Programs – Mobility Management – deleted “ADA” (p. 3);*
4. *State Funding – 1. Active Transportation – reworded “Vine Trail” to “Vallejo segment of Napa Vine Trail” (p. 3);*
5. *Added “Support the State Cap and Trade program” as #7 of the Legislative Priorities (p. 4) keyed to Section II Climate Change/Air Quality #12 (p. 7), and shifted numbers of all following priorities;*
6. *Legislative Priorities #19 – reworded to clarify STA's intent regarding WETA (p. 5) ~~Seek~~ Advocate for Solano County representation on the WETA Board. Concurrently seek sponsorship for and support and ultimately seek legislation to specifying that Solano County will have statutory-designated representative on the WETA Board;*
7. *Section V Ferry - #1 edited as follows (p. 8)  
Project ~~the~~ existing sources of operating and capital support for San Francisco Bay Ferry service (~~most specifically~~ including the Bridge Tolls-Northern Bridge Group “1<sup>st</sup> and 2<sup>nd</sup> dollar” revenues) which do not jeopardize transit operating funds for ~~Vallejo transit~~ FAST, SolTrans, and SolanoExpress Intercity bus operations.*
8. *Section V Ferry - #4 reworded to match Priority #19 (p. 8)*
9. *Section VIII Rail - #4 inserted “service in Solano County” to clarify expansion of intercity rail, and deleted #5 (which read “Monitor the implementation of the High Speed Rail project” due to redundancy with #6 (now #5) (p. 11)*

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.

On a motion by Wayne Lewis, and a second by Matt Tuggle, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation to include revisions noted above in *bold italics*.

**8. ACTION FINANCIAL**

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

Wayne Lewis summarized FAST staff's proposal to establish a new route based fare structure with new fare values designed to meet CLIPPER automated fare collection technology, generate additional revenues to address a project financial shortfall, and improve performance of local and intercity bus services relative to adopted standards. He also noted that a presentation was made to the STA Board at their January 8, 2014 meeting outlining the basis for proposed fare adjustments to the SolanoExpress Routes 20, 30, 40, and 90. He also stated that the STA Board requested a summary of public comments and present a fare adjustment proposal for consideration of the STA Board on February 12, 2014. He added that public information meetings have been scheduled on January 27, 28, and 29 to seek public comment.

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 and any comments received from funding partners are included in the staff report.

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

**9. INFORMATIONAL ITEMS – DISCUSSION ITEMS**

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

Robert Guerrero noted that a summary of the discussion at the RTIF Transit Center Working Group meeting on January 29<sup>th</sup> will be provided in February. He cited that 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 Policy Committee is scheduled to meet on February 12<sup>th</sup> to discuss recommendations provided by each working group related to policies for shifting RTIF funding and initial steps are being taken with the goal to begin implementing the RTIF Program projects by July 2014.

**B. SolanoExpress Marketing Update**

Jayne Bauer reviewed the additional work scoped out for FY 2013-14 which includes design, production and installation of decals on 19 SolanoExpress FAST buses, additional local print ads, promotional items, and upgrade of the SolanoExpress website. She provided an overview of audience statistics on the SolanoExpress website during the online/print marketing campaign, the percentage of device type used to access the SolanoExpress website and provided examples of the media elements that were used in this campaign.

**C. Intercity Transit Corridor Study Update**

Nancy Whelan noted that 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. She cited that 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. She added that the Draft Final Transit Corridor Study will be presented to the Consortium and TAC in April and the service options recommendation is scheduled to be presented to the STA Board in May.

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

The Consortium members discussed modifying the ITFA to include the Intercity Capital Bus Replacement Plan and the City of Dixon Federal Transit Administration 5311 swap with Transportation Development Act (TDA) funding. The Consortium members suggested keeping the ITFA and Capital Plan as separate agreements.

**E. Summary of MTC's Regional Cap and Trade Program**

Daryl Halls provided an update to the development of the proposed regional allocation of Cap and Trade Funds. He noted that 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 next few months. He commented that staff intends to follow up with the Consortium to discuss and identify priorities for the Transit Operating and Efficiency Program category. He cited that 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 in the future.

**F. Request for Update on Solano County's Paratransit Service**

Bill Emlen, Solano County, reviewed the County's recommendation for the STA to explore the feasibility of operational and management for Intercity Paratransit Service oversight and the range of service alternatives. He noted that in light of the STA's efforts to coordinate mobility management, ADA eligibility, and enhance its call center, there is an opportunity for further consideration regarding the final intercity paratransit delivery agency. He concluded by stating that should the STA be interested in taking operational oversight of the Countywide intercity paratransit, the County's TDA funds would transfer to the STA as an ongoing transit funding source.

**G. Draft Mobility Management Plan Update**

Elizabeth Richards commented that the draft Mobility Management Plan has now been updated to reflect the activity listed in the staff report. She added that the updated programs have been reviewed with the PCC in January 2014 and the draft Plan will be presented to the Solano Senior and People with Disabilities meeting in March and return to the Consortium at the end of March for a recommendation to the STA Board. She concluded by citing that final comments to the Draft Mobility Management Plan are requested by Friday, February 28, 2014.

**H. Mobility Management Program Update**

- 1. Mobility Transportation Guide**
- 2. Countywide In Person ADA Program**
- 3. Mobility Management Website**
- 4. Countywide Travel Training Program**

Anthony Adams provided an update to the items listed above.

**I. One Stop Call Center Update**

Judy Leaks provided an update to the One Stop Call Center being established through an expansion of the Solano Napa Commuter Information (SNCI) program's call center as a pilot program for three years. She noted that the Call Center will manage the Mobility Management website, after it is developed by a consultant, as well as the Older Driver Safety information program.

**10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS**

A list of upcoming agenda topics was provided.

**11. TRANSIT OPERATOR COORDINATION ISSUES**

**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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DATE: February 18, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Partnerships for Travel Training

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**Background:**

Over the several months, STA staff has been meeting with existing social services providers in Solano County to gain a better understanding of what type of services the agencies provide and to gauge the potential for enhancing the Mobility Management Service options for Solano County's seniors, people with disabilities, and low income residents by expanding existing services rather than creating new or duplicating services. The meetings were productive in that it provided a better insight to STA staff of the services currently provided in Solano County by variety of agencies. STA has recently obtained \$110,000 in Job Access Reverse Commute (JARC) and New Freedom grants and \$20,000 in State Transit Assistance Fund (STAF) available to provide potential partnerships for Mobility Management Services for seniors, the disabled, and low income over the next 12 months. For FY 2014-15 and FY 2015-16, STA has \$250,000 in One Bay Area Grant (OBAG) funding and \$32,000 of STAF for the Ambassador/Travel Training Program.

Solano Transportation Authority (STA) staff is currently in the process contracting with Nelson and Nygaard for the Ambassador Travel Training Program. During this evaluation process, the possibility of two organizations expanding their existing services to fill a void by providing one-to-one travel training for Solano County was identified. STA has requested proposals for potential partnership from each of the seven agencies that STA met with.

**Discussion:**

STA received proposals from Connection 4 Life and Independent Living Resource Center for travel training and Community Action North Bay for providing transportation for low income seniors. A description of each organization is attached as background information.

**SUMMARY OF PROPOSAL**

Connection 4 Life currently provides travel training for the developmental disabled populations. Their proposal includes expanding their travel training program to include a full time person dedicated to providing one to one travel training for:

- The developmentally disabled (expand program)
- Solano County residents for intercity travel training
- Solano County residents for local fixed route systems
- Provide Support for Dixon and Rio Vista's Ambassador Programs
- First year cost of approximately \$92,000 (includes start up cost)

Independent Living Resource Center currently provides travel training for the people with disabilities. Their proposal includes expanding their travel training program to include a half time person dedicated in providing one to one travel training for:

- People with Disabilities (expand program)
- Annual Cost of approximately \$30,000

Community Action North Bay currently provides transportation to the homeless and veterans. Their proposal includes expanding their services to provide transportation services to low income clients to medical appointments.

- Transportation Service for the low income (expand program)
- Annual Cost of \$75,941 to \$114,997

Based on available grant funding, STA staff is proposing to contract with Connection 4 Life and Independent Living Resource Center (ILR) as pilot programs for the remainder of FY 2013-14 and for FY 2014-15 with option for FY 2015-16. Both of these agencies currently provide a limited amount of travel training and will be present at Consortium to answer any questions. Staff recommends reconsideration of contracting with Community Action North Bay once additional Mobility Management funding is obtained.

The following table demonstrate the travel training services available for seniors, low-income, and people with disabilities and the programs and proposed agencies that will provide the services.

Program	Seniors	Low Income	People with Disabilities	People with Cognitive Disabilities
Ambassador Program	X	X		
Independent Living Resource Center			X	
Connections 4 Life	X	X		X

**Fiscal Impact:**

For FY 2013-14, \$125,000 of funding is covered through JARC, New Freedom, and STAF funding. For FY 2014-15 and FY 2015-16, funding of \$250,000 will be covered through OBAG and STAF. The three years pilot program is estimated to be in an amount not-to-exceed \$375,000.

**Recommendation:**

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

1. Authorize the Executive Director to enter into an agreement with Connections 4 Life for Travel Training Services for an amount not-to-exceed \$90,000 a year for FY 2013-14 and FY 2014-15;
2. Authorize the Executive Director to enter into an agreement with the Independent Living Resource Center for Travel Training Services for an amount \$35,000 a year for FY 2013-14 and FY 2014-15.



DATE: February 19, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Fairfield and Suisun Transit Fare Proposal Update

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**Background:**

The Solano Transportation Authority (STA), through an agreement contract with Fairfield and Suisun Transit (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 proposed 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.

At the January 2014 Solano Transportation Authority (STA) Board meeting, members of the STA Board proposed conditioning STA Board approval of fare adjustments to SolanoExpress Routes 20, 30, 40, and 90 based on subsequent approval of the fare proposal by the Fairfield City Council.

**Discussion:**

At the February 2014 STA Board meeting, a Public Hearing was conducted. Six members of the public presented and comments about the proposed fare increase, additional future parking cost with no guaranteed parking space, and the future fare adjustments. The STA Board voted to table its action on the fare proposal until the Fairfield City Council Public Hearing scheduled for February 18<sup>th</sup>. In response to FAST staff's concerns of not meeting Clipper's timeline for implementation, the STA Board scheduled a special meeting for February 19<sup>th</sup>.

At Fairfield City Council February 18th meeting, the Public Hearing Approving a New Fare Structure for FAST was tabled and a public hearing was not conducted. The Fairfield City Council opted to continue the request from FAST staff to modify fares for FAST's local transit service and SolanoExpress Routes 20, 30, 40 and 90 for two weeks with the focus to potentially shift to looking at charging parking at FTC to develop other options.

STA Board Chair Davis has extended the STA Board's public hearing scheduled for February 19th until the March 12<sup>th</sup> Board meeting. At the February 12<sup>th</sup> STA Board meeting, the STA Board directed staff to develop a staff recommendation pertaining to four SolanoExpress bus routes. Based on staff's analysis, Routes 30 and 40 will need to be adjusted to coordinate with the implementation of Clipper this Summer. STA will need to act on Route 30 and STA staff recommends to work with FAST staff to do the same for Route 40. Both 20 and 90 already have one fare rate and do not have to be adjusted in order to implement Clipper in a timely manner. Per the direction provided at last week's STA Board meeting, STA staff will develop the specifics of this fare proposal and bring it to the Consortium, TAC, and back to the STA Board at the March 12<sup>th</sup> meeting.

**Recommendation:**

Forward a recommendation to the STA TAC and STA Board pertaining to modifications of multi-zone fare structure to one fare for SolanoExpress Routes 30 and Route 40 to accomplish Clipper Implementation in Solano County (to be provided under separate cover).

**Fiscal Impact:**

The first year of funding is covered through JARC, New Freedom, and STAF funding. The second and third year of funding will be covered through OBAG and STAF. The three year pilot program is estimated to be in an amount not-to-exceed \$375,000.

**Recommendation:**

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

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DATE: February 13, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: SolanoExpress Intercity Transit Consortium 2014 Draft Work Plan

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**Background:**

The SolanoExpress Intercity Transit Consortium has regularly prepared an annual Work Plan. In 2013, there was a number of key local and regional transit planning activities and projects that the Consortium was involved with ranging from transit service and funding to planning and marketing.

**Discussion:**

STA staff is presenting the SolanoExpress Intercity Transit Consortium Draft Work Plan 2014 for the Consortium's review (Attachment A). The 2013 Work Plan (Attachment B) is presented for comparison. In the 2014 Draft Work Plan, several completed items have been removed and new projects have been added. STA staff welcomes a discussion at the Consortium meeting and is asking for comments no later than March 11th in order to prepare the 2014 Draft Work Plan for the Consortium as an action item for the March's meeting.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. SolanoExpress Intercity Transit Consortium 2013 Work Plan
- B. SolanoExpress Intercity Transit Consortium 2014 Draft Work Plan

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2013 SolanoExpress Intercity Transit Consortium  
Work Plan

(February 2013)

**Transit Service:**

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

**Transit Planning**

- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study
- Conduct a Countywide Coordinated SRTP
  - ✓ Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
  - ✓ Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;
  - ✓ Enhanced Transit Coordination of Capitol Planning
  - ✓ Enhanced Coordination of Transit Service Planning; and
  - ✓ An analysis of transit connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
  - ✓ Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.
- Complete a Solano Transit Sustainability Plan of All Operators
- Complete a Countywide Mobility Management Plan
- Provide and update survey and input into Comprehensive Transportation Plan update including other studies
- Participate in the implementation of MTC's Transit Connectivity Study, specifically the Transit Element
- Monitor and coordinate with the new transit entity, SolTrans
- Implement coordination strategies following completion of Transit Sustainability and Transit Corridor Studies
- Monitor MTC's Regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts
- Update countywide transit capital inventory
- Implement Seniors and People with Disabilities Priorities
  - ✓ Intercity Taxi Script Phase II
  - ✓ Mobility Management Plan
  - ✓ Countywide ADA Eligibility
  - ✓ Travel Training/Ambassador Program
  - ✓ Older Driver Safety Program information system
  - ✓ Dialysis Centers
  - ✓ One Stop Transportation Call Center

The highlighted sections are new items added to the list

## **Funding**

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

## **Marketing of Transit Services and Programs**

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

2014 SolanoExpress Intercity Transit Consortium  
Draft Work Plan

(February 2014)

**Transit Service:**

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

**Transit Planning and Coordination**

- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study
- Conduct a Intercity Ridership Survey as per the Intercity Funding Agreement
- ~~Conduct a Countywide Coordinated SRTP~~
- **Transit Coordination**
  - ✓ Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
  - ✓ ~~Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;~~
  - ✓ Enhanced Transit Coordination of Capital Planning
  - ✓ Enhanced Coordination of Transit Service Planning; and
  - ✓ An analysis of transit connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
  - ✓ Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.
- ~~Complete a Solano Transit Sustainability Plan of All Operators~~
- Conduct a CNG Feasibility Study for SolTrans and Benicia and assist with Dixon's Study
- Complete a Countywide Mobility Management Plan
- Provide and update survey and input into Comprehensive Transportation Plan update including other studies
- Participate in the implementation of MTC's Transit Connectivity Study, specifically the Transit Element
- Monitor and coordinate with the new transit entity, SolTrans
- Implement coordination strategies following completion of Transit Sustainability and Transit Corridor Studies
- Monitor MTC's Regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts
- Update countywide transit capital inventory
- Implement **and monitor** Seniors and People with Disabilities Priorities
  - ✓ Intercity Taxi Script Phase II
  - ✓ Mobility Management Plan
  - ✓ Countywide ADA Eligibility
  - ✓ Travel Training/Ambassador Program
  - ✓ Older Driver Safety Program information system
  - ✓ **Coordination with** Dialysis Centers
  - ✓ One Stop Transportation Call Center **and Website**

The highlighted sections are new items added to the list

## **Funding**

- ~~Finalize the FY 2012–2013 Intercity Transit Funding Agreement~~
- Monitor the implementation of the Intercity Transit Funding Agreement
- Maximize Regional Measure (RM) 2, Prop 1B, 5310, 5311, Lifeline and other funding opportunities and work with STA to set priorities for capital and operating
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Work with Solano County to identify priorities for future County TDA funds to be dedicated to transit.
- ~~Develop a~~ Update the funding strategy plan for SolanoExpress Bus Replacements as needed
- Prioritize projects for the transit component for the Regional Transportation Impact Fee (RTIF)
- Develop Funding List to assist in funding transit priorities projects
  - ✓ Federal Section 5311
  - ✓ Lifeline Funding
  - ✓ STAF (Population Based)
  - ✓ STAF Regional
  - ✓ Prop 1B (Population Based)
  - ✓ TDA Solano County

## **Marketing of Transit Services and Programs**

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

The highlighted sections are new items added to the list



DATE: February 13, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: SolanoExpress Ridership and Performance Update

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**Background:**

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

FAST and SolTrans have provided STA staff the FY 2013-14 second quarter ridership and performance reports on the SolanoExpress Routes 20, 30, 40, 78, 80, 85, and 90. Since the second quarter reports are presented, the measurement tool is at 50%. These reports show that overall, SolanoExpress mid-year performance are measuring close, if not better as shown in Attachment A.

The mid-year reports shows the overall estimated fare box ratio for SolanoExpress routes is 49%. The actual farebox is determined at the close of the fiscal year to capture all cost and revenue. Route 40 estimated farebox ratio has improved to 32% which is now meeting its RM 2 farebox requirement. All five of the seven SolanoExpress Routes are now meeting MTC's RM 2 farebox requirement.

STA staff has been tracking the performance of SolanoExpress ridership over the past several years (Attachment B). SolanoExpress Ridership Comparison from July- December 2012 to July - December 2013 is showing a 5.2 % decrease in ridership compared to the same time frame from last year.

Route 30 and Route 40 are showing a steady increase in ridership at 8% and 11% respectively. Route 80 experienced a slight decrease in ridership at 3% and Route 20 and Route 90 are showing a slight decrease in ridership at 4%. Route 78 experienced a 10% drop in ridership most likely due to modification to increase the efficiency to meet the RM2 farebox ratio requirement. Route 85 experienced a 25% drop in ridership. In Fiscal Year 2012-13, Route 85 had an usual high ridership in August, September and October.

FAST and SolTrans provided STA staff the Cost Allocation Model FY 2012-13 Actuals which provides farebox ratios for last year. SolTrans Route 80 reached a record high of 74% and Route 90 is steady at 49%. (Attachment C).

A timeline of SolanoExpress Route changes are outlined in Attachment D.

**Recommendation:**

Informational.

Attachments:

- A. SolanoExpress Intercity Transit Service 2nd Quarter Summary
- B. SolanoExpress Ridership Comparison
- C. FY 2012-13 Farebox Ratio
- D. SolanoExpress Route Changes

**SolanoExpress**  
**Intercity Transit Service Second Quarter Monitoring Report**

<b>Performance Measures</b>	<b>Route 20</b>	<b>Route 30</b>	<b>Route 40</b>	<b>Route 78</b>	<b>Route 80</b>	<b>Route 85</b>	<b>Route 90</b>
Cost	48.7%	37.0%	39.2%	37.2%	47.7%	47.5%	38.5%
Fares	38.5%	49.2%	50.5%	41.6%	44.5%	36.2%	47.4%
Farebox	23.0%	36.0%	32.0%	28.0%	70.0%	30.0%	58.0%
Ridership	50.3%	51.8%	50.3%	42.8%	41.3%	54.8%	45.5%
Revenue Hours	50.5%	52.5%	51.0%	42.8%	41.3%	54.8%	50.6%

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## SolanoExpress Intercity Ridership Comparison

### Route 20

20	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Jul	3,511	2,910	4,460	3,517	3,347	3,482	3,958	3,782
Aug	4,251	3,697	3,880	3,911	3,904	4,601	5,049	4,529
Sept	4,355	3,515	4,362	4,628	4,221	4,589	4,563	4,575
Oct	3,684	3,826	4,920	4,578	3,939	4,572	5,133	5,090
Nov	3,271	3,339	3,694	3,886	3,540	4,356	4,254	3,902
Dec	2,922	3,041	3,756	3,891	3,457	4,225	3,689	3,692
Jan	3,172	2,855	4,155	3,293	3,344	4,090	4,302	
Feb	3,116	3,455	4,017	3,859	3,290	4,515	3,997	
Mar	3,727	3,772	4,394	4,753	3,823	4,435	4,252	
Apr	3,174	4,089	4,300	4,176	3,844	4,284	3,897	
May	3,187	3,959	4,157	3,851	3,915	4,636	4,120	
Jun	2,892	4,092	3,929	3,874	3,742	4,111	3,921	
<b>Annual</b>	<b>41,262</b>	<b>42,550</b>	<b>50,024</b>	<b>48,217</b>	<b>44,366</b>	<b>51,896</b>	<b>51,135</b>	<b>25,570</b>
<b>Farebox</b>		<b>21%</b>	<b>28%</b>	<b>36%</b>	<b>25%</b>	<b>35%</b>	<b>31%</b>	
					July - Dec Comparison		<b>-4%</b>	

### Route 30

30	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Jul	2,793	2,932	3,897	3,540	3,459	3,533	3,732	4,027
Aug	2,982	3,009	3,979	3,246	3,536	4,110	4,379	4,442
Sept	2,630	2,947	4,510	3,593	3,653	3,855	3,872	4,240
Oct	3,033	3,753	4,904	3,863	3,284	4,161	4,708	4,988
Nov	2,569	3,590	3,387	3,194	3,552	3,702	3,786	3,955
Dec	2,299	2,447	3,369	2,930	3,287	3,514	3,275	3,921
Jan	2,740	2,677	3,571	3,046	3,575	3,811	4,004	
Feb	2,731	2,777	3,488	3,442	3,760	4,045	3,772	
Mar	3,059	2,771	3,831	3,890	4,307	4,108	4,151	
Apr	3,172	3,433	3,823	3,709	4,084	3,999	4,626	
May	3,290	3,149	3,367	3,172	4,069	3,918	4,079	
Jun	3,058	3,633	3,599	3,311	3,998	3,788	3,499	
<b>Annual</b>	<b>34,356</b>	<b>37,118</b>	<b>45,725</b>	<b>40,936</b>	<b>44,564</b>	<b>46,544</b>	<b>47,883</b>	<b>25,573</b>
<b>Farebox</b>		<b>39%</b>	<b>30%</b>	<b>33%</b>	<b>27%</b>	<b>32%</b>	<b>29%</b>	
					July - Dec Comparison		<b>8%</b>	



## SolanoExpress Intercity Ridership Comparison

### Route 40

40	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Jul	2,951	4,009	5,287	3,595	3,372	2,876	3,576	3,795
Aug	3,332	4,487	4,857	3,457	3,622	3,671	3,828	3,983
Sept	3,021	3,744	5,338	3,152	3,568	3,481	3,314	3,936
Oct	3,384	4,340	5,474	3,537	3,411	3,559	4,098	4,402
Nov	2,841	3,680	3,902	3,147	3,476	3,444	3,260	3,773
Dec	2,437	3,274	3,898	3,154	3,234	3,277	2,918	3,434
Jan	3,935	4,047	3,855	2,908	3,241	3,529	3,666	
Feb	3,479	3,675	3,628	3,034	3,188	3,388	3,507	
Mar	4,269	3,748	4,015	3,646	3,789	3,703	3,859	
Apr	3,894	4,214	3,712	3,315	3,327	3,126	3,930	
May	4,256	4,162	3,278	3,065	3,463	3,356	3,896	
Jun	3,900	4,856	3,519	3,463	3,399	3,289	3,650	

**41,699    48,236    50,763    39,473    41,090    40,699    43,502    23,323**

Farebox

**23%    31%    30%    22%    29%    27%**  
 July - Dec Comparison    **11%**

### Route 90

90	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Jul	12,341	15,425	21,782	17,782	17,350	17,905	19,763	18,946
Aug	14,104	17,341	19,770	17,109	18,326	21,662	22,639	21,261
Sept	11,580	15,183	20,883	18,196	18,601	20,036	19,701	20,362
Oct	14,547	18,270	21,719	19,373	17,994	20,137	24,161	21,398
Nov	14,883	16,760	15,848	16,804	17,811	19,326	20,368	18,484
Dec	14,092	15,360	18,028	17,046	17,260	18,460	18,527	19,345
Jan	10,974	17,711	17,887	16,119	18,194	19,799	21,100	
Feb	10,892	17,817	17,640	16,457	17,469	19,894	20,241	
Mar	12,659	18,890	19,728	19,527	21,303	21,423	21,089	
Apr	12,581	20,701	18,919	18,527	19,397	20,299	22,549	
May	12,074	19,080	17,010	16,808	19,823	21,619	22,368	
Jun	13,632	20,495	18,327	17,437	19,909	19,719	20,331	

**Annual    154,359    213,033    227,541    211,185    223,437    240,279    252,837    119,796**

Farebox

**40%    43%    46%    41%    50%    49%**  
 July - Dec Comparison    **-4%**



## SolanoExpress Intercity Ridership Comparison

### Route 78

78	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Oct			1,243					
Jul	8,837	8,964	8,642	6,874	6,462	6,298	7,010	6,870
Aug	8,503	9,738	9,196	6,310	6,883	7,741	8,581	7,275
Sept	8,244	10,430	8,905	6,338	7,218	7,561	7,725	7,106
Oct	8,905	9,254	6,360	6,837	7,197	7,422	8,767	7,380
Nov	7,902	8,835	6,328	5,959	7,142	7,140	6,845	6,031
Dec	7,942	7,638	6,202	6,044	6,144	6,875	6,484	6,091
Jan	8,237	7,900	6,096	5,674	6,544	7,440	7,167	
Feb	9,038	8,418	5,599	5,637	6,223	7,324	6,706	
Mar	10,250	8,570	6,517	6,889	7,151	7,991	6,795	
Apr	9,337	9,698	6,432	6,529	7,436	7,748	6,991	
May	10,420	9,226	6,885	6,512	7,351	8,324	7,200	
Jun	10,439	8,636	6,677	6,707	7,384	7,916	6,405	
<b>Annual</b>	<b>108,054</b>	<b>107,307</b>	<b>83,839</b>	<b>76,310</b>	<b>83,135</b>	<b>89,780</b>	<b>86,676</b>	<b>40,753</b>
<b>Farebox</b>			<b>20%</b>	<b>23%</b>	<b>15%</b>	<b>19%</b>	<b>25%</b>	<b>-10%</b>
					July - Dec Comparison			

### Route 80

80	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Jul	33,855	34,096	41,304	31,889	31,492	33,747	34,546	34,029
Aug	36,003	37,351	39,073	32,947	32,619	35,498	41,627	39,393
Sept	32,672	31,384	36,454	33,256	30,676	35,255	35,770	37,101
Oct	34,100	34,924	39,128	36,258	32,207	37,304	43,995	39,275
Nov	30,593	31,960	32,043	31,318	29,869	34,257	36,261	35,369
Dec	28,194	29,529	31,765	29,455	30,735	34,071	35,229	35,609
Jan	30,114	30,909	30,878	28,735	31,615	34,673	35,506	
Feb	28,200	32,627	29,056	31,394	31,518	35,770	34,510	
Mar	32,795	34,021	32,830	33,616	35,602	39,851	37,171	
Apr	32,483	36,596	33,786	32,929	34,326	37,944	38,027	
May	34,996	36,382	31,714	31,633	34,527	40,163	38,196	
Jun	33,130	39,052	32,569	31,667	35,705	38,364	35,261	
<b>Annual</b>	<b>387,135</b>	<b>408,831</b>	<b>410,600</b>	<b>385,097</b>	<b>390,891</b>	<b>436,897</b>	<b>446,099</b>	<b>220,776</b>
<b>Farebox</b>		<b>36%</b>	<b>41%</b>	<b>37%</b>	<b>39%</b>	<b>51%</b>	<b>74%</b>	
					July - Dec Comparison		<b>-3%</b>	



## SolanoExpress Intercity Ridership Comparison

**Route 85**

<b>85</b>	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Jul	9,062	13,147	16,013	13,309	12,024	12,454	6,914	6,878
Aug	10,571	15,217	14,518	13,180	14,927	14,491	10,999	7,862
Sept	12,899	12,939	14,576	13,552	14,483	14,691	11,002	6,936
Oct	12,786	13,425	15,197	13,170	13,788	15,909	13,161	7,996
Nov	10,993	10,695	11,351	10,890	12,182	12,791	7,316	6,550
Dec	9,624	9,939	10,950	10,128	10,573	11,201	6,435	5,825
Jan	8,973	9,256	10,868	9,034	10,537	10,856	7,049	
Feb	10,046	12,015	11,801	10,761	11,408	12,525	6,732	
Mar	12,015	12,955	13,934	14,239	13,235	12,830	7,705	
Apr	10,157	13,770	13,026	11,949	12,542	12,537	7,503	
May	10,706	14,373	12,353	11,792	12,063	12,831	6,760	
Jun	8,273	15,821	13,185	11,225	12,518	10,963	6,387	
<b>Annual</b>	<b>126,105</b>	<b>153,552</b>	<b>157,772</b>	<b>143,229</b>	<b>150,280</b>	<b>154,079</b>	<b>97,963</b>	<b>42,047</b>
<b>Farebox</b>		<b>24%</b>	<b>26%</b>	<b>24%</b>	<b>28%</b>	<b>37%</b>	<b>36%</b>	
					July - Dec Comparison		<b>-25%</b>	

**SOLANOEXPRESS TOTALS**

<b>Annual</b>	<b>892,970</b>	<b>1,010,627</b>	<b>1,026,264</b>	<b>944,447</b>	<b>977,763</b>	<b>1,060,174</b>	<b>1,026,095</b>	<b>497,838</b>
by Year		13%	2%	-8%	4%	8%	-3%	-5.21%
2006-07 to present		13%	13%	6%	9%	19%	15%	

<b>Route</b>	<b>Fiscal Year 2012-13 Farebox Ratio</b>
FAST 20	27%
FAST 30	29%
FAST 40	27%
SolTrans 78	25%
SolTrans 80	74%
SolTrans 85	36%
FAST 90	49%

## SolanoExpress Services Changes

### Services Changes for FY 2012-13

#### July 1, 2012 Route Changes

SolTrans implemented a system wide changes impacting nearly all existing services. The changes constituted approximately 10% reduction in service. The following were changes made to the SolTrans SolanoExpress Routes.

#### Route 80

- Sunday service discontinued

#### Route 85

- Operates on hourly headway
- Reduce number of stops in Vallejo (no longer providing local service in Vallejo)
- \$5 Fare (eliminating the local fare from Fairfield to Solano Community College)

#### February 3, 2013 Route Changes

Route 78 has been performing at or below 20% farebox recovery threshold required for RM2 funding. SolTrans implemented a new route and schedule in an effort to achieve the required farebox rate.

#### Route 78

- Later Saturday service
- Elimination of service before 6 am Monday-Friday
- Elimination of Vallejo Ferry Terminal stop with the route beginning and ending at the Vallejo Transit Center
- Adjusted trip times

### Services Changes for FY 2013-14

#### August 2013 Route Changes

#### Route 78

- Eliminated the layover on the last inbound trip (towards the Vallejo Transit Center) at Military/First St., which is not necessary. This improved the efficiency and slightly reduced the operating cost of Route 78



DATE: February 14, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Nancy Whelan, Transit Consultant  
RE: Transit Corridor Study Update

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**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.

The Consortium has reviewed key elements of the Corridor Study as it being developed. The consulting team has presented service design goals and objectives, review of other studies and best practices, service performance in the transit corridor, demand forecasting, and potential on-line freeway stations. At the September 24, 2013 Consortium meeting the consulting team presented the alternative service designs, 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 have been refined, and now focus on the following 3 alternatives:

- A. Modest Change to the existing system; some consolidation of routes
- B. BART-like Trunk system; consolidates current 7 route system to 3 routes
- C. Alternative Trunk System; an alternative 3 route consolidated system.

A review of the existing intercity service, service design goals, best practices, demand forecasting, 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. A copy of the draft Board presentation materials will be made available to the Consortium at the February 25, 2014 meeting.

The Draft Final Transit Corridor Study is scheduled to be presented to the Consortium and TAC in April and the recommendation will be presented to the STA Board in May. The summary schedule (presented to the Consortium at the January 28, 2014 meeting) is shown below.

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

**Recommendation:**

Informational.



DATE: February 14, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Elizabeth Richards, Mobility Management Project Manager  
RE: Mobility Management: Consolidated Transportation Services Agency (CTSA)  
Designation

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**Background:**

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

The draft Solano Mobility Management Plan identified four key elements to assist seniors, people with disabilities, 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.

While the overall draft Mobility Management Plan document is being refined, three components have been approved for implementation by the STA Board: ADA In-Person Eligibility Process, Travel Training and a Call Center. The ADA In-Person Eligibility Process was initiated July 2013. As Travel Training complements that process, that program has been moving forward as well. There has also been an interest in sharing mobility management transportation services information among agencies throughout the county as well as with the public. The mechanism to do this is a Mobility Management website and a Call Center. The STA Board approved the release of a Request for Proposals (RFP) and a scope of work to create the website. The STA Board also approved a Mobility Management Call Center be implemented by expanding the STA's Solano Napa Commuter Information (SNCI) program. The Mobility Management Call Center would also be responsible for keeping the Mobility Management website updated as well as the Mature Driver Program Information.

The draft Mobility Management Plan presents how the four key programs could be implemented. In addition, various organizational options were discussed on where Mobility Management programs could be housed. Non-profits, transit operators, cities/counties and other public agencies could take on the functions.

### *History of and what is a Consolidated Transportation Service Agencies (CTSA)*

In 1979, the State of California passed AB120, sometimes known as the Social Services Transportation Improvement Act, which allowed county or regional transportation planning agencies to designate one or more organizations within their areas as Consolidated Transportation Services Agencies (CTSAs). CTSAs are intended to promote the coordination of social service transportation for the benefit of human service clients including the elderly, people with disabilities and people with low income. An effective CTSA functions as a proactive facilitator of transportation coordination among multiple agencies creating solutions to travel needs. This could be done by directly providing services or through cooperative agreements to coordinate and/or share funding, procurement, training, services, capital assets, facilities and other functions.

In the Bay Area, the Metropolitan Transportation Commission (MTC) is the agency responsible for designating county CTSAs. In the 1990s, MTC became more focused on American with Disabilities Act (ADA) required paratransit service and they deferred designating CTSAs within the region to focus on the implementation of paratransit service. In recent years, MTC has become increasingly interested in mobility management and the establishment of CTSAs to coordinate services. In their recently updated Coordinated Public Transit-Human Service Transportation Plan (“Coordinated Plan”), MTC elaborates on why Mobility Management and CTSAs are coming to the forefront. The Coordinated Plans points out that the need to improve coordination between human service and public transportation providers has been well documented over the past ten years at the federal and state level. MTC describes mobility management as a strategic, cost-effective approach to connecting people needing transportation to available transportation resources within a community. Its focus is the person, the individual with specific needs, rather than a particular transportation mode.

To strengthen mobility management in the Bay Area, the Coordinated Plan identifies three major points:

- Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts.
- Providing information and manage demand across a family of transportation services.
- Promoting coordinated advocacy with human service agencies to identify resources to sustain ongoing coordination activities.

MTC also incorporated seven regional priority strategies from the 2011 Transit Sustainability Project ADA Paratransit Study. The strategies include Travel Training and promotion to seniors, enhanced ADA paratransit certification process such as in-person eligibility and subregional mobility managers such as CTSAs. See Attachment A for the complete list

The Federal Transit Administration (FTA) has recognized Mobility Management by issuing guidance stating what eligible Mobility Management activities may include (Attachment B). In California, Caltrans developed a Draft Strategic Implementation Plan of their Mobility Action Plan that recommended a stronger role for CTSAs as local or regional coordinating bodies as well as preference in certain statewide funding processes for CTSAs.

In May 2013, MTC approved Resolution 4097 (Attachment C) extending CTSA designation of the only CTSA in the Bay Area (the non-profit Outreach in Santa Clara county) for another four years. Resolution 4097 also outlined MTC’s process for designating CTSAs. The six steps and how agencies are evaluated are shown on Attachment D. One of the steps is “MTC staff evaluates candidates for consistency with mobility management activities as outlined in the Coordinated Public Transit-Human Services Transportation Plan.

**Discussion:**

The recent mobility management efforts of the STA are consistent with MTC’s Coordinated Public Transit Human Service Transportation Plan.

This includes the following:

1. Countywide in-person eligibility ADA assessment process was funded and began implementation July 2013.
2. The STA Board approved an RFP for a Travel Training program and selected a consultant. STA may be working with local non-profits to expand and complement their existing Travel Training programs so that they complement Travel Training countywide and duplication of services is avoided.
3. In October 2013, the STA Board also approved the implementation of a Mobility Management Call Center as an expansion of the STA’s Solano Napa Commuter Information (SNCI) program. The Call Center will also be responsible for maintaining the Mobility Management website. An RFP to create a Mobility Management website was approved by the STA Board and a consultant has been selected.

Other priority projects that would benefit seniors, people with disabilities and/or low-income are outlined in the STA’s Solano Senior and People with Disabilities Transportation Study and the numerous Community Based Transportation Plans.

MTC staff has been monitoring Solano’s development of the Mobility Management Plan and has been pleased with the progress made and the direction it is taking. The STA was invited to present Solano County process and progress on mobility management at a region-wide mobility management summit sponsored by MTC last fiscal year.

Designation is typically granted for a finite period at which point it needs to be evaluated. In essence, this creates a pilot period for CTSA designation and the end of which an evaluation could occur to determine if CTSA designation should be continued.

At the November Consortium meeting, transit operators discussed the idea of a CTSA in Solano. The Consortium expressed that if a CTSA is formed, or designated, that it must bring value to the county and to the operators. With the right mix of services, a CTSA could provide more personalized services to individuals who have mobility challenges that are difficult for transit operators to serve thus improving mobility for clients while freeing up transit resources to be reallocated more cost-effectively. Transit operators emphasized that the funding of a CTSA should protect existing transit funding. There was an interest in a CTSA structure that was inclusive of transit operators in terms of decision-making. The Consortium requested that examples of CSAAs be brought back to Consortium for discussion.

The draft Mobility Management Plan included a discussion and examples of various organizational structures for a CTSA. CSAAs can be designated upon stand-alone (non-profit or public) organizations, new or existing organizations, or multiple organizations. Staff has supplemented the information in the Plan and the combined information is shown on Attachment E.

**Fiscal Impact:**

Designation as a CTSA is likely to open up future funding opportunities as mobility management is becoming a higher priority regionally and nationally.

**Recommendation:**

Informational.

Attachments:

- A. MTC Transit Sustainability Project ADA Paratransit Study Recommendations
- B. FTA View of Mobility Management
- C. MTC Resolution 4097
- D. MTC Process for Designating CTSA's
- E. CTSA's Summary

**MTC Transit Sustainability Project  
ADA Paratransit Study Recommendations  
(incorporated into Coordinated Plan)**

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1. Consider fixed-route travel training and promotion to seniors
2. Consider charging premium fares for trips that exceed ADA requirements.
3. Consider enhanced ADA paratransit certification process which may include in-person interviews and evaluation of applicant's functional mobility to confirm rider eligibility.
4. Implement conditional eligibility for paratransit users who are able to use fixed-route service for some trips.
5. Create one or more sub-regional mobility managers (e.g.CTSAs) to better coordinate resources and service to customers.
6. Improve fixed-route transit to provide features that accommodate more trips that are currently taken on paratransit.
7. Implement Plan Bay Area programs that improve access and mobility options for ADA-eligible transit riders.

**FTA View  
of  
Mobility Management**

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According to guidance issue by FTA, eligible mobility management activities may include:

- The promotion, enhancement, and facilitation of access to transportation services including the integration and coordination of services for individuals with disabilities, older adults, and low income individuals.
- Support for short term management activities to plan and implement coordinated services;
- The support of State and local coordination policy bodies and councils;
- The operation of transportation brokerages to coordinate providers, funding agencies and customers;
- The development and operation of one-stop transportation call centers to coordinate transportation information on all travel modes and to manage transportation program eligibility requirements and arrangements for customers among supporting programs;
- Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems;
- Testing and implementing technology that could account for individual client activity on a vehicle supported with multiple fund sources.

## Metropolitan Transportation Commission Programming and Allocations Committee

May 8, 2013

Item Number 2d

### Resolution No. 4097

**Subject:** Renewal of Consolidated Transportation Service Agency (CTSA)  
Designation for Outreach & Escort, Inc. in Santa Clara County

**Background:** In 1979, the California Legislature enacted AB 120, the Social Service Transportation Improvement Act. The Social Service Transportation Improvement Act of 1979 (AB 120) mandated improvements to social services transportation, and led to the creation and designation of Consolidated Transportation Service Agencies (CTSAs).

Currently, CTSAs are a mechanism for promoting the concept of mobility management. By law, CTSAs in the San Francisco Bay Area are designated by MTC to identify and consolidate all funding sources and maximize the services of public and private transportation providers within their geographic area. Benefits of CTSA designations for non-profits in particular include the ability to purchase using state contracts, and reduced DMV fees.

In January 2013, MTC received a request from Outreach and Escort, Inc. (Outreach) for CTSA re-designation. Outreach is a private, non-profit organization that has a long history of providing human service transportation services and coordination in Santa Clara County. Outreach was designated as a CTSA for Santa Clara County in 2011. The current designation expires on June 30, 2013.

Consistent with the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area (MTC Resolution No. 4085), MTC notified the County Board of Supervisors, Santa Clara PCC, and Santa Clara Valley Transportation Agency (VTA) of Outreach's request. VTA responded with a letter of support; no other responses were received as of this mailing. Outreach has provided materials to support their request, including a description of their services and coordination activities.

Over the past two years Outreach has successfully demonstrated countywide consolidation and coordination activities that involve multiple stakeholders aimed at improving mobility and transportation outcomes for Santa Clara's transportation-disadvantaged populations.

Staff recommends extending CTSA status to Outreach until June 30, 2017 with the understanding that Outreach will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded via competitive process through MTC's Lifeline Transportation Program. A four-year long designation will provide Outreach with planning and procurement advantages and is in line with the Coordinated Plan's expected update cycle.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 4097 to the Commission for approval.

**Attachments:** VTA Support Letter  
MTC Resolution No. 4097

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February 22, 2013

Mr. Steve Heminger, Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street, 3<sup>rd</sup> Floor  
Oakland, CA 94607-4700

RECEIVED  
FEB 27 2013  
MTC

RE: Support for Designation of Outreach and Escort, Inc. as a Consolidated Transportation Service Agency

Dear Mr. Heminger:

The Santa Clara Valley Transportation Authority (VTA) has received a request from Outreach and Escort, Inc. (OUTREACH) to support its' re-designation as a Consolidated Transportation Service Agency (CTSA).

OUTREACH held CTSA designation between 1982 and 1995 and then in 2011 OUTREACH again received designation for a two-year period that expires June 2013. Given their extensive efforts in providing transportation programs for seniors and persons with disabilities, we support a re-designation on an ongoing basis similar to that provided to other non-profit agencies in the state.

OUTREACH has been VTA's paratransit services broker since 1993. During this time, they have provided high quality, cost effective paratransit with exemplary customer service, broad community support and a commitment to pursuing non-VTA funds to support the program. The CTSA designation enables OUTREACH as a non-profit to reduce DMV fees and procure using the State contract, which in turn helps sustain a cost effective paratransit program.

VTA's ongoing support is conditioned on MTC's stipulation that OUTREACH will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded via competitive process through MTC's Lifeline Transportation Program. This is an important issue as these funds are used by VTA to support our ADA mandated paratransit services. Further, if new grant fund programs are developed in the future, we request that MTC review and determine their applicability for CTSA use.

Please call Jim Unites, Deputy Director, Service and Operations Planning, at (408) 321-7032 if you require any additional information.

Sincerely,

A handwritten signature in black ink that reads "Michael T. Burns".

Michael T. Burns  
General Manager

- c: VTA Board of Directors  
VTA Committee for Transit Accessibility  
Katie Heatley, President/CEO, OUTREACH  
Michael Hursh, Chief Operating Officer  
John Ristow, Chief CMA Officer  
Marcella Rensi, Programming & Grants Manager  
Jim Unites, Deputy Director, Service and Operations Planning

Date: May 22, 2013  
W.I.: 1311  
Referred By: PAC

ABSTRACT

Resolution No. 4097

This resolution adopts Consolidated Transportation Service Agency (CTSA) Designations for the San Francisco Bay Area.

The following attachments are provided with this resolution:

Attachment A — Consolidated Transportation Service Agency (CTSA) Designation Process for the San Francisco Bay Area

Attachment B — Designations of Consolidated Transportation Service Agencies (CTSAs) within the San Francisco Bay Area

Further discussion of this action is included in the Programming and Allocations Summary sheet dated May 8, 2013.

Date: May 22, 2013  
W.I.: 1311  
Referred By: PAC

Re: Consolidated Transportation Service Agency (CTSA) Designation for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4097

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

WHEREAS, the California Legislature enacted the Social Service Transportation Improvement Act (Chapter 1120, Statutes of 1979) (hereafter referred to as AB 120) with the intent to improve transportation service required by social service recipients; and

WHEREAS, AB 120 requires that each transportation planning agency shall prepare, adopt and submit to the Secretary of the Business, Transportation and Housing Agency an Action Plan for coordination of social service transportation services in their respective geographic area (Government Code Section 15975); and

WHEREAS, the Action Plan must include the designation of one or more Consolidated Transportation Service Agency(ies) within the geographic area of jurisdiction of the transportation planning agency (Government Code Section 15975(a)); and

WHEREAS, the Metropolitan Transportation Commission adopted the MTC Regional Action Plan for the coordination of Social Service Transportation (MTC Resolution 1076, Revised); and

WHEREAS, the Coordinated Public Transit—Human Services Transportation Plan Update (MTC Resolution No. 4085) includes the steps for designating Consolidated Transportation Service Agencies within the San Francisco Bay Area; now, therefore, be it

RESOLVED, that MTC designates the agency(ies) listed on Exhibit B, which is incorporated herein as though set forth at length, as Consolidated Transportation Service Agency(ies); and be it further

RESOLVED, that the Executive Director may forward this resolution to the California Department of Transportation (Caltrans), and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

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Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on May 22, 2013.

Date: May 22, 2013  
W.I.: 1311  
Referred By: PAC

Attachment A  
Resolution No. 4097  
Page 1 of 1

**Consolidated Transportation Service Agency (CTSA) Designation Process  
for the San Francisco Bay Area**

MTC's process and conditions for designating CTSA's are set forth in the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area, MTC Resolution 4085. The process is as follows:

1. Applicant makes request.
2. MTC notifies the County Board of Supervisors, the PCCs, and transit operators of its intent to designate a CTSA in the County.
3. MTC staff evaluates candidates for consistency with mobility management activities as outlined in the Coordinated Public Transit-Human Services Transportation Plan.
4. MTC's Programming and Allocations Committee reviews and recommends CTSA designation.
5. Commission adopts CTSA designation.
6. MTC notifies CTSA, transit operators, State of California and PCC of CTSA designation.

Under this process, MTC's evaluation of CTSA candidates take into account various factors, including but not limited to:

- Past CTSA designations and performance; relevance of activities to current coordination objectives.
- Scale of geography covered by designation request.
- Extent to which the applicant was identified as the result of a county or subregionally based process involving multiple stakeholders aimed at improving mobility and transportation coordination for transportation-disadvantaged populations.
- The applicant's existing and potential capacity for carrying out mobility management functions described in this chapter as well as other requirements of CTSA's as defined by statute.
- Institutional relationships and support, both financial and in-kind, including evidence of coordination efforts with other public and private transportation and human services providers.

Date: May 22, 2013  
W.I.: 1311  
Referred By: PAC

Attachment B  
Resolution No. 4097  
Page 1 of 1

**Designations of Consolidated Transportation Service Agencies (CTSAs)  
within the San Francisco Bay Area**

<b>Date of Designation</b>	<b>Period of Designation</b>	<b>Name of Agency</b>	<b>Geographic Area</b>
5/22/2013	7/1/2013 – 6/30/2017	Outreach & Escort, Inc. <sup>1</sup>	Santa Clara County

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<sup>1</sup> This designation was approved for a four-year period ending June 20, 2017. This designation limits claimant eligibility under California Public Utilities Code Section 99275 and California Code of Regulations (CCR) 6681 and 6731.1 to allow Outreach & Escort, Inc. to only claim STA funds programmed as part of MTC's Lifeline program. Access to Transportation Development Act (TDA) funds and other STA funds is not permitted. Other benefits available to CTSAs are granted through this designation.

**MTC's Process for Designating CTSA  
(Reso 1076 revised and Reso. 4097)**

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1. Applicant makes request.
2. MTC notifies the County Board of Supervisors, the PCCs, and transit operators of its intent to designate a CTSA in the County.
3. MTC staff evaluates candidates for constancy with mobility management activities as outline in the Coordinated Public Transit-Human Services Transportation Plan.
4. MTC's Programming and Allocations Committee reviews and recommends CTSA designation.
5. Commission adopts CTSA designation.
6. MTC notifies CTSA, transit operators, State of California and PCC of CTSA designation.

MTC's evaluation of CTSA candidates takes into account various factors, including but not limited to:

- Past CTSA designations and performance
- Scale of geography covered by designation request
- Extent to which the applicant was identified as the result of a county or subregionally based process involving multiple stakeholders
- Applicant's existing and potential capacity for carrying out mobility management functions
- Institutional relationships and support, both financial and in-kind, including evidence of coordination efforts with other public and private transportation and human services providers.

## **Consolidated Transportation Services Agencies (CTSA)**

### **Examples**

A CTSA provides the structure to operate mobility management programs. Currently there is only one designated CTSA in the Bay Area and that is Outreach in Santa Clara County. As discussed in the draft Mobility Management Plan, there are several service delivery structure options for a CTSA. Examples of each of the different structures are presented below with a brief summary of their services and funding sources.

- Public Agency
  - City/County government
  - Transit agency
  - JPA
- Nonprofit
  - Single purpose
  - Multi-purpose

### **Public Agency CTSAs**

#### **City/County models –**

Glenn County – Operates fixed-route, paratransit, and volunteer medical transport services.

City/County of Honolulu – Designated in 2009, services include community fixed route shuttle for low-income population housed in a cluster of homeless shelters, ADA paratransit scheduling analysis, application for JARC and New Freedom funds.

#### **Transit Agency –**

Monterey-Salinas Transit (MST) – Besides operating fixed-route and ADA paratransit, MST offers taxi vouchers for short trips, senior shuttles, travel training, MST Navigators (volunteers for travel training, senior shuttles and

administration and outreach tasks). In partnership with 211 for Monterey County provides transportation information call center.

El Dorado County Transit Authority – Operates fixed-route, dial-a-ride, commuter buses, and non-emergency medical transportation to Sacramento medical centers.

Mendocino Transit Authority – Operates fixed-route, dial-a-ride and farmworkers van program in rural county.

**JPA –**

Western Placer County CTSA: Placer County Transportation Planning Agency (PCTPA) – Services include a Transit Ambassador Program and central call center contracted to the City of Roseville. Through partnership with non-profit Seniors First offer a Non-Emergency Medical Transportation “Health Express” and MyRides Program volunteer transportation service. Another program is the Retired Dial-A-Ride Vehicle Program to assist non-profits who transport seniors and people with disabilities. Funding from New Freedom, TDA, Seniors First (medical providers) and in-kind.

Riverside County Transportation Commission (RCTC) - Through its Specialized Transportation Program, RCTC funds multiple public and non-profit specialized services to improve mobility for seniors and people with disabilities. Non-profits range from Senior Centers, Medical Center, Inland AIDs project, Boys & Girls Clubs, CASA, and others. RCTC operates TRIP (Transportation Reimbursement and Information Project) volunteer driver program, Travel Training, TAP bus pass distribution program, and Mobility Guide. Funding sources include City general funds, CDBG, HSS, United Way, HUD, local sales tax Measure A funds, and others.

Orange County Transportation Agency (OCTA) – In 1991 when Orange County Transportation Agency and transit district merged, OCTA took on the CTSA function as well. Operates fixed-route, ADA paratransit, travel training, and in partnership with non-profits and 29 cities fund local community transportation services for seniors.

## **Non-profit CTSA's**

### **Single Purpose:**

Outreach (Santa Clara County) – Operates paratransit brokerage facilitating 1 million trips annually using over 250 vehicles; senior transportation (including paratransit, taxi subsidies and public transit passes; programs for eligible CalWORKS recipients (guaranteed ride, Jump Start, Give Kids a Lift!); Call Center 365 days/yr; vehicle donation program. Utilizes 34 different funding sources including JARC, STAF, New Freedom, 5310, HUD, HHS, Tobacco Revenue Settlement, City General Fund, County Measure A, local foundations and corporations, car donations.

Paratransit Inc. (Sacramento) – Since 1981 Paratransit Inc. has been the CTSA the Sacramento area. Services include Travel Training, Vehicle Maintenance, and Partnership Program. Through its Partnership Program Paratransit Inc. works with over a dozen agencies in Sacramento County to empower these social service agencies to provide transportation services to their clients.

VTrans (Valley Transportation Services) (San Bernadino County) – Established in 2010 and designated as a CTSA by San Bernadino Association of Governments (SANDAG). VTrans will operate some programs while others will be provided through partner agencies. VTrans will provide Mobility Training. VTrans funds transportation for people with disabilities provided by Pomona Valley Workshop (PVW); Volunteer Mileage Reimbursement Program by non-profit Community Senior Services; transportation for severely disabled older adults by Loma Linda Day Health Care Systems; NEMT for AIDS and HIV positive individuals by Central City Lutheran Mission and others. Funding is primarily from local sales tax Measure I and other sources include New Freedom and JARC.

Access Services (Los Angeles) – Established in 1994, Board comprised of city/county elected officials, transit operators, Commission on Disabilities and others provides oversight to this agency that was established primarily to manage ADA paratransit in Los Angeles County. Service delivered via vans, mini-buses, taxis and jitneys.

### **Multi-purpose:**

Ride-One (San Luis Obispo) – United Cerebral Policy (UCP) was designated a CTSA in 1987 and provided services to people with developmental disabilities. In the 1990's, it expanded its services, partnering with more social service

agencies and adopting the name Ride-On. It soon began providing additional services as a Transportation Management Association (TMA). Services include door-to-door Senior Shuttle, Veteran's Express Shuttle, Mobility Coordinator, transportation for people with developmental disabilities, hospital and medical transportation, private rides for individuals, social service agency support (vehicle procurement, driver training, preventative maintenance program, communications, drug testing programs and CHP inspections), employee and employer rideshare programs, Kid Shuttle, and others. Funding comes from multiple sources including New Freedom, MediCal and TDA, fundraising and donations.

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DATE: February 14, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Anthony Adams, Transit Mobility Coordinator  
RE: Mobility Management Program Update

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**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

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

**Discussion:**

***Mobility Transportation Guide Update***

The Mobility Guide for Seniors and People with Disabilities summarizes public, private, and medical transportation options the community. It has been recently revised and updated with the most current information and is now in its draft form for final review. STA staff expects to release the revised Solano Mobility Transportation Guide in March 2014.

***Countywide In-Person ADA Eligibility Program Update***

The month of January was the 7<sup>th</sup> month of the contract between STA and CARE Evaluators. There were 128 scheduled appointments, with 87 people showing up for their assessment (68%). The performance measures of the program are showing improvement during the last two months in comparison to the first four months of the contract. On average, the time between an applicant call to schedule an in-person assessment and the date

of their assessment for the month of January was approximately five (5) days; this is a decrease in wait time from December when the average was six (6) days. For the amount of time between the applicant's assessment and receipt of the eligibility determination letter, the average was 10 days; an improvement from 14 days in December. There were no violations of the 21 day ADA assessment letter policy during the month of January.

STA staff has produced a more in-depth summary report for the month of January (Attachment A).

A total of 10 comment cards received, 9 (90%) of them ranked the customer service for the Countywide In-Person ADA Eligibility program as "Highly Satisfied," and 1 client (10%) ranked the customer service as "Satisfied." There were no clients that ranked their experience as "Dissatisfied" or "Highly Dissatisfied."

### ***Mobility Management Website***

STA staff is currently working with the selected consultant, MIG, to finalize the contract and scope of work for developing the Solano Mobility Management Website. The project is scheduled to commence in February 2014 and is scheduled to be implemented by April 2014.

### ***Countywide Travel Ambassador Program***

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. The interview panel unanimously selected Nelson/Nygaard as the consultant to develop the Countywide Travel Ambassador Program for Solano County. The project is scheduled to commence in February 2014 and is expected to be implemented by May 2014.

### ***One-Stop Call Center***

The expansion of the SNCI Program's Call Center into the One-Stop Mobility Management Call Center is progressing with the staff moving to their new home across the hall from STA during the week of February 7<sup>th</sup>. One-full time staff has been hired to date, and three more part-time staff will be hired in the coming months to meet an expected increase workload. The SNCI Program will remain, but will evolve into the One-Stop Call Center by expanding the services they offer to include program referrals such as travel training or volunteer driver programs and providing transportation options to seniors, people with disabilities and low income.

### ***Potential Partnerships***

Since mid-September, STA has been meeting with potential partner agencies and non-profits in order to compile a family of services. This strategy is intended to identify existing transportation services that serve the senior, people with disabilities, and low-income population. Potential partner agencies were requested to provide STA with a proposal for opportunities to expand upon the services they currently offer, or new services they could offer, with further financial or logistical support from STA. To date STA has met with seven (7) organizations to discuss their Mobility Management Services.

### **Recommendation:**

Informational.

Attachments:

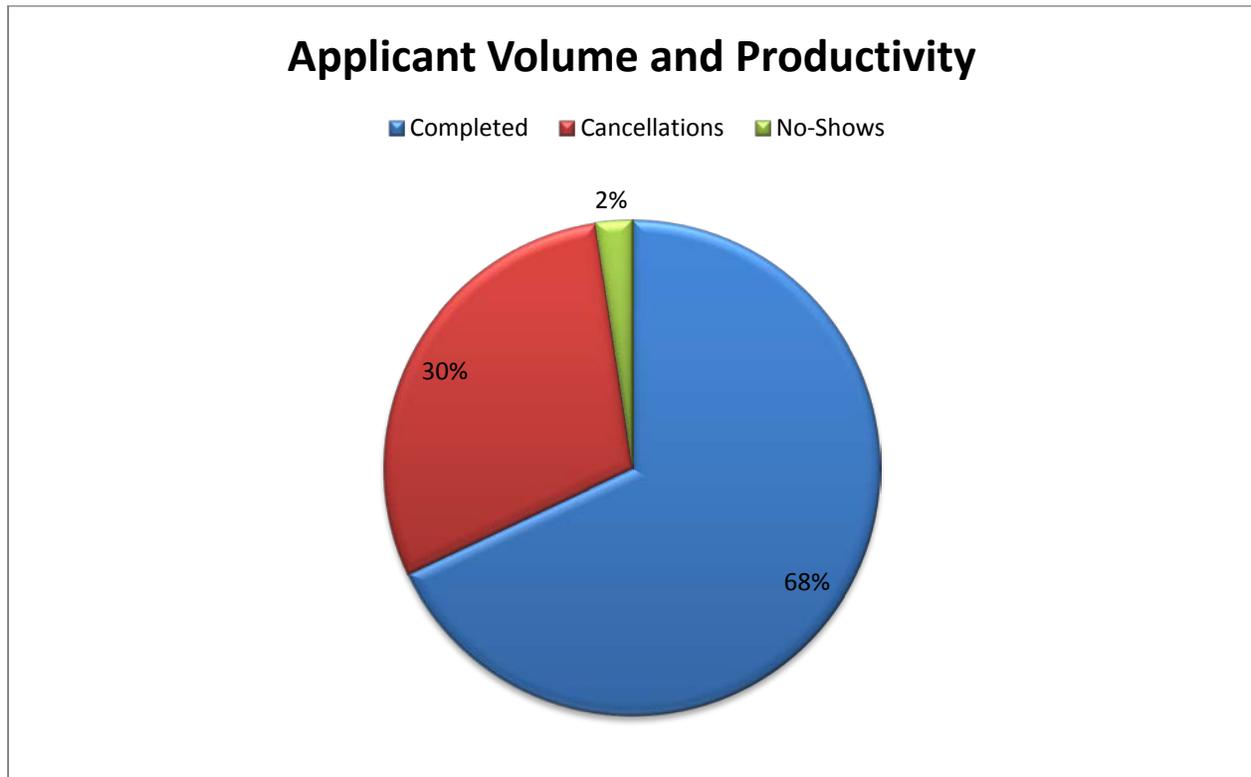
A. Countywide ADA In-Person Eligibility – January Progress Report

## Countywide In-Person ADA Eligibility Program January 2013 Progress Report

**Applicant Volume and Productivity:** Applicant volume for the month of January increased from December, while total number of assessments increased slightly. Between January 1<sup>st</sup> and January 31<sup>st</sup>, the Call Center scheduled 128 appointments, with a total 87 assessments taking place. Of the 128 scheduled appointments, 87 (68%) of the applicants appeared for their in-person assessment, three (2%) applicants were a no show, and 38 (30%) were cancellations. No shows and cancellations provides an incompleteness rate of 32%, which is the same as last month, and above 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
<b>Completed</b>	<b>87</b>	<b>2</b>	<b>41</b>	<b>0</b>	<b>24</b>	<b>20</b>
<b>Cancellations</b>	<b>38</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>14</b>
<b>No-Shows</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>
<b>Incompletion Rate</b>	<b>32%</b>	<b>33%</b>	<b>20%</b>	<b>0%</b>	<b>37%</b>	<b>41%</b>

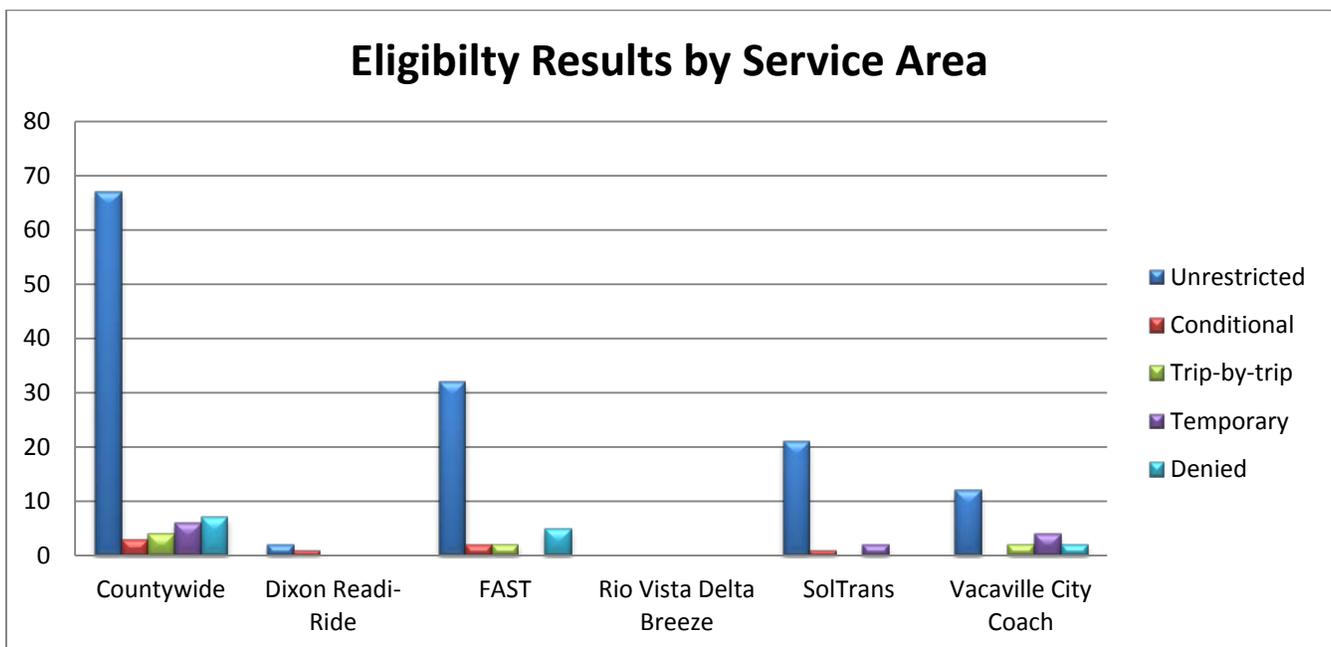


**New versus re-certification:** The percentage of new applicants has gone down to roughly the average of the previous 6 months. 77 of the 87 applicants (89%) were new applicants and 10 (11%) were applicants seeking recertification. Four (4) denials from the 87 completed applications came from the new applicant category and three (3) came from the recertification category.

Countywide Eligibility Results by Application Type					
NEW		Percentage	RECERTIFICATION		Percentage
Unrestricted	60	78%	Unrestricted	7	70%
Conditional	3	4%	Conditional	0	0%
Trip-by-trip	4	5%	Trip-by-trip	0	0%
Temporary	6	8%	Temporary	0	0%
Denied	4	5%	Denied	3	30%
<b>TOTAL</b>	<b>77</b>	<b>89%</b>	<b>TOTAL</b>	<b>10</b>	<b>11%</b>

**Eligibility determinations:** Of the 87 assessments that took place in the month of January, 67 (77%) were given unrestricted eligibility, 7 (8%) were denied, 4 (4%) were given trip-by-trip eligibility, 3 (3%) were given conditional eligibility, and 6 (7%) were given temporary eligibility.

Eligibility Results by Service Area						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
<b>Unrestricted</b>	<b>67</b>	<b>2</b>	<b>32</b>	<b>0</b>	<b>21</b>	<b>12</b>
<b>Conditional</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>Trip-by-trip</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Temporary</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>
<b>Denied</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>TOTAL</b>	<b>87</b>	<b>3</b>	<b>41</b>	<b>0</b>	<b>24</b>	<b>20</b>

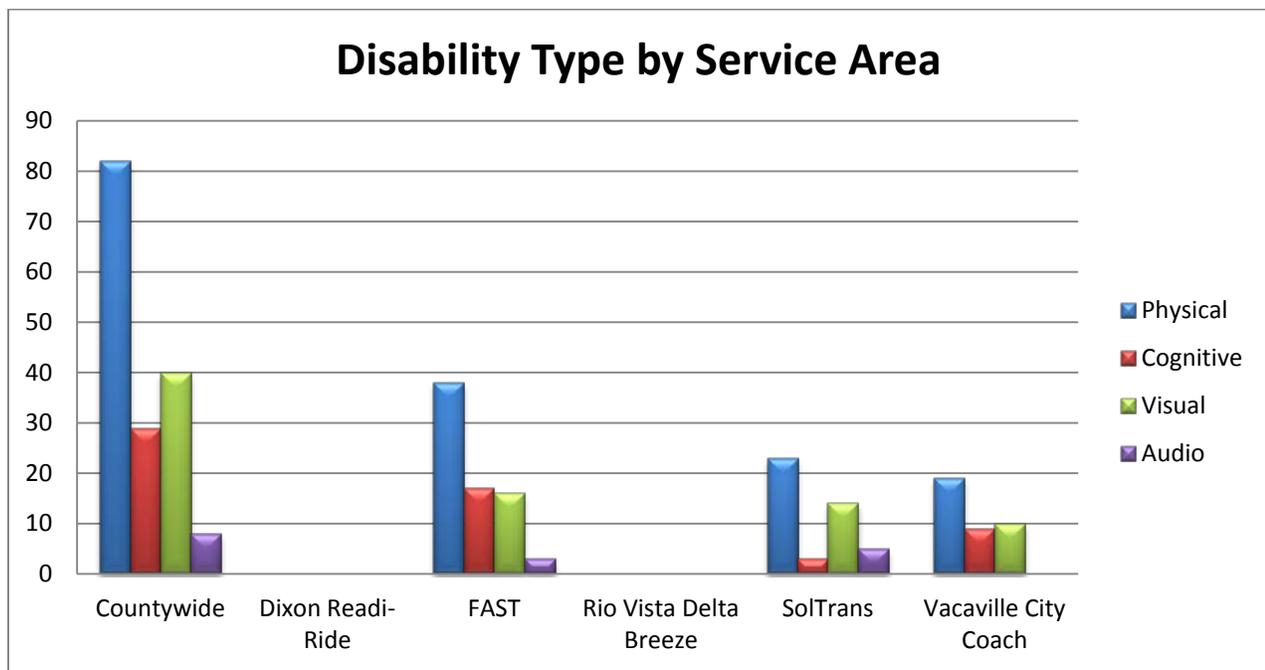


**Impact on paratransit:** As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant’s Personal Care Attendant (PCA) upon request. Forty-five percent (45%) of all assessments requested a paratransit trip to the assessment site in January. This is an increase from thirty-nine percent (39%) in December.

Transportation to and from In-Person Assessment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	48	0	22	0	14	12
Complementary Paratransit	39	3	19	0	10	8
Paratransit %	45%	100%	46%	0%	42%	40%

**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 visual disability (25%) and cognitive disability (18%). An auditory disability was the least commonly reported disability, with (5%) of the total. Visual disabilities reported, on average, have been increasing during the past 7 months of the program.

Disability Type Countywide and by Service Area						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	82	0	38	0	23	19
Cognitive	29	0	17	0	3	9
Visual	40	0	16	0	14	10
Audio	8	0	3	0	5	0



**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 January was approximately five (5) days; this is a decrease in wait time from December when the average was six (6) days. The longest amount of time clients had to wait for an appointment in January was 22 calendar days. The number of clients waiting more than 10 business days for their assessment decreased in January (11%) from last month (14%). 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	5	4	6	0	4	4
Longest	22 (1 client)	4	22	0	15	13
Past 10 Business Days	10					
% of Clients Past 10 Business Days	11%					

**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 January was 10 days; an improvement from 14 days in December. The longest an applicant had to wait for their determination letter was 20 days. Only one (1%) 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	10	7	10	0	11	9
Longest	20 (1)	7	20	0	13	13
# of Clients Past 21 Days	0	0	0	0	0	0
# of Clients Past 15 Days	1					
% of Clients Past 15 Days	1%					
% of Clients Under 15 Days	99%					

**Comment Card Summary:** There were a total of 10 ADA Comment Cards received by the STA during the month of January. Below is a summary of the scores provided by clients and the number each transit operator received.

<b>December Comment Card Summary</b>		
<b>Very Satisfied</b>	9	(FAST 3, Vacaville 5 , SolTrans 1)
<b>Satisfied</b>	1	(FAST 1)
<b>Neutral</b>	0	
<b>Dissatisfied</b>	0	
<b>Very Dissatisfied</b>	0	
<b>Total Received</b>	10	

**Total Number of SolTrans Reminder Cards Mailed out in December:** There were a total of twenty-three (23) reminder cards mailed out in the month of January. This is slightly higher than the December total (22).

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DATE: February 18, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Wayne Lewis, Fairfield and Suisun Transit  
RE: Discussion of Clipper Implementation in Solano County

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**Background/Discussion:**

Wayne Lewis of Fairfield and Suisun Transit has requested for the implementation of Clipper in Solano County be placed on the agenda for discussion by the Consortium.

**Recommendation:**

Informational.

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DATE: February 18, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's 2014 Legislative Priorities and Platform

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation issues. On February 12, 2014, the STA Board approved its 2014 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2014.

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:**

STA's state legislative advocate (Josh Shaw of Shaw/Yoder/Antwih, Inc.) is working with STA staff to schedule briefings on March 19th with each of Solano's state legislators and transportation agency staff to provide the current status of STA priority projects and advocate for STA's legislative priorities. A major emphasis this year will be a request that they support a portion of Cap and Trade revenues being dedicated to the regions which can better decide how to distribute the funds among their local jurisdictions.

STA's federal legislative advocate (Susan Lent of Akin Gump) is working with STA staff to schedule meetings that line up with STA's strategy and objectives for the annual lobbying trip to Washington, DC, which is scheduled the week of March 31-April 2, 2014. The priorities for discussion are MAP-21 Reauthorization and Implementation (including National Freight Network designation of I-80, Discretionary Freight and Transit Project Grants, Environmental Streamlining, and Transportation Alternative Program) and Project-Specific Advocacy (TIGER, Highway and Transit Projects). Attachment C provides detail on the purpose of the trip as well as the meetings being arranged with Solano Congressional delegates and transportation agencies.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. State Legislative Update
- B. Federal Legislative Update
- C. Memo - Purpose and Priorities for Board Trip to Washington, DC

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

January 28, 2014

**TO:** Board of Directors, Solano Transportation Authority

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

**RE: STATE LEGISLATIVE UPDATE – February 2014**

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Since our last report, the Legislature reconvened for the second year of the two-year session and began hearing bills held over from 2013. The deadline to pass bills introduced in 2013 out of the house of origin is January 31. The Legislature has until February 21 to introduce new legislation for consideration in 2014.

As we reported to the Board at its January 8 meeting, the Governor released his proposed 2014-15 Budget, which, in the transportation world, proposes: to appropriate \$850 million in Cap and Trade revenues, \$600 million of which are earmarked for transportation; the repayment of approximately \$351 million in transportation funds borrowed in recent years to be used for local streets and roads, traffic management, highway rehabilitation and maintenance, active transportation, and environmental mitigation; and, the appropriation of the remaining \$800 million in Proposition 1B bonds (mostly for transit capital purposes).

In conjunction with the budget process, California State Transportation Agency (CalSTA) Secretary Brian Kelly has been working with stakeholders to finalize transportation infrastructure recommendations to the Governor via the California Transportation Infrastructure Priorities (CTIP) working group. The Secretary will release his final report in the coming months and will focus on five key areas of the transportation system: preservation, innovation, integration, reform, and funding. We participate in that process and will keep you updated as the CalSTA Secretary's CTIP recommendations develop.

The Board has been monitoring several bills held over from the 2013 session. We provide in the following pages an update on those bills, as well as additional information on the Governor's Cap and Trade proposal and Secretary Kelly's CTIP process.

Finally, as new bills are introduced in the coming months, we will be referring the transportation-related measures to your staff, and we look forward to working with you and staff in developing Authority positions on the most critical measures.

## **Bills of Interest**

1. **SB 556 (Corbett)** was amended at one point last year to require *all public agencies*, including public transit systems, to “label” employees and vehicles which are independent contractors or operated by independent contractors with a "NOT A GOVERNMENT EMPLOYEE" or "THE OPERATOR OF THIS VEHICLE IS NOT A GOVERNMENT EMPLOYEE" disclosure.

**The STA Board Opposed that version of the bill**, due to its adverse impact on transit systems. In the face of substantial opposition around the state, the author narrowed the bill’s scope late in the session; it now applies only to public health or safety service providers. **The Author’s office indicates there is currently no intention to move this bill in 2014.**

2. **AB 431 (Mullin)** was introduced as a regional transportation funding bill. **The STA Board Opposed that version of the bill**. However, the bill was subsequently amended to apply to an entirely different subject matter (by revising various provisions of County Employees Retirement Law). **This bill failed passage and is no longer active.**
3. **AB 574 (Lowenthal)** would require the Air Resources Board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish criteria for the development and implementation of regional grant programs for the use of Cap and Trade revenues. **The STA Board Supported this bill**. **This bill failed passage and is no longer active.** (See below for more on Cap and Trade developments.)
4. **AB 935 (Frazier)** would change the composition of the WETA board of directors, adding additional Senate and Assembly appointments. Because the bill specifically authorized the STA to develop the list of nominees for the seat to be appointed from Solano County, **the STA Board Supports this bill**. **This bill was referred to the Senate Transportation and Housing Committee. No hearing has been set in 2014.**

In the meantime, we have been working with the Governor’s Office to ensure that Solano County continues to be represented on the board, as the Governor’s appointees are all due for consideration early this year.

5. **SB 791 (Wyland)** would have reduced transportation funding by eliminating the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease based on the reported rate. **The STA Board Opposed this bill**. **This bill failed passage and is no longer active.**
6. **SCA 4 (Liu) and SCA 8 (Corbett)** would lower the two-thirds voter threshold to raise taxes to fund transportation projects to fifty-five percent. **The STA Board Supports both of these bills**. One of the bills was subsequently amended to add “strings” to the expenditure of local funds raised with the lowered threshold; the Board should discuss over the coming months its priorities relative to these state impositions. **Both measures are currently in the Senate Appropriations Committee.**

## **Transportation Funding in 2014**

### **Cap and Trade**

The 2014-15 Governor's Budget proposes the appropriation of \$850 million in Cap and Trade revenues (\$100 from a General Fund loan repayment, and \$750 million in new auction revenues) to be used as follows:

- \$100 million to the Strategic Growth Council for Sustainable Communities Strategies/ SB 375 implementation, including transit, active transportation, affordable housing near transit, agricultural land preservation, and local planning;
- \$200 million to the Air Resources Board for programs that accelerate low-carbon freight and passenger transportation, including purchase credits for zero-emission vehicles (including trucks and buses);
- \$300 million for rail modernization, with \$250 million for high-speed rail and \$50 million to Caltrans for local and regional rail systems integration and connectivity to high-speed rail;
- \$110 million for natural resources protection and restoration, as well as waste diversion; and,
- \$140 million for energy efficiency.

As noted above, \$100 million is proposed for Sustainable Communities Strategies programs consistent with SB 375. These funds are to be administered by the Strategic Growth Council (SGC) to manage the Sustainable Communities Implementation Program, a new competitive program that would support land-use, housing, transportation, and agricultural land preservation practices that reduce GHG emissions through infill and compact development. The SGC will develop and adopt program guidelines, in coordination with other state agencies and local entities, to fund investments in transit projects that increase ridership, pedestrian and bicycle facilities, transit-oriented development, and prevention of agricultural land conversion. The SGC will work with MPOs and other regional agencies to identify and recommend projects for funding. The SGC proposes using 50 percent of program revenues to benefit disadvantaged communities.

The Governor's proposed expenditure of Cap and Trade revenues for SB 375 implementation may differ from the program adopted by the Metropolitan Transportation Commission (MTC), which anticipates the receipt of \$3 billion from the program through 2040 based on a formula-share of available Cap and Trade revenues. Compared to the MTC expenditure plan for Cap and Trade, the Governor's plan appears to provide only a small amount of funding for transit and transit-oriented development (including affordable housing) in 2014-15, and does not provide specific funding for transit operations and improved goods movement. And, the role of MPOs like MTC is unclear in the Governor's proposal.

We suggest that the Board and staff engage us in a dialogue to determine STA's advocacy approach in the Legislature with regard to the Governor's proposed Cap and Trade program.

### **Infrastructure Financing Districts**

In addition to Cap and Trade expenditures, another important element in the Governor's Budget is a proposal to revamp Infrastructure Financing Districts (IFD), by expanding the types of projects that can be financed using an IFD and lowering the voter-threshold for funding a project in an IFD. An IFD is a tool currently available to local governments for using tax-increment funding to finance specific types of projects, limited to: highway and transit projects; water, flood control, sewer, and solid waste projects; child care facilities; and, libraries and parks. Currently, a local government must receive two-thirds voter approval of the effected electorate. The Governor's proposal would add military base reuse, urban infill, transit priority projects, and affordable housing to the types of projects that can be funded through an IFD. Local governments would need to meet certain requirements with regard to the dissolution of redevelopment agencies in order to invoke the proposed changes to IFD law (mainly a lower-voter threshold and expanded project eligibility).

### **California Transportation Infrastructure Priorities**

Secretary Kelly convened the CTIP working group on January 22 to allow stakeholders to preview the draft report and offer comments and suggestions on the draft. The report was not retained by members of the working group and will be held in confidence until it is released publicly.

At the center of the CTIP draft report were five key principles:

- Preservation – preserving local and regional assets and placing an emphasis on “fix-it-first” for state highways;
- Innovation – improving the use of technology to manage congestion, improving mobility services, and high-speed rail;
- Integration – coordinated planning at all levels of government, consideration of goods movement in planning and funding, advanced mitigation, and integrating high-speed rail and transit;
- Reform – changes at Caltrans as the transportation system becomes more regional and improving the state/local role; and,
- Funding – use of Cap and Trade, repaying debt, appropriation of remaining Proposition 1B bonds, exploration of a VMT-fee pilot program, congestion pricing, infrastructure financing districts, lower voter-thresholds, and performance measures for the State Transportation Improvement Program (STIP).

The Secretary is scheduled to reconvene the working group in the coming weeks to continue development of the CTIP report, as well as organize focus groups to look closer at specific elements of the report, such as the VMT-fee and STIP performance measures.

### **SolTrans Park & Ride Legislation**

We are working with your staff and the Solano County Transit (SolTrans) staff to frame up state legislation that ensures state-owned property in Vallejo can be turned over to SolTrans for long-term operation, maintenance and improvements. Specifically, SolTrans would construct improvements to modernize and expand the existing park & ride lots on Curtola Parkway on either side of Lemon Street.

## M E M O R A N D U M

January 29, 2014

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

During the month of January we drafted comments on the Department of Transportation's proposed designation of the primary freight network. We also brought to STA staff's attention new grant funding opportunities and developments at DOT regarding the environmental review process. We had discussions with STA staff regarding the Board's upcoming trip to Washington, D.C. for meeting with legislators and agency officials.

**Fiscal Year 2014 Appropriations**

On January 17, 2014, President Obama signed an omnibus spending bill for fiscal year 2014 that made available \$1.01 trillion, which is consistent with the December budget agreement. The House approved the spending bill on January 15 by a vote of 359-67. The Senate approved the bill by a vote of 72-26 on January 16.

The legislation makes available \$41 billion in highway funding and \$8.6 billion in transit funding, consistent with MAP-21. The bill also includes \$600 million for the TIGER grant program, a \$126 million increase over fiscal year 2013.

**Fiscal Year 2015 Appropriations**

The Leadership of the House and Senate Appropriations Committees have stated that they soon will begin work on the fiscal year 2015 spending bills based on the funding levels in the December budget agreement. The two year budget agreement set domestic and defense-related spending for fiscal year 2015 at \$492.5 billion and \$521.4 billion, respectively.

The President has said that he will release his 2015 budget request on March 4. The budget will call for reauthorization of MAP-21, which will expire on September 30. The Administration has proposed rewriting the tax code and using new revenues for infrastructure. The budget request may include more details surrounding the proposal; however, revision of the tax code appears unlikely. Senate Finance Committee Chairman Max Baucus (D-MT) and House Ways and Means Committee Chairman Dave Camp (R-MI) had discussions regarding comprehensive tax reform legislation in 2013, but were unable to reach agreement on a joint proposal. Chairman

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Baucus's confirmation as U.S. Ambassador to China and Sen. Ron Wyden's (D-OR) anticipated appointment as Finance Chairman likely will require a restart to any tax reform discussions.

### **Surface Transportation Act Reauthorization**

On January 14, 2014, House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) convened the first in a series of hearings on the reauthorization of the surface transportation bill. Chairman Shuster stated his intention to bring a bill to the House floor before the August recess and enact it by September. He stated that he hopes to hold a series of hearings and roundtable discussions over the coming months and to draft a bill in the Spring. Chairman Shuster highlighted some key principles, including freight mobility, fiscal responsibility, reduction of regulatory barriers and increasing flexibility in how the funding is spent and projects are approved.

Witnesses at the January 14 hearing, Oklahoma Governor Mary Fallin, testifying on behalf of the National Association of Governors, Atlanta Mayor Kasim Reed, testifying on behalf of the U.S. Conference of Mayors, Caterpillar Group President Stuart Levinick, and Amalgamated Transit Union International President Lawrence Hanley, urged the Committee to enact a six-year transportation bill with sustainable funding.

### **Public-Private Partnerships Special Panel**

On January 16, Chairman Shuster announced the formation of a special panel to focus on the use of and opportunities for public-private partnerships (P3s) across all modes of transportation, economic development, public buildings, water, and maritime infrastructure and equipment. Rep. John J. Duncan, Jr. (R-TN) was appointed chairman of the panel and Rep. Michael Capuano (D-MA) will serve as the ranking member. Rep. Duncan also led the Committee's first special panel, which examined U.S. freight transportation and concluded its work in October. Chairman Shuster has said that he will use the information learned by the Panel to develop future legislation, including the reauthorization of MAP-21.

The Panel will examine the current state of P3s in the United States to identify: 1) the role P3s play in development and delivery of transportation and infrastructure projects in the U.S., and on the U.S. economy; 2) if and how P3s enhance delivery and management of transportation and infrastructure projects beyond the capabilities of government agencies or the private sector acting independently; and 3) how to balance the needs of the public and private sectors when considering, developing, and implementing P3 projects.

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### **MAP-21 Implementation**

During a January 16 hearing before the Senate Banking Committee on the implementation of MAP-21's transit provisions, Chairman Tim Johnson (D-SD) and Sen. Larry Crapo (R-IN), the Committee's Ranking Member, urged the FTA to tailor regulations implemented under MAP-21 to the size of the transit agency, so that smaller, rural transit systems are not overburdened. Then FTA Administrator Peter Rogoff agreed that adding additional bureaucracy may distract operators from their core mission. Rogoff testified that the FTA is making progress in the implementation of MAP-21, but added that budget constraints have delayed some of the rulemakings. He reported that FTA is currently reviewing comments on the ANPRM on Safety and Transit Asset Management. During his testimony, Rogoff acknowledged concerns that investment in transit is not keeping pace with demands, estimating an \$86 billion backlog in system needs and a \$2.5 billion annual shortfall in investment. Rogoff warned the Committee that the balance of both the highway and transit accounts of the Highway Trust Fund is low and although the reauthorization was intended to be sufficient to last until the end of the fiscal year, there are concerns that the highway account will not have sufficient revenues to meet obligations sometime this summer due to declining revenue from the gasoline tax.

### **Legislation Introduced**

On January 14, Representatives Richard Hanna (R-NY) and Janice Hahn (D-CA) introduced a bill (H.R. 3872) to reauthorize state infrastructure banks to help fund local transportation initiatives. *The State Transportation and Infrastructure Financing Innovation Act* (STIFIA) would amend MAP-21 to authorize states to establish infrastructure banks using existing federal transportation dollars through 2014. The bill would authorize states to use up to 10 percent of a state's existing federal transportation dollars to establish a bank to provide loans, short- or long-term construction debt financing, or lines of credit to highway or transit projects in local communities. Authority for the program expired in 2009. Prior to the expiration, banks operated in California, New York, Arizona, Delaware, Arkansas, Oklahoma, Tennessee, Indiana, Rhode Island and Iowa. Similar legislation (S. 1553) has been introduced in the Senate by Sen. Kelly Ayotte (R-NH).

On January 19, Senators Michael Bennet (D-CO) and Roy Blunt (R-MO) introduced legislation that would utilize the repatriated earnings of multinational companies to finance infrastructure. *The Partnership to Build America Act* (S. 1957) would create a \$50 billion fund, financed by bonds purchased by corporations seeking to repatriate foreign profit. In return, the corporations would receive a limited tax exemption as an incentive to repatriate the earnings. The fund would be used to provide loan guarantees or low-cost loans for a broad range of infrastructure projects backed by state and local governments, including roads, port facilities, school, communications

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and water projects. Thirty-five percent of the funds would be directed to public private partnerships. The bill has 10 cosponsors and was referred to the Senate Committee on Finance. A similar proposal was introduced in the House by Rep. John Delany (D-MD). The House bill has 51 cosponsors and is pending before the House Transportation and Infrastructure Committee.



## M E M O R A N D U M

January 31, 2014

**To:** Solano Transportation Authority  
**From:** Susan H. Lent  
**Re:** Purpose and Priorities for Board Trip to Washington, D.C.

This memorandum outlines the purpose of the STA Board trip to Washington, D.C. and our recommendations regarding priorities for the trip.

I. Purpose of Trip

STA Board members traditionally have made an annual trip to Washington to brief members of Congress, committee staff and agency officials regarding STA priorities. The purpose of the trip has evolved over the years. In previous years we met with Members of Congress and largely advocated for earmarks for transportation projects. After Congress banned earmarks we began meeting with the Department of Transportation and other federal agencies to advocate for discretionary grants. While MAP-21 eliminated many of the discretionary programs and distributes most of the funding to the states by formula, the annual D.C. trip remains critical for several reasons. First, MAP-21 expires on September 30, 2014 and it is important that stakeholders like STA communicate about its transportation needs and the importance of passing a law that provides stable and reliable funding. Second, STA has the opportunity to recommend changes to MAP-21 to Senator Boxer, who chairs the Environment and Public Works Committee, and Congressman Garamendi, who serves on the House Transportation and Infrastructure Committee, as well as Committee staff. Third, STA should update the Federal Transit Administration (FTA) regarding its interest in undertaking P3s for developing and operating its transit stations. Fourth, DOT will award another round of TIGER grants and STA should brief DOT on the project it decides to pursue (assuming it decides to pursue a project).

II. Priorities for Trip

A. MAP-21 Reauthorization

1. Timely Authorization with Reliable Funding -- With MAP-21 set to expire in eight months and revenues from the gas tax insufficient to support transportation spending, Congress has a significant challenge to identify revenues that would keep spending even close to level with what it has been under MAP-21. This is also an election

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year, which means that Congress will recess early – likely in late September or early October. We should communicate why Solano County needs Congress to reauthorize MAP-21 and provide funding at least at the same level as under MAP-21.

2. Designation of Freight Network that includes critical trade corridors such as I-80, and does not break up corridors to satisfy an arbitrary requirement (i.e., 21,000 centerline miles).
3. Discretionary Grant Program for Freight Projects – With several priority projects located on I-80, STA would benefit from a discretionary grant program under which DOT would award grants to projects that will facilitate goods movement, reduce congestion and enhance safety.
4. Environmental Streamlining – MAP-21 includes provisions that are intended to expedite project delivery; however, the legislation did not go as far as the House had proposed. We should discuss the specific challenges that STA has had in delivering projects and recommend changes in the law.
5. Discretionary Grants for Transit – We should support the American Public Transportation Association’s position that some transit funding should be distributed through discretionary grants. Discretionary grants are critical so that transit agencies can meet larger needs (big bus purchases and construction of transit facilities) that it cannot meet with its formula allocation.
6. Transportation Alternatives Program – Support continued set-aside as this funding is critical for Safe Routes to Schools and active transportation programs.

Identify other issue areas of importance to STA.

B. Positions on Implementation of MAP-21

1. Designation of National Freight Network – We should discuss with Members and committee staff the fact that the freight network should include trade corridors in their entirety and not break them up to meet an arbitrary number of maximum miles in the network.
2. DOT should act promptly to undertake the required rulemaking to expedite project delivery.

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C. Project-Specific Advocacy

1. TIGER Project – We should discuss the TIGER project STA selects with members of Congress and DOT.
2. Highway Projects – We should update members of Congress regarding STA’s highway projects and funding needs. We should express the importance of discretionary funding (whether the projects are selected by Congress or DOT) for meeting funding needs of larger scale nationally and regionally significant projects.
3. Transit Projects –
  - i. Brief members of Congress and committee staff and FTA regarding STA’s plans for developing its transit centers as P3s. This would be another area where we can highlight the value of discretionary funding. There are opportunities for STA to utilize property and projects that receive federal funds for joint development and to realize value through revenue capture. We ultimately will need FTA approval.
  - ii. Brief members of Congress and committee staff on STA’s interest in pursuing funding for clean fuel transit buses.

III. Proposed Meetings

We recommend scheduling the following meetings:

Senate

- Senator Boxer or staff
- Senator Feinstein or staff
- Environment and Public Works Committee staff (Highway program)
- Banking Committee staff (Transit program)

House

- Congressman Mike Thompson

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- Congressman John Garamendi
- House Committee on Transportation and Infrastructure staff

Department of Transportation

- Therese McMillan (FTA)
- DOT Policy office regarding TIGER program

We will add additional meetings based on your input and prepare talking points for the meetings.

Please let us know if you have any questions.



DATE: February 18, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Robert Macaulay, Director of Planning  
RE: Air Quality Fund Update

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**Background:**

Solano County sits in two air basins: the Bay Area air basin, regulated by the Bay Area Air Quality Management District (BAAQMD) and the Sacramento air basin, regulated in part by the Yolo Solano Air Quality Management District (YSAQMD). BAAQMD covers the cities of Benicia, Fairfield, Suisun City and Vallejo, plus western Solano County. YSAQMD jurisdictions are Dixon, Rio Vista, Vacaville and eastern Solano County.

The state legislature has authorized the BAAQMD to collect a \$4 surcharge on motor vehicle registration, to be used to fund clean air programs in the District' boundaries. These are known as Transportation Fund for Clean Air (TFCA) funds. By law, 40% of the TFCA funds are allocated to the jurisdiction of origin, and are programmed to qualifying projects by the Congestion Management Agency (CMA). BAAQMD releases updated programming regulations on a yearly basis. In the past, Solano BAAQMD funds have gone to projects such as the Solano Napa Commuter Information (SNCI) ridesharing program, electrical vehicle charging station installation, and signal light prioritization for transit vehicles near major transit hubs.

The YSAQMD is also provided funds a \$4 vehicle registration surcharge. In addition, the YSAQMD receives funds from a special property tax (AB 8) generated from Solano County properties located in the YSAQMD. These are jointly referred to as YSAQMD Clean Air Funds. These funds have been programmed for purposes similar to the BAAQMD, as well as vehicle replacement, public education and outreach, and projects such as the Rio Vista Waterfront Promenade Phase 1. The YSAQMD and the STA created a screening committee to make recommendations on projects in Solano County.

**Discussion:**

For 2014, the BAAQMD estimates \$150,000 to \$300,000 of TFCA funds available for STA to allocate to qualifying projects. STA is completing the Expenditure Plan application for submittal to BAAQMD, and preparing a Call for Projects as required by the TFCA program guidelines. As with other fund sources, STA will evaluate all applications, but anticipates giving priority consideration to projects or programs that are contained in adopted STA countywide plans such as the Alternative Fuels, Bicycle and Safe Routes to Schools plans.

For 2014, the YSDAQMD Clean Air Fund estimate is \$442,080. Applications must be submitted to the YSAQMD, which will then screen projects for eligibility. Those projects deemed eligible will be forwarded to STA for initial assessment. STA and

YSAQMD staff will develop a recommended list for funding, to be presented to a Solano screening committee in April, and to the full YSAQMD Board in May or June. As with other fund sources, STA will evaluate all applications, but anticipates giving priority consideration to projects or programs that are contained in adopted STA countywide plans such as the Alternative Fuels, Bicycle and Safe Routes to Schools plans

**Recommendation:**

Informational.