



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

**1:30 p.m., Tuesday, May 27, 2014
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

ITEM

STAFF PERSON

1. CALL TO ORDER

Judy Leaks, Chair,

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT
(1:30 –1:35 p.m.)

4. REPORTS FROM STA STAFF AND OTHER AGENCIES
(1:35 –1:40 p.m.)

- **Mobility Management – Website Status**

Jayne Bauer

5. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.

(1:40 –1:45 p.m.)

A. Minutes of the Consortium Meeting of April 29, 2014

Johanna Masielat

Recommendation:

Approve the Consortium Meeting Minutes of April 29, 2014.

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CONSORTIUM MEMBERS

Janet Koster
(Vice Chair)
Dixon
Readi-Ride

Wayne Lewis
Fairfield and
Suisun Transit
(FAST)

John Harris
Rio Vista
Delta Breeze

Mona Babauta
Solano County
Transit
(SolTrans)

Brian McLean
Vacaville
City Coach

Matt Tuggle
County of
Solano

Judy Leaks
(Chair)
SNCI

Liz Niedziela
STA

B. City of Fairfield’s SolanoExpress Signage and Schedules Funding Request

Liz Niedziela

Recommendation:

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

1. \$6,533 of State Transit Assistance Funds to the City of Fairfield to reimburse cost for FAST SolanoExpress signage and schedules; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$6,533 for the FAST SolanoExpress signage and schedules.

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C. Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - June 2014

Liz Niedziela

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2014-15 Solano TDA Matrix – June 2014 as shown in Attachment A for City of Vacaville and Solano Transportation Authority.

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D. Legislative Update

Jayne Bauer

Recommendation:

Forward a recommendation to the STA TAC and Board for support of the following:

- Senate Bill (SB) 1077 (DeSaulnier) - To develop a pilot program implementing a Mileage-Based Fee (MBF) in California to replace the state’s existing fuel excise tax.
- Assembly Bill (AB) 2197 (Mullin) – to require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to affix temporary license plates to vehicles.

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E. FY 2014-15 Intercity Funding Agreement and FY 2013-14 Reconciliation

Liz Niedziela,
Nancy Whelan,
Nancy Whelan
Consulting

Recommendation:

Approve the SolanoExpress Cost Sharing Reconciliation of FY 2012-13 subsidies by jurisdiction plus amount owed for FY 2014-15 Summary as shown in Attachment A.5 Tab 6.

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6. ACTION FINANCIAL

A. Public Private Partnership (P3) SolTrans Implementation

Robert Guerrero

Recommendation:

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

1. Programming of \$100,000 of FY 2014-15 STAF funds for the P3 Implementation Scope of Work as match funding for \$25,000 to be provided by SolTrans;
2. Authorize the STA Executive Director to enter into a funding agreement with Soltrans to implement P3 options for the Curtola/Lemon St. Transit Center; and
3. Authorize the STA Executive Director to amend KPMG's existing contract to assist in implementing P3 options as outlined in the Attachment A for an amount not to exceed \$125,000.

(1:45 - 1:50 p.m.)

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7. ACTION NON-FINANCIAL

A. Transit Corridor Study – Selection of Service Alternative and Implementation Steps

Nancy Whelan,
Nancy Whlen
Consulting and
Tony Bruzzone,
ARUP

Recommendation:

Forward a recommendation to the STA TAC and Board to:

1. Select Alternative B – BART-like Trunk System as the preferred service alternative for the intercity transit system; and
2. Authorize the development and issuance of a Request for Proposal (RFP) for a consultant to complete the planning, coordination, and transition activities needed to implement Alternative B for the intercity transit system.

(1:50 - 2:00 p.m.)

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

Elizabeth Richards

Recommendation:

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

1. The STA request CTSA designation from MTC for Solano County as prescribed in Attachment H;
2. Authorize the Executive Director to establish a CTSA Advisory Committee as outlined in Attachment H.

(2:00 - 2:05 p.m.)

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- C. Regional Transportation Impact Fee (RTIF): Consortium Discussion of Transit Center Priorities** Robert Guerrero
Recommendation:
 Approve the Benicia Industrial Park Bus Hub Project and the Fairfield Transit Center Project as Working Group 6- Express Bus Transit Centers and Train Station Priority Projects with the following RTIF Commitment:
 1. Benicia Industrial Park Bus Hub Project - \$100,000
 2. Fairfield Transportation Center - \$400,000
 (2:05 - 2:10 p.m.)
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8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

- A. Intercity Paratransit Assessment Update and Recommendation** Nancy Whelan,
 (2:10 - 2:20 p.m.) Nancy Whelan
Pg. 185 Consulting
- B. Mobility Management Travel Training Update** Tiffany Gephart
 (2:20 - 2:25 p.m.)
Pg. 187
- C. Status of Fiscal Year (FY) 2014-15 State Transit Assistance Funds (STAF)** Liz Niedziela
 (2:25 - 2:30 p.m.)
Pg. 189
- D. Solano County Transit Facilities Update** Janet Adams
 (2:30 - 2:35 p.m.)
Pg. 195
- E. STA’s Overall Work Plan – FY 2014-15 and FY 2015-16** Janet Adams
 (2:35 - 2:40 p.m.)
Pg. 197
- F. Clipper Implementation Update** Wayne Lewis, FAST
 (2:40 - 2:45 p.m.)
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NO DISCUSSION ITEMS

- G. Mobility Management Call Center Update** Debbie McQuilkin
Pg. 235
- H. 2014 Bike to Work Day Campaign Wrap-up** Paulette Cooper
Pg. 237

I. Summary of Funding Opportunities
Pg. 239

Andrew Hart

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

Group

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

June

- A. Intercity Paratransit Update
- B. Adoption of STA's Overall Work Plan – FY 2014-15 and FY 2015-16
- C. Discussion of Transit Element – CTP
- D. Review of Intercity Ridership Survey Results
- E. Mobility Management Update
- F. Update on Rio Vista Delta Breeze

July – No Meeting (Summer Recess)

August

- A. Adoption of Transit Element – CTP
- B. Review and Discussion of SolanoExpress Marketing Plan for FY 2014-15

11. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, June 24, 2014.**

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**INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of April 29, 2014**

1. CALL TO ORDER

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

Members Present:

Janet Koster	Dixon Read-Ride
Wayne Lewis	Fairfield and Suisun Transit
John Harris	Rio Vista Delta Breeze
Brian McLean	Vacaville City Coach
Judy Leaks, Chair	SNCI
Elizabeth Romero	SolTrans
Liz Niedziela	STA
Matt Tuggle	County of Solano

Members Absent: None.

Also Present (In Alphabetical Order by Last Name):

Daryl Halls	STA
Robert Guerrero	STA
Anthony Adams	STA
Tiffany Gephart	STA
Debbie McQuilkin	STA
Johanna Masiclat	STA
Elizabeth Richards	STA Project Manager
Nancy Whelan	STA Project Manager

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

Helene Buckman	SolTrans
Father Robert Fuentes	Faith in Action
Nathan Newell	County of Solano
Lisa Tagorda	FAST

2. APPROVAL OF THE AGENDA

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

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Liz Niedziela announced that the deadline for 5311 Grant Funding Applications are due May 9th.

5. CONSENT CALENDAR

On a motion by Wayne Lewis, and a second by John Harris, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A through C.

The following are questions and comments raised after the Consent Calendar was approved.

1. Item B, City of Fairfield’s SolanoExpress Schedules Funding Request

At the request of SolTrans’ Elizabeth Romero, Item B was pulled for question. Elizabeth Romero asked if STA is funding SolanoExpress schedules. Daryl Halls responded yes, if requested by FAST or SolTrans, and said to send a request letter to Liz Niedziela for Board consideration. Chair Leaks added that STA has been printing SolTrans’ schedules for the past 6 months at SNCI’s expense.

2. Item C, Fiscal Year (FY) 2013-14 Transportation Development Act (TDA) Matrix - May 2014

Liz Niedziela noted that Solano County is submitting claims against the operators for the Intercity Taxi Scrip Program and to keep in mind to subtract the amount from their FY 2014-15 TDA estimates.

A. Minutes of the Consortium Meeting of March 25, 2014

Recommendation:

Approve the Consortium Meeting Minutes of March 25, 2014.

B. City of Fairfield’s SolanoExpress Schedules Funding Request

Recommendation:

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

1. \$5,661 of State Transit Assistance Funds to the City of Fairfield to reimburse cost for revising FAST Solano Express schedules; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$5,661 for the FAST Solano Express schedules.

C. Fiscal Year (FY) 2013-14 Transportation Development Act (TDA) Matrix - May 2014

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve the FY 2013-14 Solano TDA Matrix – May 2014 for County of Solano as shown in Attachment B.

6. ACTION FINANCIAL ITEMS

A. Approval of Public Private Partnership (P3) Feasibility Study of Solano County Transit Centers

Robert Guerrero summarized the review process for the P3 Feasibility Study Report over the last year. He commented that all three elements have been brought to the Consortium and the STA Technical Advisory Committee and staff is recommending for STA Board approval in May. He noted that if approved, STA staff will continue to work with local agencies to implement P3 candidate projects. He added that SolTrans and the City of Benicia has expressed interest in implementing P3 components as part of the Curtola Park and Ride Transit Center and Benicia Intermodal Project.

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve the STA Public Private Partnership (P3) Feasibility Report.

On a motion by Matt Tuggle, and a second by John Harris, the SolanoExpress Intercity Transit Consortium approved the recommendation. (8 Ayes)

7. ACTION NON-FINANCIAL ITEMS

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

Elizabeth Richards noted that STA staff is planning to discuss the draft proposal outlining a CTSA's potential goals, operations, and representation and present the Consortium's comments to the STA Board at their meeting in May.

Recommendation:

Recommend forwarding the attached summary of comments from the Consortium regarding STA seeking designation as a CTSA by MTC for Mobility Management as shown on Attachments F and G.

On a motion by Janet Koster, and a second by John Harris, the SolanoExpress Intercity Transit Consortium approved the recommendation. (8 Ayes)

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

A. Regional Transportation Impact Fee: Consortium Discussion of Transit Centers Priorities

After discussion, the Consortium considered the three options and unanimously agreed to move forward with funding the Benicia Industrial Park Bus Hub Project and the Fairfield Transportation Center Parking Expansion as follows:

- Benicia Industrial Park Bus Hub Project was recommended as the first priority for up to \$100,000 in RTIF to assist in funding the construction phase of the project; and
- The FTC Project to expand parking was recommended as the second priority for up to \$400,000 in RTIF to complete a design build package for the additional 1200 spaces.

B. Clipper Implementation Update

Wayne Lewis reported that there has been a delay in the implementation of Clipper. He noted that the soft roll out is now tentatively scheduled for October and full roll out in November this year.

NO DISCUSSION ITEMS

C. Intercity Transit Funding Working Group FY 2014-15

D. Intercity Paratransit Service Assessment Update

E. Mobility Management Program Update - In-Person ADA Eligibility

F. Mobility Management Call Center Update

G. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2014-15

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

11. ADJOURNMENT

The meeting was adjourned at 2:00 p.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, May 28, 2014.**



DATE: May 19, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: City of Fairfield's SolanoExpress Signage and Schedules Funding Request

Background:

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

STAF funds had been used for a wide range of activities, including providing funds for countywide transit studies, transit marketing activities, ridership surveys, matching funds for intercity buses, and STA transit planning and coordination activities.

In recent years, significant amount of STAF funds have been set aside by STA to be used for the local match for the replacement of SolanoExpress buses. In future years, STA has committed to dedicating \$500,000-\$600,000 per year towards the SolanoExpress Capital Replacement Plan. In addition, STA has committed to being the lead funding agency for the implementation of the new Mobility Management Program. STAF funding was recommended for the implementation of the Mobility Management Program which included American Disabilities Act (ADA) Eligibility Program and the start-up of the Travel Training Program.

Discussion:

On April 25, 2014, STA received a letter from the City of Fairfield requesting \$6,533 to fund the Fairfield and Suisun Transit (FAST) SolanoExpress Signage and Schedules (Attachment A). Last month, FAST requested funding to revise and update all the FAST SolanoExpress schedules for consistency. The STA Board approved the request in May 2014. This new request is part of STA SolanoExpress marketing project to install bus schedules at SolanoExpress bus stops. FAST's request includes the design, printing and installation of SolanoExpress bus schedule. The frames for the bus schedules have already been purchased. In addition, FAST is requesting funding for SolanoExpress bus signage. STA staff is recommending the STA Board authorizing this request from FAST.

Fiscal Impact:

The cost of this proposal is \$6,533 to be funded by with State Transit Assistance Funds (STAF) out of Fiscal Year (FY) 2013-14 SolanoExpress Marketing Budget.

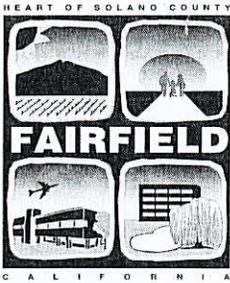
Recommendation:

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

1. \$6,533 of State Transit Assistance Funds to the City of Fairfield to reimburse cost for FAST SolanoExpress signage and schedules; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$6,533 for the FAST SolanoExpress signage and schedules.

Attachment:

- A. City of Fairfield Letter to STA re. Request for SolanoExpress Funding dated April 21, 2014



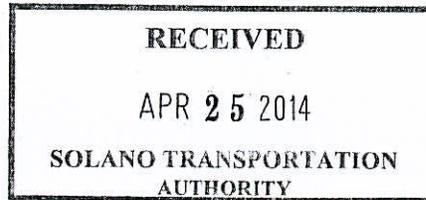
Home of
Travis Air Force Base

CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533



707.428.7635
FAX 707.426.3298

COUNCIL

Mayor
Harry T. Price
707.428.7395
Vice-Mayor
John Mraz
707.429.6298
Councilmembers
707.429.6298
Chuck Timm
Catherine Moy
Rick Vaccaro

...

City Manager
Sean Quinn
707.428.7400

...

City Attorney
Greg Stepanicich
707.428.7419

...

City Clerk
Arietta Cortright
707.428.7384

...

City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

DEPARTMENTS

Community Services
707.428.7465

...

Finance
707.428.7496

...

Fire
707.428.7375

...

Human Resources
707.428.7394

...

Community
Development
707.428.7461

...

Police
707.428.7551

...

Public Works
707.428.7485

Department of Public Works

April 21, 2014

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

RE: Request for Funding for Solano Express Signage and Schedules

Dear Mr. Halls:

The City of Fairfield respectfully requests Solano Transportation Authority authorize funding totaling \$6,532.72 for the following:

- Design and production of new Solano Express bus stop signs (\$1,759.72)
- Design of Solano Express bus stop schedules for new schedule holders. (\$864.00)
- Printing of Solano Express bus stop schedules for new schedule holders. (\$659.00)
- Installation of new Solano Express bus stop signs and schedule holders (\$3,250.00)

The City of Fairfield has already paid for the design and production of the Solano Express bus stop signs and received quotes for the remaining items (see attached).

Thank you in advance for your consideration of this request. Should you have any questions or need additional information, please contact me at (707) 434-3804 or via e-mail wlewis@fairfield.ca.gov.

Sincerely,

Wayne A. Lewis
Assistant Public works Director/Transportation

c: Elizabeth Niedziela, Solano Transportation Authority
Shaun Vigil, City of Fairfield

Task #	Task Description	Cost	Comments
1	Design and Production of SolExp Bus Stop signs	\$ 1,759.72	Invoice paid for design and production on 11/25/13
2	Reformat Electronic Version of Schedules	\$ 864.00	PageDesign will reformat schedules electronically
3	Print Route Schedules	\$ 659.00	PageDesign will have vendor print 42 schedules
4	Replace Existing FAST signs with Solano Express bus stop signs Install New Schedule Holders	\$ 3,250.00	Anselmo Services will replace 13 FAST signs with Solano Express Bus Stop signs and will install new schedule holders

Total Costs \$ 6,532.72

Vendor 00662 WESTERN HIGHWAY PRODUCTS INC

Date 13/12/19

Deposit No 18705

DATE	DESCRIPTION	INVOICE NUMBER	AMOUNT
13/11/25	COLOR D/F TRANSIT SIGN HIP W/	664449	1759.72
			1759.72

CITY OF FAIRFIELD • 1000 WEBSTER • FAIRFIELD, CA 94533

CITY OF FAIRFIELD

1000 WEBSTER STREET
FAIRFIELD, CA 94533-4883
(707) 428-7506

Incorporated December 12, 1903

11-35/1210

Bank of America NT&SA
Concord Regional Commercial Banking
Office 1416
2020 Willow Pass Road
Concord, CA 94520

Deposit Number

18705

DIRECT DEPOSIT AMOUNT

One Thousand Seven Hundred Fifty-Nine Dollars 72 cents

DATE

13/12/19

***1759.72

PAY
TO THE
ORDER OF

WESTERN HIGHWAY PRODUCTS INC
P O BOX 7
10680 FERN AVE
STANTON CA 90680-0007

DIRECT DEPOSIT ADVICE ONLY

~~NON NEGOTIABLE~~ ~~NON NEGOTIABLE~~ ~~NON NEGOTIABLE~~ ~~NON NEGOTIABLE~~ ~~NON NEGOTIABLE~~ ~~NON NEGOTIABLE~~

11-00662

Western Highway Products

10880 Fern Ave.
P.O. Box 7
Stanton, CA 90680
ph: 714.761.4811 fx: 714.827.2077
www.westernhighway.com

PRIMUS company

INVOICE DATE	DUE DATE	INVOICE #
11/25/13	12/25/13	664449

INVOICE

SOLD TO

FAIRFIELD TRANSIT AGENCY

Attn: Accounts Payable
2000 Cadenasso Dr.
Fairfield CA 94533
USA

SHIP TO

FAIRFIELD TRANSIT AGENCY

2000 Cadenasso Dr.

Fairfield CA 94533
USA

BUYER	INSIDE SALES ASSOCIATE	SALESPERSON	PURCHASE ORDER NUMBER
SCOTT BUTLER	Glenda Lemus	Lisa Vigil	SHAUN VIGIL

ITEM NO.	DESCRIPTION	ORDER QTY	B.O. QTY	SHIP QTY	UNIT PRICE	EXTENSION
PRBOM51448 31	12 x 18 4 Color D/F Transit Sign HIP w/ Overlay	22		22	72.50	1,595.00

APPROVED FOR PAYMENT

AMOUNT \$ 1759.72

ACCOUNT CODE 451-76-0038303

DATE 12-10-13

Debra F...
SIGNATURE

85664

DEC 11 2013
WMO

RECEIVED

DEC 12 2013
CITY OF FAIRFIELD
ACCOUNTS PAYABLE

SHIP VIA	FREIGHT TERMS	F.O.B. POINT	SUBTOTAL	USD 1,595.00
COMMON CARRIER	Pre Paid & Add	Origin	TAX	USD 121.62
CREDIT TERMS	SHIPMENT DETAILS	TRACKING NUMBER	DISCOUNT	
Net 30	DN 162440 - UPS 3PK;	1Z9221950347863561, UPS 3PK	FREIGHT	43.10
			TOTAL	USD 1,759.72
			PAYMENTS	
			BALANCE DUE	USD 1,759.72



March 11, 2014

Shaun Vigil, Transportation Planner
Fairfield Transportation Center
2000 Cadenasso Drive
Fairfield, CA 94533

Re: Solano Express Bus Stop Schedule Signs

Dear Shaun:

Per your request, I have prepared the following estimate to lay out the four schedule signs for Solano Express routes 20, 30, 40 and 90, using the template supplied by Solano Express. Each schedule will be about 5.75" x 18.5". Two schedules will stack, creating a sign that is 5.75" x 36". Below, please find my costs to create the art and to have 42 of the signs printed.

Page Design Charges

Layout and production of four schedule signs for Solano Express. Includes time to do one round of client edits and to supervise sign vendor – 9 hours

\$ 864

Printing

Printing of 42 signs, 5.75" x 36". Signs are printed on white Sintra plastic using color-fast inks.

\$ 659

Please look this over and get back to me with your questions or approval to proceed. We look forward to working with you on this project.

Sincerely,

Paul Page

ANSELMO SERVICES 2014

4160 SUISUN VALLEY
SUITE E760
CA 94534

Estimate

Date	Estimate #
1/20/2014	14-006

Name / Address
City of Fairfield Shaun Vigil 1200 Kentucky St. Fairfield, CA 94533

			Project
			Bus Shelters
Description	Qty	Rate	Total
Shelter signs * Remove existing signs. * Install new signs. * Install new schedule holders. * average estimate per location	13	250.00	3,250.00
Total			\$3,250.00



DATE: May 19, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - June 2014

Background:

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

The Solano FY 2014-15 TDA fund estimates by jurisdiction are shown on the attached TDA matrix (Attachment A).

Discussion:

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. At this time, the TDA matrix for FY 2014-15 (Attachment B) will be submitted to the STA Board for approval June 11, 2014.

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted March 2012. The intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2012-13 audited amounts were reconciled to the estimated amounts for FY 2012-13. The reconciliation amounts and the estimated amounts for FY 2014-15 are merged to determine the cost per funding partners.

Last year, the reconciliation offset FY 2013-14 subsidy requirements from all funding partners. The offset amount for SolTrans resulted in a rebate of TDA funds to Dixon in the amount of \$1,114, FAST for \$112,547 and Vacaville for \$27,540. This year, the actual expenditure were more in line with the estimated amount for FY 2012-13 which suggest that FAST and SolTrans are getting more accurate in estimating both costs and revenues for each route.

For FY 2014-15, the following TDA claims are being brought forward for approval:

The City of Vacaville

The City of Vacaville is requesting \$1,739,013 in their local TDA funds. TDA funds in the amount of \$999,013 will be used for operating and the amount of \$740,000 will be used for capital projects. Vacaville's capital projects include one (1) paratransit bus replacement, transit amenities and fixed route bus CNG upgrades. The claim will be consistent with the TDA matrix going to the STA Board for approval June 11, 2014.

Solano Transportation Authority

Solano Transportation Authority is requesting \$447,586 in TDA funds. TDA funds in the amount of \$397,586 will be used for transit program, administration, coordination, and planning. TDA funds in the amount of \$50,000 will be claimed against Suisun City TDA share for operating and maintenance cost for the Suisun City AMTRAK station.

Fiscal Impact:

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

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2014-15 Solano TDA Matrix – June 2014 as shown in Attachment A for City of Vacaville and Solano Transportation Authority.

Attachment:

- A. FY 2014-15 TDA Fund Estimate for Solano County
- B. FY 2014-15 Solano TDA Matrix – June 2014

FY2014-15 FUND ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS SOLANO COUNTY	<i>Attachment A</i> <i>Res No. 4133</i> <i>Page 9 of 16</i> <i>2/26/2014</i>
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FY2013-14 TDA Revenue Estimate	FY2014-15 TDA Estimate
FY2013-14 Generation Estimate Adjustment	FY2014-15 County Auditor's Generation Estimate
1. Original County Auditor Estimate (Feb, 13) 15,682,592	13. County Auditor Estimate 15,512,708
2. Revised Estimate (Feb, 14) 15,512,708	
3. Revenue Adjustment (Lines 2-1) (169,884)	FY2014-15 Planning and Administration Charges
FY2013-14 Planning and Administration Charges Adjustment	14. MTC Administration (0.5% of Line 13) 77,564
4. MTC Administration (0.5% of Line 3) (849)	15. County Administration (0.5% of Line 13) 77,564
5. County Administration (0.5% of Line 3) (849)	16. MTC Planning (3.0% of Line 13) 465,381
6. MTC Planning (3.0% of Line 3) (5,097)	17. Total Charges (Lines 14+15+16) 620,509
7. Total Charges (Lines 4+5+6) (6,795)	18. TDA Generations Less Charges (Lines 13-17) 14,892,199
8. Adjusted Generations Less Charges (Lines 3-7) (163,089)	FY2014-15 TDA Apportionment By Article
FY2013-14 TDA Adjustment By Article	19. Article 3.0 (2.0% of Line 18) 297,844
9. Article 3 Adjustment (2.0% of line 8) (3,262)	20. Funds Remaining (Lines 18-19) 14,594,355
10. Funds Remaining (Lines 8-9) (159,827)	21. Article 4.5 (5.0% of Line 20) 0
11. Article 4.5 Adjustment (5.0% of Line 10) 0	22. TDA Article 4 (Lines 20-21) 14,594,355
12. Article 4 Adjustment (Lines 10-11) (159,827)	

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2013	FY2012-13	6/30/2013	FY2012-14	FY2013-14	FY2013-14	FY2013-14	41,820	FY2014-15	FY 2014-15
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	657,685	4,632	662,317	(356,000)	0	301,106	(3,262)	604,161	297,844	902,005
Article 4.5										
SUBTOTAL	657,685	4,632	662,317	(356,000)	0	301,106	(3,262)	604,161	297,844	902,005
Article 4/8										
Dixon	365,312	1,701	367,013	(487,191)	0	651,873	(7,062)	524,633	643,546	1,168,179
Fairfield	492,666	13,145	505,811	(5,137,473)	2,378,311	3,793,108	(41,089)	1,498,668	3,774,523	5,273,191
Rio Vista	329,130	1,801	330,930	(243,292)	0	264,500	(2,865)	349,274	265,072	614,346
Solano County	595,067	3,155	598,222	(235,418)	0	669,987	(7,258)	1,025,533	660,883	1,686,416
Suisun City	80,356	994	81,350	(1,076,074)	0	997,599	(10,807)	(7,932)	984,871	976,939
Vacaville	4,875,441	32,553	4,907,993	(4,623,477)	0	3,283,683	(35,571)	3,532,629	3,232,799	6,765,428
Vallejo/Benicia ⁴	336,860	1,989	338,849	(5,283,854)	0	5,093,432	(55,175)	93,251	5,032,663	5,125,914
SUBTOTAL⁵	7,074,831	55,337	7,130,168	(17,086,778)	2,378,311	14,754,183	(159,827)	7,016,056	14,594,355	21,610,411
GRAND TOTAL	\$7,732,517	\$59,968	\$7,792,485	(\$17,442,778)	\$2,378,311	\$15,055,289	(\$163,089)	\$7,620,217	\$14,892,199	\$22,512,416

1. Balance as of 6/30/13 is from MTC FY2012-13 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
 2. The outstanding commitments figure includes all unpaid allocations as of 6/30/13, and FY2013-14 allocations as of 1/31/14.
 3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
 4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

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DATE: May 19, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains 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:

A request was made by the STA Board at their meeting of May 14th for further analysis of Senate Bill **(SB) 1077** (DeSaulnier). The bill would require the Department of Motor Vehicles to develop and implement, by July 1, 2015, a pilot program designed to assess specified issues related to implementing a mileage-based fee in California, with a sunset date of January 1, 2018.

Studies and pilot programs in Iowa, Oregon and Washington State indicate that mileage-based fees could be a viable revenue source, but have technological and institutional challenges to implementation. Specifically SB 1077 would require the California State Transportation Agency to assess issues related to implementing a mileage-based fee to replace the fuel excise tax as a source of transportation funding:

Methods and data collection usage that minimizes collection of personal information with alternatives to using electronic vehicle location data; processes to ensure privacy and protect data integrity; equipment types and failure contingencies; estimated costs; measures to minimize fraud and tax evasion; which agencies collect data and administer revenue collection; etc.

SB 1077 is sponsored by Transportation California and supported by American Planning Association (California Chapter), the League of California Cities, American Council of Engineering Companies of California, Associated General Contractors, and the California Asphalt Pavement Association. No opposition has been submitted. For further information, Attachment C is the text of SB 1077, amended April 21, 2014; and attachment D is the May 12th analysis by the Senate Appropriations Committee, which also outlines details regarding Oregon's 2007 pilot program for comparative purposes. Staff recommends support of SB 1077.

Assemblymember Mullin has introduced Assembly Bill **(AB) 2197**. Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates. Existing law also requires that the license plates be securely fastened to the vehicle for which they are issued, and makes a violation of this requirement a crime.

Sponsored by Metropolitan Transportation Commission (MTC) and the Golden Gate Bridge, Highway and Transportation District (and supported by three statewide police organizations), this bill would require the DMV to develop a temporary license plate system that would become operational on or before July 1, 2015. The bill would authorize vehicle dealers and the DMV to impose fees for temporary license plate processing; would make failure to display temporary license plates an infraction; and would make counterfeiting a temporary license plate a felony. The bill would require the DMV to work directly with motor vehicle dealers to process registration electronically for real time access by law enforcement and toll agencies.

Vehicles without plates allow motorists to avoid detection in criminal activity, traffic and toll violations. In fiscal year 2012-13, plateless vehicles drove toll-free across Bay Area bridges 1.4 million times, costing the region about \$8 million in uncollected tolls. By creating a new crime and expanding the scope of an existing crime, this bill would impose a state-mandated local program. The bill would make the operation of these requirements and criminal penalties contingent upon the temporary license plate system becoming operational. For further information, Attachment E is the text of AB 2197 amended April 23rd. Attachment F is Assembly Appropriations Committee Analysis from May 6th. Attachment G is an excerpt from MTC's 2014 Report to the State Legislature outlining the Temporary Vehicle License Plate Program and how it would work. Solano County has been a recipient of toll bridge revenues for capital projects and regional transit services. Staff recommends support of AB 2197.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board for support of the following:

- Senate Bill (SB) 1077 (DeSaulnier) - To develop a pilot program implementing a Mileage-Based Fee (MBF) in California to replace the state's existing fuel excise tax.
- Assembly Bill (AB) 2197 (Mullin) – to require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to affix temporary license plates to vehicles.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. SB 1077 Amended April 21, 2014
- D. SB 1077 Senate Appropriations Committee Analysis May 12, 2014
- E. AB 2197 Amended April 23, 2014
- F. AB 2197 Assembly Appropriations Committee Analysis May 6, 2014
- G. AB 2197 Summary in MTC's 2014 Report to the State Legislature

May 14, 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 – May 2014**

Legislative Update

On April 21, the Legislature returned from Spring Break and began the rush to hear bills in policy committees before the May 9 deadline for policy committees to hear bills introduced in the same house. Most of May will be spent in the Appropriations Committees as May 30 marks the “house of origin” deadline. The budget bill must be sent to the Governor by June 15.

We continue to monitor a variety of key bills, and lobby legislators and staff on the Authority’s behalf relative to key bills upon which you’ve taken a position – none more important than SB 1368 (Wolk), which would clarify the authority of Caltrans and the California Transportation Commission to transfer property to joint powers authorities providing transportation service. Specifically, this bill would allow SolTrans to take possession of the Curtola Park-and-Ride Facility in the City of Vallejo. This bill passed the Senate Transportation and Housing Committee by a vote of 11-0 on April 29. Mona Babauta, SolTrans Executive Director, and Jayne Bauer, the Authority’s Marketing & Legislative Program Manager, both testified in support of the bill.

Cap and Trade and the Steinberg Plan

Over the last several weeks, the Senate and Assembly budget committees held numerous hearings on the Governor’s FY 2014-15 budget proposals, including his proposal to spend \$850 million in Cap and Trade revenues on a myriad of programs. The Governor’s plan proposes \$100 million for sustainable communities implementation, to be administered by the Strategic Growth Council as a competitive grant program funding affordable housing, transit capital, active transportation, transit-oriented development, agricultural land preservation projects, as well as sustainable communities planning. The Bay Area Congestion Management Agency Association, of which the Authority is a member, has advocated that these funds should flow directly to MTC, add for additional eligible uses such as complete streets, goods movement & transit operations, and to increase the size of the program to \$500 million. The Governor’s proposal also includes \$50 million for a Rail Modernization program managed by the California State Transportation Agency. The Authority has been supportive of the Capitol Corridor Joint Powers Board’s request to increase the Rail Modernization program to \$500 million and have the funding flow to rail operators by formula.

On April 14, Senate President Pro Tem Darrell Steinberg (D-Sacramento) announced a complementary Cap and Trade proposal that would begin in FY 2015-16 (presumably leaving the Governor's plan in place for FY 2014-15). The "Steinberg Plan" would appropriate some funding on an annual basis for programs identified by the Governor promoting energy efficiency, emissions reduction through clean vehicles and effective natural resources management, as well as a climate dividend program. Of the remaining Cap and Trade revenues, the proposal calls for an ongoing investment in transportation by directing 40 percent toward sustainable communities and affordable housing near transit, 30 percent to transit agencies for uses related to GHG emission reduction and sustainable communities goals, 20 percent to rail modernization, and 10 percent for road rehabilitation and complete streets projects that reduce GHG emissions. The proposed Steinberg Plan sets the stage for a discussion between both houses of the Legislature and the Governor's office as the budget comes together. We continue to work with both the Governor, Senator Steinberg, and other members of the Legislature & Administration to ensure the proposed programs are successfully implemented.

Authority Sponsored Bills

SB 1368 (Wolk) would authorize CalTrans and the CTC to relinquish a park-and-ride lot to a joint powers authority formed for the purposes of providing transportations services. From the Authority's perspective, this bill will ensure state-owned property in Vallejo can be turned over to SolTrans for long-term operation, maintenance and improvements. **The STA Board is the Co-Sponsor of this bill, with SolTrans. This bill passed the Senate Transportation and Housing Committee by a vote of 11-0 on April 29. The bill is now in the Senate Appropriations Committee, where we expect easy passage.**

Other Bills of Interest

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 last year. No hearing has yet been set.**

AB 2170 (Mullin) would clarify that a joint powers authority may exercise any power common to the member agencies, including the authority to levy a fee or tax (subject to the requirements of the Constitution). **This bill passed off the Assembly Floor by a vote of 44-26 on April 28. The bill is now in the Senate awaiting referral.**

AB 2197 (Mullin) would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to affix temporary license plates to vehicles. This bill is sponsored by MTC because it would improve the collection of toll revenues in the Bay Area. The Authority is a recipient of these revenues. **This bill passed the Assembly Transportation Committee by a vote of 10-1 on April 21. The bill is now in the Assembly Appropriations Committee. We recommend the STA Board Support this bill.**

AB 2728 (Perea) would prohibit the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for the payment of debt-service on transportation bonds, mainly Proposition 1B. The prohibition in this bill would sunset on January 1, 2019. **This bill passed the Assembly Transportation Committee by a vote of 15-0 on April 21. The bill is now in the Assembly Appropriations Committee. We recommend the STA Board Support this bill.**

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.**

SB 1077 (DeSaulnier) would direct the California State Transportation Agency (CalSTA) to develop a pilot program designed to assess specified issues related to implementing a mileage-based fee (MBF) in California to replace the state's existing fuel excise tax by January 1, 2016. The bill would require the CalSTA to assess certain issues related to implementing an MBF, including different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the data and ensure drivers' privacy, and costs associated with the implementation and operation of the MBF system. **This bill passed the Senate Transportation and Housing Committee by a vote of 9-0 on April 29. The bill is now in the Senate Appropriations Committee. We recommend the STA Board Support this bill.**

SB 1122 (Pavley) would propose a Cap and Trade funding program for the planning and development of sustainable communities strategies, enabling the Strategic Growth Council to manage and award Cap and Trade funding directly to regional agencies on a per capita basis for specified eligible projects. Additionally, this bill would require the Council, in consultation with the Air Resources Board and the metropolitan planning organizations, to establish standards for modeling systems and measurement methods to evaluate the effectiveness of projects and verifying benefits after completion. **This bill passed the Senate Transportation and Housing Committee by a vote of 9-1 on April 29. The bill is now in the Senate Appropriations Committee.**

SB 1156 (Steinberg) Under the Cap and Trade program, the manufacturers of transportation fuels are required to begin purchasing GHG emissions allowances on January 1, 2015. The revenues from the sale of these emissions would be available for the state for programs that reduce GHG emissions. This bill would remove transportation fuels from the Cap and Trade program, and instead impose a carbon tax on suppliers of fossil fuels to be deposited in the Carbon Tax Revenue Special Fund to be rebated to taxpayers. This bill may become a vehicle for the Senator’s Cap and Trade proposal, as described above. **This bill currently sits in the Senate Governance and Finance Committee, where it has not yet been heard.**

SB 1418 (DeSaulnier) would prohibit the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for the payment of debt-service on transportation bonds, mainly Proposition 1B. This bill would also allocate the money that now remains in the SHA as follows: 56 percent to the State (of which a minimum of 21.5 percent must be used for the SHOPP) and 44 percent to cities and counties. The amount of weight fee revenue transferred each year equates to almost \$1 billion. **This bill passed the Senate Transportation and Housing Committee by a vote of 11-0 on April 29. The bill is now in the Senate Appropriations Committee. We recommend the STA Board Support this bill.**

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.**

M E M O R A N D U M

April 30, 2014

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

In April we accompanied members of the Solano Transportation Authority Board, STA staff, Mona Babauta, Executive Director of SolTrans, and Sandy Person, President of the Solano EDC to meetings in Washington, D.C. with members of Congress, transportation committee staff and Federal Transit Administration Administrator Therese McMillan. We reported on the meetings in an earlier memo. We also monitored developments in Congress and at the Department of Transportation.

Surface Transportation Reauthorization

On April 29, Transportation Secretary Anthony Foxx presented Congress with draft legislation to reauthorize transportation programs for four years at a cost of \$302 billion, an increase of \$87 billion over the next four years. *The Grow America Act* would provide \$72 billion for the transit programs, a 70 percent increase over MAP-21 funding levels, and \$199 billion for the highway program, an 18 percent increase over MAP-21 levels. The bill provides more detail on the programs announced as part of the President's Budget, including \$10 billion for a multi-modal freight program, \$2 billion for the Rapid Growth Area Transit Program to help fast growing communities invest in bus rapid transit and other multimodal solutions, \$5 billion for TIGER grants, and \$4 billion for the TIFIA loan program.

The bill would eliminate the prohibition on tolling existing free Interstate highways, subject to the approval of the Secretary, for purposes of reconstruction, and allow any state or public agency to impose variable tolls on existing highways, bridges, or tunnels for purposes of congestion management, subject to the approval of the Secretary. The bill proposes to streamline project delivery by creating an Infrastructure Permitting Improvement Center to expedite project approvals; expanding the application of multimodal categorical exclusions; allowing federal grant recipients to use federal funding to help speed environmental reviews; and consolidating reviews under the National Historic Preservation Act and other preservation statutes.

The Administration is proposing to utilize \$150 billion in revenues generated from business tax reform to pay for the programs authorized. Secretary Foxx urged Congress to act quickly before the Highway Trust Fund is depleted sometime in August.

Congress is not likely to consider the Administration's bill in its entirety, but could adopt some of the proposals. The Senate Environment and Public Works Committee is in the process of drafting a 6-year bill, which it has said it will fund at current levels, adjusted for inflation. Chair Boxer has stated that the Senate Finance Committee must provide an additional \$16 billion annually above Trust Fund revenues to fund the program at the levels authorized under MAP-21. The Senate Finance Committee has scheduled a hearing on May 6 to discuss funding options to support the highway trust fund. The Finance Committee has stated that it will consider the short-term and long-term solvency of the Trust Fund and also focus on financing solutions including public-private partnerships and tax-preferred bonds to generate additional revenues for infrastructure projects.

Both the Obama Administration and House Ways and Means Committee Chairman David Camp (R-MI) have proposed funding the transportation program through revenues generated from a change in the tax code related to repatriation of foreign profit. While a major overhaul of the tax code is not likely to happen this year, the House Ways and Means Committee and Senate Finance Committee could possibly consider this reform outside of comprehensive tax reform and use the revenue for transportation funding. A more likely result, however, is for Congress to pass a short term extension of the law and postpone consideration of the bill until sometime after Election Day.

Commuter Tax Benefits

On April 3, the Senate Finance Committee approved legislation to extend tax credits that expired on January 1, including a provision to create parity for transit commuters. *The Expiring Provisions Improvement Reform and Efficiency (EXPIRE) Act* would increase the monthly exclusion for employer-provided transit and vanpool benefits from \$130 to \$250, so that it would be the same as the exclusion for employer-provided parking benefits. The provision would also provide retroactive reimbursement by allowing employers to reimburse expenses incurred prior to enactment of the *Expire Act* by employees for vanpool and transit benefits on a tax-free basis if the commuter's expenses exceeded \$130 per month and were not more than \$250. The Committee also adopted an amendment proposed by Sen. Charles Schumer (D-NY) to allow commuters to use the \$20 monthly pre-tax bicycle commuting benefit to pay membership fees for bike-sharing systems.

Legislation Introduced

On April 8, Sen. Edward Markey (D-MA) introduced *The Bolstering Our Nation's Deficient Structures (BONDS) Act*, S. 2203. The bill would reauthorize and make permanent the Build America Bonds (BABs) program, which was authorized under the American Recovery and Reinvestment Act and expired in December 2010. The program allowed state and local governments to borrow money at a reduced interest rate to support infrastructure projects such as building bridges, roads, schools and other local critical infrastructure projects. The legislation would set the subsidy rate at 31 percent for bonds issued in 2014, and that rate would reduce gradually to 28 percent by 2017. The bill was referred to the Senate Finance Committee.

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AMENDED IN SENATE APRIL 21, 2014

SENATE BILL

No. 1077

Introduced by Senator DeSaulnier

February 19, 2014

An act to add and repeal Chapter 7 (commencing with Section 3090) of Division 2 of, and to repeal Chapter 7 (commencing with former Section 3100) of Division 2 of, the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 1077, as amended, DeSaulnier. Vehicles: ~~vehicle-miles-traveled charges.~~ *mileage-based fee pilot program.*

Existing law establishes the ~~Department of Motor Vehicles and provides for its general powers and duties, including, among other things, the registration of vehicles, the licensing of drivers, and the regulation of vehicles generally.~~ *Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun.*

This bill would require the ~~Department of Motor Vehicles~~ *agency* to ~~develop and implement,~~ *develop,* by ~~July 1, 2015,~~ *January 1, 2016,* a pilot program designed to assess specified issues related to implementing a ~~vehicle-miles-traveled~~ *mileage-based fee (MBF)* in California to ~~replace the state's existing fuel excise tax.~~ *The bill would require the agency, at a minimum, to assess certain issues related to implementing an MBF, including, among others, different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the*

data and ensure drivers' privacy, and costs associated with the implementation and operation of the MBF system, as specified. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2016 2017. The bill would require the report to include, among other things, recommendations on how best to implement an MBF, as specified, and recommendations regarding public and private agency access to MBF data that ensures privacy rights as protected by the California Constitution. The bill would provide that repeal these provisions would be repealed on January 1, 2018.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

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

1 SECTION 1. Chapter 7 (commencing with Section 3090) is
2 added to Division 2 of the Vehicle Code, to read:

3

4 CHAPTER 7. ~~VEHICLE-MILES-TRAVELED~~ MILEAGE-BASED FEE
5 PILOT PROGRAM

6

7 3090. (a) ~~The department~~ Transportation Agency shall ~~develop~~
8 ~~and implement,~~ *develop*, by ~~July 1, 2015,~~ *January 1, 2016*, a pilot
9 program designed ~~to assess the following issues related to~~
10 ~~implementing a vehicle-miles-traveled (VMT) fee in California~~
11 *to explore various methods for using a mileage-based fee (MBF)*
12 *to replace the state's existing fuel excise tax. The agency, at a*
13 *minimum, shall assess the following issues related to implementing*
14 *an MBF in California:*

15 (1) Different methods for calculating mileage *and collecting*
16 *road usage information that include alternatives to using electronic*
17 *vehicle location data. Any methods considered shall collect the*
18 *minimum amount of personal information, including location*
19 *tracking information, necessary to accomplish the goals of the*
20 *MBF.*

21 (2) ~~Processes for transmitting~~ *For methods involving vehicle*
22 *location data, processes for managing, storing, transmitting, and*
23 *destroying data to protect the integrity of the data and ensure*
24 ~~drivers' the~~ *privacy of drivers.*

1 (3) Types of equipment that may be required of the state and of
 2 drivers in order to implement a ~~VMT fee~~, *an MBF*, including a
 3 discussion of the advantages and disadvantages of the ~~equipment~~
 4 *equipment, the privacy implications and considerations of the*
 5 *equipment, and contingencies in the event of equipment failure.*

6 (4) *Estimated costs, both public and private, associated with*
 7 *the initial implementation and ongoing operation of an MBF*
 8 *system.*

9 (5) *Processes and security measures necessary to minimize*
 10 *fraud and tax evasion rates.*

11 (6) *The appropriate government entities to collect data and*
 12 *handle revenue collection, and the frequency at which charges*
 13 *should be billed or collected.*

14 (b) *In developing this pilot program, the agency shall consult*
 15 *with the Department of Motor Vehicles, the Department of*
 16 *Transportation, the Institute of Transportation Studies at the*
 17 *University of California, or any other entity identified by the*
 18 *agency that has expertise in automotive technology, revenue*
 19 *collection, and protecting the public's private information.*

20 ~~(b)~~

21 (c) ~~The department~~ agency shall prepare and submit a report of
 22 its findings to the appropriate policy and fiscal committees of the
 23 Legislature no later than June 30, ~~2016~~ 2017. The report shall
 24 include, but not be limited to, all of the following elements:

25 (1) Recommendations regarding how to best implement a ~~VMT~~
 26 *fee an MBF* in a manner that minimizes confusion and
 27 inconvenience to California's drivers while also ~~ensuring~~ *providing*
 28 *safeguards that ensure their privacy.*

29 (2) *Recommendations regarding public and private agency*
 30 *access, including law enforcement access, to the data collected*
 31 *and stored for purposes of the MBF that ensures individual privacy*
 32 *rights as protected by Section 1 of Article 1 of the California*
 33 *Constitution.*

34 ~~(2)~~

35 (3) Given the technological and institutional demands associated
 36 with implementing a ~~VMT fee~~, *an MBF*, a discussion of different
 37 processes that may be used to transition from the fuel tax to a ~~VMT~~
 38 *fee an MBF* over time.

39 ~~(3)~~

1 (4) A discussion of issues the Legislature may wish to consider
2 when evaluating whether and how to implement a ~~VMT~~ fee *an*
3 *MBF, including the potential impact of new, rapidly changing*
4 *technology, such as connected cars, which could provide new and*
5 *possibly more efficient options for collecting mileage data while*
6 *protecting the privacy of drivers.*

7 (5) *With the transition from a fuel tax to an MBF, a discussion*
8 *of protections and safeguards that can be put in place to ensure*
9 *that the MBF has at least the same level of protection from*
10 *diversion and the same eligible uses as the fuel taxes being*
11 *replaced, including consideration of voter approval.*

12 ~~(e)~~

13 (d) This chapter shall remain in effect only until January 1,
14 2018, and as of that date is repealed, unless a later enacted statute,
15 that is enacted before January 1, 2018, deletes or extends that date.

16 SEC. 2. Chapter 7 (commencing with former Section 3100) of
17 Division 2 of the Vehicle Code is repealed.

BILL ANALYSIS

Senate Appropriations Committee Fiscal Summary
Senator Kevin de León, Chair

SB 1077 (DeSaulnier) - Vehicles: mileage-based fee pilot program.

Amended: April 21, 2014

Policy Vote: T&H 9-0

Urgency: No

Mandate: No

Hearing Date: May 12, 2014

Consultant: Mark McKenzie

This bill meets the criteria for referral to the Suspense File.

Bill Summary: SB 1077 would require the Transportation Agency (STA) to develop a pilot program by January 1, 2016 to explore methods for using a mileage-based fee (MBF) that would replace the state's excise tax on gasoline, and assess specified issues related to statewide implementation of a mileage-based fee. The bill would also require STA to submit a report to the Legislature by June 30, 2017 that includes specified findings and recommendations related to implementation of an MBF.

Fiscal Impact:

Unknown, likely minor costs to assess specified issues and develop a plan for conducting a pilot in 2014-15. Staff notes that the Department of Transportation (Caltrans), through administrative action, has initiated efforts to gather information and make recommendations for developing a mileage-based fee pilot program. (State Highway Account)

Unknown costs, likely over \$1 million annually through 2016-17, to conduct lab and field testing of equipment and implement the pilot program. (State Highway Account)

Estimated costs of \$50,000 to \$100,000 in 2016-17 to prepare and submit the report to the Legislature. (State Highway Account)

Background: Mileage-based fees, also referred to as vehicle-miles travelled (VMT) fees, have received increased attention in recent years as a potential alternative to the fuel tax as source of transportation funding. Several comprehensive studies and pilot programs have been completed to date, including an academic research study in Iowa and pilot programs in Oregon and Washington State. These studies indicate that VMT could be a viable revenue source, but also identify

SB 1077 (DeSaulnier)

Page 1

technological and institutional challenges to implementing a comprehensive VMT program. A measure was recently enacted in Oregon (Senate Bill 810, 2013 Regular Session) to implement a voluntary program that would allow 5,000 vehicle owners to pay a per-mile road charge of 1.5 cents per mile in lieu of a fuel tax, beginning in 2015.

Proposed Law: SB 1077 would require STA to develop an MBF pilot program by January 1, 2016 to assess the following issues related to implementing an MBF in California to replace the fuel excise tax as a source of transportation funding:

Methods for calculating mileage and collecting road usage information that minimizes the collection of personal information and includes alternatives to using electronic vehicle location data.

Processes for managing, storing, transmitting, and destroying data to ensure privacy and protect the integrity of the data.

Types of equipment that may be required by individuals and state agencies in order to implement an MBF, including an assessment of the advantages and disadvantages, privacy considerations, and contingencies for failure related to any necessary equipment.

Estimated costs, both public and private, associated with the initial implementation and ongoing operation of an MBF system.

Processes and security measures necessary to minimize fraud and tax evasion.

The appropriate government entities to collect data and administer revenue collection, and the frequency of billing and collecting MBF charges.

The bill requires the STA to consult with the following entities to develop the pilot program: the Department of Motor Vehicles (DMV), Caltrans, the Institute of Transportation Studies at the University of California, or any other entity that has expertise in automotive technology, revenue collection, and protecting the public's private information.

SB 1077 would also require STA to submit a report of its findings to the Legislature by June 30, 2017 that includes the following elements:

Recommendations for implementing an MBF in a manner that minimizes driver confusion and inconvenience while

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safeguarding privacy.

Recommendations regarding access to collected and stored MBF data by public and private agencies, including law enforcement, that ensures the protection of individual privacy rights, as specified in the California Constitution.

A discussion of various processes for transitioning from a fuel excise tax to an MBF over time, given the technological and institutional demands associated with implementation.

A discussion of issues the Legislature may wish to consider when evaluating whether and how to implement an MBF, including emerging vehicle technologies that may provide efficient options for collecting mileage data while protecting the privacy of drivers.

A discussion of protections and safeguards that may be enacted to ensure that an MBF has protections from diversion and use of the revenues for non-transportation purposes, and the same eligible uses as existing fuel tax revenues, including consideration of voter approval.

This bill would sunset on January 1, 2018.

Related Legislation: SB 1299 (Lowenthal), which was held on this committee's Suspense File in 2010, would have required DMV to develop and implement a pilot program to assess specified issues related to implementing a VMT fee in California that would replace the excise tax on gasoline.

Staff Comments: Costs related to this bill are unknown, but would depend upon the rigor of STA's assessment of issues related to implementing an MBF, and the size and scope of the pilot. STA was unable to provide an estimate of pilot costs at the time of this analysis. Staff assumes that STA or Caltrans would aggregate the results of pilot programs and studies conducted in other jurisdictions and evaluate their applicability to California, survey technology providers to determine available equipment options and infrastructure costs, evaluate various methods for collecting data and ensuring its integrity, assess issues related to phasing in an MBF fee collection system (including when, where, and how often the fees would be collected), and survey the acceptability of such a system among fee payers. Implementation of a pilot program would require recruiting participants, testing of

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mileage-recording equipment, methods for fee collection, and the collection, transmission, and maintenance of data. Staff estimates costs to conduct the pilot would likely exceed \$1 million, and potentially several million, annually over two fiscal years.

For comparative purposes, Oregon's 2007 pilot program was rather extensive, involving nearly 300 volunteers to evaluate the technological and administrative feasibility of a mileage-based fee using GPS equipment installed in vehicles and data collection via short-range radio frequency to receivers at gas stations. Costs for Oregon's program were approximately \$3 million. Oregon's costs for the more recent 2012-13 pilot program that involves approximately 100 participants in three states are unknown. Costs for administering Oregon's forthcoming voluntary per-mile road charge, as noted above, are anticipated to be approximately \$1.4 million per year.

AMENDED IN ASSEMBLY APRIL 23, 2014

AMENDED IN ASSEMBLY APRIL 10, 2014

CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

ASSEMBLY BILL

No. 2197

**Introduced by Assembly Member Mullin
(Coauthors: Assembly Members Bonta, Levine, Ting, and
Wieckowski)**

February 20, 2014

An act to amend Sections 4456.5 and 4463 of, to amend, repeal, and add Sections 4456, 5201, 5202, 5901, and 40610 of, and to add Sections 1686 and 4456.6 to, the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 2197, as amended, Mullin. Vehicles: temporary license plates.

Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires that the license plates be securely fastened to the vehicle for which they are issued, and makes a violation of this requirement a crime.

Existing law requires vehicle dealers and lessor-retailers to attach numbered report-of-sale forms issued by the DMV to a vehicle at the time of sale, and to submit to the DMV an application for registration of the vehicle, and the applicable fees, within a specified period after the date of sale.

This bill would require the DMV to ~~issue a request for proposals on or before April 1, 2015, contract with a private industry partner~~ for the development of a temporary license plate system ~~that would become operational on or before July 1, 2015, and that would~~ to enable vehicle

dealers and lessor-retailers to print temporary license plates on weatherproof paper or other media selected by the DMV. The bill would *require the DMV to ensure that the system is operational on or before January 1, 2016.*

This bill would also require, commencing January 1, 2016, a motor vehicle dealer or lessor-retailer to install temporary license plates at the time of sale, and to electronically record and transmit certain information to the temporary license plate system, including the temporary license plates' number and vehicle's make and model. The bill would authorize vehicle dealers and the DMV to impose fees for temporary license plate processing, as specified. The bill would make failure to display temporary license plates an infraction, and would make counterfeiting a temporary license plate a felony, as specified. By creating a new crime and expanding the scope of an existing crime, this bill would impose a state-mandated local program. ~~The bill would make the operation of these requirements and criminal penalties contingent upon the temporary license plate system becoming operational.~~ The bill would also make other related and conforming changes.

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

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

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

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

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) California is one of the few states in the nation where a
- 4 purchaser may lawfully leave the motor vehicle dealership after
- 5 buying a new vehicle with no uniquely identifiable license plate
- 6 mounted on the vehicle.
- 7 (b) State law permits a vehicle to be driven for up to 90 days
- 8 before it must be registered with permanent license plates mounted
- 9 on the vehicle.
- 10 (c) While state law requires that a vehicle owner install
- 11 permanent license plates on a vehicle upon receipt of those plates,

1 law enforcement cannot readily determine from a distance the date
2 by which a vehicle should have its plates installed.

3 (d) The lack of license plates on hundreds of thousands of
4 vehicles across the state is a threat to public safety as it hampers
5 the ability of law enforcement to solve crimes, identify stolen
6 vehicles, and locate wanted persons and vehicles using modern
7 technology, such as automated license plate readers, surveillance
8 cameras, or photo enforcement systems.

9 (e) The lack of temporary license plates is also the greatest cause
10 of toll evasion in California. In the 2012–13 fiscal year, California’s
11 toll roads and bridges lost approximately \$12 million in uncollected
12 tolls from drivers who evaded tolls by driving vehicles without
13 license plates.

14 (f) In 2011, the Legislature enacted Assembly Bill 1215, which
15 requires all new motor vehicle dealerships to participate in the
16 Business Partner Automation Program and to conduct all vehicle
17 registrations and related transactions electronically.

18 (g) Electronic vehicle registration results in faster delivery of
19 license plates to vehicle owners, but hundreds of thousands of
20 vehicles continue to be driven each day on the roads and highways
21 without license plates.

22 (h) To improve public safety and reduce toll evasion, the
23 Legislature intends to further expand the Business Partner
24 Automation Program to establish a statewide temporary license
25 plate program under which every vehicle sold in California without
26 permanent license plates attached will be equipped with temporary
27 license plates that bear a unique identification number and
28 expiration date, and that will be placed in the license plate location
29 on the front and rear of the vehicle.

30 SEC. 2. Section 1686 is added to the Vehicle Code, to read:

31 1686. (a) The department shall, ~~on or before April 1, 2015,~~
32 ~~issue a request for proposals for the development of a temporary~~
33 ~~license plate system that shall become~~ *contract with a private*
34 *industry partner for the development of a temporary license plate*
35 *system, and shall ensure that the system becomes operational on*
36 ~~or before July 1, 2015, and that~~ *January 1, 2016. The temporary*
37 *license plate system shall enable vehicle dealers and lessor-retailers*
38 *and any other similar entities authorized by the department pursuant*
39 *to regulation to print temporary license plates on weatherproof*
40 *paper or other media selected by the department pursuant to*

1 subdivision (d) of Section 4456.6, using a standard laser printer
 2 at the point of sale. A system user shall electronically record and
 3 transmit to the temporary license plate system the vehicle and
 4 owner identification information required by Section 4456.6.

5 *(b) The department shall issue a request for proposals for the*
 6 *development of the temporary license plate system on or before*
 7 *April 1, 2015.*

8 ~~(b)~~

9 (c) The department may impose a fee on vehicle dealers and
 10 lessor-retailers for processing temporary license plates that does
 11 not exceed the reasonable costs to the department of procuring and
 12 maintaining the system.

13 ~~(e)~~

14 (d) (1) Access to the temporary license plate system shall be
 15 restricted to authorized users of the department's vehicle
 16 registration database.

17 (2) The temporary license plate system shall be designed to
 18 allow access by law enforcement officers from their vehicles using
 19 the California Law Enforcement Telecommunications System.

20 (3) Access to the temporary license plate system shall be
 21 provided only by first-line service providers, as defined in
 22 subdivision (b) of Section 1685, that are authorized by the
 23 department to provide access to the system.

24 ~~(d)~~

25 (e) The temporary license plate system shall transmit vehicle,
 26 temporary plate license number, and ownership information to the
 27 department's vehicle registration database within two working
 28 days.

29 ~~(e)~~

30 (f) A dealer or lessor-retailer shall issue temporary license plates
 31 at the point of sale of any vehicle that is sold without permanent
 32 license plates mounted on the vehicle.

33 ~~(f) Any requirement or criminal penalty related to the use of~~
 34 ~~the temporary license plate system and temporary license plates~~
 35 ~~shall be contingent upon the temporary license plate system~~
 36 ~~becoming operative, including, but not limited to, the requirements~~
 37 ~~and penalties set forth in Sections 4456, 4456.6, 5201, 5202, and~~
 38 ~~40610.~~

39 SEC. 3. Section 4456 of the Vehicle Code is amended to read:

1 4456. (a) When selling a vehicle, dealers and lessor-retailers
2 shall use numbered report-of-sale forms issued by the department.
3 The forms shall be used in accordance with the following terms
4 and conditions:

5 (1) The dealer or lessor-retailer shall attach for display a copy
6 of the report of sale on the vehicle before the vehicle is delivered
7 to the purchaser.

8 (2) The dealer or lessor-retailer shall submit to the department
9 an application accompanied by all fees and penalties due for
10 registration or transfer of registration of the vehicle within 30 days
11 from the date of sale, as provided in subdivision (c) of Section
12 9553, if the vehicle is a used vehicle, and 20 days if the vehicle is
13 a new vehicle. Penalties due for noncompliance with this paragraph
14 shall be paid by the dealer or lessor-retailer. The dealer or
15 lessor-retailer shall not charge the purchaser for the penalties.

16 (3) As part of an application to transfer registration of a used
17 vehicle, the dealer or lessor-retailer shall include all of the
18 following information on the certificate of title, application for a
19 duplicate certificate of title, or form prescribed by the department:

20 (A) Date of sale and report of sale number.

21 (B) Purchaser's name and address.

22 (C) Dealer's name, address, number, and signature or signature
23 of authorized agent.

24 (D) Salesperson number.

25 (4) If the department returns an application and the application
26 was first received by the department within 30 days of the date of
27 sale of the vehicle if the vehicle is a used vehicle, and 20 days if
28 the vehicle is a new vehicle, the dealer or lessor-retailer shall
29 submit a corrected application to the department within 50 days
30 from the date of sale of the vehicle if the vehicle is a used vehicle,
31 and 40 days if the vehicle is a new vehicle, or within 30 days from
32 the date that the application is first returned by the department if
33 the vehicle is a used vehicle, and 20 days if the vehicle is a new
34 vehicle, whichever is later.

35 (5) If the department returns an application and the application
36 was first received by the department more than 30 days from the
37 date of sale of the vehicle if the vehicle is a used vehicle, and 20
38 days if the vehicle is a new vehicle, the dealer or lessor-retailer
39 shall submit a corrected application to the department within 50

1 days from the date of sale of the vehicle if the vehicle is a used
2 vehicle, and 40 days if the vehicle is a new vehicle.

3 (6) An application first received by the department more than
4 50 days from the date of sale of the vehicle if the vehicle is a used
5 vehicle, and 40 days if the vehicle is a new vehicle, is subject to
6 the penalties specified in subdivisions (a) and (b) of Section 4456.1.

7 (7) The dealer or lessor-retailer shall report the sale pursuant to
8 Section 5901.

9 (b) (1) A transfer that takes place through a dealer conducting
10 a wholesale vehicle auction shall be reported to the department by
11 that dealer on a single form approved by the department. The
12 completed form shall contain, at a minimum, all of the following
13 information:

14 (A) The name and address of the seller.

15 (B) The seller's dealer number, if applicable.

16 (C) The date of delivery to the dealer conducting the auction.

17 (D) The actual mileage of the vehicle as indicated by the
18 vehicle's odometer at the time of delivery to the dealer conducting
19 the auction.

20 (E) The name, address, and occupational license number of the
21 dealer conducting the auction.

22 (F) The name, address, and occupational license number of the
23 buyer.

24 (G) The signature of the dealer conducting the auction.

25 (2) Submission of the completed form specified in paragraph
26 (1) to the department shall fully satisfy the requirements of
27 subdivision (a) and subdivision (a) of Section 5901 with respect
28 to the dealer selling at auction and the dealer conducting the
29 auction.

30 (3) The single form required by this subdivision does not relieve
31 a dealer of any obligation or responsibility that is required by any
32 other provision of law.

33 (c) A vehicle displaying a copy of the report of sale may be
34 operated without license plates or registration card until either of
35 the following, whichever occurs first:

36 (1) The license plates and registration card are received by the
37 purchaser.

38 (2) A 90-day period, commencing with the date of sale of the
39 vehicle, has expired.

1 ~~(d) This section shall become inoperative on the date that the~~
2 ~~temporary license plate system described in Section 1686 becomes~~
3 ~~operational and the director prominently posts a declaration to that~~
4 ~~effect on the department's Internet Web site, and is repealed on~~
5 ~~January 1 of the following year.~~

6 *(d) This section shall remain in effect only until January 1, 2016,*
7 *and as of that date is repealed, unless a later enacted statute, that*
8 *is enacted before January 1, 2016, deletes or extends that date.*

9 SEC. 4. Section 4456 is added to the Vehicle Code, to read:

10 4456. (a) When selling a vehicle, dealers and lessor-retailers
11 shall use numbered report-of-sale forms issued by the department.
12 The forms shall be used in accordance with the following terms
13 and conditions:

14 (1) The dealer or lessor-retailer shall attach for display a copy
15 of the report of sale on the vehicle before the vehicle is delivered
16 to the purchaser.

17 (2) The dealer or lessor-retailer shall submit to the department
18 an application accompanied by all fees and penalties due for
19 registration or transfer of registration of the vehicle within 30 days
20 from the date of sale, as provided in subdivision (c) of Section
21 9553, if the vehicle is a used vehicle, and 20 days if the vehicle is
22 a new vehicle. Penalties due for noncompliance with this paragraph
23 shall be paid by the dealer or lessor-retailer. The dealer or
24 lessor-retailer shall not charge the purchaser for the penalties.

25 (3) As part of an application to transfer registration of a used
26 vehicle, the dealer or lessor-retailer shall include all of the
27 following information on the certificate of title, application for a
28 duplicate certificate of title, or form prescribed by the department:

29 (A) Date of sale and report of sale number.

30 (B) Purchaser's name and address.

31 (C) Dealer's name, address, number, and signature or signature
32 of authorized agent.

33 (D) Salesperson number.

34 (4) If the department returns an application and the application
35 was first received by the department within 30 days of the date of
36 sale of the vehicle if the vehicle is a used vehicle, and 20 days if
37 the vehicle is a new vehicle, the dealer or lessor-retailer shall
38 submit a corrected application to the department within 50 days
39 from the date of sale of the vehicle if the vehicle is a used vehicle,
40 and 40 days if the vehicle is a new vehicle, or within 30 days from

1 the date that the application is first returned by the department if
2 the vehicle is a used vehicle, and 20 days if the vehicle is a new
3 vehicle, whichever is later.

4 (5) If the department returns an application and the application
5 was first received by the department more than 30 days from the
6 date of sale of the vehicle if the vehicle is a used vehicle, and 20
7 days if the vehicle is a new vehicle, the dealer or lessor-retailer
8 shall submit a corrected application to the department within 50
9 days from the date of sale of the vehicle if the vehicle is a used
10 vehicle, and 40 days if the vehicle is a new vehicle.

11 (6) An application first received by the department more than
12 50 days from the date of sale of the vehicle if the vehicle is a used
13 vehicle, and 40 days if the vehicle is a new vehicle, is subject to
14 the penalties specified in subdivisions (a) and (b) of Section 4456.1.

15 (7) The dealer or lessor-retailer shall report the sale pursuant to
16 Section 5901.

17 (b) (1) A transfer that takes place through a dealer conducting
18 a wholesale vehicle auction shall be reported to the department by
19 that dealer on a single form approved by the department. The
20 completed form shall contain, at a minimum, all of the following
21 information:

22 (A) The name and address of the seller.

23 (B) The seller's dealer number, if applicable.

24 (C) The date of delivery to the dealer conducting the auction.

25 (D) The actual mileage of the vehicle as indicated by the
26 vehicle's odometer at the time of delivery to the dealer conducting
27 the auction.

28 (E) The name, address, and occupational license number of the
29 dealer conducting the auction.

30 (F) The name, address, and occupational license number of the
31 buyer.

32 (G) The signature of the dealer conducting the auction.

33 (2) Submission of the completed form specified in paragraph
34 (1) to the department shall fully satisfy the requirements of
35 subdivision (a) of this section and subdivision (a) of Section 5901
36 with respect to the dealer selling at auction and the dealer
37 conducting the auction.

38 (3) The single form required by this subdivision does not relieve
39 a dealer of any obligation or responsibility that is required by any
40 other provision of law.

1 (c) The dealer or lessor-retailer shall affix a temporary license
2 plate to the front and rear of any vehicle sold without a permanent
3 license plate attached to the vehicle at the time of sale. A vehicle
4 displaying a temporary license plate may be operated without
5 permanent license plates or registration card until either of the
6 following, whichever occurs first:

7 (1) The permanent license plates and registration card are
8 received by the purchaser.

9 (2) A 90-day period, commencing with the date of sale of the
10 vehicle, has expired.

11 (d) This section shall become operative ~~on the date that the~~
12 ~~temporary license plate system described in Section 1686 becomes~~
13 ~~operational and the director prominently posts a declaration to that~~
14 ~~effect on the department's Internet Web site: January 1, 2016.~~

15 SEC. 5. Section 4456.5 of the Vehicle Code is amended to
16 read:

17 4456.5. (a) A dealer may charge the purchaser or lessee of a
18 vehicle the following charges:

19 (1) A document processing charge for the preparation and
20 processing of documents, disclosures, and titling, registration, and
21 information security obligations imposed by state and federal law.
22 The dealer document processing charge shall not be represented
23 as a governmental fee.

24 (A) If a dealer has a contractual agreement with the department
25 to be a private industry partner pursuant to Section 1685, the
26 document processing charge shall not exceed eighty dollars (\$80).

27 (B) If a dealer does not have a contractual agreement with the
28 department to be a private industry partner pursuant to Section
29 1685, the document processing charge shall not exceed sixty-five
30 dollars (\$65).

31 (2) An electronic filing charge, not to exceed the actual amount
32 the dealer is charged by a first-line service provider for providing
33 license plate processing, postage, and the fees and services
34 authorized pursuant to subdivisions (a) and (d) of Section 1685.
35 The director may establish, through the adoption of regulations,
36 the maximum amount that a first-line service provider may charge
37 a dealer. The electronic filing charge shall not be represented as a
38 governmental fee.

39 (3) A temporary license plate processing charge that does not
40 exceed the applicable maximum amount established by the

1 department through the adoption of regulations. The department
2 may adopt different maximum amounts for dealers that have
3 contractual agreements with the department to be private industry
4 partners pursuant to Section 1685 and those that do not, but any
5 maximum amount established by the department shall be
6 reasonably related to the costs of providing these services.

7 (b) As used in this section, the term “first-line service provider”
8 shall have the same meaning as defined in subdivision (b) of
9 Section 1685.

10 SEC. 6. Section 4456.6 is added to the Vehicle Code, to read:

11 4456.6. (a) A motor vehicle dealer shall, at the point of sale,
12 install a temporary license plate in the front and rear license plate
13 holder of a vehicle sold without permanent license plates. The
14 dealer shall electronically record the temporary license plates’
15 number, vehicle identification number, vehicle make, model, and
16 year, and vehicle owner’s name and address using an electronic
17 program provided by a first-line service provider, as defined in
18 subdivision (b) of Section 1685. An independent dealer that does
19 not have a contractual agreement with the department to be a
20 private industry partner shall utilize a first-line service provider
21 to access the temporary license plate system.

22 (b) The temporary license plate is valid for up to 45 days. A
23 temporary license plate may be reissued for the same vehicle by
24 the motor vehicle dealer or the department for an additional 45-day
25 period.

26 (c) A temporary license plate shall contain, at a minimum, all
27 of the following:

- 28 (1) A unique identification number.
- 29 (2) The expiration date of the temporary license plate.
- 30 (3) The vehicle’s make and model.

31 (d) The department shall designate specifications for the paper
32 or other media upon which the temporary license plate is printed
33 and any other requirements to prevent tampering and
34 counterfeiting. The paper or other media shall be weatherproof so
35 that it maintains its structural integrity, including graphic and data
36 adhesion, in all weather conditions for up to 45 days after being
37 placed on the vehicle.

38 (e) The unique identification number shall be printed in black
39 ink on white paper or other media consistent with standards adopted

1 by the department that provide optimal readability by law
2 enforcement and automated license plate recognition systems.

3 (f) The temporary license plates may include the name of the
4 dealership, if the name does not interfere with the readability of
5 the license plate by law enforcement or by automated license plate
6 recognition systems.

7 (g) This section shall become operative ~~on the date that the~~
8 ~~temporary license plate system described in Section 1686 becomes~~
9 ~~operational and the director prominently posts a declaration to that~~
10 ~~effect on the department's Internet Web site. January 1, 2016.~~

11 SEC. 7. Section 4463 of the Vehicle Code is amended to read:

12 4463. (a) A person who, with intent to prejudice, damage, or
13 defraud, commits any of the following acts is guilty of a felony
14 and upon conviction thereof shall be punished by imprisonment
15 pursuant to subdivision (h) of Section 1170 of the Penal Code for
16 16 months or two or three years, or by imprisonment in a county
17 jail for not more than one year:

18 (1) Alters, forges, counterfeits, or falsifies a certificate of
19 ownership, registration card, certificate, license, license plate,
20 temporary license plate, device issued pursuant to Section 4853,
21 special plate, or permit provided for by this code or a comparable
22 certificate of ownership, registration card, certificate, license,
23 license plate, temporary license plate, device comparable to that
24 issued pursuant to Section 4853, special plate, or permit provided
25 for by a foreign jurisdiction, or alters, forges, counterfeits, or
26 falsifies the document, device, or plate with intent to represent it
27 as issued by the department, or alters, forges, counterfeits, or
28 falsifies with fraudulent intent an endorsement of transfer on a
29 certificate of ownership or other document evidencing ownership,
30 or with fraudulent intent displays or causes or permits to be
31 displayed or have in his or her possession a blank, incomplete,
32 canceled, suspended, revoked, altered, forged, counterfeit, or false
33 certificate of ownership, registration card, certificate, license,
34 license plate, temporary license plate, device issued pursuant to
35 Section 4853, special plate, or permit.

36 (2) Utters, publishes, passes, or attempts to pass, as true and
37 genuine, a false, altered, forged, or counterfeited matter listed in
38 paragraph (1) knowing it to be false, altered, forged, or
39 counterfeited.

1 (b) A person who, with intent to prejudice, damage, or defraud,
2 commits any of the following acts is guilty of a misdemeanor, and
3 upon conviction thereof shall be punished by imprisonment in a
4 county jail for six months, a fine of not less than five hundred
5 dollars (\$500) and not more than one thousand dollars (\$1,000),
6 or both that fine and imprisonment, which penalty shall not be
7 suspended:

8 (1) Forges, counterfeits, or falsifies a disabled person placard
9 or a comparable placard relating to parking privileges for disabled
10 persons provided for by a foreign jurisdiction, or forges,
11 counterfeits, or falsifies a disabled person placard with intent to
12 represent it as issued by the department.

13 (2) Passes, or attempts to pass, as true and genuine, a false,
14 forged, or counterfeit disabled person placard knowing it to be
15 false, forged, or counterfeited.

16 (3) Acquires, possesses, sells, or offers for sale a genuine or
17 counterfeit disabled person placard.

18 (c) A person who, with fraudulent intent, displays or causes or
19 permits to be displayed a forged, counterfeit, or false disabled
20 person placard, is subject to the issuance of a notice of parking
21 violation imposing a civil penalty of not less than two hundred
22 fifty dollars (\$250) and not more than one thousand dollars
23 (\$1,000), for which enforcement shall be governed by the
24 procedures set forth in Article 3 (commencing with Section 40200)
25 of Chapter 1 of Division 17 or is guilty of a misdemeanor
26 punishable by imprisonment in a county jail for six months, a fine
27 of not less than two hundred fifty dollars (\$250) and not more than
28 one thousand dollars (\$1,000), or both that fine and imprisonment,
29 which penalty shall not be suspended.

30 (d) For purposes of subdivision (b) or (c), “disabled person
31 placard” means a placard issued pursuant to Section 22511.55 or
32 22511.59.

33 (e) A person who, with intent to prejudice, damage, or defraud,
34 commits any of the following acts is guilty of an infraction, and
35 upon conviction thereof shall be punished by a fine of not less than
36 one hundred dollars (\$100) and not more than two hundred fifty
37 dollars (\$250) for a first offense, not less than two hundred fifty
38 dollars (\$250) and not more than five hundred dollars (\$500) for
39 a second offense, and not less than five hundred dollars (\$500)

1 and not more than one thousand dollars (\$1,000) for a third or
2 subsequent offense, which penalty shall not be suspended:

3 (1) Forges, counterfeits, or falsifies a Clean Air Sticker or a
4 comparable clean air sticker relating to high occupancy vehicle
5 lane privileges provided for by a foreign jurisdiction, or forges,
6 counterfeits, or falsifies a Clean Air Sticker with intent to represent
7 it as issued by the department.

8 (2) Passes, or attempts to pass, as true and genuine, a false,
9 forged, or counterfeit Clean Air Sticker knowing it to be false,
10 forged, or counterfeited.

11 (3) Acquires, possesses, sells, or offers for sale a counterfeit
12 Clean Air Sticker.

13 (4) Acquires, possesses, sells, or offers for sale a genuine Clean
14 Air Sticker separate from the vehicle for which the department
15 issued that sticker.

16 (f) As used in this section, "Clean Air Sticker" means a label
17 or decal issued pursuant to Sections 5205.5 and 21655.9.

18 SEC. 8. Section 5201 of the Vehicle Code is amended to read:

19 5201. (a) License plates shall at all times be securely fastened
20 to the vehicle for which they are issued so as to prevent the plates
21 from swinging, shall be mounted in a position so as to be clearly
22 visible, and so that the characters are upright and display from left
23 to right, and shall be maintained in a condition so as to be clearly
24 legible. The rear license plate shall be mounted not less than 12
25 inches nor more than 60 inches from the ground, and the front
26 license plate shall be mounted not more than 60 inches from the
27 ground, except as follows:

28 (1) The rear license plate on a tow truck or reposessor's tow
29 vehicle may be mounted on the left-hand side of the mast assembly
30 at the rear of the cab of the vehicle, not less than 12 inches nor
31 more than 90 inches from the ground.

32 (2) The rear license plate on a tank vehicle hauling hazardous
33 waste, as defined in Section 25117 of the Health and Safety Code,
34 or asphalt material may be mounted not less than 12 inches nor
35 more than 90 inches from the ground.

36 (3) The rear license plate on a truck tractor may be mounted at
37 the rear of the cab of the vehicle, but not less than 12 inches nor
38 more than 90 inches from the ground.

39 (4) The rear license plate of a vehicle designed by the
40 manufacturer for the collection and transportation of garbage,

1 rubbish, or refuse that is used regularly for the collection and
2 transportation of that material by a person or governmental entity
3 employed to collect, transport, and dispose of garbage, rubbish,
4 or refuse may be mounted not less than 12 inches nor more than
5 90 inches from the ground.

6 (5) The rear license plate on a two-axle livestock trailer may be
7 mounted 12 inches or more, but not more than 90 inches, from the
8 ground.

9 (6) (A) The rear license plate on a dump bed motortruck
10 equipped with a trailing, load bearing swing axle shall be mounted
11 more than 12 inches, but not more than 107 inches, from the
12 ground.

13 (B) As used in this section, a trailing, load bearing swing axle
14 is an axle which can be moved from a raised position to a position
15 behind the vehicle that allows for the transfer of a portion of the
16 weight of the vehicle and load to the trailing axle.

17 (b) A covering shall not be used on license plates except as
18 follows:

19 (1) The installation of a cover over a lawfully parked vehicle
20 to protect it from the weather and the elements does not constitute
21 a violation of this subdivision. A peace officer or other regularly
22 salaried employee of a public agency designated to enforce laws,
23 including local ordinances, relating to the parking of vehicles may
24 temporarily remove so much of the cover as is necessary to inspect
25 any license plate, tab, or indicia of registration on a vehicle.

26 (2) The installation of a license plate security cover is not a
27 violation of this subdivision if the device does not obstruct or
28 impair the recognition of the license plate information, including,
29 but not limited to, the issuing state, license plate number, and
30 registration tabs, and the cover is limited to the area directly over
31 the top of the registration tabs. No portion of a license plate security
32 cover shall rest over the license plate number.

33 (c) A casing, shield, frame, border, product, or other device that
34 obstructs or impairs the reading or recognition of a license plate
35 by an electronic device operated by state or local law enforcement,
36 an electronic device operated in connection with a toll road,
37 high-occupancy toll lane, toll bridge, or other toll facility, or a
38 remote emission sensing device, as specified in Sections 44081
39 and 44081.6 of the Health and Safety Code, shall not be installed
40 on, or affixed to, a vehicle.

1 (d) (1) It is the intent of the Legislature that an accommodation
 2 be made to persons with disabilities and to those persons who
 3 regularly transport persons with disabilities, to allow the removal
 4 and relocation of wheelchair lifts and wheelchair carriers without
 5 the necessity of removing and reattaching the vehicle's rear license
 6 plate. Therefore, it is not a violation of this section if the reading
 7 or recognition of a rear license plate is obstructed or impaired by
 8 a wheelchair lift or wheelchair carrier and all of the following
 9 requirements are met:

10 (A) The owner of the vehicle has been issued a special
 11 identification license plate pursuant to Section 5007, or the person
 12 using the wheelchair that is carried on the vehicle has been issued
 13 a distinguishing placard under Section 22511.55.

14 (B) (i) The operator of the vehicle displays a decal, designed
 15 and issued by the department, that contains the license plate number
 16 assigned to the vehicle transporting the wheelchair.

17 (ii) The decal is displayed on the rear window of the vehicle,
 18 in a location determined by the department, in consultation with
 19 the Department of the California Highway Patrol, so as to be clearly
 20 visible to law enforcement.

21 (2) Notwithstanding any other law, if a decal is displayed
 22 pursuant to this subdivision, the requirements of this code that
 23 require the illumination of the license plate and the license plate
 24 number do not apply.

25 (3) The department shall adopt regulations governing the
 26 procedures for accepting and approving applications for decals,
 27 and issuing decals, authorized by this subdivision.

28 (4) This subdivision does not apply to a front license plate.

29 ~~(e) This section shall become inoperative on the date that the~~
 30 ~~temporary license plate system described in Section 1686 becomes~~
 31 ~~operational and the director prominently posts a declaration to that~~
 32 ~~effect on the department's Internet Web site, and is repealed on~~
 33 ~~January 1 of the following year.~~

34 *(e) This section shall remain in effect only until January 1, 2016,*
 35 *and as of that date is repealed, unless a later enacted statute, that*
 36 *is enacted before January 1, 2016, deletes or extends that date.*

37 SEC. 9. Section 5201 is added to the Vehicle Code, to read:

38 5201. (a) License plates, including temporary license plates,
 39 shall at all times be securely fastened to the vehicle for which they
 40 are issued so as to prevent the plates from swinging, shall be

1 mounted in a position so as to be clearly visible, and so that the
2 characters are upright and display from left to right, and shall be
3 maintained in a condition so as to be clearly legible. The rear
4 license plate shall be mounted not less than 12 inches nor more
5 than 60 inches from the ground, and the front license plate shall
6 be mounted not more than 60 inches from the ground, except as
7 follows:

8 (1) The rear license plate on a tow truck or reposessor's tow
9 vehicle may be mounted on the left-hand side of the mast assembly
10 at the rear of the cab of the vehicle, not less than 12 inches nor
11 more than 90 inches from the ground.

12 (2) The rear license plate on a tank vehicle hauling hazardous
13 waste, as defined in Section 25117 of the Health and Safety Code,
14 or asphalt material may be mounted not less than 12 inches nor
15 more than 90 inches from the ground.

16 (3) The rear license plate on a truck tractor may be mounted at
17 the rear of the cab of the vehicle, but not less than 12 inches nor
18 more than 90 inches from the ground.

19 (4) The rear license plate of a vehicle designed by the
20 manufacturer for the collection and transportation of garbage,
21 rubbish, or refuse that is used regularly for the collection and
22 transportation of that material by a person or governmental entity
23 employed to collect, transport, and dispose of garbage, rubbish,
24 or refuse may be mounted not less than 12 inches nor more than
25 90 inches from the ground.

26 (5) The rear license plate on a two-axle livestock trailer may be
27 mounted 12 inches or more, but not more than 90 inches, from the
28 ground.

29 (6) (A) The rear license plate on a dump bed motortruck
30 equipped with a trailing, load bearing swing axle shall be mounted
31 more than 12 inches, but not more than 107 inches, from the
32 ground.

33 (B) As used in this section, a trailing, load bearing swing axle
34 is an axle which can be moved from a raised position to a position
35 behind the vehicle that allows for the transfer of a portion of the
36 weight of the vehicle and load to the trailing axle.

37 (b) A person shall replace temporary license plates with
38 permanent license plates upon receipt of the permanent license
39 plates, and shall destroy the temporary license plates at that time.

1 (c) A covering shall not be used on license plates except as
2 follows:

3 (1) The installation of a cover over a lawfully parked vehicle
4 to protect it from the weather and the elements does not constitute
5 a violation of this subdivision. A peace officer or other regularly
6 salaried employee of a public agency designated to enforce laws,
7 including local ordinances, relating to the parking of vehicles may
8 temporarily remove so much of the cover as is necessary to inspect
9 any license plate, tab, or indicia of registration on a vehicle.

10 (2) The installation of a license plate security cover is not a
11 violation of this subdivision if the device does not obstruct or
12 impair the recognition of the license plate information, including,
13 but not limited to, the issuing state, license plate number, and
14 registration tabs, and the cover is limited to the area directly over
15 the top of the registration tabs. No portion of a license plate security
16 cover shall rest over the license plate number.

17 (d) A casing, shield, frame, border, product, or other device that
18 obstructs or impairs the reading or recognition of a license plate
19 by an electronic device operated by state or local law enforcement,
20 an electronic device operated in connection with a toll road,
21 high-occupancy toll lane, toll bridge, or other toll facility, or a
22 remote emission sensing device, as specified in Sections 44081
23 and 44081.6 of the Health and Safety Code, shall not be installed
24 on, or affixed to, a vehicle.

25 (e) (1) It is the intent of the Legislature that an accommodation
26 be made to persons with disabilities and to those persons who
27 regularly transport persons with disabilities, to allow the removal
28 and relocation of wheelchair lifts and wheelchair carriers without
29 the necessity of removing and reattaching the vehicle's rear license
30 plate. Therefore, it is not a violation of this section if the reading
31 or recognition of a rear license plate is obstructed or impaired by
32 a wheelchair lift or wheelchair carrier and all of the following
33 requirements are met:

34 (A) The owner of the vehicle has been issued a special
35 identification license plate pursuant to Section 5007, or the person
36 using the wheelchair that is carried on the vehicle has been issued
37 a distinguishing placard under Section 22511.55.

38 (B) (i) The operator of the vehicle displays a decal, designed
39 and issued by the department, that contains the license plate number
40 assigned to the vehicle transporting the wheelchair.

1 (ii) The decal is displayed on the rear window of the vehicle,
 2 in a location determined by the department, in consultation with
 3 the Department of the California Highway Patrol, so as to be clearly
 4 visible to law enforcement.

5 (2) Notwithstanding any other law, if a decal is displayed
 6 pursuant to this subdivision, the requirements of this code that
 7 require the illumination of the license plate and the license plate
 8 number do not apply.

9 (3) The department shall adopt regulations governing the
 10 procedures for accepting and approving applications for decals,
 11 and issuing decals, authorized by this subdivision.

12 (4) This subdivision does not apply to a front license plate.

13 (f) This section shall become operative ~~on the date that the~~
 14 ~~temporary license plate system described in Section 1686 becomes~~
 15 ~~operational and the director prominently posts a declaration to that~~
 16 ~~effect on the department's Internet Web site. January 1, 2016.~~

17 SEC. 10. Section 5202 of the Vehicle Code is amended to read:

18 5202. (a) A license plate issued by this state or any other
 19 jurisdiction within or without the United States shall be attached
 20 upon receipt and remain attached during the period of its validity
 21 to the vehicle for which it is issued while being operated within
 22 this state or during the time the vehicle is being held for sale in
 23 this state, or until the time that a vehicle with special or
 24 identification plates is no longer entitled to those plates; and a
 25 person shall not operate, and an owner shall not knowingly permit
 26 to be operated, upon any highway, a vehicle unless the license
 27 plate is so attached. A special permit issued in lieu of plates shall
 28 be attached and displayed on the vehicle for which the permit was
 29 issued during the period of the permit's validity.

30 ~~(b) This section shall become inoperative on the date that the~~
 31 ~~temporary license plate system described in Section 1686 becomes~~
 32 ~~operational and the director prominently posts a declaration to that~~
 33 ~~effect on the department's Internet Web site, and is repealed on~~
 34 ~~January 1 of the following year.~~

35 *(b) This section shall remain in effect only until January 1, 2016,*
 36 *and as of that date is repealed, unless a later enacted statute, that*
 37 *is enacted before January 1, 2016, deletes or extends that date.*

38 SEC. 11. Section 5202 is added to the Vehicle Code, to read:

39 5202. (a) A license plate issued by this state or any other
 40 jurisdiction within or without the United States shall be attached

1 upon receipt and remain attached during the period of its validity
2 to the vehicle for which it is issued while being operated within
3 this state or during the time the vehicle is being held for sale in
4 this state, or until the time that a vehicle with special or
5 identification plates is no longer entitled to those plates; and a
6 person shall not operate, and an owner shall not knowingly permit
7 to be operated, upon any highway, a vehicle unless the license
8 plate is so attached. A special permit or temporary license plate
9 issued in lieu of permanent license plates shall be attached and
10 displayed on the vehicle until the temporary license plate or the
11 permit expires, or the permanent license plates are received,
12 whichever occurs first.

13 (b) A violation of this section is an infraction punishable by a
14 base fine of twenty-five dollars (\$25) for a first offense and forty
15 dollars (\$40) for each subsequent offense in the same year.

16 (c) This section shall become operative ~~on the date that the~~
17 ~~temporary license plate system described in Section 1686 becomes~~
18 ~~operational and the director prominently posts a declaration to that~~
19 ~~effect on the department's Internet Web site. January 1, 2016.~~

20 SEC. 12. Section 5901 of the Vehicle Code is amended to read:

21 5901. (a) Every dealer or lessor-retailer, upon transferring by
22 sale, lease, or otherwise any vehicle, whether new or used, of a
23 type subject to registration under this code, shall, not later than
24 the end of the fifth calendar day thereafter not counting the day of
25 sale, give written notice of the transfer to the department at its
26 headquarters upon an appropriate form provided by it.

27 (b) Except as otherwise provided in this subdivision or in
28 subdivision (c), the dealer or lessor-retailer shall enter on the form
29 and pursuant to Section 32705(a) of Title 49 of the United States
30 Code, on the ownership certificate, the actual mileage of the vehicle
31 as indicated by the vehicle's odometer at the time of the transfer.
32 However, if the vehicle dealer or lessor-retailer has knowledge
33 that the mileage displayed on the odometer is incorrect, the licensee
34 shall indicate on the form on which the mileage is entered that the
35 mileage registered by the odometer is incorrect. A vehicle dealer
36 or lessor-retailer need not give the notice when selling or
37 transferring a new unregistered vehicle to a dealer or lessor-retailer.

38 (c) When the dealer or lessor-retailer is not in possession of the
39 vehicle that is sold or transferred, the person in physical possession

1 of the vehicle shall give the information required by subdivision
2 (b).

3 (d) A sale is deemed completed and consummated when the
4 purchaser of the vehicle has paid the purchase price, or, in lieu
5 thereof, has signed a purchase contract or security agreement, and
6 has taken physical possession or delivery of the vehicle.

7 ~~(e) This section shall become inoperative on the date that the~~
8 ~~temporary license plate system described in Section 1686 becomes~~
9 ~~operational and the director prominently posts a declaration to that~~
10 ~~effect on the department's Internet Web site, and is repealed on~~
11 ~~January 1 of the following year.~~

12 *(e) This section shall remain in effect only until January 1, 2016,*
13 *and as of that date is repealed, unless a later enacted statute, that*
14 *is enacted before January 1, 2016, deletes or extends that date.*

15 SEC. 13. Section 5901 is added to the Vehicle Code, to read:

16 5901. (a) Every dealer or lessor-retailer, upon transferring by
17 sale, lease, or otherwise any vehicle, whether new or used, of a
18 type subject to registration under this code, shall, on the day of
19 sale, give electronic notice of the transfer to the department in a
20 manner approved by it.

21 (b) Except as otherwise provided in this subdivision or in
22 subdivision (c), the dealer or lessor-retailer shall enter on an
23 appropriate form and, pursuant to Section 32705(a) of Title 49 of
24 the United States Code, on the ownership certificate, the actual
25 mileage of the vehicle as indicated by the vehicle's odometer at
26 the time of the transfer. However, if the vehicle dealer or
27 lessor-retailer has knowledge that the mileage displayed on the
28 odometer is incorrect, the licensee shall indicate on the form on
29 which the mileage is entered that the mileage registered by the
30 odometer is incorrect. A vehicle dealer or lessor-retailer need not
31 give the notice when selling or transferring a new unregistered
32 vehicle to a dealer or lessor-retailer.

33 (c) When the dealer or lessor-retailer is not in possession of the
34 vehicle that is sold or transferred, the person in physical possession
35 of the vehicle shall give the information required by subdivision
36 (b).

37 (d) A sale is deemed completed and consummated when the
38 purchaser of the vehicle has paid the purchase price, or, in lieu
39 thereof, has signed a purchase contract or security agreement, and
40 has taken physical possession or delivery of the vehicle.

1 (e) This section shall become operative on ~~the date that the~~
2 ~~temporary license plate system described in Section 1686 becomes~~
3 ~~operational and the director prominently posts a declaration to that~~
4 ~~effect on the department's Internet Web site: January 1, 2016.~~

5 SEC. 14. Section 40610 of the Vehicle Code is amended to
6 read:

7 40610. (a) (1) Except as provided in paragraph (2), if, after
8 an arrest, accident investigation, or other law enforcement action,
9 it appears that a violation has occurred involving a registration,
10 license, all-terrain vehicle safety certificate, or mechanical
11 requirement of this code, and none of the disqualifying conditions
12 set forth in subdivision (b) exist and the investigating officer
13 decides to take enforcement action, the officer shall prepare, in
14 triplicate, and the violator shall sign, a written notice containing
15 the violator's promise to correct the alleged violation and to deliver
16 proof of correction of the violation to the issuing agency.

17 (2) If any person is arrested for a violation of Section 4454, and
18 none of the disqualifying conditions set forth in subdivision (b)
19 exist, the arresting officer shall prepare, in triplicate, and the
20 violator shall sign, a written notice containing the violator's
21 promise to correct the alleged violation and to deliver proof of
22 correction of the violation to the issuing agency. In lieu of issuing
23 a notice to correct violation pursuant to this section, the officer
24 may issue a notice to appear, as specified in Section 40522.

25 (b) Pursuant to subdivision (a), a notice to correct violation shall
26 be issued as provided in this section or a notice to appear shall be
27 issued as provided in Section 40522, unless the officer finds any
28 of the following:

29 (1) Evidence of fraud or persistent neglect.

30 (2) The violation presents an immediate safety hazard.

31 (3) The violator does not agree to, or cannot, promptly correct
32 the violation.

33 (c) If any of the conditions set forth in subdivision (b) exist, the
34 procedures specified in this section or Section 40522 are
35 inapplicable, and the officer may take other appropriate
36 enforcement action.

37 (d) Except as otherwise provided in subdivision (a), the notice
38 to correct violation shall be on a form approved by the Judicial
39 Council and, in addition to the owner's or operator's address and
40 identifying information, shall contain an estimate of the reasonable

1 time required for correction and proof of correction of the particular
 2 defect, not to exceed 30 days, or 90 days for the all-terrain vehicle
 3 safety certificate.

4 ~~(e) This section shall become inoperative on the date that the~~
 5 ~~temporary license plate system described in Section 1686 becomes~~
 6 ~~operational and the director prominently posts a declaration to that~~
 7 ~~effect on the department's Internet Web site, and is repealed on~~
 8 ~~January 1 of the following year.~~

9 *(e) This section shall remain in effect until January 1, 2016,*
 10 *and as of that date is repealed, unless a later enacted statute, that*
 11 *is enacted before January 1, 2016, deletes or extends that date.*

12 SEC. 15. Section 40610 is added to the Vehicle Code, to read:

13 40610. (a) (1) Except as provided in paragraph (2), if, after
 14 an arrest, accident investigation, or other law enforcement action,
 15 it appears that a violation has occurred involving a registration,
 16 license, all-terrain vehicle safety certificate, or mechanical
 17 requirement of this code, and none of the disqualifying conditions
 18 set forth in subdivision (b) exist and the investigating officer
 19 decides to take enforcement action, the officer shall prepare, in
 20 triplicate, and the violator shall sign, a written notice containing
 21 the violator's promise to correct the alleged violation and to deliver
 22 proof of correction of the violation to the issuing agency.

23 (2) If any person is arrested for a violation of Section 4454, and
 24 none of the disqualifying conditions set forth in subdivision (b)
 25 exist, the arresting officer shall prepare, in triplicate, and the
 26 violator shall sign, a written notice containing the violator's
 27 promise to correct the alleged violation and to deliver proof of
 28 correction of the violation to the issuing agency. In lieu of issuing
 29 a notice to correct violation pursuant to this section, the officer
 30 may issue a notice to appear, as specified in Section 40522.

31 (b) Pursuant to subdivision (a), a notice to correct violation shall
 32 be issued as provided in this section or a notice to appear shall be
 33 issued as provided in Section 40522, unless the officer finds any
 34 of the following:

- 35 (1) Evidence of fraud or persistent neglect.
- 36 (2) The violation presents an immediate safety hazard.
- 37 (3) The violator does not agree to, or cannot, promptly correct
 38 the violation.
- 39 (4) The vehicle is being operated in violation of Section 5202.

1 (c) If any of the conditions set forth in subdivision (b) exist, the
2 procedures specified in this section or Section 40522 are
3 inapplicable, and the officer may take other appropriate
4 enforcement action.

5 (d) Except as otherwise provided in subdivision (a), the notice
6 to correct violation shall be on a form approved by the Judicial
7 Council and, in addition to the owner's or operator's address and
8 identifying information, shall contain an estimate of the reasonable
9 time required for correction and proof of correction of the particular
10 defect, not to exceed 30 days, or 90 days for the all-terrain vehicle
11 safety certificate.

12 (e) This section shall become operative ~~on the date that the~~
13 ~~temporary license plate system described in Section 1686 becomes~~
14 ~~operational and the director prominently posts a declaration to that~~
15 ~~effect on the department's Internet Web site. January 1, 2016.~~

16 SEC. 16. No reimbursement is required by this act pursuant to
17 Section 6 of Article XIII B of the California Constitution because
18 the only costs that may be incurred by a local agency or school
19 district will be incurred because this act creates a new crime or
20 infraction, eliminates a crime or infraction, or changes the penalty
21 for a crime or infraction, within the meaning of Section 17556 of
22 the Government Code, or changes the definition of a crime within
23 the meaning of Section 6 of Article XIII B of the California
24 Constitution.

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BILL ANALYSIS

AB 2197
Page 1

Date of Hearing: May 7, 2014

ASSEMBLY COMMITTEE ON APPROPRIATIONS
Mike Gatto, Chair

AB 2197 (Mullin) - As Amended: April 23, 2014

Policy Committee:
TransportationVote:10-1

Urgency: No State Mandated Local Program:
Yes Reimbursable: No

SUMMARY

This bill requires vehicles sold or leased without a permanent license plate to be affixed with a temporary license plate (TLP). Specifically, this bill:

- 1) Requires the DMV, by April 1, 2015, to issue a request for proposal (RFP) with a private industry partner to contract for development of a TLP system, as specified, to become operational by January 1, 2016.
- 2) Authorizes DMV to impose a fee on dealers and lessors to process TLPs that does not exceed DMV's costs to procure and maintain the system.
- 3) Authorizes the dealer to charge the vehicle purchaser a TLP processing charge, not to exceed an amount established by DMV through regulations.
- 4) Requires a dealer to electronically record and transmit to the TLP system vehicle and owner identification information as specified.
- 5) Allows a vehicle to be operated with a TLP until either the purchaser receives a permanent license plate or a 90-day period following the date of sale of the vehicle has expired.
- 6) Specifies the contents of a TLP and stipulates that a TLP is valid for up to 45 days, and may be reissued by the dealer for an additional 45 days.
- 7) Makes counterfeit or forgery of TLPs a felony, punishable to

up to 16 months, two years, or three years in state prison or up to one year in county jail.

- 8) Stipulates that failure to display TLPs as specified is an infraction, punishable by a base fine of \$25 for a first offense to \$40 for each subsequent offense.

FISCAL EFFECT

- 1) DMV preliminarily estimates one-time costs of around \$300,000 for programming, development of the RFP and regulations, and contract costs for the system. Based on department forecasts of vehicle sales and assuming 20% of used car sales require temporary plates, revenues to cover these start-up costs and DMV's ongoing costs would be about \$2.4 million in 2016-17 and about \$5 million annually thereafter, assuming a two-dollar fee on vehicle purchasers. These estimated costs could be significantly reduced to the extent the vendor absorbs the up-front costs of the system and recoups those costs through the transaction fee. DMV indicates that the four months allowed in the bill to issue the RFP and the one year allowed to implement the program are unrealistic timelines.
- 2) DMV indicates that based on similar systems in place elsewhere, the dealers processing charge to vehicle buyers would be in the range of \$5 to \$8.
- 3) Increase in toll revenues to the extent vehicles currently without permanent license plates are avoiding toll collections. (See Comment #2)

COMMENTS

1) Background . At the time of retail sale, the vehicle dealer is responsible for applying to DMV to register a new vehicle and transfer registration for a used vehicle. Before the dealer can deliver the vehicle to the buyer, the dealer must affix to the windshield a report-of-sale notice showing that the vehicle is in the process of being registered, after which the dealer has 20 days for a new vehicle or 30 days for a used vehicle to deliver to DMV the application and fees necessary to register the vehicle in the buyer's name.

SB 46 (Polanco)/Statutes of 2001 established the electronic vehicle registration (EVR) program, where motor vehicle

dealers may enter into contracts as DMV business partners for vehicle registration and titling purposes. A business partner either directly, or through a service provider, communicates electronically with DMV to register a vehicle it has sold and then mails license plates, registration cards, and registration stickers to the buyer.

AB 1215 (Blumenfield)/Statutes of 2011, in part required new car dealers to participate in the EVR program, reduced the period a vehicle may operate a vehicle with a report-of-sale notice to 90 days, and required license plates to be attached upon receipt by the vehicle owner. With implementation of AB 1215, industry stakeholders indicate that vehicle owners are now receiving permanent license plates between 14 to 30 days on average following a sale.

2)Purpose . This bill requires development of a statewide TLP system to ensure new and used purchased vehicles are identifiable to law enforcement and toll operators during the period between the point of sale and when permanent license plates are received by the purchaser.

The author asserts that this legislation will save toll authorities millions of dollars in uncollectable toll violations, while also improving public safety by helping law enforcement identify vehicles involved in traffic violations, hit-and-run accidents, and other criminal activity.

In support, the Metropolitan Transportation Commission (MTC) notes "California's electronic toll payment collection system - FasTrak - relies upon a photo of a vehicle's license plate for enforcement. In the San Francisco Bay Area, drivers without plates are enjoying a free ride on the region's eight toll bridges to the tune of almost \$8 million in 2012-13."

3)Opposition . The California New Car Dealers Association (CNCDA) writes, "AB 2197 creates a new onerous point of sale temporary license plate system that burdens consumers, vehicle dealers, and DMV with additional costs and effort."

4)Related Legislation . AB 1864 (Daly), pending in the Assembly, reduces, from 90 days to 75 days, the maximum period a purchased vehicle may be operated without license plates or a registration card.

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Establishing a Temporary Vehicle License Plate Program: AB 2197 (Mullin)

Supported by three statewide police organizations, AB 2197 is an important improvement to public safety. Vehicles without plates allow motorists to avoid detection in criminal activity, traffic and toll violations.

To ensure fairness for the region's toll payers and curb toll cheating on the Bay Area's eight toll bridges by vehicles without plates, MTC and the Golden Gate Bridge, Highway and Transportation District are sponsoring AB 2197 to establish a temporary license plate program in California similar to that in effect in over two dozen states.

In fiscal year 2012-13, vehicles without plates drove toll-free across a Bay Area bridge 1.4 million times, costing the region roughly \$8 million in uncollected tolls. That same year, Southern California toll roads and express lanes lost \$4 million due to vehicles without plates. Given the increase in new express lanes statewide and the growth of all-electronic tolling, it is time for legislative action.

Toll Bridge & Toll Road Revenue Losses from Vehicles Without Plates

Agency	FY2013-12	FY 2012-11	FY 2011-10
Bay Area Toll Authority	\$6,785,212	\$4,872,419	\$4,340,486
Transportation Corridors Agency	\$2,786,048	\$2,269,365	\$2,071,006
Golden Gate Bridge	\$1,100,000	\$500,000	\$400,000
I-110 and I-10 Express Lanes ¹	\$900,000	-	-
Orange County Transportation Authority	\$580,025	\$467,955	\$387,147
South Bay Expressway	\$360,000	\$380,000	\$425,000
STATEWIDE IMPACT	\$12,511,285	\$8,489,739	\$7,623,639

Source: Email survey conducted by MTC in November 2013.

¹The 110/10 Express Lanes began operation in November 2012.

Current Practice

Current law requires vehicle owners to install permanent license plates upon receipt or within 90 days of purchase, whichever is sooner. Law enforcement cannot easily determine when a vehicle is past its 90 allowable days because there is no visible expiration date on the "report of sale" document taped in the front window of new cars. Many drivers take advantage of this loophole and drive without plates far past the allowable time period.

How Would The Temporary License Plate System Work?

AB 2197 builds on California's successful 11-year-old Business Partner Automation (BPA) Program, in which the DMV approves companies to work directly with motor vehicle dealers to process registration electronically.

The bill requires motor vehicle dealers to work with one of these pre-approved companies to process temporary license plates. Information about the owner and the vehicle would be entered into a "temp tag" database that would be accessible to law enforcement and toll agencies in real time, just like the permanent motor vehicle registration database.

AB 2197 has a growing list of supporters including:

- California Police Chiefs Association
- California State Sheriffs' Association
- Peace Officers Research Association of California
- Riverside County Transportation Commission
- Foothill/Eastern Transportation Corridor Agency
- San Joaquin Hills Transportation Corridor Agency

California is a national outlier with respect to how long we allow vehicles to be driven "anonymously," despite the risk it poses to public safety.



Assembly Bill 2197 would establish a mandatory "temp tag" system, requiring both new and used auto dealers to install temporary tags (Florida example pictured above) at the point of sale so vehicles are identifiable to law enforcement and toll operators. (Photos: Randy Rentschler)



DATE: May 19, 2014
TO: SolanoExpress Transit Consortium
FROM: Nancy Whelan, STA Transit Consultant
RE: FY 2014-15 Intercity Funding Agreement and FY 2013-14 Reconciliation

Background

The Intercity Transit Funding Working Group (ITFWG) reviews the annual funding of intercity transit routes included in the Intercity Transit Funding Agreement. Members of the ITFWG include all funding participants: the Dixon Redit-Ride, Fairfield and Suisun Transit (FAST), and Solano County Transit (SolTrans), Vacaville City Coach, the County of Solano, and STA. The Agreement addresses the process for reconciling planned to actual revenues and expenditures and for sharing costs for the upcoming budget year.

On May 7, 2014, the attached package of materials was provided to the ITFWG and the group opted out to meet as they were satisfied with the materials provided.

Discussion

The attached package of materials includes a memo describing the annual intercity funding process and a series of attachments that provide data from FAST and SolTrans for reconciling the FY 2012-13 revenues and expenditures, and for projecting FY 2014-15 revenues and expenditures for the intercity routes (Attachment A). This data is compiled into summaries of the annual amounts each funding participant will owe for FY 2014-15, after accounting for the FY 2012-13 reconciliation.

The intercity funding shares for FY 2014-15 will be reflected in the annual TDA matrix, showing amounts to be claimed by jurisdiction/transit agency. A working draft of the TDA matrix is provided in the attached package of materials.

The results of the ITFWG review process will be reported to the Consortium and any changes to the FY 2014-15 intercity transit funding will be identified at the meeting on May 27, 2014.

Fiscal Impact:

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

Recommendation

Approve the SolanoExpress Cost Sharing Reconciliation of FY 2012-13 subsidies by jurisdiction plus amount owed for FY 2014-15 Summary as shown in Attachment A.5 Tab 6.

Attachments:

- A. Draft FY 2014-15 ITFWG Funding Materials Memo, with the following attachments:
 - A.1 SolTrans FY 12-13 CAM with Reconciliation
 - A.2 FAST FY 12-13 CAM with Reconciliation
 - A.3 SolTrans FY 14-15 CAM Estimate
 - A.4 FAST FY 2014-15 CAM Estimate
 - A.5 FY 2012-13 Reconciliation and FY 2014-15 Cost Sharing
 - Tab 0: TDA Matrix Working Draft
 - Tab 1: Population Estimates
 - Tab 2: Ridership by Route by Residency
 - Tab 3: FY 2012-13 Planned vs. Actual Costs and Revenues
 - Tab 4: FY 2012-13 Reconciliation Summary by Jurisdiction
 - Tab 5: FY 2014-15 Cost Sharing
 - Tab 6: Reconciliation of FY 2012-13 Subsidies plus Subsidies Owed for FY 2014-15
 - Tab 7: Summary Comparison of FY 2013-14 vs. FY 2014-15 Total Amounts Due



Date: May 7, 2014
 To: Intercity Transit Funding Working Group
 From: Nancy Whelan, STA Transit Consultant
 RE: FY 2014-15 Draft Intercity Funding Materials

The attached materials are being provided to the Intercity Transit Funding Working Group for the group's consideration and possible meeting and discussion on May 16, 2014. This memo briefly outlines the process used to determine annual funding shares for Solano Express intercity bus service.

Intercity Funding Process

The annual funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. To allow for the completion of audits, the reconciliation for a given fiscal year takes place one year after the completion of the fiscal year and at the same time as the planned (budgeted) amounts are calculated for the upcoming fiscal year. In this cycle, FY 2012-13 audited amounts are reconciled to the planned FY 2012-13 amounts at the same time planned amounts for FY 2014-15 are estimated.

FY 2012-13 Reconciliation

The FY 2012-13 reconciliation compares the revenue and expenditure amounts budgeted for the fiscal year for each intercity route to the audited actual amounts. The difference results in credits or debits to the participating cities and the county for their FY 2014-15 intercity shares. FAST and SolTrans CAMs showing audited actual costs and revenues for FY 2012-13 form the basis for the reconciliation. The summary sheet from each operator's FY 2012-13 CAM with actual costs and revenues are shown in Attachments 1 and 2. Additional detail from the CAMs is available on request.

Reconciliation and FY 2014-15 Calculations

Budgeted amounts for the upcoming fiscal year are presented in the SolTrans and FAST FY 2014-15 CAMs in Attachments 3 and 4. These amounts are used in calculating funding shares for each of the participating jurisdictions. The gross cost of each route is offset by fares and route specific funding to arrive at the net cost of the route to be shared. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and are shown in Attachment 5, Tab 1. Ridership by residency is based on on-board surveys conducted by an independent ridership estimating firm every 2 – 3 years. The survey data used in this calculation is from 2012 and is shown in Attachment 5, Tab 2. The calculations for reconciling the FY 2012-13 planned versus actual are shown in Attachment 5, Tabs 3 and 4.

The calculations for cost sharing for FY 2014-15 are shown in Attachment 5, Tabs 4 and 5. The final amounts due by jurisdiction, by route, for both reconciled FY 2012-13 and new FY 2014-15 are shown in Attachment 5, Tab 6. A summary comparison of FY 2013-14 vs. FY 2014-15 total amounts due by jurisdiction is provided in Attachment 5, Tab 7.

TDA Funding Matrix

A Working Draft of the TDA matrix is included in Attachment 5, Tab 0. When the Intercity Funding Working Group has reviewed the FY 2014-15 cost sharing documents and the numbers are finalized, the results will be incorporated into the TDA funding matrix. Individual operator amounts claimed for local transit operating and capital will be added to the matrix and the matrix will be considered for adoption by the Solano Express Consortium on May 27, 2014, by the Technical Advisory Committee on May 28, 2014, and by the STA Board on June 11, 2014. Once the TDA matrix is approved by the STA Board, it is submitted to Metropolitan Transportation Commission (MTC) to provide MTC guidance when reviewing individual TDA claims.

Attachments

1. SolTrans FY 12-13 CAM with Reconciliation
2. FAST FY 12-13 CAM with Reconciliation
3. SolTrans FY 14-15 CAM Estimate
4. FAST FY 14-15 CAM Estimate
5. FY 12-13 Reconciliation and FY 14-15 Cost Sharing
 - Tab 0: TDA Matrix Working Draft
 - Tab 1: Population Estimates
 - Tab 2: Ridership by Route by Residency
 - Tab 3: FY 12-13 Planned vs. Actual Costs and Revenues
 - Tab 4: FY 12-13 Reconciliation Summary by Jurisdiction
 - Tab 5: FY 14-15 Cost Sharing
 - Tab 6: Reconciliation of FY 12-13 Subsidies plus Subsidies Owed for FY 14-15
 - Tab 7: Summary Comparison of FY 2013-14 vs. FY 2014-15 Total Amounts Due



and Suisun Transit Cost Allocation Model for FY 12/13

Route	Miles (Annual)	Allocated Costs - Revenue Hours (Annual)	Allocated Costs - Peak Vehicles (Annual)	Total allocated Costs (Gross) (Annual)	Lifeline Funding	5311 Funding	RM2 Reimbursement	Farebox Revenues (Annual)	Farebox Recovery Ratio	Net Costs by Route (Annual)	Revenue Veh Miles	Route Costs by Rev Veh Miles (Gross)	Rev Veh Hours	Route Costs by Rev Veh Hours (Gross)
TAFB Service	\$ 44,728.82	\$ 57,867.09	\$ -	\$ 102,595.91				\$ 10,317.92	10%	\$ 92,277.99	21,636	\$ 4.74	1,713.75	\$ 59.87
1A&B	\$ 150,322.00	\$ 245,142.04	\$ 164,519.56	\$ 559,983.59				\$ 84,930.87	15%	\$ 475,052.72	72,713	\$ 7.70	7,259.95	\$ 77.13
2	\$ 182,175.47	\$ 241,282.20	\$ 164,519.56	\$ 587,977.23				\$ 105,623.74	18%	\$ 482,353.49	88,121	\$ 6.67	7,145.64	\$ 82.28
3A&B	\$ 180,513.33	\$ 252,338.32	\$ 164,519.56	\$ 597,371.21				\$ 100,146.42	17%	\$ 497,224.79	87,317	\$ 6.84	7,473.07	\$ 79.94
4	\$ 108,570.14	\$ 115,666.64	\$ 89,898.19	\$ 314,134.97				\$ 28,069.86	9%	\$ 286,065.11	52,517	\$ 5.98	3,425.50	\$ 91.70
5	\$ 195,201.73	\$ 232,300.35	\$ 164,519.56	\$ 592,021.64				\$ 50,271.92	8%	\$ 541,749.73	94,422	\$ 6.27	6,879.64	\$ 86.05
6	\$ 187,887.51	\$ 241,597.58	\$ 164,519.56	\$ 594,004.65				\$ 91,737.40	15%	\$ 502,267.25	90,884	\$ 6.54	7,154.98	\$ 83.02
7	\$ 274,951.18	\$ 268,397.26	\$ 313,762.30	\$ 857,110.74				\$ 147,898.49	17%	\$ 709,212.25	132,998	\$ 6.44	7,948.66	\$ 107.83
8	\$ 111,001.32	\$ 118,786.65	\$ 89,898.19	\$ 319,686.16				\$ 33,214.47	10%	\$ 286,471.69	53,693	\$ 5.95	3,517.90	\$ 90.87
20	\$ 186,146.81	\$ 122,243.32	\$ 89,898.19	\$ 398,288.32				\$ 121,794.41	31%	\$ 276,493.90	90,042	\$ 4.42	3,620.27	\$ 110.02
30 (includes Sat.)	\$ 304,747.65	\$ 139,132.23	\$ 239,140.93	\$ 683,020.81	\$ 60,000.00	\$ 200,000.00		\$ 196,086.95	29%	\$ 226,933.86	147,411	\$ 4.63	4,120.44	\$ 165.76
40	\$ 354,462.88	\$ 167,348.41	\$ 223,864.11	\$ 745,675.40			\$ 184,072.00	\$ 202,110.14	27%	\$ 359,493.26	171,459	\$ 4.35	4,956.07	\$ 150.46
90	\$ 1,034,359.15	\$ 491,596.91	\$ 671,592.33	\$ 2,197,548.39			\$ 526,963.00	\$ 1,068,882.62	49%	\$ 601,702.76	500,335	\$ 4.39	14,558.78	\$ 150.94
Totals	\$ 3,315,068.00	\$ 2,693,699.00	\$ 2,540,652.00	\$ 8,549,419.00	\$ 60,000.00	\$ 200,000.00	\$ 711,035.00	\$ 2,241,085.21	26%	\$ 5,337,298.79	1,603,548	\$ 5.76	79,774.65	\$ 102.76

(Average)

(Average)

Estimated Cost Per Revenue Hour \$ 107.17
 Estimated Cost Per Revenue Mile \$ 5.33

Farebox Ratio (Overall) 26.21%

SolTrans
Bus Operations - Cost Allocations
FY 2014-2015 Budget

ATTACHMENT A.3

DRAFT
as of 5-7-14

Route	Planned Expenses				Estimated Revenues					Net Costs by Route	Farebox Recovery Ratio	YTD Ridership	YTD Revenue Hours	Cost per Hour	% of Total Costs
	Allocated Costs - Veh Hours	Allocated Costs - Veh Miles	Allocated Costs - Peak Vehicles	Total allocated Costs (Gross)	Farebox Revenues	FTA 5311	FTA 5316 JARC	RM-2	STAF Lifeline						
1	227,582	158,716	240,688	626,985	226,015				-	400,969	36%	116,070	6,211	100.95	6.2%
2	283,930	194,220	240,688	718,837	238,312		200,000		-	280,525	33%	155,197	7,749	92.77	7.1%
3	182,097	127,965	240,688	550,749	167,357				-	383,392	30%	85,385	4,970	110.82	5.4%
4	164,801	103,423	240,688	508,912	123,707				-	385,205	24%	88,496	4,498	113.15	5.0%
5	186,348	137,071	240,688	564,107	127,607				-	436,500	23%	72,534	5,086	110.92	Average 5.6%
6	186,229	137,973	240,688	564,889	144,773				-	420,116	26%	76,139	5,082	111.15	Route 1-7 5.6%
7	387,803	225,782	361,031	974,616	265,709				-	708,906	27%	163,383	10,584	92.09	\$ 102.06 9.6%
12	17,880	12,161	120,344	150,385	16,262				-	134,123	11%	9,830	488	308.19	1.5%
14	1,385	836	-	2,222	26				-	2,195	1%	229	38	58.77	Average 0.0%
15	15,879	12,481	120,344	148,705	12,263				-	136,441	8%	7,151	433	343.14	Route 1-17 1.5%
17	16,151	12,401	120,344	148,896	31,277				-	117,619	21%	20,989	441	337.81	\$ 108.81 1.5%
76	15,658	28,534	120,344	164,536	15,421				-	149,115	9%	5,023	427	385.03	1.6%
78	276,540	375,404	481,375	1,133,318	268,166		510,226		-	354,926	24%	83,401	7,547	150.17	11.2%
80	718,591	1,102,390	601,719	2,422,700	1,535,005		511,873		-	375,822	63%	461,356	19,611	123.54	23.9%
80s	23,840	36,979	-	60,819	33,302				-	27,518	55%	5,043	651	93.48	Average 0.6%
85	354,294	431,149	240,688	1,026,131	282,850	40,000		201,741	-	501,539	28%	86,585	9,669	106.12	Intercity 10.1%
200	106,181	163,488	120,344	390,013	13,702				-	376,311	4%	45,399	2,898	134.59	\$ 127.38 3.8%
Totals	3,165,189	3,260,973	3,730,657	10,156,819	3,501,756	40,000	200,000	1,223,840	-	5,191,223	34%	1,482,209	86,382		100.0%

Total Local	4,959,302	49%
Total Intercity	5,197,517	51%

\$ 129.86	Route 200 rate
74.39	Back up bus/additional service rate
33.15	Stand-by Driver Rate

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**SoITrans
Bus Operations
FY 2014-15 Operating Expenses**

Inputs

<u>Account Description</u>	Budget		
	Exclude		
	Planned Costs	Ferry Ticket Office	Cost to Allocate
Operating Contract & Direct Costs			
Driver Costs	45%	3,094,408	2,863,429
Support Services	28%	1,924,696	1,781,029
Maintenance	17%	1,163,563	1,076,710
Insurance Costs	10%	649,764	601,263
Subtotal		6,832,430	(510,000)
			6,322,430
Services & Supplies	100.0%		
INSURANCE PREMIUMS		-	-
OTHER PROFESSIONAL SERV		247,852	247,852
PLANNING FEES		-	-
SECURITY SERVICES		233,160	233,160
PRINTING & BINDING		68,600	68,600
TAXES		-	-
GAS & ELECTRICITY		-	-
CLEANING & JANITORIAL		-	-
BUILDING R & M SERVICES		103,974	103,974
GROUNDS R/M SERVICES		-	-
OTHER SERVICE/BLDG MAINTENANCE		-	-
GRANT PASS-THRU		-	-
TRANSPRTN SUBSIDY - FUEL		1,583,000	1,583,000
SUPPORT SVC AND OTHERS		-	-
FERRY TICKET OFFICE		-	-
TRANSP-ADMIN COSTS		-	-
TRANSP-MATERIALS & SERVCS		-	-
FURNITURE AND FIXTURE		-	-
Total, Operating Direct Costs		2,236,586	-
			2,236,586
Overhead			
SALARIES (combined)		1,122,024	1,122,024
BENEFITS (combined)			
BOARD STIPENDS			
POST RETIREMENT BENEFITS			
OTHER PROFESSIONAL SERV			
TEMPORARY SERVICES			
ACCOUNTING SERVICES			
LEGAL FEES			
AUDIT FEES			
PLANNING FEES			
PRINTING & BINDING			
TRAINING & CONFERENCES			
MARKETING			
DUES & PUBLICATIONS			
PUBLICITY & ADVERTISING			
BANK SERVICE CHARGES/ARMORED CAR			
INTEREST EXPENSE			
OFFICE SUPPLIES			
TELECOMMUNICATIONS			
OTHER REPAIR AND MAINTENANCE			
INSURANCE CLAIMS/PREMIUMS			
MAILING SERVICES			
POSTAGE			
CLEANING AND CUSTODIAL SUPPLIES			
UTILITY - NATURAL GAS			
UTILITY - ELECTRICITY			
FACILITY MAINTENANCE			
INFORMATION TECHNOLOGY			
CONSULTING SERVICES			
WETA Reimb		(100,000)	(100,000)
Total Overhead (indirect allocation)		575,778	575,778
Total overhead		1,697,802	(100,000)
			1,597,802
Total, Expenses		10,766,818	(610,000)
			10,156,818

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SoITrans
Cost Allocation Model (CAM)
FY 14-15 Projections
 Fare Revenues and Ridership

Inputs

Route	Cash Fare Revenues	Passes	Pass % by route	Unallocated Fares	Fare Revenue	Ridership	Fare per
					Total Fares		Passenger
1	\$ 87,084.61	22,042	0.07808	\$ 138,930.75	\$ 226,015.35	116,070	1.95
2	\$ 100,812.22	21,815	0.07728	\$ 137,499.45	\$ 238,311.67	155,197	1.54
3	\$ 58,092.69	17,336	0.06141	\$ 109,264.36	\$ 167,357.05	85,385	1.96
4	\$ 49,733.29	11,736	0.04157	\$ 73,973.66	\$ 123,706.94	88,496	1.40
5	\$ 45,429.93	13,038	0.04619	\$ 82,176.84	\$ 127,606.77	72,534	1.76
6	\$ 45,042.43	15,823	0.05605	\$ 99,730.76	\$ 144,773.19	76,139	1.90
7	\$ 113,726.72	24,113	0.08542	\$ 151,982.70	\$ 265,709.41	163,383	1.63
12	\$ 5,505.37	1,707	0.00605	\$ 10,756.82	\$ 16,262.20	9,830	1.65
14/Special	\$ 26.35		-	\$ -	\$ 26.35	229	0.12
15	\$ 2,433.31	1,560	0.00552	\$ 9,829.95	\$ 12,263.25	7,151	1.71
17	\$ 6,370.73	3,951	0.01400	\$ 24,905.89	\$ 31,276.63	20,989	1.49
76	\$ 7,678.58	1,228	0.00435	\$ 7,742.90	\$ 15,421.48	5,023	3.07
78	\$ 125,836.98	22,582	0.07999	\$ 142,329.30	\$ 268,166.27	83,401	3.22
80	\$ 870,030.57	105,503	0.37373	\$ 664,974.74	\$ 1,535,005.30	461,356	3.33
80s	\$ 13,887.62	3,080	0.01091	\$ 19,413.99	\$ 33,301.61	5,043	6.60
85	\$ 177,072.94	16,782	0.05945	\$ 105,777.53	\$ 282,850.47	86,585	3.27
200	\$ 13,702.32		-	\$ -	\$ 13,702.32	45,399	n/a
400	\$ -		-	\$ -	\$ -		
Bus Total	\$ 1,722,466.65	282,297	100%	\$ 1,779,289.62	\$ 3,501,756.27	1,482,209	2.36
<i>Total Farebox per G/L</i>	\$ 3,501,756.27						
<i>Unallocated Fares</i>				\$ 1,779,289.62			

FY 13-14 Actual Cash Fare Revenue

July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
\$ 5,954.63	\$ 7,322.37	\$ 6,986.40	\$ 8,087.00	\$ 7,068.00	\$ 5,663.00	\$ 7,664.00	\$ 6,869.00	\$ 7,187.00	\$ 62,801.40
\$ 7,905.23	\$ 8,187.56	\$ 8,293.33	\$ 9,652.00	\$ 7,676.00	\$ 6,482.00	\$ 9,067.00	\$ 7,512.00	\$ 7,926.00	\$ 72,701.12
\$ 3,888.76	\$ 4,590.73	\$ 4,426.28	\$ 5,533.00	\$ 4,652.00	\$ 3,905.00	\$ 5,235.00	\$ 4,837.00	\$ 4,826.00	\$ 41,893.77
\$ 3,472.74	\$ 3,799.38	\$ 4,048.23	\$ 4,653.00	\$ 3,878.00	\$ 3,189.00	\$ 4,313.00	\$ 4,131.00	\$ 4,381.00	\$ 35,865.35
\$ 4,770.23	\$ 4,197.96	\$ 3,531.78	\$ 3,967.00	\$ 3,649.00	\$ 2,898.00	\$ 3,489.00	\$ 3,021.00	\$ 3,238.00	\$ 32,761.97
\$ 2,889.71	\$ 3,552.43	\$ 3,710.38	\$ 4,451.00	\$ 3,494.00	\$ 3,080.00	\$ 3,845.00	\$ 3,721.00	\$ 3,739.00	\$ 32,482.52
\$ 8,360.09	\$ 8,738.14	\$ 9,574.23	\$ 10,674.00	\$ 8,722.00	\$ 7,709.00	\$ 9,679.00	\$ 9,075.00	\$ 9,483.00	\$ 82,014.46
	\$ 245.44	\$ 734.78	\$ 788.00	\$ 461.00	\$ 423.00	\$ 533.00	\$ 435.00	\$ 350.00	\$ 3,970.22
				\$ 13.00	\$ 6.00				\$ 19.00
	\$ 175.60	\$ 293.19	\$ 330.00	\$ 229.00	\$ 159.00	\$ 209.00	\$ 166.00	\$ 193.00	\$ 1,754.79
	\$ 329.35	\$ 722.93	\$ 703.00	\$ 550.00	\$ 529.00	\$ 633.00	\$ 529.00	\$ 598.00	\$ 4,594.28
\$ 456.75	\$ 572.57	\$ 635.12	\$ 781.00	\$ 539.00	\$ 388.00	\$ 677.00	\$ 785.00	\$ 703.00	\$ 5,537.44
\$ 10,982.96	\$ 10,934.46	\$ 10,410.40	\$ 10,546.00	\$ 9,397.00	\$ 9,347.00	\$ 10,113.00	\$ 9,388.00	\$ 9,629.00	\$ 90,747.82
\$ 64,928.51	\$ 73,402.16	\$ 68,102.22	\$ 70,194.00	\$ 69,755.00	\$ 73,366.00	\$ 73,167.00	\$ 64,206.00	\$ 70,305.00	\$ 627,425.89
\$ 1,230.21	\$ 869.58	\$ 1,085.32	\$ 740.00	\$ 1,115.00	\$ 832.00	\$ 1,340.00	\$ 1,214.00	\$ 1,589.00	\$ 10,015.11
\$ 17,038.77	\$ 17,519.77	\$ 13,801.29	\$ 13,181.00	\$ 11,609.00	\$ 12,426.00	\$ 13,477.00	\$ 13,529.00	\$ 15,115.00	\$ 127,696.83
\$ 1,294.84	\$ 785.58	\$ 656.06	\$ 1,185.00	\$ 1,320.00	\$ 1,068.00	\$ 1,540.00	\$ 929.00	\$ 1,103.00	\$ 9,881.48
									\$ -
\$ 133,173.43	\$ 145,223.08	\$ 137,011.94	\$ 145,465.00	\$ 134,127.00	\$ 131,470.00	\$ 144,981.00	\$ 130,347.00	\$ 140,365.00	\$ 1,242,163.45



Ridership				
Fy 13-14 actuals			FY 12-13	Fare per
July - March	Total		Actuals	Passenger
83,704	111,605		101,081	1.16
111,921	149,228		117,682	0.98
61,576	82,101		61,940	1.48
63,819	85,092		48,887	1.27
52,308	69,744		63,516	1.09
54,908	73,211		64,040	1.31
117,824	157,099		123,282	1.04
7,089	9,452		8,420	1.07
165	220		8,217	0.83
5,157	6,876		8,809	0.94
15,136	20,181		21,204	0.99
3,622	4,829		4,983	1.31
60,145	80,193		84,188	3.92
332,709	443,612		438,340	3.45
3,637	4,849		5,989	2.10
62,441	83,255		94,903	0.94
32,740	43,653		43,947	n/a
			632	1.42
1,068,901	1,425,201		1,300,060	2.05

SolTrans
Cost Allocation Model (CAM)
FY 14-15 Projections
 Statistics



Route	Total Revenue Hours		Total Revenue Miles		Peak		Rev Hours
		%		%		%	
1	6,211.0	7.2%	79,097	4.9%	2	6%	1,468.12
2	7,748.8	9.0%	96,790	6.0%	2	6%	1,863.87
3	4,969.7	5.8%	63,772	3.9%	2	6%	1,186.43
4	4,497.6	5.2%	51,541	3.2%	2	6%	1,079.18
5	5,085.7	5.9%	68,310	4.2%	2	6%	1,220.50
6	5,082.4	5.9%	68,759	4.2%	2	6%	1,203.40
7	10,583.6	12.3%	112,519	6.9%	3	10%	2,540.43
12	488.0	0.6%	6,061	0.4%	1	3%	42.75
14	37.8	0.0%	417	0.0%		0%	
15	433.4	0.5%	6,220	0.4%	1	3%	63.38
17	440.8	0.5%	6,180	0.4%	1	3%	65.37
76	427.3	0.5%	14,220	0.9%	1	3%	108.82
78	7,547.1	8.7%	187,084	11.5%	4	13%	1,808.72
80	19,611.2	22.7%	549,380	33.8%	5	16%	4,759.38
80s	650.6	0.8%	18,429	1.1%		0%	155.55
85	9,669.1	11.2%	214,865	13.2%	2	6%	2,320.32
200	2,897.8	3.4%	81,475	5.0%	1	3%	747.03
400	-	0.0%	-	0.0%	-	0%	
Bus Total	86,382	100%	1,625,118	100%	31	100%	20,633.25
<i>Double check totals per Solutions report</i>							
Difference							
total intercity	40,803.3	47.2%	1,065,452.1	65.6%			

Totals per Solutions
Operating Summary 20,633.33
 Difference s/b 0 **(0.08)**

Budget Assumptions 5% increase in miles and hours except route 200; increase school trippers for possible additional Benicia Service
 Route 200 eliminating 1 weekday run in summer equating to 430 hours (369 revenue hours); lowered miles by 10,322 based on average mile
 Kept Route 200 at 1 peak vehicle even though have 2 vehicles for a short time

ating summary by Route run 7-23-13

ls **

<u>Ridership</u>	<u>Revenue</u> <u>Hours</u>	<u>Total</u>	<u>Revenue</u> <u>Miles</u>	<u>Total</u>
101,081	5,744.3	5,953.3	75,222	79,068
117,682	7,355.1	7,469.8	91,617	93,395
61,940	4,596.9	4,919.3	57,418	63,234
48,887	4,237.9	4,385.2	48,556	51,377
63,516	4,831.4	5,082.5	64,468	64,869
64,040	4,845.3	5,158.0	65,590	71,549
123,282	8,287.7	8,746.5	95,287	106,020
8,420	281.0	347.8	3,391	4,835
8,217	182.1	349.0	2,878	7,290
8,809	423.6	578.7	5,859	9,715
21,204	452.8	727.8	5,770	14,048
4,983	510.5	882.8	12,840	24,422
84,188	9,268.4	9,864.5	212,050	225,232
438,340	18,572.3	19,435.0	508,735	523,936
5,989	616.9	680.9	17,265	18,582
94,903	9,200.6	9,412.4	205,301	209,034
43,947	3,136.9	3,616.5	91,634	101,043
632	38.9	64.7	558	1,119
1,300,060	82,583	87,675	1,564,439	1,668,768

ce only to check accuracy of estimates
rence

Fairfield and Suisun Transit Cost Allocation Model Summary for FY 14/15

Route	Allocated Costs - Rev Miles (Annual)	Allocated Costs - Revenue Hours (Annual)	Allocated Costs - Peak Vehicles (Annual)	Total allocated Costs (Gross) (Annual)	Lifeline Funding	5311 Funding	RM2 Reimbursement	Farebox Revenues (Annual)	Farebox Recovery Ratio	Net Costs by Route (Annual)	Revenue Veh Miles	Route Costs by Rev Veh Miles (Gross)	Rev Veh Hours	Route Costs by Rev Veh Hours (Gross)
1	\$ 195,654.99	\$ 267,876.18	\$ 163,393.92	\$ 626,925.10				\$ 104,517.93	17%	\$ 522,407.17	88,306	\$ 7.10	7,682.72	\$ 81.60
2	\$ 192,672.73	\$ 260,943.85	\$ 163,393.92	\$ 617,010.50				\$ 116,087.81	19%	\$ 500,922.70	86,960	\$ 7.10	7,483.90	\$ 82.45
3	\$ 180,167.61	\$ 280,878.92	\$ 163,393.92	\$ 624,440.45				\$ 98,164.11	16%	\$ 526,276.35	81,316	\$ 7.68	8,055.64	\$ 77.52
4	\$ 141,664.08	\$ 114,944.44	\$ 89,256.11	\$ 345,864.64				\$ 22,662.17	7%	\$ 323,202.47	63,938	\$ 5.41	3,296.62	\$ 104.91
5	\$ 241,111.22	\$ 240,824.69	\$ 163,393.92	\$ 645,329.83				\$ 49,278.87	8%	\$ 596,050.96	108,822	\$ 5.93	6,906.88	\$ 93.43
6	\$ 212,538.22	\$ 260,790.44	\$ 163,393.92	\$ 636,722.59				\$ 97,919.45	15%	\$ 538,803.14	95,926	\$ 6.64	7,479.50	\$ 85.13
7	\$ 313,084.32	\$ 283,889.37	\$ 311,669.55	\$ 908,643.23				\$ 118,512.57	13%	\$ 790,130.67	141,306	\$ 6.43	8,141.98	\$ 111.60
8	\$ 121,904.94	\$ 136,810.47	\$ 89,256.11	\$ 347,971.51				\$ 30,336.89	9%	\$ 317,634.63	55,020	\$ 6.32	3,923.74	\$ 88.68
20	\$ 202,111.38	\$ 126,583.87	\$ 89,256.11	\$ 417,951.36				\$ 99,908.72	24%	\$ 318,042.65	91,220	\$ 4.58	3,630.44	\$ 115.12
30 (includes Sat.)	\$ 331,722.34	\$ 141,358.56	\$ 237,531.74	\$ 710,612.65	\$ 60,000.00	\$ 100,000.00		\$ 177,581.00	25%	\$ 373,031.65	149,718	\$ 4.75	4,054.18	\$ 175.28
40	\$ 386,714.72	\$ 173,017.43	\$ 222,413.44	\$ 782,145.59			\$ 184,072.00	\$ 201,954.22	26%	\$ 396,119.37	174,538	\$ 4.48	4,962.16	\$ 157.62
90	\$ 1,120,878.45	\$ 507,281.77	\$ 667,240.32	\$ 2,295,400.54			\$ 526,963.00	\$ 1,013,138.44	44%	\$ 755,299.10	505,892	\$ 4.54	14,548.90	\$ 157.77
Totals	\$ 3,640,225.00	\$ 2,795,200.00	\$ 2,523,593.00	\$ 8,959,018.00	\$ 60,000.00	100,000.00	\$ 711,035.00	\$ 2,130,062.14	24%	\$ 5,957,920.86	1,642,962	\$ 5.91	80,166.66	\$ 110.93

(Average)

(Average)

Estimated Cost Per Revenue Hour \$ 111.75
 Estimated Cost Per Revenue Mile \$ 5.45

Farebox Ratio (Overall) 23.78%

Revenue Summary		FY 14/15 Estimates			
	Cash	Passes*	Unallocated Revenue**	Total***	
1	\$ 67,258.22	\$ 35,565.70	\$ 1,694.01	\$ 104,517.93	
2	\$ 79,868.70	\$ 34,525.10	\$ 1,694.01	\$ 116,087.81	
3	\$ 60,519.34	\$ 35,950.76	\$ 1,694.01	\$ 98,164.11	
4	\$ 15,958.84	\$ 5,009.32	\$ 1,694.01	\$ 22,662.17	
5	\$ 29,092.64	\$ 18,492.22	\$ 1,694.01	\$ 49,278.87	
6	\$ 70,711.42	\$ 25,514.02	\$ 1,694.01	\$ 97,919.45	
7	\$ 62,137.72	\$ 54,680.84	\$ 1,694.01	\$ 118,512.57	
8	\$ 17,480.78	\$ 11,162.10	\$ 1,694.01	\$ 30,336.89	
20	\$ 70,975.32	\$ 21,392.34	\$ 7,541.06	\$ 99,908.72	
30	\$ 41,395.84	\$ 128,644.10	\$ 7,541.06	\$ 177,581.00	
40	\$ 63,996.14	\$ 130,417.02	\$ 7,541.06	\$ 201,954.22	
90	\$ 393,935.42	\$ 611,661.96	\$ 7,541.06	\$ 1,013,138.44	
Totals	\$ 973,330.38	\$ 1,113,015.48	\$ 43,716.28	\$ 2,130,062.14	

Unallocated Revenue **\$ 43,716.28**

* Pass revenue is allocated by actual value of passes sold allocated by actual usage on each route.

** Unallocated revenue split between local (31%) and regional (69%) services by actual usage by zone of actual ticket books sold.

Route	Weekday PEAK VEHICLES	# of Weekdays FY 14/15	Total Weekday PEAK VEH FY 14/15	Saturday PEAK VEHICLES	# of Saturdays FY 14/15	Total Saturday PEAK VEHICLES FY 14/15	Total PEAK VEHICLES	ALLOCATION RATIO	Costs to Allocate	Allocated Costs - Peak Vehicles
1	2	255	510.00	1	52	52	562	0.064747	\$ 2,523,593.00	\$ 163,393.92
2	2	255	510.00	1	52	52	562	0.064747	\$ 2,523,593.00	\$ 163,393.92
3	2	255	510.00	1	52	52	562	0.064747	\$ 2,523,593.00	\$ 163,393.92
4	1	255	255.00	1	52	52	307	0.035369	\$ 2,523,593.00	\$ 89,256.11
5	2	255	510.00	1	52	52	562	0.064747	\$ 2,523,593.00	\$ 163,393.92
6	2	255	510.00	1	52	52	562	0.064747	\$ 2,523,593.00	\$ 163,393.92
7	4	255	1,020.00	1	52	52	1,072	0.123502	\$ 2,523,593.00	\$ 311,669.55
8	1	255	255.00	1	52	52	307	0.035369	\$ 2,523,593.00	\$ 89,256.11
20	1	255	255.00	1	52	52	307	0.035369	\$ 2,523,593.00	\$ 89,256.11
30	3	255	765.00	1	52	52	817	0.094124	\$ 2,523,593.00	\$ 237,531.74
40	3	255	765.00	-	52	-	765	0.088134	\$ 2,523,593.00	\$ 222,413.44
90	9	255	2,295.00	-	52	-	2,295	0.264401	\$ 2,523,593.00	\$ 667,240.32
Totals	32	3,060	8,160.00	10	624	520	8,680	1.00		\$ 2,523,593.00

Route	Weekday REVENUE MILES	# of Weekdays FY 14/15	Total Weekday Rev Miles FY 14/15	Saturday REVENUE Miles	# of Saturdays FY 14/15	Total Saturday Rev Miles	Total Revenue Miles	Allocation Ratio	Costs to Allocate	Allocated Costs - Rev Miles
1	324	255	82,708.00	108	52	5,598.00	88,306	0.053748	\$ 3,640,225.00	\$ 195,654.99
2	319	255	81,390.00	107	52	5,570.00	86,960	0.052929	\$ 3,640,225.00	\$ 192,672.73
3	299	255	76,210.00	98	52	5,106.00	81,316	0.049494	\$ 3,640,225.00	\$ 180,167.61
4	221	255	56,416.00	145	52	7,522.00	63,938	0.038916	\$ 3,640,225.00	\$ 141,664.08
5	400	255	101,888.00	133	52	6,934.00	108,822	0.066235	\$ 3,640,225.00	\$ 241,111.22
6	352	255	89,838.00	117	52	6,088.00	95,926	0.058386	\$ 3,640,225.00	\$ 212,538.22
7	523	255	133,376.00	153	52	7,930.00	141,306	0.086007	\$ 3,640,225.00	\$ 313,084.32
8	191	255	48,826.00	119	52	6,194.00	55,020	0.033488	\$ 3,640,225.00	\$ 121,904.94
20	318	255	81,026.00	196	52	10,194.00	91,220	0.055522	\$ 3,640,225.00	\$ 202,111.38
30	548	255	139,790.00	191	52	9,928.00	149,718	0.091127	\$ 3,640,225.00	\$ 331,722.34
40	684	255	174,538.00	-	52	0.00	174,538	0.106234	\$ 3,640,225.00	\$ 386,714.72
90	1,984	255	505,892.00	-	52	0.00	505,892	0.307915	\$ 3,640,225.00	\$ 1,120,878.45
Totals	6,164	3,060	1,571,898	1,367	624	71,064	1,642,962	1.00		\$ 3,640,225.00

Route	Weekday REVENUE HOURS	# of Weekdays FY 14/15	Total Weekday Rev Hours FY 14/15	Saturday REVENUE HOURS	# of Saturdays FY 14/15	Total Saturday Rev Hours FY 14/15	Total Revenue Hours	Allocation Ratio	Costs to Allocate	Allocated Costs - Rev Hours
1	26.75	255	6,821.34	16.57	52	861.38	7,682.72	0.095834	\$ 2,795,200.00	\$ 267,876.18
2	27.41	255	6,989.36	9.51	52	494.54	7,483.90	0.093354	\$ 2,795,200.00	\$ 260,943.85
3	28.26	255	7,205.80	16.34	52	849.84	8,055.64	0.100486	\$ 2,795,200.00	\$ 280,878.92
4	11.50	255	2,931.64	7.02	52	364.98	3,296.62	0.041122	\$ 2,795,200.00	\$ 114,944.44
5	25.19	255	6,424.00	9.29	52	482.88	6,906.88	0.086157	\$ 2,795,200.00	\$ 240,824.69
6	27.50	255	7,013.48	8.96	52	466.02	7,479.50	0.093299	\$ 2,795,200.00	\$ 260,790.44
7	30.24	255	7,710.44	8.30	52	431.54	8,141.98	0.101563	\$ 2,795,200.00	\$ 283,889.37
8	13.36	255	3,407.78	9.92	52	515.96	3,923.74	0.048945	\$ 2,795,200.00	\$ 136,810.47
20	12.63	255	3,220.84	7.88	52	409.60	3,630.44	0.045286	\$ 2,795,200.00	\$ 126,583.87
30	14.60	255	3,722.64	6.38	52	331.54	4,054.18	0.050572	\$ 2,795,200.00	\$ 141,358.56
40	19.46	255	4,962.16	0.00	52	-	4,962.16	0.061898	\$ 2,795,200.00	\$ 173,017.43
90	57.05	255	14,548.90	0.00	52	-	14,548.90	0.181483	\$ 2,795,200.00	\$ 507,281.77
Totals	293.95	3,060	74,958.38	100.16	624	5,208.28	80,166.66	1.00		\$ 2,795,200.00

Fairfield and Suisun Transit FY 14-15 Budget		ALLOCATE BY	ALLOCATE BY	ALLOCATE BY
		REV HOURS	VEHICLE MILES	PEAK VEHICLES
SUMMARY				
		\$2,795,200	\$3,640,225	\$2,523,593
	Total Cost of Fixed Route System	\$8,959,018		
	Allocation Percentages	31%	41%	28%
	DART			
451-76-031	FTC Operations to Paratransit Services: Note: Costs attributable to Paratransit are being tracked separately now under 452-76-031.			\$0
	Total Cost to be distributed to DART			\$ -
DETAIL				
EXPENDITURES - FIXED ROUTE OPERATING				
451-99-000	FR EXPENDITURES - NON-ALLOCATED			
8836	Cost Allocation	\$382,326		\$382,326
451-76-001	FIXED ROUTE - CONTRACT			
8936	Contract Cost (Fixed Route)	\$3,545,872		
	Fixed Fee			\$750,672
	Hourly Cost (Derived from Total Rev Hours x Contract Cost per Hour)	\$2,795,200		
9002	Insurance Premium	\$231,750	\$231,750	
451-76-002	ADMINISTRATION - Fixed Route, Non-Contract			
8100	Total Salaries	\$349,814		\$349,814
8200	Total Benefits	\$192,260		\$192,260
8301	Office Supply	\$6,401		\$6,401
8303	Printing/Binding	\$394		\$394
8314	Unleaded Gasoline	\$337		\$337
8377	Temporary Services	\$40,000		\$40,000
8708	Telephone Billings	\$2,629		\$2,629
8810	Computer Replacement	\$51,872		\$51,872
8811	Computer M&O	\$3,129		\$3,129
8812	Phone Replacement	\$6,064		\$6,064
8814	WC Insurance Charges	\$13,319		\$13,319
8830	Vacation/Sick Leave charges	\$14,138		\$14,138
8838	CCTV	\$1,452		\$1,452
8840	General Svcs Ops	\$1,166		\$1,166
9006	Training/conference expenses	\$7,210		\$7,210
9007	Travel/mileage expenses	\$1,412		\$1,412
9008	Organization dues	\$28,588		\$28,588
9009	Periodicals/books/publications	\$1,215		\$1,215
9017	Background Investigations	\$45		\$45
9028	Other expenses	\$44,454		\$44,454
	SUBTOTAL:		\$2,795,200	\$231,750
				\$1,898,897
451-76-003	OPERATIONS - Fixed Route, Non-Contract			
8302	Postage-outside courier	\$465		\$465
8303	Printing/Binding	\$43,115		\$43,115
8312	Diesel Fuel (+additional service)	\$1,490,000	\$1,490,000	
8314	Unleaded Gasoline	\$34,675	\$34,675	
8441	Other contractual services	\$86,474		\$86,474
8707	Telephone-Long Distance	\$11,102		\$11,102
8708	Telephone-cell phones	\$19,701		\$19,701
8808	Radio Replacement	\$9,490		\$9,490
8809	Radio M&O	\$6,611		\$6,611
8835	Bank Charges	\$5,942		\$5,942
8911	Consultant Fees	\$55,378		\$55,378
9003	Advertising	\$10,000		\$10,000
9006	Training/Conference Expenses	\$618		\$618
9028	Other expenses	\$50		\$50
	SUBTOTAL:		\$0	\$1,524,675
				\$248,946

451-76-004	MAINTENANCE - Fixed Route, Non-Contract				
8412	Miscellaneous cleaning	\$67,140		\$67,140	
8432	Sublet repairs	\$660		\$660	
8807	Vehicle maintenance	\$1,816,000		\$1,816,000	
	SUBTOTAL:		\$0	\$1,883,800	\$0
451-76-005	FR non contract capital (expensed at YE in prior years)				
451-76-031	OPERATIONS - Fairfield Transportation Center				
8301	Office Supplies	\$791			\$791
8319	Other supplies	\$10,138			\$10,138
8405	Landscaping Maintenance	\$7,056			\$7,056
8407	Pest Control	\$1,250			\$1,250
8411	Janitorial	\$45,140			\$45,140
8421	HVAC Repairs & Maint	\$4,670			\$4,670
8429	Fire Extinguisher	\$1,730			\$1,730
8441	Other Contractual Services	\$1,000			\$1,000
8465	Elevator Service	\$5,429			\$5,429
8515	Electrical	\$18,602			\$18,602
8545	Other Repair & Maintenance	\$7,181			\$7,181
8701	PG&E-Gas	\$5,963			\$5,963
8702	PG&E-Electricity	\$85,000			\$85,000
8704	Water Services	\$17,420			\$17,420
8716	Fire Alarm	\$721			\$721
8961	Security Services	\$126,927			\$126,927
9028	Other expenses	\$1,000			\$1,000
	Allocation to DART	\$ -		\$ -	
	SUBTOTAL:		\$0	\$0	\$340,018
451-76-033	OPERATIONS - Red Top Road Park and Ride Lot				
8405	Landscaping Maintenance	\$2,000			\$2,000
8704	PG&E - Electrical	\$1,062			\$1,062
8704	Water Services	\$10,000			\$10,000
8838	CCTV	\$6,476			\$6,476
	SUBTOTAL:		\$0	\$0	\$19,538
451-76-033	OPERATIONS - Oliver Road Park and Ride Lot				
8405	Landscaping Maintenance	\$4,194			\$4,194
8704	PG&E - Electrical	\$2,000			\$2,000
8704	Water Services	\$10,000			\$10,000
8838	CCTV	\$0			\$0
	SUBTOTAL:		\$0	\$0	\$16,194
	TOTALS BY CATEGORY		\$2,795,200	\$3,640,225	\$2,523,593
	TOTAL COST OF FIXED ROUTE SYSTEM		\$8,959,018		

FY2014-15 TDA Matrix WORKING DRAFT

7-May-14

FY 2014-15

AGENCY	TDA Est from MTC, 2/26/14 (1)	Projected Carryover 2/26/14 (1)	Available for Allocation 2/26/14 (1)	FY2013-14 Allocations after 1/31/14	Paratransit		Local Transit					Intercity							STA Planning (6)	Other Swaps (7)	Transit Capital (8)	Total	Balance			
					ADA Subsidized Taxi Phase I (2)	Paratransit	Dixon Read-Ride	FAST	Rio Vista Delta Breeze (3)	Vacaville City Coach	SoITrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SoITrans Rt. 78	SoITrans Rt. 80	SoITrans Rt 85	FAST Rt. 90						FAST Intercity Subtotal (4)	SoITrans Intercity Subtotal (4)	
Dixon	643,546	524,633	1,168,179	5,000	5,000							\$ 2,530	\$ 30,791	\$ 10,041	\$ 4,998	\$ (582)	\$ 7,424	\$ 11,695	\$ 55,057	\$ 11,840	\$ 17,566				\$ 94,463	1,073,716
Fairfield	3,774,523	1,498,668	5,273,191	40,000	40,000							\$ 79,035	\$ 41,940	\$ 127,681	\$ 32,944	\$ (8,252)	\$ 180,034	\$ 324,682	\$ 573,338	\$ 204,726	\$ 102,215				\$ 960,279	4,312,912
Rio Vista	265,072	349,274	614,346	5,000	5,000							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ -	\$ 7,127				\$ 17,127	597,219
Suisun City	984,871	-7,932	976,939	0	0							\$ 14,460	\$ 6,588	\$ 43,912	\$ 9,838	\$ (2,837)	\$ 40,162	\$ 104,204	\$ 169,164	\$ 47,163	\$ 26,882	\$ 50,000			\$ 293,209	683,730
Vacaville	3,232,799	3,532,629	6,765,428	70,000	70,000							\$ 142,546	\$ 63,927	\$ 117,119	\$ 27,531	\$ (5,492)	\$ 45,500	\$ 111,672	\$ 435,264	\$ 67,540	\$ 88,487				\$ 731,292	6,034,136
Vallejo/Benicia (SoITrans)	5,032,663	93,251	5,125,914	85,000	85,000							\$ 30,287	\$ 32,734	\$ 35,095	\$ 454,142	\$ (41,830)	\$ 292,410	\$ 45,415	\$ 143,531	\$ 704,722	\$ 137,255				\$ 1,155,508	3,970,406
Solano County	660,883	1,025,533	1,686,416	358,000								\$ 17,563	\$ 10,531	\$ 22,062	\$ 33,771	\$ (7,366)	\$ 30,892	\$ 38,324	\$ 88,480	\$ 57,297	\$ 18,054				\$ 521,831	1,164,585
Total	14,594,357	7,016,056	21,610,413	563,000	205,000	0	0	0	0	0	0	\$ 286,420	\$ 186,511	\$ 355,911	\$ 563,224	\$ (66,359)	\$ 596,422	635,993	\$1,464,835	\$ 1,093,287	\$ 397,586	\$ 50,000	\$ -	\$ 3,773,708	17,836,705	

- NOTES:
 Background colors on Rt. Headings denote operator of intercity route
 Background colors denote which jurisdiction is claiming funds
- (1) MTC February 26, 2014 Fund Estimate; Reso 4133; columns I, H, J
 - (2) Claimant to be determined.
 - (3) Includes flex routes, paratransit, local subsidized taxi
 - (4) Consistent with FY2014-15 Intercity Transit Funding Agreement and FY2012-13 Reconciliation
 - (5) Note not used.
 - (6) Claimed by STA from all agencies per formula; STA memo to Consortium April 15, 2014.
 - (7) To be claimed by STA for Suisun Amtrak station maintenance.
 - (8) Transit Capital purchases include bus purchases, maintenance facilities, etc.

SOLANO COUNTY POPULATION ESTIMATES

DRAFT
7-May-14

	Values for FY12-13 Calculations ¹				Values for FY14-15 Calculations ¹			
	DOF Value	Share	Without County Uninc. And without Rio Vista	Share	DOF Value	Share	Without County Uninc. And without Rio Vista	Share
Solano County								
Benicia	26,997	6.5%	26,997	6.97%	27,163	6.5%	27,163	6.93%
Dixon	18,351	4.4%	18,351	4.74%	18,449	4.4%	18,449	4.71%
Fairfield	105,321	25.5%	105,321	27.20%	108,207	25.9%	108,207	27.61%
Rio Vista	7,360	1.8%	0	0.00%	7,599	1.8%	0	0.00%
Suisun City	28,111	6.8%	28,111	7.26%	28,234	6.7%	28,234	7.21%
Vacaville	92,428	22.4%	92,428	23.87%	92,677	22.2%	92,677	23.65%
Vallejo	115,942	28.0%	115,942	29.95%	117,112	28.0%	117,112	29.89%
Balance Of County	18,834	4.6%	0	0.00%	18,946	4.5%	0	0.00%
Incorporated	394,510	95.4%	387,150	100.00%	399,441	95.5%	391,842	100.00%
County Total	413,344	100.0%	387,150	100.00%	418,387	100.0%	391,842	100.00%

1. State of California, Department of Finance, E-4 Population Estimates for Cities, Counties, and the State, 2001-2010, with 2000 & 2010 Census Counts. Sacramento, California, November 2012
 2. State of California, Department of Finance, E-4 Population Estimates for Cities, Counties, and the State, 2011-2013, with 2010 Census Benchmark. Sacramento, California, May 2013

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
RIDERSHIP by JURISDICTION OF RESIDENCE**

DRAFT
7-May-14

Values for FY12-13 Calculations¹

WITHOUT 1) OUTSIDE COUNTY, 2) RIO VISTA, AND 3) UNINCORPORATED AREA

	Route 78		Route 20		Route 30		Route 40		Route 80		Route 85		Route 90	
	236		121		132		93		995		450		426	
	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent
Benicia	98	46.67%	0	0.00%	0	0.00%	1	1.22%	20	2.81%	5	1.31%	1	0.26%
Dixon	0	0.00%	0	0.00%	20	17.86%	2	2.44%	0	0.00%	0	0.00%	4	1.03%
Fairfield	4	1.90%	45	39.47%	34	30.36%	38	46.34%	33	4.63%	127	33.16%	233	60.21%
Suisun City	3	1.43%	9	7.89%	7	6.25%	19	23.17%	8	1.12%	17	4.44%	78	20.16%
Vacaville	2	0.95%	57	50.00%	40	35.71%	20	24.39%	10	1.40%	13	3.39%	70	18.09%
Vallejo	103	49.05%	3	2.63%	11	9.82%	2	2.44%	641	90.03%	221	57.70%	1	0.26%
Total	210	100%	114	100%	112	100%	82	100%	712	100%	383	100%	387	100%
Rio Vista			1		2		0		2				3	
Balance of County			0		1		0		2		1			
Napa County	4		0		2		0		46		2		1	
Outside Solano Co	22		6		15		11		233		64		35	
Missing														
Total	236		121		132		93		995		450		426	

Values for FY14-15 Calculations²

WITHOUT 1) OUTSIDE COUNTY, 2) RIO VISTA, AND 3) UNINCORPORATED AREA

	Route 78		Route 20		Route 30		Route 40		Route 80		Route 85		Route 90	
	336		160		126		86		1320		438		366	
	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent
Benicia	142	49.30%	0	0.00%	0	0.00%	2	2.57%	20	1.89%	6	1.53%	0	0.00%
Dixon	0	0.00%	0	0.00%	21	19.27%	2	2.57%	0	0.00%	2	0.55%	4	1.23%
Fairfield	1	0.35%	47	30.91%	29	26.61%	32	41.52%	37	3.54%	131	32.86%	199	60.85%
Suisun City	0	0.00%	8	5.26%	5	4.59%	12	15.63%	7	0.63%	30	7.56%	66	20.02%
Vacaville	1	0.35%	90	59.20%	41	37.61%	28	36.38%	8	0.76%	17	4.27%	57	17.56%
Vallejo	144	50.00%	7	4.63%	13	11.93%	1	1.34%	973	93.18%	213	53.23%	1	0.34%
Total	289	100%	152	100%	110	100%	77	100%	1,045	100%	400	100%	327	100%
Rio Vista	0		0		0		0		0		0		3	
Balance of County	0		0		0		0		0		0		0	
Napa County	7		1		1		0		75		3		3	
Outside Solano Co	40		6		14		9		199		35		33	
Unincorp. Solano	0		1		1		0		1		0		0	
Total	336		160		126		86		1,320		438		366	

1. FY 11-12 Cost Sharing Model Raw Ridership Data & Ridership

2. 2012 Solano Express Intercity Ridership Study, June 11, 2012, Figure 43. City of Residence - Individual Intercity

**SOLANO TRANSPORTATION AUTHORITY
FY 12-13 SOLANO EXPRESS COST SHARING RECONCILIATION**

Based on FY 2012-13 Planned vs Actual Cost¹

Cost & Subsidy	Route 78		Route 20		Route 30		Route 40		Route 80		Route 85		Route 90		Total							
	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual						
Gross Cost	892,635	1,112,214	409,611	398,288	729,196	683,021	761,341	745,675	2,432,200	1,990,955	923,400	844,936	2,261,257	2,197,548	8,409,640	7,972,638						
Fares	267,684	278,965	101,494	121,794	176,977	196,087	177,567	202,110	1,469,613	1,470,549	475,978	302,632	1,013,285	1,068,883	3,682,598	3,641,020						
Sec 5311					78,765	200,000					107,300	107,300			186,065	307,300						
Sec 5316 JARC															0	0						
RM-2	510,226	510,226							184,072	184,072	511,873	511,873	201,741	201,741	1,934,875	1,934,875						
STAF Lifeline					60,000	60,000							125,000	125,000	185,000	185,000						
STAF Revenue Based															0	0						
Other															0	0						
Subtotal, Net Subsidy	114,725	323,023	308,117	276,494	413,454	226,934	399,702	359,493	450,714	8,533	13,381	108,263	721,009	601,703	2,421,102	1,904,443						
County Subsidy Share 4.56%	6,569	23,512	17,641	20,125	23,672	16,518	22,885	26,166	25,805	621	766	7,880	41,281	43,796	138,619	138,619						
County Cap @ \$138,619 125.65%																						
Balance to be Shared (Required Subsidy) 159.74%	108,156	299,511	290,476	256,369	389,782	210,416	376,817	333,327	424,909	7,912	12,615	100,383	679,728	557,907	2,282,483	1,765,824						
Population Shares																						
at 20% of Required Subsidy	21,631	59,902	58,095	51,274	77,956	42,083	75,363	66,665	84,982	1,582	2,523	20,077	135,946	111,581	456,497	353,165						
Benicia 6.97%	1,508	4,177	4,051	3,575	5,436	2,935	5,255	4,649	5,926	110	176	1,400	9,480	7,781	31,833	24,627						
Dixon 4.74%	1,025	2,839	2,754	2,430	3,695	1,995	3,572	3,160	4,028	75	120	952	6,444	5,289	21,638	16,740						
Fairfield 27.20%	5,885	16,296	15,804	13,949	21,207	11,448	20,502	18,136	23,119	430	686	5,462	36,983	30,355	124,186	96,076						
Rio Vista 0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Suisun City 7.26%	1,571	4,350	4,218	3,723	5,660	3,056	5,472	4,841	6,171	115	183	1,458	9,871	8,102	33,146	25,643						
Vacaville 23.87%	5,164	14,301	13,870	12,241	18,611	10,047	17,992	15,916	20,288	378	602	4,793	32,456	26,639	108,984	84,314						
Vallejo 29.95%	6,478	17,939	17,398	15,355	23,346	12,603	22,570	19,965	25,450	474	756	6,012	40,712	33,416	136,710	105,764						
Balance of County 0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Check Total 100.00%	21,631	59,902	58,095	51,274	77,956	42,083	75,363	66,665	84,982	1,582	2,523	20,077	135,946	111,581	456,497	353,165						
Ridership by Residence																						
at 80% of Required Subsidy	86,525	239,609	232,381	205,095	311,826	168,333	301,454	266,661	339,927	6,330	10,092	80,306	543,782	446,325	1,825,986	1,412,659						
Benicia 46.67%	40,378	111,817	0.00%	0	0	0.00%	0	0	1.22%	3,676	3,252	2.81%	9,549	178	1.31%	132	1,048	0.26%	1,405	1,153	55,140	117,449
Dixon 0.00%	0	0	0.00%	0	0	17.86%	55,683	30,059	2.44%	7,353	6,504	0.00%	0	0	1.03%	5,620	4,613			68,656	41,177	
Fairfield 1.90%	1,648	4,564	39.47%	91,729	80,959	30.36%	94,661	51,101	46.34%	139,698	123,575	4.63%	15,755	293	33.16%	3,346	26,629	60.21%	327,394	268,718	674,232	555,838
Rio Vista 0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0			0	0	
Suisun City 1.43%	1,236	3,423	7.89%	18,346	16,192	6.25%	19,489	10,521	23.17%	69,849	61,787	1.12%	3,819	71	4.44%	448	3,565	20.16%	109,600	89,957	222,787	185,516
Vacaville 0.95%	824	2,282	50.00%	116,190	102,547	35.71%	111,366	60,119	24.39%	73,525	65,039	1.40%	4,774	89	3.39%	343	2,726	18.09%	98,359	80,731	405,381	313,533
Vallejo 49.05%	42,439	117,522	2.63%	6,115	5,397	9.82%	30,626	16,533	2.44%	7,353	6,504	90.03%	306,030	5,698	57.70%	5,823	46,339	0.26%	1,405	1,153	399,790	199,147
Balance of County 0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0			0	0	
Check Total 100.00%	86,525	239,609	100.00%	232,381	205,095	100.00%	311,826	168,333	100.00%	301,454	266,661	100.00%	339,927	6,330	100.00%	10,092	80,306	100.00%	543,782	446,325	1,825,986	1,412,659
Total Subsidy with County Share	114,725	323,023	308,117	276,494	413,454	226,934	399,702	359,493	450,714	8,533	13,381	108,263	721,009	601,703	2,421,102	1,904,443						
Total Subsidy by Jurisdiction															0	0						
Benicia	41,887	115,995	4,051	3,575	5,436	2,935	8,932	7,901	15,475	288	308	2,448	10,885	8,934	86,973	142,076						
Dixon	1,025	2,839	2,754	2,430	3,695	1,995	10,925	9,664	4,028	75	120	952	12,064	9,902	90,294	57,917						
Fairfield	7,533	20,860	107,534	94,907	115,869	62,549	160,200	141,711	38,874	724	4,033	32,091	364,376	299,073	798,418	651,914						
Rio Vista	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Suisun City	2,807	7,772	22,564	19,915	25,150	13,576	75,321	66,628	9,990	186	631	5,022	119,471	98,059	255,933	211,159						
Vacaville	5,988	16,583	130,060	114,789	129,978	70,166	91,518	80,955	25,063	467	945	7,519	130,814	107,370	514,365	397,847						
Vallejo	48,917	135,462	23,513	20,752	53,972	29,136	29,922	26,469	331,480	6,172	6,579	52,351	42,118	34,569	536,500	304,911						
Balance of County	6,569	23,512	17,641	20,125	23,672	16,518	22,885	26,166	25,805	621	766	7,880	41,281	43,796	138,619	138,619						
Check Total	114,725	323,023	308,117	276,494	413,454	226,934	399,702	359,493	450,714	8,533	13,381	108,263	721,009	601,703	2,421,102	1,904,443						

Notes:
 1. SOURCES for Cost & Subsidy data:
 FY12-13 Planned values: 6_FY 10-11 Reconciliation and 12-13 Cost Sharing DRAFT_20120511.xls
 FY12-13 Actual values for Routes 78, 80, & 85: SOLTRANS - Cost Allocation Model - 12-13 Actuals July 2012 - June 2013 V. 10-8-13.xls
 FY12-13 Actual values for Routes 20, 30, 40, & 90: FF - Cost Allocation Model - FY 12-13 RECONCILED .xls

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
RECONCILIATION OF FY 12-13 SUBSIDIES BY JURISDICTION
SUMMARY**

DRAFT

7-May-14

	Amount Owed to FAST				TOTAL	Amount Owed to SolTrans			TOTAL
	for Rt 20	for Rt 30	for Rt 40	for Rt 90		for Rt 78	for Rt 80	for Rt 85	
Benicia	-476	-2,502	-1,031	-1,951	-5,959	74,108	-15,186	2,141	61,062
Dixon	-323	-27,324	-1,261	-2,162	-31,071	1,814	-3,953	832	-1,307
Fairfield	-12,626	-53,319	-18,490	-65,304	-149,739	13,327	-38,150	28,058	3,235
Rio Vista	0	0	0	0	0	0	0	0	0
Suisun City	-2,649	-11,573	-8,693	-21,412	-44,327	4,966	-9,804	4,391	-447
Vacaville	-15,271	-59,812	-10,563	-23,445	-109,090	10,595	-24,596	6,574	-7,427
Vallejo	-2,761	-24,836	-3,453	-7,548	-38,599	86,545	-325,307	45,772	-192,990
Balance of County	2,484	-7,154	3,282	2,515	1,127	16,943	-25,184	7,114	-1,127
TOTAL	-31,623	-186,520	-40,209	-119,306	-377,658	208,298	-442,181	94,882	-139,001

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING**

FY 2014-15 Budget¹

DRAFT
7-May-14

ATTACHMENT A.5.Tab 5

	Route 78	Route 20	Route 30	Route 40	Route 80	Route 85	Route 90	Total							
Cost & Subsidy															
Gross Cost	1,133,318	417,951	710,613	782,146	2,422,700	1,026,131	2,295,401	8,788,259							
Fares	268,166	99,909	177,581	201,954	1,535,005	282,850	1,013,138	3,578,603							
Sec 5311			100,000			40,000		140,000							
Sec 5316 JARC															
RM-2	510,226			184,072	511,873	201,741	526,963	1,934,875							
STAF Lifeline			60,000	-				60,000							
Subtotal, Net Subsidy	354,926	318,043	373,032	396,119	375,822	501,540	755,299	3,074,781							
County Subsidy Share	16,827	15,079	17,686	18,780	17,818	23,778	35,809	145,777							
County Cap @ \$145,777															
Balance to be Shared (Required Subsidy)	338,099	302,964	355,346	377,339	358,004	477,762	719,490	2,929,004							
Population Shares															
at 20% of Required Subsidy	67,620	60,593	71,069	75,468	71,601	95,552	143,898	585,801							
Benicia	6.93%	4,687	4,200	4,927	5,232	4,963	6,624	9,975							
Dixon	4.71%	3,184	2,853	3,346	3,553	3,371	4,499	6,775							
Fairfield	27.61%	18,673	16,733	19,626	20,840	19,773	26,387	39,737							
Rio Vista	0.00%	-	-	-	-	-	-	-							
Suisun City	7.21%	4,872	4,366	5,121	5,438	5,159	6,885	10,369							
Vacaville	23.65%	15,993	14,331	16,809	17,849	16,935	22,600	34,034							
Vallejo	29.89%	20,210	18,110	21,241	22,555	21,400	28,558	43,008							
Balance of County	0.00%	-	-	-	-	-	-	-							
Check Total	100.00%	67,620	60,593	71,069	75,468	71,601	95,552	143,898							
Ridership by Residence															
at 80% of Required Subsidy	270,479	242,371	284,277	301,871	286,403	382,209	575,592	2,343,203							
Benicia	49.30%	133,352	0.00%	-	2.57%	7,749	1.89%	5,424	1.53%	5,861	0.00%	-	152,387		
Dixon	0.00%	-	0.00%	-	19.27%	54,769	2.57%	7,749	0.00%	-	0.55%	2,093	1.23%	7,082	71,693
Fairfield	0.35%	944	30.91%	74,929	26.61%	75,633	41.52%	125,331	3.54%	10,125	32.86%	125,589	60.85%	350,248	762,799
Rio Vista	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Suisun City	0.00%	-	5.26%	12,743	4.59%	13,040	15.63%	47,167	0.63%	1,808	7.56%	28,885	20.02%	115,247	218,891
Vacaville	0.35%	944	59.20%	143,486	37.61%	106,930	36.38%	109,833	0.76%	2,170	4.27%	16,327	17.56%	101,083	480,771
Vallejo	50.00%	135,240	4.63%	11,214	11.93%	33,905	1.34%	4,043	93.18%	266,876	53.23%	203,454	0.34%	1,932	656,662
Balance of County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Check Total	1	270,479	1	242,371	1	284,277	1	301,871	1	286,403	1	382,209	1	575,592	2,343,203
Total Subsidy	354,926	318,043	373,032	396,119	375,822	501,540	755,299	3,074,781							
Benicia	138,040	4,200	4,927	12,980	10,388	12,485	9,975	192,995							
Dixon	3,184	2,853	58,115	11,302	3,371	6,592	13,857	99,274							
Fairfield	19,617	91,661	95,259	146,171	29,898	151,976	389,986	924,567							
Rio Vista	-	-	-	-	-	-	-	-							
Suisun City	4,872	17,109	18,161	52,605	6,967	35,770	125,616	261,101							
Vacaville	16,937	157,817	123,739	127,682	19,104	38,926	135,117	619,322							
Vallejo	155,449	29,324	55,145	26,598	288,276	232,013	44,939	831,744							
Balance of County	16,827	15,079	17,686	18,780	17,818	23,778	35,809	145,777							
Check Total	354,926	318,043	373,032	396,119	375,822	501,540	755,299	3,074,781							
Reconciliation with FY 12-13															
Benicia	74,108	138,040	(476)	4,200	(2,502)	4,927	(1,031)	12,980	(15,186)	10,388	2,141	12,485	(1,951)	9,975	FY 13-14 Due (net) 248,098
Dixon	1,814	3,184	(323)	2,853	(27,324)	58,115	(1,261)	11,302	(3,953)	3,371	832	6,592	(2,162)	13,857	66,897
Fairfield	13,327	19,617	(12,626)	91,661	(53,319)	95,259	(18,490)	146,171	(38,150)	29,898	28,058	151,976	(65,304)	389,986	778,064
Rio Vista	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Suisun City	4,966	4,872	(2,649)	17,109	(11,573)	18,161	(8,693)	52,605	(9,804)	6,967	4,391	35,770	(21,412)	125,616	216,327
Vacaville	10,595	16,937	(15,271)	157,817	(59,812)	123,739	(10,563)	127,682	(24,596)	19,104	6,574	38,926	(23,445)	135,117	502,805
Vallejo	86,545	155,449	(2,761)	29,324	(24,836)	55,145	(3,453)	26,598	(325,307)	288,276	45,772	232,013	(7,548)	44,939	600,155
Balance of County	16,943	16,827	2,484	15,079	(7,154)	17,686	3,282	18,780	(25,184)	17,818	7,114	23,778	2,515	35,809	145,777
Check Total	208,298	354,926	(31,623)	318,043	(186,520)	373,032	(40,209)	396,119	(442,181)	375,822	94,882	501,540	(119,306)	755,299	2,558,122
Net Due By Route	563,224	286,420	186,511	355,911	(66,359)	596,422	635,993								

Old value \$ 142,181
CPI Jun-2012* 239.65
CPI Ann. 2013 245.711
CPI ratio 1.03
New value \$ 145,777

BLS values for all urban consumers in SF-OAK-SJ area

3,074,781

Notes:

- SOURCES for Cost & Subsidy data:
FY14-15 Planned values for Routes 78, 80, & 85: SOLTRANS - Cost Allocation Model - FY 14-15 Estimate 4-24-14.xls
FY14-15 Planned values for Routes 20, 30, 40, & 90: FF - Cost Allocation Model - Estimated FY 14-15 March 2014.xls.

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING**

DRAFT
7-May-14

**RECONCILIATION OF FY 12-13 SUBSIDIES BY JURISDICTION PLUS AMOUNT OWED FOR 14-15
SUMMARY**

	Amount Owed to FAST				TOTAL	Amount Owed to SolTrans			TOTAL
	for Rt 20	for Rt 30	for Rt 40	for Rt 90		for Rt 78	for Rt 80	for Rt 85	
Benicia	3,725	2,425	11,950	8,024	26,124	212,148	-4,799	14,625	221,974
Dixon	2,530	30,791	10,041	11,695	55,057	4,998	-582	7,424	11,840
Fairfield	79,035	41,940	127,681	324,682	573,338	32,944	-8,252	180,034	204,726
Rio Vista	0	0	0	0	0	0	0	0	0
Suisun City	14,460	6,588	43,912	104,204	169,164	9,838	-2,837	40,162	47,163
Vacaville	142,546	63,927	117,119	111,672	435,264	27,531	-5,492	45,500	67,540
Vallejo	26,563	30,309	23,145	37,391	117,408	241,995	-37,032	277,785	482,747
Balance of County	17,563	10,531	22,062	38,324	88,480	33,771	-7,366	30,892	57,297
TOTAL	286,420	186,511	355,911	635,993	1,464,835	563,224	-66,359	596,422	1,093,287

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
COMPARISON OF TOTAL SUBSIDIES PAID IN FY 2013-14 TO FY 2014-15
SUMMARY**

	FY 13-14			FY 14-15			Change (FY 14-15 minus FY 13-14)		
	Amount Owed to FAST	Amount Owed to SolTrans	TOTAL	Amount Owed to FAST	Amount Owed to SolTrans	TOTAL	Amount Owed to FAST	Amount Owed to SolTrans	TOTAL
Benicia	22,840	110,735	133,575	26,124	221,974	248,098	3,284	111,240	114,523
Dixon	49,011	-1,114	47,897	55,057	11,840	66,897	6,046	12,954	19,000
Fairfield	478,015	-100,056	377,959	573,338	204,726	778,064	95,323	304,781	400,104
Rio Vista	0	0	0	0	0	0	0	0	0
Suisun City	139,146	-12,492	126,654	169,164	47,163	216,327	30,018	59,655	89,673
Vacaville	378,620	-27,540	351,080	435,264	67,540	502,805	56,644	95,080	151,725
Vallejo	101,147	-306,232	-205,085	117,408	482,747	600,155	16,261	788,979	805,240
Balance of County	102,185	39,996	142,181	88,480	57,297	145,777	-13,704	17,300	3,596
TOTAL	1,270,963	-296,702	974,261	1,464,835	1,093,287	2,558,122	193,872	1,389,989	1,583,861



DATE: May 5, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Project Manager
RE: Public Private Partnership (P3) SolTrans Implementation

Background:

The STA selected KPMG to assist in developing a Public Private Partnership (P3) Feasibility Study. Since August 2012, a total of ten (10) transit sites were evaluated as part of the P3 Feasibility study. The intent of the feasibility study was to explore traditional P3s, but also look at more global opportunities associated with transit facilities to identify opportunities to attract private investment to partner with local project sponsors and transit operators.

On May 14, 2014, the STA Board approved the P3 Feasibility Study which included an implementation section that focused on five potential P3 options:

1. Solar Photovoltaic (PV) Facilities
2. Sponsorship/Naming Rights
3. Advertising
4. Parking Fees
5. Operations and Maintenance (O&M)

The Study outlined key steps to implement each option and which transit facility would likely benefit from the P3. Solano Transit (SolTrans) staff has indicated they were interested in pursuing implementing P3 options for Curtola Parkway & Lemon Street Transit Center. This item is scheduled for review and action by the SolTrans Board of Directors on May 21st.

Discussion:

The estimated budget for implementing P3 options for Curtola/Lemon St. Transit Center is \$125,000. STA staff is recommending an amendment to KPMG's contract to assist the STA and SolTrans with the attached scope of work (Attachment A). Pending SolTrans Board's decision, STA staff is recommending \$100,000 from State Transit Assistance Funds (STAF) with a \$25,000 local contribution from SolTrans. Attachment B is the SolTrans staff report regarding this item.

KPMG has continued to provide quality level of service and expertise related to public and private partnership strategies. This new implementation phase is a logical follow up to their work in completing the STA's P3 Feasibility Study. Amending KPMG's contract to include the proposed scope and budget ensures a seamless transition and a relatively quick way to implement P3 components as part of the Curtola project. Sotrans is scheduled to break ground on the Curtola/Lemon St. Transit Center in late June with a project completion scheduled by summer of 2016.

The P3 Implementation Scope of Work includes procurement tasks related to the five potential P3 options provided above. The P3 Implementation is anticipated to be completed within 20 weeks, with the goal to award a P3 contract upon completion. The type of contract will depend on the market sounding task as explained in Task 2 of the attached scope of work. The P3 Feasibility Study indicated that the potential financial benefits for each of the options vary (see Attachment A: Implementation Strategy- Timeline and Overview of Marketplace Opportunities). However, the Solar PV P3 option alone is estimated to provide an annual cost savings between \$100-\$150k annually.

Fiscal Impact:

The P3 Implementation is recommended to be funded by \$100,000 from State Transit Assistance Funds (STAF) and a \$25,000 local contribution provided by SolTrans (pending SolTrans May 17th Board decision).

Recommendation:

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

1. Programming of \$100,000 of FY 2014-15 STAF funds for the P3 Implementation Scope of Work as match funding for \$25,000 to be provided by SolTrans;
2. Authorize the STA Executive Director to enter into a funding agreement with Soltrans to implement P3 options for the Curtola/Lemon St. Transit Center; and
3. Authorize the STA Executive Director to amend KPMG's existing contract to assist in implementing P3 options as outlined in the Attachment A for an amount not to exceed \$125,000.

Attachments:

- A. Public Private Partnership (P3) Draft Scope of Work
- B. SolTrans May 21st P3 Implementation Staff Report

Appendix 1

STA P3 Feasibility Study

Stage 1: Asset Evaluation: Prepare an asset screen of opportunities with participating agencies and identify an initial estimate of cost savings and revenue generation with those assets.

1. Determine objectives and criteria (Approximate duration 2 weeks)
 - a. Conduct meetings / interviews with the STA and SolTrans' leadership regarding policy / objectives, criteria and legal / compliance framework; and
 - b. In concert with and as approved by the STA and SolTrans, KPMG will identify objectives, establish expectations and develop the analysis framework to evaluate SolTrans assets.
2. Opportunity Identification (Approximate duration 3 weeks)
 - a. Conduct an asset scan workshop with the STA and SolTrans leadership to identify preliminary asset opportunities (e.g. fleet, advertising wraps, land swaps, or others);
 - b. Draw from national and international leading practices and benchmarks with respect to opportunity identification; and
 - c. Develop a preliminary list of new potential revenue generating and/or cost savings asset opportunities categorized over various timeframes.
3. Opportunity Screening (Approximate duration 4 weeks)
 - a. Perform a preliminary asset screening portfolio analysis workshop with the STA and SolTrans staff including financial, operational, acceptability, implementation and timing / readiness criteria;
 - b. Update the preliminary list of potential revenue generating and/or cost savings asset opportunities following the screening analysis;
 - c. Confirm / validate preliminary asset screening portfolio analysis findings with the STA and SolTrans leadership; and
 - d. Summarize key findings and confirm a go forward strategy for procurement.

ASSUMPTIONS:

- Participation from STA and SolTrans in meetings and workshops.
- Financial data for assets provided to KPMG by STA and/or SolTrans.
- Total duration for Stage 1 is approximately 3 to 6 weeks.

DELIVERABLE(s): Summary to include ranges of value estimates associated with potential revenues or cost offset, potential marketability of the asset opportunities, and potential risks.

Stage 2 - Pre-Procurement: Prepare for procurement of identified opportunities with participating public agencies.

1. Prioritize Projects for Implementation (Approximate duration 3 weeks)
 - a. Identify the long term goals, policies as well as roles and responsibilities associated with each opportunity as well as those related to bundling.
 - i. Establish scope including high level performance specifications.
 - b. Assess the specific constraints and opportunities.
 - i. Review local policies and restrictions and identify public and private stakeholders.
 - ii. Review the matrix previously provided to STA outlining the various commercial structures.
 - iii. Assess the pros and cons of each structure and impact of potentially bundling locations/services.
 - iv. Coordinate with cities and other agencies, if necessary.
 - v. Identify and assess risks and determine who is best able to own/manages which risk (owner or contractor) based on expertise and municipality comfort and policy.
 - c. Draft the key terms of the structure for the interagency agreements needed if bundling/services based on long term goals and policies (e.g. O&M, marking, new asset opportunities).
 - d. Recommend projects for implementation based on STA/SolTrans criteria.

ASSUMPTIONS:

- Additional opportunities to include in this stage may be identified toward the end of Stage 1.
- Participation by SolTrans leadership and legal counsel to identify policy and procedure concerns as well as overall structure and general terms of any interagency agreements.
- Participation by SolTrans to identify scope as well as high level performance specifications.
- Total duration for Stage 2 is approximately 14 to 20 weeks.

DELIVERABLE(s): Summary to include long term goals, policies, stakeholders, risk matrix, scope with high level performance specifications, key terms for interagency agreements (if needed) and prioritized list of projects.

2. Develop Program Policies (Approximate duration 6 weeks)
 - a. Draft an implementation plan up to procurement, including timelines and interim steps.

- i. Prepare a plan outlining milestones, schedule and roles and responsibilities.
- ii. Review plan with SolTrans and identify internal staffing needs to accommodate workload changes associated with contracts from approved projects.
- iii. Assist SolTrans with the preparation of their interagency agreements, if using a bundled procurement, and in developing terms and agreements.

ASSUMPTIONS:

- SolTrans leadership and legal counsel to provide direction on approval process as well as interagency agreement drafting.
- SolTrans procurement group to review proposed procurement plan including timelines and training needs.

DELIVERABLE(S): Final program implementation plan, template draft of interagency agreements (If needed).

3. Conduct a focused market sounding (Approximate duration 3 weeks)
 - a. Evaluate the preferred commercial option with industry participants.
 - i. Conduct market sounding for the preferred commercial option.
 - ii. Define and conduct an industry review day followed by one-on-one meetings with interested vendors.
 - iii. Summarize findings from industry review and modify preferred commercial options based on SolTrans and the STA's decisions.

ASSUMPTIONS:

- Industry day takes place at SolTrans.
- SolTrans leads the industry day with support from the KPMG team.
- KPMG prepares summary.

DELIVERABLE(S): Summary of market sounding.

4. Identify commercial structures with best value and develop commercial, financial and high-level performance specifications (Approximate duration 4 weeks)
 - a. Identify data needs to establish performance specifications with SolTrans staff.
 - b. Draft term-sheet of commercial option including high-level performance specifications.

ASSUMPTIONS:

- SolTrans engineer or outside consultant provides data needed to establish performance specifications.
- SolTrans legal counsel drafts term sheet. KPMG reviews term sheet.

- Total duration for Stage 3 is approximately 10 to 14 weeks.

DELIVERABLE(S): Draft of commercial, financial and high-level performance specification for term sheet.

5. Prepare draft procurement documents and evaluation process options (Approximate duration 6 weeks)
 - a. Develop a recommended procurement plan (stages and timing).
 - i. Determine procurement stages.
 - ii. Identify composition and needs of the selection panel (what level of expertise is needed).
 - iii. Understand and incorporate policies as they relate to procurement (who is selection official, how many on the panel, which municipality, any industry on the panel, etc).
 - iv. Prepare draft procurement schedule for acceptance by SolTrans.
 - b. Assist SolTrans in preparing their procurement documents and evaluation Process (RFQ, RFP, draft contracts, etc.).
 - i. Benchmark other agencies and prepare white paper on lessons learned and summarize key terms from comparable procurements.
 - ii. Review procurement documents drafted by SolTrans and provide comments on key terms.
 - iii. Update the procurement schedule and prepare recovery schedules/plans as needed.
 - iv. Provide insight and recommendations of evaluation criteria.
 - v. Prepare an Evaluation and Selection (E&S) plan based on SolTrans procurement guidance.

ASSUMPTIONS:

- SolTrans procurement group decides on final procurement plan.
- SolTrans leadership identifies procurement policy and identifies selection panel.
- SolTrans legal counsel prepares procurement documents.
- KPMG team reviews procurement documents and provides inputs based on term sheet.

DELIVERABLE(S): Final procurement plan, summary of comments on evaluation criteria, E&S plan and procurement schedule updates.

Stage 3 - Procurement and Award: Execute a procurement process and selection of preferred bidder(s)

1. Assist SolTrans in releasing the request for qualifications/proposals to the public (Approximate duration 2 weeks)
 - a. Prepare draft schedule and review with SolTrans.
 - b. After the approval process, update the schedule and prepare recovery schedules/plans as needed.

ASSUMPTIONS: SolTrans procurement group does the advertising and releases the request for qualifications/proposals.

DELIVERABLE(S): Initial procurement schedule and monthly schedule updates.

2. Assist SolTrans in conducting the procurement and evaluating the proposals (Approximate duration 8 weeks)
 - a. Provide support to the procurement administrative team and insight to the selection panel during the evaluation of proposals.

ASSUMPTIONS:

- Procurement done by SolTrans procurement group.
- KPMG observes the process and provides support when needed.

DELIVERABLE(S): Summary of procurement responses and summary of comments made during the evaluation.

3. Assist SolTrans in negotiating and awarding the contract(s) (Approximate duration 4 weeks)
 - a. Provide support to the procurement administrative team and insights to the SolTrans during negotiations with the selected vendor, stakeholder approval process, as needed, and contract award(s).

ASSUMPTIONS:

- SolTrans does the negotiations and legal review of the contract.
- KPMG team provides negotiation support and assists with compiling materials needed for the approval process.

DELIVERABLE(S): Negotiation summary, summary of comments on the contract(s) and board-style packet(s) if needed.

Professional Fee Estimates

Stage	Estimated Duration (Weeks)	Estimated Range of Hours	Estimated Fees
1	3 to 6	60 to 80	\$21,000 to \$28,000
2	14 to 20	340 to 380	\$119,000 to \$133,000
3	10 to 14	130 to 150	\$45,500 to \$52,500
	27 to 40	530 to 610	\$185,500 to \$213,500

DRAFT OPTIONS FOR DISCUSSION



TO: BOARD OF DIRECTORS
PRESENTER: MONA BABAUTA, EXECUTIVE DIRECTOR
SUBJECT: PUBLIC PRIVATE PARTNERSHIP (P3) PROCUREMENT PLAN FOR THE SOLTRANS CURTOLA PARK AND RIDE HUB
ACTION: MOTION

ISSUE:

The Board is being asked to provide feedback on the draft scope of work for a Public Private Partnership (P3) Procurement Plan that is specific to the SolTrans Curtola Park and Ride Hub, as well as to authorize a \$25,000 contribution to the Solano Transportation Authority (STA) for financing the completion of this Plan.

DISCUSSION:

In December 2013, staff provided a brief overview of potential P3 options that could offset future operating and maintenance costs associated with the SolTrans Curtola Park and Ride Hub (PNR Hub). The options presented, as identified through preliminary research conducted by KPMG LLP, included advertising, paid parking, vending, implementation, and/or management of solar infrastructure, and the outsourcing of Operations and Maintenance (O&M) activities. Seeing the value in exploring these options further, the Board then directed the Executive Director to continue a partnership with STA to define the next steps in pursuing public-private partnership opportunities.

As the Agency now prepares to begin construction of the enhanced facility in the next couple of months, staff is concurrently taking steps to pursue opportunities and develop policies for financing its future O&M costs. Consistent with prior Board Direction, staff is seeking Board feedback on a P3 Procurement Plan for procuring private-sector vendors that could potentially invest in the SolTrans Curtola PNR Hub. The draft scope of work for implementing this Plan may be found as Attachment A.

The P3 Procurement Plan will be part of a larger countywide P3 Feasibility Study that is being led by the STA, and KPMG will be retained to complete the Plan for \$125,000. Given that this Plan will be specific to the SolTrans Curtola PNR Hub, STA is seeking a \$25,000 contribution to finance this effort. The remaining \$100,000 will be financed by STA.

FISCAL IMPACT:

The fiscal impact to SolTrans for creating a P3 Procurement Plan is \$25,000. This is included in the FY 2014-15 Proposed Operating Budget and will be financed with State grant funds.

PERFORMANCE GOAL:

Goal 1 – Maximize the Safety, Reliability and Efficiency of Transit Services to Allow for Long-Term System Sustainability and Competitiveness for Grants Funds; **Objective A** - Establish Technological Tools and Improved Facilities or Fleet Equipment for Enhancing and Monitoring System Performance; **Strategy iii** - Develop and implement improvements to Curtola Park and Ride Lot.

RECOMMENDATIONS:

- 1) Direct the Executive Director to finalize the elements contained in the Procurement Plan as shown on Attachment A, per Board feedback.
- 2) Authorize a \$25,000 financial contribution to the STA to finance a P3 Specific Plan for the SolTrans Curtola Park and Ride Hub.
- 3) Authorize the Executive Director to implement the P3 Procurement Plan, in partnership with STA.

Attachment:

- A. Procurement Plan



DATE: May 19, 2014
TO: Intercity Transit Consortium
FROM: Nancy Whelan, Project Manager, Nancy Whelan Consulting
Tony Bruzzone, ARUP
RE: Transit Corridor Study – Selection of Service Alternative and
Implementation Steps

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 addresses 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 not only addresses transit services, but also updates the facilities and connections needed to support these services into the future. The Transit Corridor Plan will provide guidance and coordination for future investments.

Preparation of the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study and the related Coordinated Short Range Transit Plan (SRTP) for Solano County was initiated in the summer of 2012. 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 has been developed. In the winter of 2013, the Consortium reviewed the alternative service designs, how they meet the service design goals and criteria, and the pros and cons of each alternative. Based on the input of the Consortium members, the alternatives were refined, focusing 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 4 routes
- C. Alternative Trunk System; an alternative 4 route consolidated system.

STA staff and the consultant team presented the Corridor Study results and routing alternatives in a workshop with the STA Board on March 12, 2014. The powerpoint presentation is available on the STA’s website. A summary of the STA Board comments from the March 12th workshop were provided and provided at the Consortium meeting on March 25, 2014.

Discussion:

The Draft Final Transit Corridor Study report is currently being reviewed and finalized by STA staff and the final draft report will be available to the Consortium on May 27, 2014. At this point, selection of the service alternative and presentation of a few key elements remain to be considered by the Consortium. The purpose of this staff report and the focus of the May 27, 2014 meeting is to:

- Review the service alternatives and their performance
- Recommend selection of a preferred service alternative
- Begin review and discussion of the capital requirements and phasing plan
- Begin review and discussion of the implementation plan for the selection service option
- Discussion of phasing of near term actions to implement the plan

The majority of the discussion provided below is summarized from the Draft Final Transit Corridor Study.

Service Alternatives

Three service alternatives were designed, refined, and evaluated, and have been presented over the past year to the Consortium. They are:

- Alternative A – Modest Change to the existing intercity bus system
- Alternative B – BART-Like Trunk System
- Alternative C – Alternative Trunk System

All alternatives were designed with nearly the same level of service hours overall. Additionally, the alternatives can be operated within the number of intercity buses currently in the fleet.

All alternatives recommend the following changes and assumptions:

- Pleasant Hill BART express bus stop is eliminated while the Walnut Creek BART express bus stop is retained on the Vallejo/Benicia to Walnut Creek service. This change allows for faster service and fewer buses to provide that service. Almost all the passengers using Pleasant Hill BART express bus stops are transferring to BART, which can still occur at Walnut Creek. Walnut Creek has more all day attractions than Pleasant Hill and better regional connections to the I-680 corridor south.
- BART agrees to charge the same fare for transferring SolanoExpress passengers from either El Cerrito del Norte or the Walnut Creek BART Station.
- The current Route 85 segment between Vallejo and Solano College is revised to instead use Highway 37 and uses freeway ramp stops.
- Solano College in Vacaville is served on all alternatives, a new bus station is provided for Solano College Fairfield at Suisun Parkway and Kaiser Drive and Fairfield Transportation Center is redesigned to allow Solano Express buses to remain on freeway ramps and avoid city streets.

Service frequency on all routes is modified to have consistent service frequencies. Each alternative includes an initial service level and an “Improved” service level. Improved service levels are assumed to occur as demand increases and are likely within a five year period.

Route diagrams for each alternative are shown in Figures 1-3.

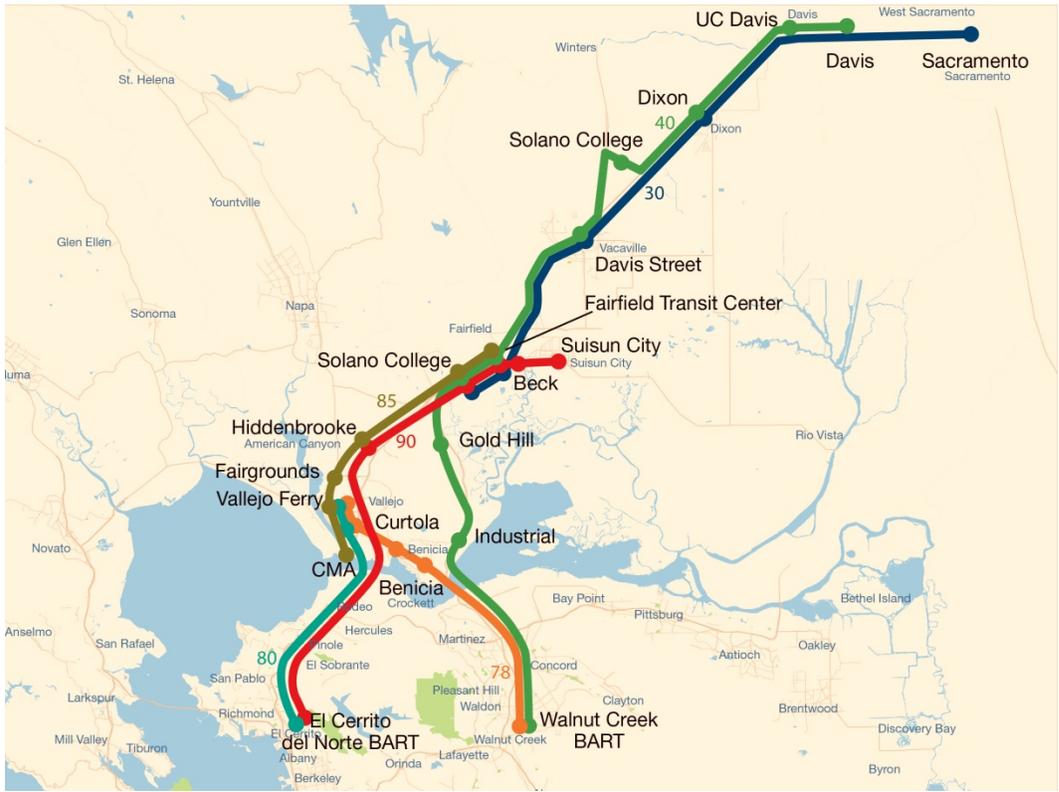


Figure 1: Alternative A – Modest Change

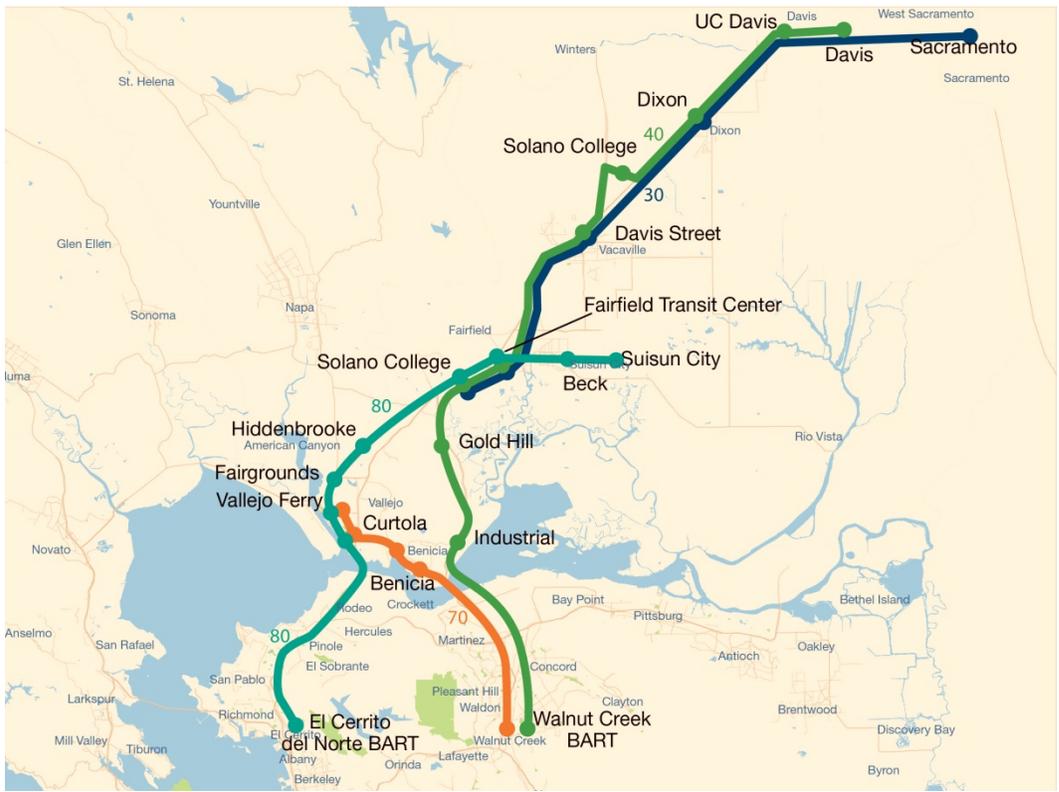


Figure 2: Alternative B – BART-Like Trunk System



Figure 3: Alternative C - Alternative Trunk System

Table 1 below summarizes the performance of the three alternatives compared to the current system, both the basic service levels and improved service.

The table identifies the three options and provides an assessment of an improvement sub-option for each alternative that increases service, generally to every 15 minutes south of Fairfield. The green shading indicates a “good” rating, while the rose shading indicates a “poor” rating. As can be seen, Alternative B has the most instances of “good” assessment. This is due to Alternative B’s simple route structure resulting in efficient use of vehicles and labor.

The implementing concept assumes that the current subsidy level of about \$4 million annually is maintained. As patronage increases, additional fare revenues allow for more service so that while gross cost increases, net costs (after fares) remain about the same, or in the best estimates, could decline.

		Benchmark	Current	Alternative A - Year 2020	Alternative B - Year 2020	Alternative C - Year 2020
Service Attributes	Peak Service Frequencies	15	60	15/30	15	15
	Midday Service Frequencies	30	60	15/30	15	15
	Average Speed (mph)	35	31	35	35	35
	Simple, Legible Routings	Y	N	Y	Y	Y
	Connects to Regional Transit	Y	Y	Y	Y	Y
	Connects Solano Cities	Y	Marginal	Y	Y	Y
Service Performance	Daily Service Hours		250	285	287	297
	Increase in Service Hours		N/A	14%	15%	19%
Financial Performance	Annual Gross Cost		\$7,421,666	\$8,470,100	\$8,520,568	\$8,806,549
	Ridership Increase	Base 19% Increase to 2020	N/A	34%	43%	43%
	Annual Net Cost		\$3,931,664	\$3,779,285	\$3,539,171	\$3,825,152
	Capacity Utilization	35%	20.5%	24.2%	25.5%	24.7%
	Farebox Recovery	50%	48%	55%	58%	57%
				Meets Standard	Close to Standard	Does Not Meet Standard

Table 1: Alternatives Performance Summary Compared to Current System

Recommended Service Design

Alternative B is recommended by the consultant team and STA staff as the preferred service alternative as it will provide a restructured, simple, easily understandable and high quality transit service for Solano County. The alternative is designed to adhere to the vision of a rubber-tire, freeway oriented high quality transit system, resulting in:

- Higher ridership
- Incremental growth in the frequency and span of service
- Incremental improvements in transit capital facilities to provide more reliable and faster service to the county.

Among the benefits of the recommended service plan are:

- Faster transit speeds
- Simple and easily understandable system and more direct routings
- Better service frequencies
- Improved connections between major college campuses

While passengers traveling from Fairfield to Berkeley have either a slightly longer ride via the new Blue Line, the upside is that passengers on all routes experience less waiting. Passengers traveling to Central Contra Costa County to access BART have much better service from all parts of Solano County. College students traveling between Solano College (Fairfield Campus) and Solano College (Vacaville Campus) are directly connected and are connected to UC Davis.

Capital Plan

Alternative B assumes that the proposed Express Lanes program is delivered and that freeway travel times for the buses improve. Critical to achieving faster times is the concept of minimizing route diversions off the freeway right-of-way. This allows for faster speeds and better city-to-city connections.

A minimum speed of 35 mph plus station sites to provide the necessary access is the performance specification for this alternative. Further study is warranted to identify the best suite of improvements, but generally they are grouped in the following categories:

Transit Priority Measures including queue jumps, signal priority, bus lanes, bus ramps and other general “rail like” improvements that make bus service faster and more reliable.

On-Line Stations are facilities that allow the bus to stop without leaving the freeway right-of-way. The best examples of freeway bus stations maintain bus operations within the freeway right-of-way and give an exclusive location for buses to decelerate, stop, dwell and then accelerate back into the freeway. Examples include the El Monte Busway in Los Angeles and the freeway bus stations in Seattle.

Equipment is the most intimate contact the passenger has with the transit system. How a bus looks, feels, and operates is of paramount importance. With the evolution of vehicle performance expectations – including disabled access, noise, comfort and bicycle provisions – buses need to be better.

Prior to the hub improvements at Fairfield Transit Center and Solano College being phased in, routings would be slower and somewhat indirect, but the new service alternative can be implemented. As the hubs are developed and improved, service frequencies will continue to improve and passenger loads should also increase.

Major Capital Improvements, First Tier

The two most critical transit improvements are the:

1. Redesign and reconstruction of the I-80 ramps adjacent to the Fairfield Transportation Center to allow buses to remain in the freeway right-of-way, and
2. Establishment of a new station at Solano College (Fairfield) adjacent to the westbound truck scales and Suisun Parkway with direct access to I-80.

These stations act as the “hubs” of the system and provide both access and connection between different regional transit lines and the local transit network.

Coupled with these initial on-line stations, Solano Express also needs new equipment better suited for transit service, in contrast to express service.

- Some of the more progressive transit operators outside of the Bay Area are now considering double deck buses for regional services because they have high capacity, reasonable operating costs, good ride quality and low floor access that benefits both cyclists and disabled passengers.

Minor Capital Improvements-Caltrans right-of-way, First Tier

In addition to the FTC and Solano College improvements, the Study proposes additional freeway stops on existing ramps, requiring minor improvements (for example, extensions of sidewalks). These minor improvements include:

- American Canyon/Hiddenbrooke Ramp Stop – Sidewalk Improvement
- Highway 37/Fairgrounds – Sidewalk Improvement

- I-680/Gold Hill – Sidewalk Improvement and Park & Ride Lot, and
- Benicia Industrial Park.

Minor Capital Improvements-City rights-of-way, First Tier

In the first tier improvements, transit priority measures should be developed and delivered for the following streets:

- UC Davis Campus
- Vaca Valley Parkway
- Curtola Parkway
- Military West in Benicia

These measures should include:

- Signal priority
- Queue jumps and bus bulbs
- Bus Lanes

Signal priority extends green time when a bus is approaching (or reduces red time) through the bus “talking” with the signal controller. In addition, other measures include queue jumps (where a separate lane is created nearside of the intersection for the bus to “jump” the queue of automobiles and advance to the front of the line, bus lanes (dedicated lanes for buses where density of service warrants), and bus bulbs (sidewalk extensions to allow the bus to stay within the travel lane which saves time for the bus and is safer for all traffic than pulling into and out of the travel lanes).

Major Capital Improvements, Second Tier

As the system develops and additional access is desired, several other on-line stations can be considered. These include:

- I-80 Dixon (adjacent to Pitt School Road)
- I-80 Vacaville
- I-80 Air Base Parkway
- Hwy 37/Hwy 29

Implementation Plan

A draft work plan identifying the follow up action items and further analysis needed to implement Alternative B is provided in Attachment A. The work plan addresses the service plan, a transition plan for consolidating the current 7 route structure into 4 routes, coordination with NCTPA, BART, and Solano College, the funding plan and the capital plan. The schedule for this work plan is estimated to require approximately one year (FY 2014-15) to complete all of the planning, coordination and transition activities with initial service changes to be effective in the January – June 2016 timeframe. Capital projects will require additional time to complete. A summary schedule is provided in Table 2 below.

Activity	Time Frame
Develop detailed implementation plan per workplan outlined in Corridor Study	July 2014 – June 2015
Develop overall capital program, conceptual project plans, and cost estimates per 5-year capital plan outlined in Corridor Study	July 2014 – June 2015
Identify capital funding, develop 30% plans, and obtain environmental clearance for 5-year capital plan outlined in Corridor Study	July 2015- June 2016

Implement initial Alternative B service changes	January 2016 – June 2016
Initiate construction and deliver minor capital projects for 5-year capital plan	July 2016- June 2017
Assessment of initial Alternative B service changes	July 2017 – December 2017
Begin construction of major capital projects for 5-year capital plan	July 2017
Implement Alternative B service modification based on assessment	July 2018
Complete capital projects for 5-year capital plan	July 2019
Other major capital improvements	10- and 15-year programs

Table 2: Summary Schedule for Implementation Plan

Fiscal Impact:

None at this time.

Recommendation:

Forward a recommendation to the STA TAC and Board to:

1. Select Alternative B – BART-like Trunk System as the preferred service alternative for the intercity transit system; and
2. Authorize the development and issuance of a Request for Proposal (RFP) for a consultant to complete the planning, coordination, and transition activities needed to implement Alternative B for the intercity transit system.

Attachment:

- A. Overall Work Plan for Implementation of Alternative B – BART-like Trunk System

1 Attachment A

Overall Workplan for Implementation

1. Service Plan Workplan

- Develop Detailed Schedules
 - Provide Schedules at the Service Frequencies Recommended
- Develop Cost Estimates and Revenue Assumptions
 - Do Not Exceed 290 Weekday Service Hours
- Speed Improvements
 - Improve travel times through a combination of traffic improvements, physical infrastructure and operational changes.
 - Traffic signal priority – Prioritize local traffic signal investments to provide transit signal priority on Intercity/Regional bus transit routes.
 - Off-board fare collection – Implement all-door boarding with proof-of-payment fare collection to eliminate queuing at the front door of the bus. In synch with infrastructure that increases overall speed, the transit operators should engage in practices that also reduce dwell time and delay. Foremost of these is transitioning to a proof-of-payment system so that passengers freely enter the bus through all available doors. Random inspections would be used to encourage compliance with fare payment.
 - Develop detailed plans and justifications for on-line freeway stations.
- Branding and Marketing
 - Develop consistent “look and feel” with an individual corporate identify including schedules, websites, vehicle livery and all other aspects of branding.

2. Transition Plan

- Develop Overall Schedule to Transition Service from Current 7 Route System to 4 Route System
 - Identify 2020 for full implementation

- Develop milestones for implementation
- Coordinate with Financing Program
- Coordinate with Capital Program

3. Service Providers/NCTPA Coordination

- Consider appropriate Solano Express service provider(s) based on
 - STA Board Goals and Objectives
 - Local Knowledge
 - Overall Cost Effectiveness
- Coordinate with NCTPA
 - Ensure that services to delNorte BART are complimentary
 - Consider joint ticketing
 - Consider coordinated scheduling

4. Financing Plan

- Identify Operating Budget and Sources for 15 year program
- Identify Capital Sources and Amounts Available for Initial Program Development

5. BART Coordination Issues

Identify key BART coordination issues for consideration and closure:

BART Capacity: More than 75 percent of Solano Express passengers transfer to BART. As a result, coordination with BART is a key component of a successful service. Currently, most Solano Express passengers access San Francisco and Oakland destinations via the El Cerrito del Norte BART Station. Alternative B proposes to move the BART transfer location for Fairfield and Vacaville passengers from El Cerrito del Norte to Walnut Creek; this affects about 200 peak hour Route 90 passengers.

As BART ridership increases, some BART lines have more available capacity than others. BART operates 11 peak hour trains on the crowded Pittsburgh/Bay Point line; Figure 19 indicates that at Walnut Creek there are about 6,500 passengers leaving that station competing for about 7,700 seats (there is additional standing room). This compares to four trains per hour leaving El Cerrito del Norte for San Francisco where 2,800 passengers are competing for about 2,800 seats for trains direct to San Francisco and another

1,700 seats for trains to Fremont. It appears that under current operations, it is likely that passengers boarding at Walnut Creek will find a seat.

BART's future plans call for "splitting" Yellow Line trains so the half the services operates from Pittsburg/Bay Point to 24th and Mission or Glen Park, and the other half operate from Pleasant Hill/Walnut Creek to SFO. Under this scenario, there should be more seats available at Walnut Creek.

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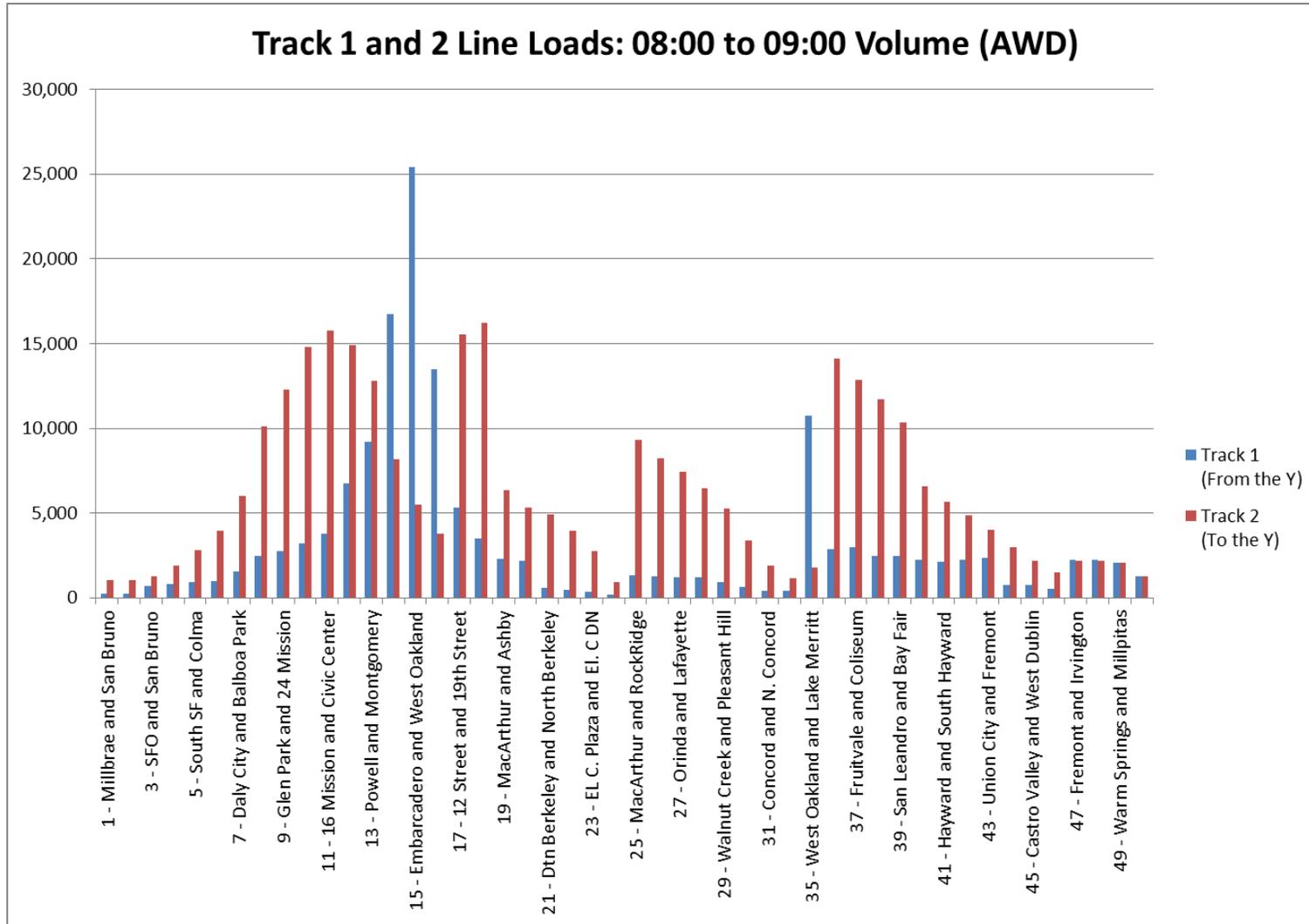


Figure 1: BART Line Loads 2012

Source: BART Sustainable Communities Operations Analysis, 2013

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BART Fares: There is a fare difference to San Francisco from El Cerrito del Norte or Walnut Creek. Table 30 illustrates this difference:

Table 1: Fare Difference

	From Walnut Creek	From El Cerrito del Norte	Difference
To Downtown Oakland	\$3.20	\$2.35	\$0.85
To Downtown SF	\$4.85	\$4.10	\$0.75

With Clipper, it is possible to provide a different fare for passengers transferring from a connecting bus service. Alternative B assumes that Fairfield to San Francisco/Oakland passengers transfer to BART at Walnut Creek instead of El Cerrito del Norte. BART is currently collecting a fare at El Cerrito del Norte that is between 75 and 85 cents less than the fare collected at Walnut Creek. Alternative B proposes that BART continue to charge the same fare for SolanoExpress passengers that it collects at El Cerrito del Norte even if they make the connect at Walnut Creek. Since there is no revenue impact to BART (BART receives the same amount of fares as it does currently, just in a different place), it should be possible to negotiate an agreement between the agencies that charges Solano Express passengers the lowest fare between from either El Cerrito del Norte.

6. Solano College “Universal Pass”

The recommended transit system provides good connections between Solano College’s Fairfield and Vacaville campus, as well as providing key connections to UC Davis. College students travel to and from each campus and between these campuses. The Solano College administration has proposed establishing a UC Berkeley-like “Class Pass” allowing unlimited travel on local buses and the newly realigned SolanoExpress. A key first step would be to establish the Class Pass using Transportation Fund for Clear Air funding to establish cost and need, and then transition into a student-paid registration surcharge after about two years.

7. Capital Plan

The capital program recommendations are divided into two types, vehicle and freeway and station improvements. These are summarized:

- **Vehicles**
 - **Fleet Size** – The total SolanoExpress service program requires 28 peak period buses or a total fleet of about 34 vehicles when fully implemented.
 - **Vehicle Type** – The current fleet of over-the-road coaches has been the express bus standard practice for the last 10 to 15 years. This coach type has served the market well, but the emerging market requires an upgraded coach. Over the road coaches have very high floors, which slow boarding, and are difficult for the disabled to use. These buses also have limited bicycle stowage. An intriguing choice could be low-floor double deck buses, which have been placed in service in the Seattle metro area. They offer high capacity, very fast boarding, easy disabled access and plentiful interior bicycle storage. They are also used extensively by the corporate shuttle systems in the Bay Area.

As the current fleet is replaced, strong consideration should be given to replacing the over-the-road buses with double deck buses, subject to the manufacturers' ability to provide the desired engine and fuel choice.

- **Freeway and Station Improvements**

- ***5 Year Program***

- Major Capital Improvement - 5 Year High Priority Freeway Stations
 - On line station at Fairfield Transportation Center
 - On line station at Solano College Fairfield
 - Minor Capital Improvement - 5 Year High Priority Freeway Stops
 - On line stop (ramp) at I-80/American Canyon
 - On line stop at I-680/Gold Hill
 - On line stop at Hwy 37/Fairgrounds
 - Minor Capital Improvement – City Right-of-Way
 - Transit priority measures

Year 1: Develop overall program/conceptual project plans/cost estimates

Year 2: Program funds/develop 30% plans/obtain environmental clearance

Year 3: Minor Capital – Initiate Construction and Delivery

Year 4: Major Capital – Begin construction

Year 5: Major Capital – Project completion

10 Year Program

- Major Capital Improvement - 10 Year High Priority Freeway Stations
 - On line station at Dixon/Pitt School Road
 - On line station at Industrial/Benicia

15 Year Program

- Major Capital Improvement - 15 Year High Priority Freeway Stations
 - On line station at Vacaville/Davis
 - Additional on line stations (i.e., Air Base Parkway, Hwy 37/Hwy 29, etc.)

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DATE: May 15, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Mobility Management Project Manager
RE: Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation

Background:

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

In April 2014, the STA Board approved the Solano Mobility Management Plan. The Plan identified four key strategies to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. These four strategies are:

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

In addition, various organizational options were discussed on where Mobility Management programs could be housed. The concept of a Consolidated Transportation Service Agency (CTSA) was presented with a discussion of a CTSA's overall purpose, potential functions, and potential organizational structure. A CTSA could be in the form of a non-profit, transit operator, cities/counties and other public agencies. The Plan did not recommend an agency, or agencies, to pursue CTSA designation in Solano, but rather recommended further analysis.

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.

The Solano Mobility Management Plan outlined several options for designating a CTSA for Solano. These include:

1. Establishing a new non-profit or separate joint powers agency for this specific purpose.
2. Designating an existing agency such as a countywide transit operator or the county Congestion Management Agency to serve as the CTSA.

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 a RFP for a Travel Training program and selected a consultant. STA will also 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 supportive 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.

Consortium CTSA discussion

At the November 2013 Consortium meeting, local transit operators initially discussed the concept 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 Mobility Management Plan includes 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. This was presented at the February 2014 Consortium meeting.

At the March 2014 Consortium meeting, CTSA designation in Solano County was discussed again. Consortium meeting comments are presented on Attachments F and G. There was general consensus that the concepts of a CTSA could be beneficial for Solano County, but more time was requested to review and evaluate details of a potential CTSA. The Consortium requested STA present a draft proposal outlining a CTSA's potential goals, operations, and representation for review and a more in-depth discussion prior to the April Consortium meeting. This meeting was held the morning of the April Consortium meeting.

Discussion:

The CTSA proposal developed by STA staff was presented and discussed with Consortium members as well as the Board and other committees. Consortium feedback included a proposal that all or at least 3 transit operators be represented on the CTSA Advisory Committee rather than the proposal's 2 transit operators representing the Consortium; this has been incorporated into the revised proposal (Attachment H). In addition, there was a suggestion that the non-profit Faith in Action organization be added to the CTSA Advisory Committee and additional information about other CTSA Board membership. Board membership information is included on Attachment I.

At their meetings on April 29 and 30, 2014, the SolanoExpress Intercity Transit Consortium and the STA TAC unanimously approved forwarding the attached summary of comments from the Consortium regarding STA seeking designation as a CTSA by MTC for Mobility Management as shown on Attachments F and G to the STA Board.

The proposal was presented to the STA Board on May 14th and to the Paratransit Coordinating Council (PCC) on May 15th. Board comments and questions included requesting clarification on other CTSA programs and a tour of the Santa Clara CTSA, clarifying role of FIA as well as describing value of Faith in Action (FIA) and paratransit services, anticipating the value of coordinating County HSS social service transportation services to avoid duplication, and stating STA appears to be a natural fit as a CTSA. PCC comments were positive about STA seeking CTSA designation. They also inquired about other CTSA programs that Solano County may be able to implement.

The CTSA proposal will be heard by the Solano Senior and People with Disabilities Transportation Advisory Committee at a meeting to be scheduled and held in May or early June. A verbal update will be provided at the Consortium meeting. STA staff is recommending the STA Board request designation as a CTSA for Solano County by MTC.

Fiscal Impact:

Designation as a CTSA has the potential to open up future funding opportunities as mobility management is becoming a higher priority at the regional, state, and national level. CTSA functions to be funded through grants and revenue sources excluding transit operators' TDA funds.

Recommendation:

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

1. The STA request CTSA designation from MTC for Solano County as prescribed in Attachment H;
2. Authorize the Executive Director to establish a CTSA Advisory Committee as outlined in Attachment H.

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. Types of CTSA's Summary
- F. Summary of Initial Comments
- G. Summary of March Consortium comments
- H. Draft CTSA proposal
- I. Example CTSA Board Membership

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

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**

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, 3rd 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

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**

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

¹ 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)**

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.

ATTACHMENT F

At the February Consortium meeting, additional time for review and comment by the Consortium was given. At this time, the information is being re-presented along with new comments received and summarized below.

- If a CTSA is formed or designated, that it must bring value to the county and to the operators.
- It is important that funding of a CTSA not impact operator TDA and diminish an operator's ability to provide fixed route, ADA paratransit and General public dial-a-ride service.
- With the uncertainty of future federal funding for mobility management programs, there should be a more comprehensive discussion of funding.
- Supports one lead CTSA agency in Solano and STA could serve that purpose, however governance for the CTSA should be more clearly defined.
- Why is there an immediate concern to set up a CTSA with no clear benefit as the STA already facilitates various agencies to coordinate services.
- If social services are brought to the table, should be cautious about transportation funds being used to subsidize social services. Funding from new partners should help pay for services.
- Agree that discussions between social services and transportation providers should be encouraged so that specific areas and opportunities can be identified to work together and share best practices; STA is in a good position to facilitate these discussions.
- One of the reasons STA has been able to facilitate implementation of innovative programs and commendable transit services is that it has been perceived as relatively neutral as it was not a transit operator itself. The more operational responsibilities STA takes on, the more difficult it will be for it to be the "impartial facilitator".
- If there comes a time when there are specific reasons a CTSA should be established in Solano County, it seems there would be an advantage to having it be a non-profit entity that could compete in different areas for resources and contributions.
- A non-profit CTSA with a primary focus on social services transportation issues could be an excellent partner for STA and the local jurisdictions to work with to identify synergies and opportunities.
- If a transportation sales tax is ever passed in Solano County the CTSA could be one of the recipients if that is one of the features that polling indicates the population will vote for.
- Language in the Mobility Management Plan that suggested without a CTSA mobility management programs will not be implemented despite there being existing programs in some jurisdictions.

In response to the last comment, the Plan was modified to acknowledge existing programs such as Travel Training being offered by Vacaville City Coach and non-profit organizations.

The other comments raise valid points worth further analysis and discussion particularly as they do not represent a consensus. Recommendations 8.2 and 8.3 in the Mobility Management Plan addressing structural models provide the opportunity for this.

Recommendation 8.2: STA to conduct a further analysis and evaluate mobility management structural models for implementation in Solano County. The evaluation will involve STA staff, county transit agencies, and human services organizations.

Recommendation 8.3: STA to function as mobility management center until an evaluation to determine a structural model is completed.

**March 2014 Consortium
CTSA Discussion Summary**

Operator Attendees:

SolTrans – M. Babauta

FAST – W. Lewis

City Coach – B. McLean

Dixon Redit-Ride – J. Koster

Rio Vista Delta Breeze – J. Harris

County of Solano – M. Tuggle

Others in attendance and participating in discussion:

FIA – R. Fuentes

- Solano County should stay ahead of CTSA formation curve in the Bay Area including Contra Costa which is getting close to forming a CTSA. Be ready by setting up the pipeline for likely new resources for the county. (DKH)
- Concern with the non-profit model is that there will be more players competing for the same small funding pot. Unclear what the benefits to seniors and people with disabilities will be by the designation of a CTSA. (RF)
- CTSA would have value if it takes the most burdensome trips off transit (JH)
- There need to be clear roles of a CTSA versus transit operators thru Consortium structure, role, board representation. See how it would work in Solano. (BMCL)
- SolTrans supports CTSA concept. It would be good to go to one resource to free up paratransit. (MB)

Direction:

- Monitoring of a CTSA would be important to make sure it is doing what it is set up to do.
- Transit operators want to be involved with decision-making process.
- Set up a special meeting before the next Consortium meeting to develop outline of CTSA key elements such as
 - Goals
 - Operations
 - Representation
 - Prior to meeting, the group would like options to react to
 - Include SSPWDTAC in the discussion

Consolidated Transportation Service Agency (CTSA) Designation Proposal for Discussion

Designation:

Solano Transportation Authority (STA) makes request to Metropolitan Transportation Commission (MTC) for CTSA designation on behalf of STA.

Governance:

The governance will be the STA Board consisting of the mayor of each of seven Solano County's Cities and a Solano County Board of Supervisor.

Funding:

CTSA function funding by STA to be provided by STAF and STAF paratransit, Lifeline, New Freedom grants, JARC grants, future MAP-21 Section 5310, and future regional funds.

CTSA Advisory Committee (10 Members):

- (1) Seniors and People with Disabilities Transportation Advisory Committee
- (1) Paratransit Coordinating Council
- (1) Lifeline Advisory Committee
- (3) SolanoExpress Intercity Transit Consortium (Transit operators only)
- (1) Solano County Department of Health and Social Services
- (1) Area Agency on Aging
- (3) Board Members

Reason for CTSA Designation:

To enhance and expand Solano County's ability to identify and obtain future federal, state, and Mobility Management at the regional level by identifying and designating Consolidated Transportation Service Agencies (CTSAs)

- To facilitate mobility management and transportation coordination efforts in Solano County
- Provide information and manage demand across a family of transportation regional services
- Coordinate advocacy with human service agencies to identify resources to sustain coordinated transportation service delivery.

Purpose:

To pursue Mobility Management funding and identify and facilitate implementation of various Mobility Management Programs and Services to support Mobility for Solano County Seniors, People with Disabilities and Low Income.

Current Mobility Management Programs and Services:

- To continue administering the Countywide In-Person ADA Eligibility Program Contract
- In coordination with the transit operators assist in the development of Ambassador Programs and partner with social services agencies to provide more intensive one-to-one travel training for people with disabilities, intercity transit trips, and all other as requested.
- Establish a Mobility management Call Center by expanding the SNCI call center to include services for the seniors, people with disabilities, and low income with a complementary website including Senior Safe Driving Information.
- Update Solano Seniors and People with Disabilities Mobility Guide as needed.

Example CTSA Board Membership

Non-Profits

Outreach and Escort Inc. (Santa Clara County): Board membership is comprised of members from the private sector. Outreach has a monthly advisory committee that is open to anyone who would like to attend (transportation providers, social service agencies, others).

RideOn (San Luis Obispo County): *Pending*

Transit Agencies

Monterey-Salinas Transit: 13 Board members consisting of 12 City representatives and 1 County Supervisor

Mendocino Transit: 7 Board members consisting of 4 City representatives and 3 County representatives.

JPAs

Placer County Transportation Planning Agency (PCTPA): 9 Board members consisting of 6 City/town representatives, 2 Board of Supervisors, 1 member of the public appointed by the Board of Supervisors.

Riverside County Transportation Commission (RCTC): 34 Board members consisting of 28 City representatives, 5 County Board of Supervisors, 1 Governor's appointee (CalTrans). Also has a Citizens Advisory Committee/Social Service Transportation Advisory Committee with a membership of 8. The 8 members represent 3 non-profits (1 local, 1 regional, 1 national), 2 major transit operators, 1 City representative, 1 Board of Supervisors staff, 1 retired person.

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DATE: May 19, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Project Manager
RE: Regional Transportation Impact Fee (RTIF): Consortium Discussion of
Transit Center Priorities

Background:

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

The RTIF Package 6 includes the following stations eligible for RTIF Funding:

- Benicia Industrial Park Multi-modal Transit Center
- Dixon Multimodal Transportation Center
- Fairfield Transportation Center
- Fairfield/Vacaville Train Station
- Suisun City Train Station
- Vacaville Transportation Center
- Vallejo Station
- Curtola Park and Ride
- Solano County 360 Project Area Transit Center

Each project category has a dedicated working group to assist in selecting projects within their category. The Express Bus Transit Centers and Train Stations Working Group had an initial meeting in January to discuss early steps to begin implementing the STA's RTIF program. On April 29th, Working Group had a follow up discussion to select a project to implement within the first five years of the RTIF program. Their discussion was included as part of the April 29th SolanoLinks Consortium meeting. The 5-Year RTIF Revenue Estimate for this Working Group is \$498,171.

Discussion:

The Express Bus Transit Centers and Train Stations Working Group primarily focused on three potential projects to select for the first 5-years of RTIF funding:

1. Benicia Industrial Park Multi-modal Transit Center- Bus Hub Project
2. Fairfield Transportation Center (FTC)
3. Solano Safe Routes to Transit Projects

Project Summaries

The Benicia Industrial Park Bus Hub Project significantly upgrades an existing site currently serviced by Fairfield Suisun Transit (FAST) Route 40, along I-680. The project includes the installation of bus pullouts, commuter drop off and pick up facility, 50 new parking spaces with related amenities. This project is identified in the Solano Comprehensive Transportation Plan as a Transit Facility of Regional Significance due to its location as well its existing and future transit service plan. The project is environmentally cleared and is currently in the Right of Way acquisition process.

The FTC is also included in the Solano Comprehensive Transportation Plan as a Transit Facility of Regional Significance. It currently has several regional express bus routes and local transit servicing the facility. In addition, vanpool and carpool commuters utilize the park and ride facility on a daily basis, which collectively with transit riders, have a significant demand on parking. As a result of the station's success, its parking situation operates over capacity on a daily basis, thereby impacting nearby businesses or turning away potential transit, vanpool or carpool rider. The proposed project would expand parking by up to 1,200 additional spaces. The project is expected to be NEPA and CEQA cleared by the end of 2014. The next phase of the project will seek to complete design.

The Solano Safe Routes to Transit (SR2T) Projects were identified as part of the STA's SR2T Plan adopted by the STA Board on December 14, 2011. The Plan analyzed five Transit Facilities of Regional Significance and recommended safety projects to enhance bike and pedestrian access to these facilities. The recommendations were based on bike and ped collision data, recent police activity and site reviews.

Express Bus Transit Centers and Train Stations Working Group Recommendation

The Working Group considered the three options and unanimously agreed to move forward with funding the Benicia Industrial Park Bus Hub Project and the Fairfield Transportation Center Parking Expansion.

- Benicia Industrial Park Bus Hub Project was recommended as the first priority for up to \$100,000 in RTIF to assist in funding the construction phase of the project, if the funding is needed for the project during the first year of the RTIF.
- The FTC Project to expand parking was recommended as the second priority for up to \$400,000 in RTIF to complete a design build package for the additional 1200 spaces.

Next Steps

STA staff will work with the project sponsors to develop a Strategic Implementation Plan (SIP) for projects recommended by each working group. The SIPs will include a funding plan, detailed scope of work and timeline for completion. The SIPs will be brought to the June 25th TAC and July 9th Board meeting for approval. STA staff will continue to collect the RTIF as they are reported and will likely enter into a funding agreement with selected Project Sponsors with approved RTIF projects once enough RTIF funds are collected. Another option being considered is that project sponsors front load the RTIF commitment with local funding and be reimbursed as the RTIF is collected.

Fiscal Impact:

No impact to the STA Budget at this time.

Recommendation:

Approve the Benicia Industrial Park Bus Hub Project and the Fairfield Transit Center Project as Working Group 6- Express Bus Transit Centers and Train Station Priority Projects with the following RTIF Commitment:

1. Benicia Industrial Park Bus Hub Project - \$100,000
2. Fairfield Transportation Center - \$400,000

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MEMORANDUM

To: Daryl Halls, Elizabeth Niedziela
 From: David Koffman, Richard Weiner, Nancy Whelan
 Date: April 22, 2013
 Subject: Examination of Service Delivery Options for Solano Intercity Paratransit Service

INTRODUCTION

The Solano Intercity Taxi Program provides a valuable service to ADA paratransit eligible residents of Solano County who are able to travel in non-wheelchair accessible vehicles. Over the course of the program's history, ridership has grown significantly and so have costs, from approximately \$117,000 to \$530,000 in the past four years. While the popularity of the program is a positive sign from the community's perspective, there are concerns that this level of growth is not sustainable over the long term. In addition, wheelchair users who cannot transfer are currently left out of the program due to the lack of accessible vehicles.

The Solano Transportation Authority (STA) hired Nelson\Nygaard Consulting Associates and Nancy Whelan Consulting to conduct a study that documents how riders currently use the program, explores whether there are efficiencies that can be built into the program, and examines if there are alternative service delivery models that may provide the service more efficiently and cost-effectively, while also providing wheelchair-accessibility.

One of the key purposes of the study, as laid out in this memorandum, is determining the feasibility of STA adopting administrative responsibility for the program, and how to ensure program sustainability into the future if STA were to take it over.

This memorandum includes four sections as follows:

1) Data Analysis of Current Usage of the Intercity Program

This section describes the methodology that was used to verify information that had already been gathered by the County in the development of a preliminary Request for Proposals in 2013. The analysis was intended to gain a picture of current travel practices, including:

- when trips are taken
- common origins and destinations
- travel patterns of heavy users
- average trip costs for individuals from different cities

This analysis also examined the administrative costs incurred in the program, and the validity of cost allocations used in generating administrative costs.

2) Three Service Delivery Options for Intercity Service

In this section, the following three models are described and evaluated:

- A modified version of the existing Intercity Taxi Scrip Program
- A brokerage model
- Service using a dedicated fleet of vehicles, similar to the earlier Solano Paratransit program

Each of these is reviewed, focusing on how wheelchair-accessible service would be provided and opportunities for cost containment. The advantages and disadvantages of each option are presented.

3) Financial Analysis

In this section paratransit costs and revenues are projected to determine the financial feasibility of the proposed intercity paratransit service. Spreadsheets for nine scenarios are included in the appendix to this memo. The key findings from the evaluation of the scenarios are documented in this section.

4) Implementation Issues

This section addresses implementation issues as they pertain to each of the three service delivery options. Program administration is discussed, followed by a phasing in of the accessible vehicle element of the service, and finally contracting issues that will need to be considered in the selection of the final model.

ANALYSIS OF EXISTING INTERCITY TAXI SCRIP PROGRAM

This section provides a statistical snapshot of the Intercity Taxi Scrip Program based on data provided by Solano County and the participating cities, including:

- Monthly summary data for July 2011 through June 2013
- Analysis of invoices, showing individual trips, for July through November 2013

Using this data, a review has been prepared showing how many trips are taken:

- In each hour of the day
- Within various ranges of trip fares
- By each user
- To common destinations

Limitations of the Analysis

Invoices were available in a form convenient for analysis from taxi companies serving all of the cities except Vacaville and Dixon. As a result, trip data was available for trips originating in all cities except Vacaville and Dixon. Since the program only allows trips between cities, it was possible to infer information about trips originating in Vacaville and Dixon by assuming that all trips from other cities going to destinations in Vacaville or Dixon had corresponding trips in the other direction. This procedure allowed for a full accounting of trip destinations and fares. It was not possible, however, to infer time of day for the missing trips.

For five of the seven taxi companies for which invoices could be analyzed, the most recent complete invoices were for the period September through November 2013. For the other two, the most recent complete invoices were for the period July through August 2013 in one case and for July through September 2013 in the other case.

Summary Data

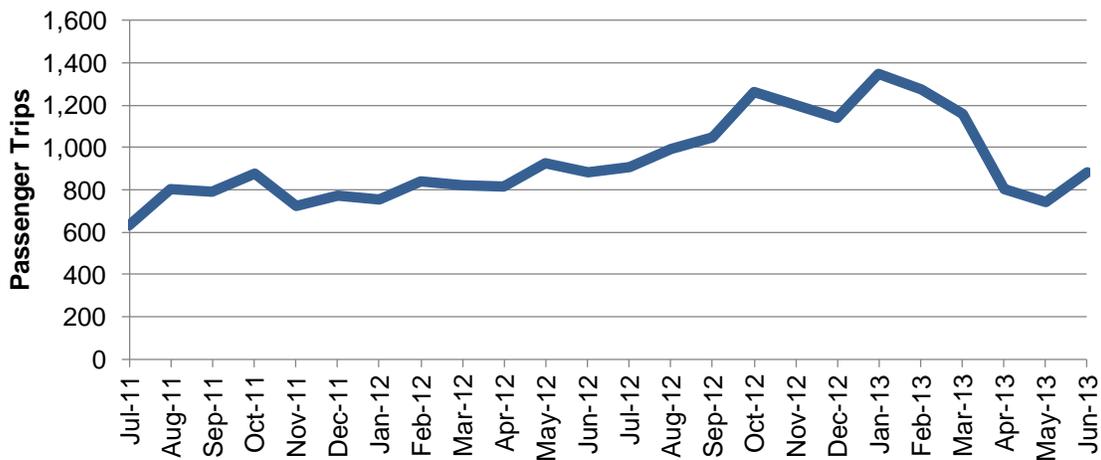
Full-year statistics for 2012-13 were:

Trips provided	12,780
Cost (paid to taxi companies)	\$529,865
Average trip length	14.9 miles
Average cost per trip	\$41.46

The number of trips and the cost of service increased markedly compared to 2011-12 when 9,643 trips were provided at a cost of \$364,045, or \$37.75 per trip. By comparison, the Solano Paratransit program, in its final year, cost \$612,793 to provide 7,557 trips, at an average cost per trip of \$81.09.

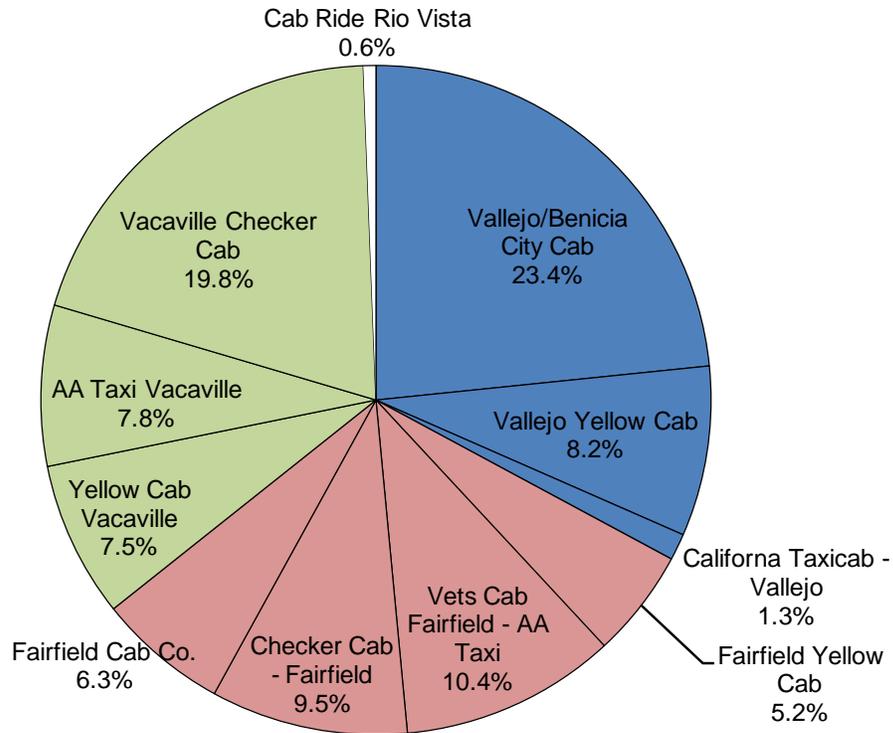
Monthly ridership data, shown in Figure 1, show that usage trended slightly upwards in 2011-12, accelerating in 2012-13, before falling rapidly beginning in April 2013. The drop off at the end of the fiscal year is said to stem from a shortage of scrip as rising trip making ran up against budget constraints.

Figure 1 Intercity Taxi Trips per Month



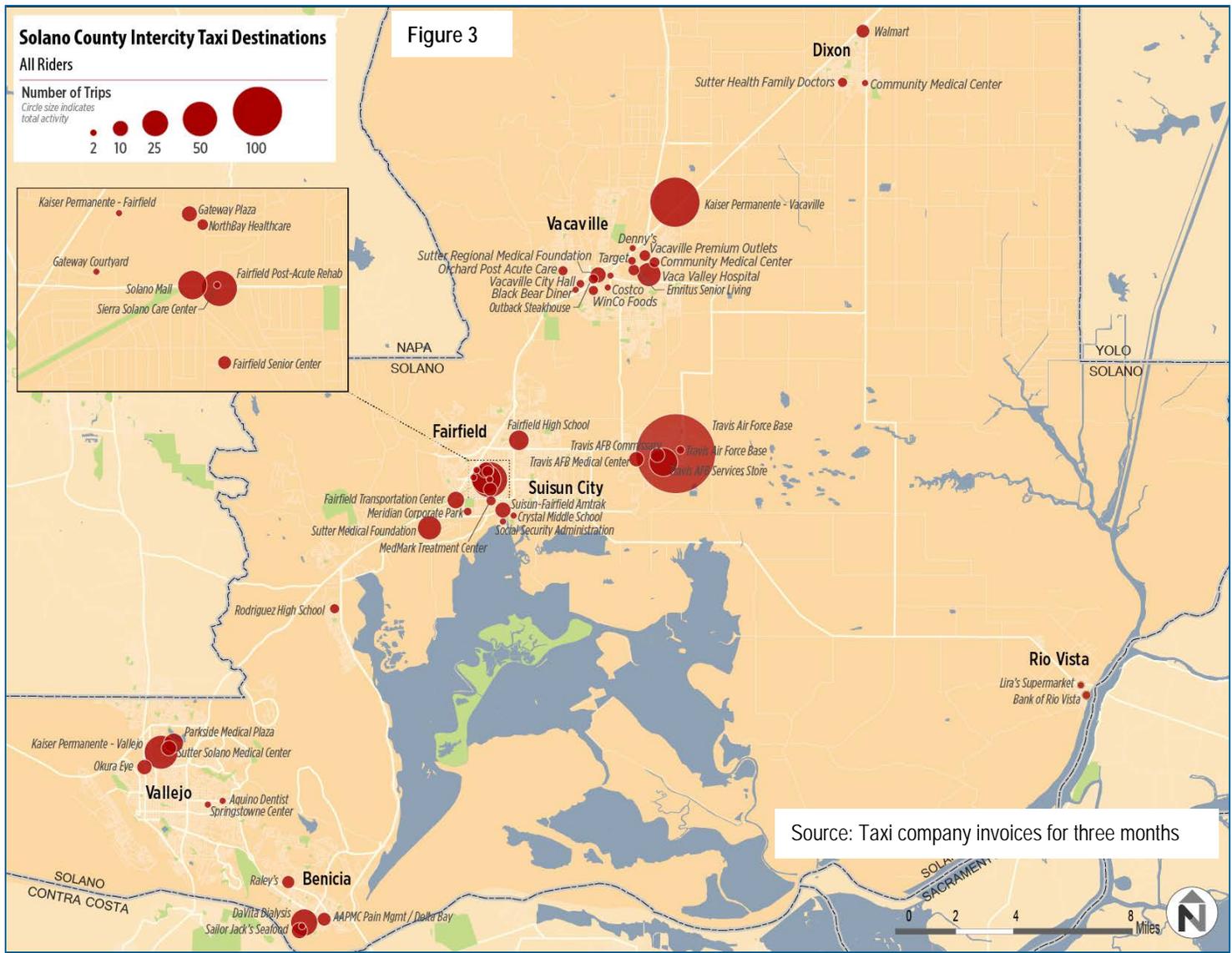
Of the 11 participating taxi companies, two, Vacaville Checker Cab and Vallejo-Benicia City Cab, provide almost half of the trips (see Figure 2). Color coding in Figure 2 indicates the cities in which the companies are based. The shares are about equally divided among companies based in Vallejo and Benicia, Fairfield and Suisun, and Vacaville and Dixon.

Figure 2 Shares of Taxi Companies
(Percentage of Trips in 2012-13)



Common Destinations

The most common non-home destinations of taxi scrip users are locations within Travis Air Force Base, especially one location said to house a call center, and Kaiser Permanente in Vacaville. These locations and others are shown in Figure 3. (A “non-home destination” is one that a rider travels to from their home; return trips to home are not shown.) Other popular destinations include the Solano Mall, Sutter Medical Center, and various medical offices in Fairfield; the Vaca Valley Hospital; Kaiser Permanente in Vallejo; and DaVita Dialysis in Benicia. The size of the circles represent the number of trips to each location in three months of taxi company invoices. Maps showing the destinations of riders according to their area of origin are provided at the end of this section. There is one map for riders originating in Vallejo and Benicia, one for riders originating in Fairfield and Suisun, and one for riders originating in Vacaville and Dixon.

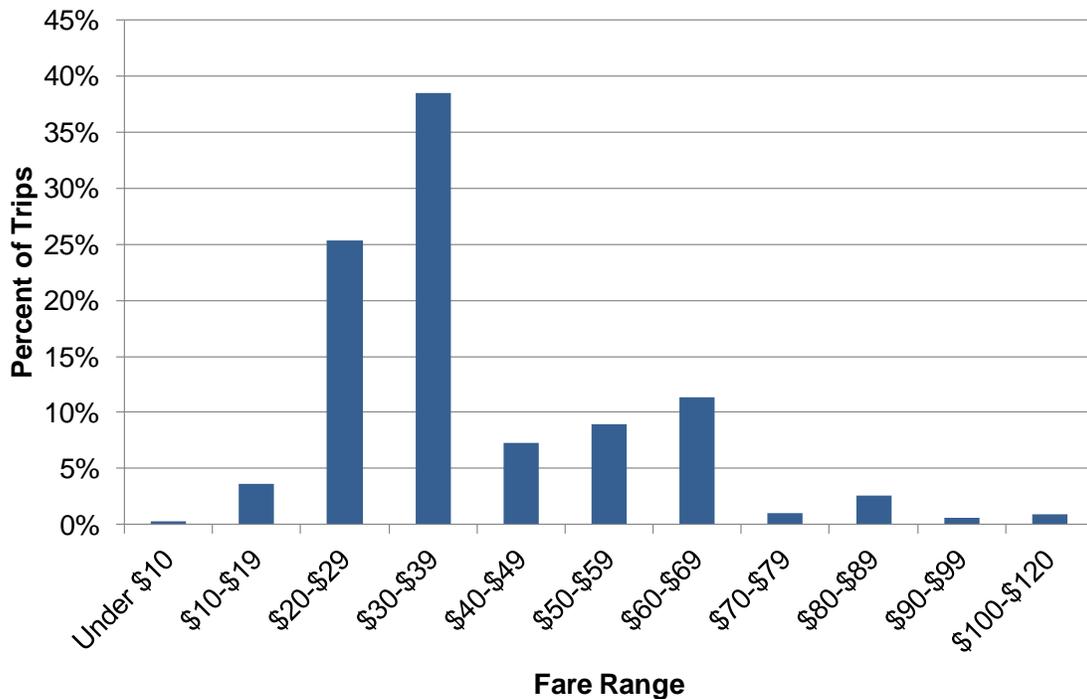


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Trip Fares

Most trips have a fare between \$20 and \$39, but there are substantial numbers of trips with fares over \$60. Figure 4 provides detail. Typical trips in the \$20 range (around eight miles) include trips between Vacaville and Travis Air Force Base and between Benicia and Vallejo. Typical trips in the \$30 range (around 12 miles) include some longer trips between Benicia and Vallejo and trips between Vacaville and central Fairfield. Typical trips in the \$60 range (over 20 miles) are those between Vallejo and Fairfield, including Travis Air Force Base.

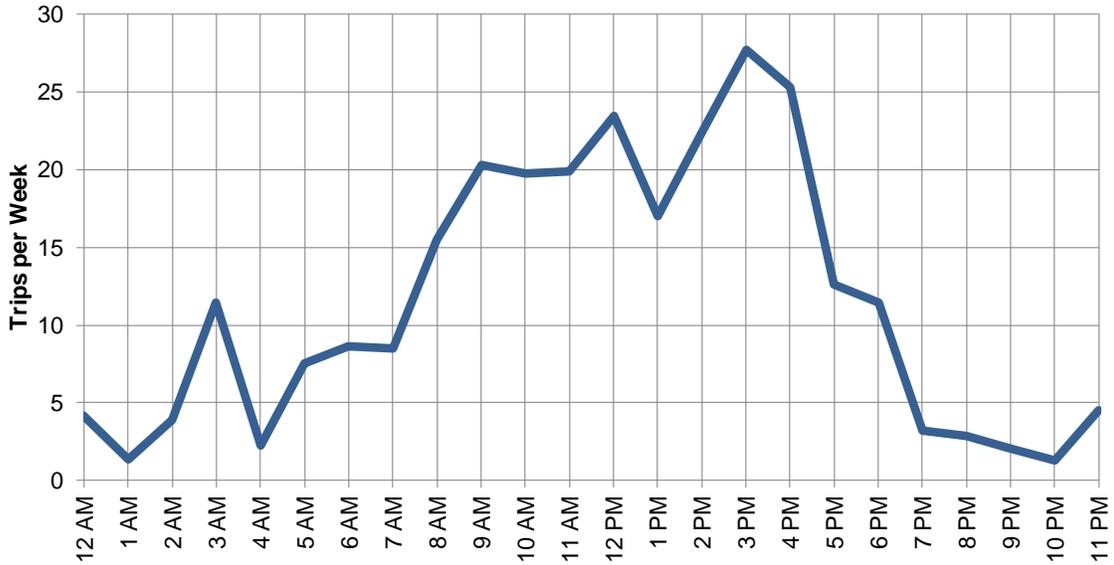
Figure 4 Percent of Trips in Fare Ranges



Time of Day of Travel

Most taxi scrip trips take place between 8 AM and 4 PM. An early peak at 3 AM and a peak at 3 PM appear to be largely due to trips to and from the call center in Travis Air Force Base. Figure 5 shows estimated weekly trips per hour of day, assuming that total travel is about 1,200 trips per month, as it was in the middle of 2012-13. The taxi invoices analyzed included about 875 trips per month. If this is accurate and complete (possibly reflecting continued scrip limits), then the trip levels in Figure 5 should be adjusted downward by about one-fourth.

Figure 5 Time of Day of Taxi Scrip Trips

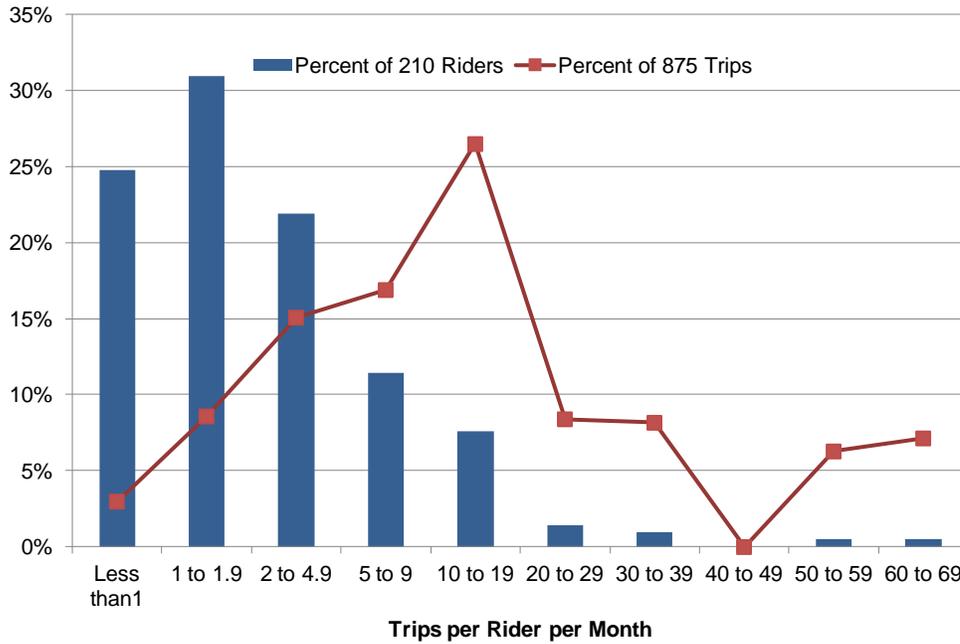


Estimated from taxi company invoices, assuming approximately 1,200 trips per month.

Frequency of Travel by Riders

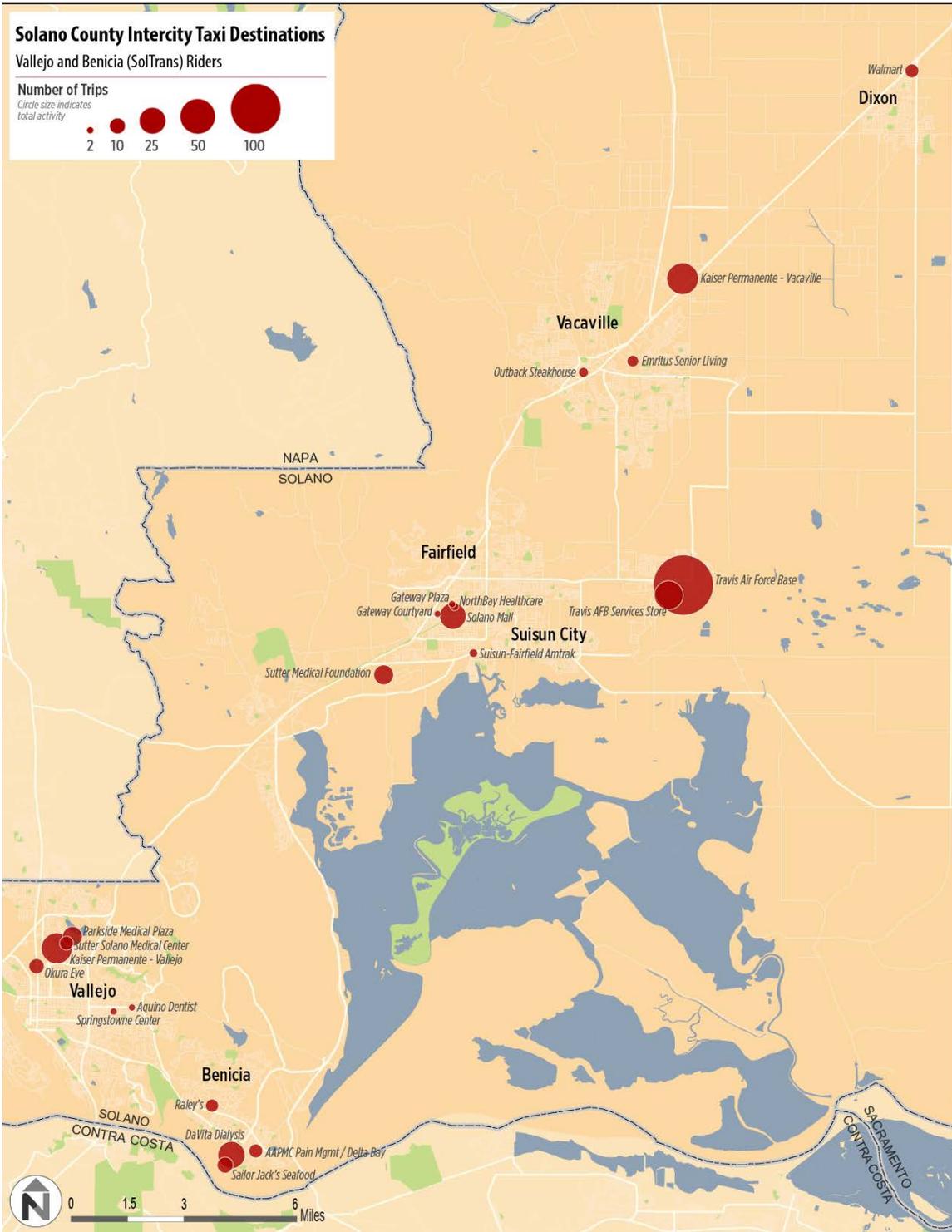
During the months for which invoices were analyzed, a total of 210 distinct individuals used taxi scrip. The average rider made between four and six trips per month, depending on overall trip volumes. Using the actual 875 trips per month represented in the invoices that were analyzed, 56% of riders used the program for less than two trips per month, on average, as shown in Figure 6, accounting for 12% of all trips provided. Since these are one-way trips, this means that a typical scrip purchaser takes one round trip every month or two. About 13% of all trips were taken by two riders who made more than 50 trips per month. Another 16% of trips were taken by five riders who made between 20 and 39 trips per month.

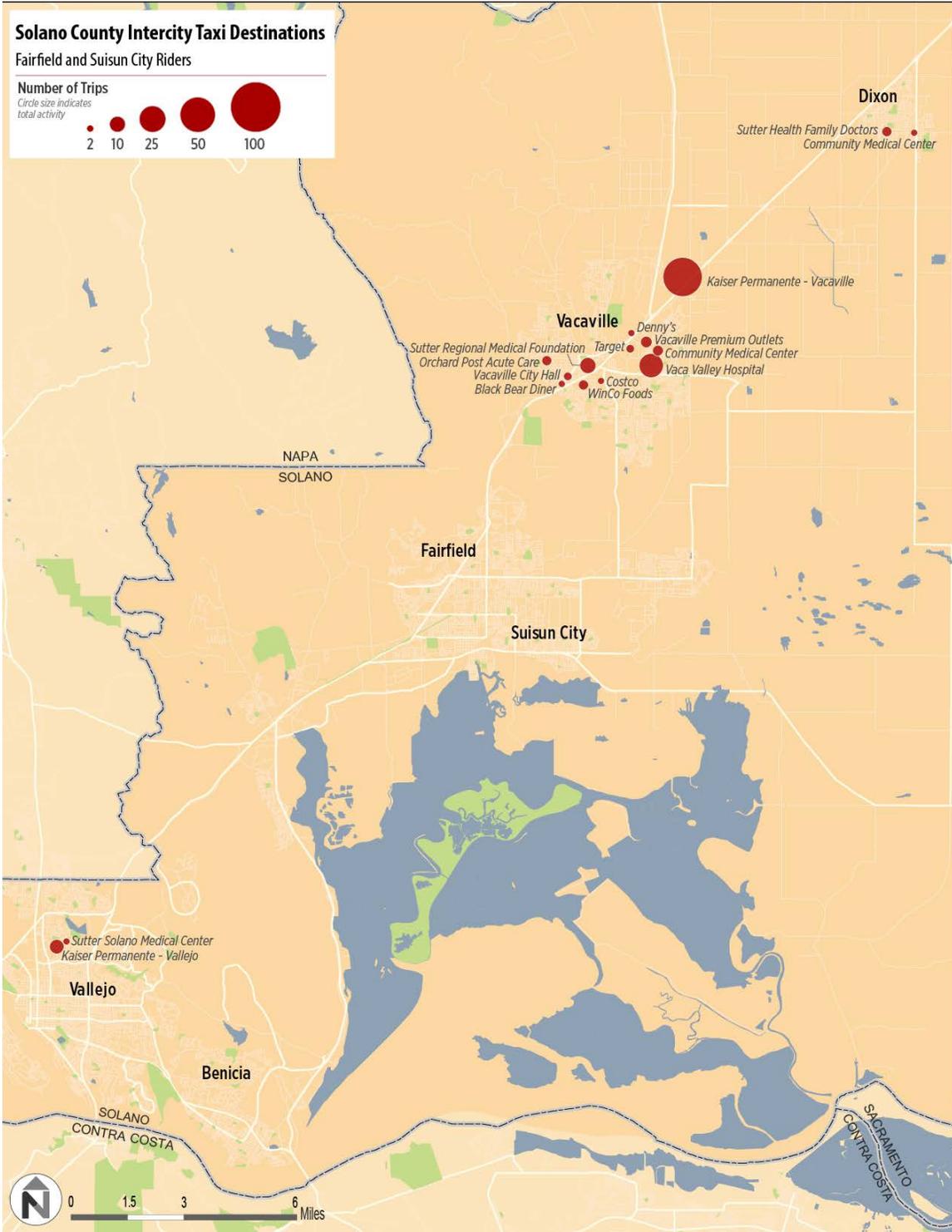
Figure 6 Trips per Rider per Month

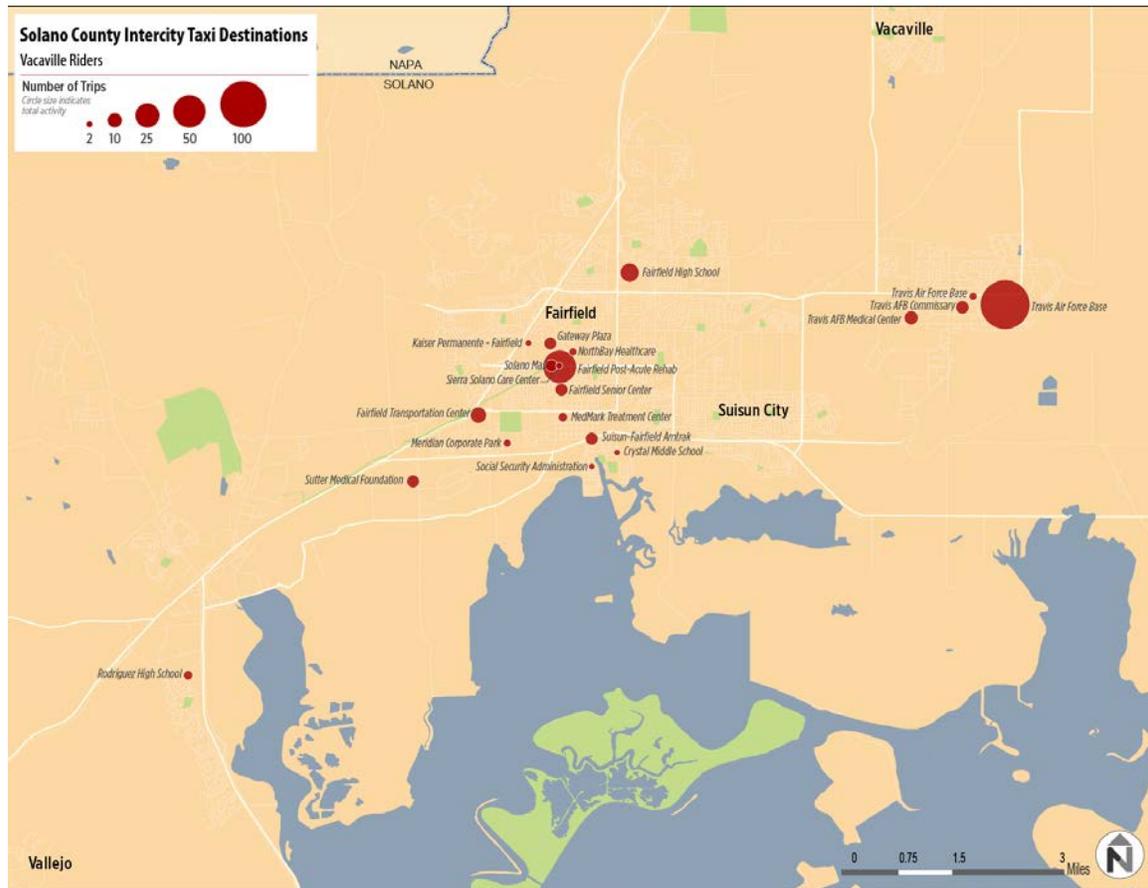


Destination of Riders from Each Area

The maps on the following pages show the common non-home destinations of riders who are registered with SolTrans (Vallejo and Benicia), Fairfield and Suisun Transit, and Vacaville Transit. Dot sizes represent the number of trips over a three month period. The invoices analyzed included only one trip by a rider registered with the City of Dixon.







THREE SERVICE DELIVERY OPTIONS FOR INTERCITY PARATRANSIT SERVICE

Three options for intercity paratransit service in Solano County are analyzed in this section. The three options are:

1. A modified version of the existing Intercity Taxi Scrip Program
2. A brokerage model
3. Service using a dedicated fleet of vehicles, similar to the earlier Solano Paratransit program.

Each of these is reviewed, focusing on how wheelchair-accessible service would be provided and identifying opportunities for cost containment. The advantages and disadvantages of each option are presented.

Option 1: Modified Taxi Scrip Program

The current service delivery method would be continued, but with some modifications to provide accessible service and contain costs.

Accessible Service. Options for accessible service include: 1) separate arrangements with one or more medical transport companies, or 2) requiring or assisting certain taxi companies to

obtain accessible vehicles. Medical transport companies typically have as their main business providing “non-emergency medical transportation” that is reimbursed by Medi-Cal, but also carry some private-pay trips. The availability of such services in Solano County needs to be determined. The Medi-Cal rate for wheelchair transports is set at \$17.65 to start, plus \$1.30 per mile, plus \$6.13 for service between 7 P.M. and 7 A.M. Rates for other contracts are likely higher.

To estimate the cost of wheelchair-accessible service, data was obtained for a small sample of taxi and wheelchair-accessible programs in Alameda County. The data suggest that accessible service costs from 50% more to twice as much as ambulatory taxi service. Based on an average trip cost of \$41.46 in fiscal year 2012-13, wheelchair-accessible trips might be expected to cost between \$62 and \$83 in the same year. For the financial analysis these costs are increased by inflation.

Regardless of cost, the result would be “separate but equal” service for wheelchair users. Since none of these providers would use taxi fares, a different method of payment than taxi scrip would need to be established.

It would also be possible to work with taxi companies to have them include accessible vehicles in their fleets. In order to ensure availability that is equivalent to the availability for non-wheelchair users, one company in each jurisdiction would need to have at least two wheelchair accessible vehicles. These vehicles are more expensive to operate than a standard taxicab, but the Americans with Disabilities Act prohibits taxis charging a higher fare for wheelchair accessible service. However, STA and/or the participating cities could pay a higher rate for trips sponsored under the Intercity Taxi Scrip Program. This rate would have to be set high enough to cover drivers’ or companies’ added cost to operate these vehicles at other times as well. The companies would also probably require assistance purchasing the accessible vehicles. These arrangements would add to the already complicated process of verifying and processing taxi company invoices.

Cost Containment. Options for cost containment are limited, but there are some. The purchase price of scrip can be increased from the current \$15 for a \$100 book, for example to \$25 or more if necessary. It would also be relatively simple to limit the amount of scrip that any given participant can purchase. “Multi-tiered” fare structures, as have been discussed, would be more difficult than with other service models. It may be possible to charge a higher amount for scrip purchases over a set monthly limit. This assumes that participants would either buy their scrip from a central location for each jurisdiction, or that there would be a way to track purchases centrally for each jurisdiction. However, it would be extremely difficult to enforce a difference in fare for advance vs. same-day reservations or for peak-period vs. off-peak trips.

Administrative Simplification. The difficulties of processing taxi company invoices, including processing scrip, could be partially addressed by replacing scrip with flat-fare tickets. Each ticket would be valid to take one taxi ride for a fare up to a stated value. Riders would pay a flat amount for each ticket, and when taking a ride would also pay any amount over the per-ticket limit. For example, suppose the per-ticket limit is \$25, tickets are sold for \$5 each, and the rider makes a ride with meter fare of \$35. The taxi driver would accept the ticket as full payment for the meter up to \$25 and would charge the passenger \$10 for the meter amount over \$25. The ticket would have space on it to record the pickup and dropoff locations, the total meter fare, and the taxi number. At the end of the trip, the driver would fill out the ticket and the passenger would sign it. The taxi company would be required to enter all of the information on the tickets into a spreadsheet which it would submit for payment. The program administrator would then pay a flat amount of \$25 for each ticket turned in by the taxi company. For very long trips, riders could pay with two tickets, and be responsible for any meter amount over \$50.

The administrator would occasionally be paying more than the actual difference between the meter fare and the rider payment. This would only happen for trips with a meter fare under the per-ticket limit (\$25 in the example), which would be relatively short trips. Further, customers would tend to conserve their tickets for use on trips where they can realize the full potential value of the ticket. In exchange for a small potential “overpayment,” the administrative burden of the program would be greatly reduced. Also, any small amount of overpayment would provide an incentive to drivers to participate in the program and to provide good service.

Figure 7 summarizes the advantages and disadvantages of modified taxi scrip.

Figure 7 Advantages and Disadvantages of Modified Taxi Scrip

Advantages	Disadvantages
A less significant overhaul of the current program than other options would allow for an easier transition	Does not address issue of current lack of accountability and reliable billing of current taxi companies
Cost can be contained by raising prices, limiting scrip purchases, or possibly charging more for purchases over a monthly limit	Difficult to control fraud issues
Current reasonable quality of service will be maintained	Fewer options for cost containment than with other models
Possible simplification using flat-fare tickets	Issues with developing and administering accessible service: <ul style="list-style-type: none"> • Administrative and funding issues connected with buying vehicles and leasing or otherwise making them available to taxi companies • Challenge of how to allocate purchased accessible vehicle in a fair way, and how to administer its optimal use • Uncertain acceptance of accessible vehicles by taxi drivers • Alternatively, “separate but equal” accessible service with medical transport providers, with a different payment mechanism than taxi scrip
	Limited ability to modify the fare structure: <ul style="list-style-type: none"> • Very hard to establish higher charges for same-day or off-peak travel • Higher charges for ticket or scrip purchases over set limits are possible, but have administrative issues

Option 2: Brokerage Model

In a brokerage model, a contract service manager (the broker) would handle all the contracting and administrative arrangements with taxi companies and/or other providers, and would also receive all ride requests from customers. The broker would not operate any vehicles itself, but would employ staff to receive trip requests from riders, schedule these trips with providers,

monitor service to ensure quality and prevent abuse, and process payments. A full list of broker roles includes:

- Subcontract with a variety of vehicle operators for service. Each operator would carry certain trips for which it is most appropriate, *as determined by the Broker for each trip*. Examples of vehicle operators:
 - Taxi companies (ambulatory only, possibly some wheelchair trips)
 - Medical transport companies (wheelchair trips)
 - Non-profit agencies
 - Individual vehicle owner-operators
- Monitor and verify contract adherence
- If certain vehicles are provided by STA or other public agency sponsors, assign these to appropriate providers and verify appropriate use and maintenance, providing any reports needed for grant compliance
- Establish minimum standards for vehicles used by the subcontract operators and verify that vehicles meet those standards and are adequately maintained
- Establish minimum standards for drivers, including training, skills, drug testing, and background checks, and verify that drivers meet those standards
- Receive telephone requests for service from riders
- Verify rider eligibility using data provided by local jurisdictions
- Determine the appropriate fare for each trip
- Schedule and assign requested trips to subcontracted vehicle operators, attempting to group trips with similar start and end points
- Provide and use any necessary software and equipment to track service delivery (for example via GPS) and make adjustments as needed to maintain efficient and quality service
- Develop and apply procedures to measure service delivery, including on-time performance, travel time, productivity
- Follow up to verify service delivery, determine adherence to standards, and identify and resolve any issues
- Receive, investigate, and resolve rider complaints
- Receive provider invoices, verify accuracy and fare revenue, and process payment
- Bill the public agency administrator, including supporting detail identifying financial responsibility of each participating local jurisdiction
- Provide regular reports of operations, service quality, and finances
- Work with local jurisdictions to incorporate local programs as desired and feasible

The broker would relieve the local jurisdictions of much of the work they currently have working with taxi companies. However, a designated agency would need to administer the overall program. This function could be performed by STA, one of the cities, the County, or someone under contract to one of these agencies. Program administration functions would include:

- Identify and administer funding (TDA, grants, payments from participating jurisdictions, etc.)
- Contract with the broker (issue RFP, conduct selection process, issue contract)

- Establish service policies: hours of service, advance reservations requirements, service area, eligibility, fare structure, passenger assistance requirements, etc.
- Establish service standards: on-time performance, travel time
- Monitor and verify broker contract adherence and performance
- Receive broker invoices, verify accuracy, process payment, provide fund accounting to participating jurisdictions
- Review complaints, investigate issues not adequately resolved by the broker
- Conduct public process as needed to review and adjust service methods and policies
- Optionally, obtain grant-funded vehicles for use by the broker and subcontracted providers
- Provide periodic reports to oversight agencies/committees

Accessible Service. The brokerage model allows multiple methods of incorporating wheelchair accessible service. For example, if the broker contracts with a medical transport company or an individual entrepreneur contractor, the same vehicles on which trips by wheelchair users are placed could also be used to carry trips by ambulatory riders with similar start and end points. Arrangements for wheelchair-accessible taxi service would also be possible, but there would be no need to guarantee availability of an accessible taxi for each trip as long as other options, such as medical transport companies, are also available.

Cost Containment. An attractive feature of the brokerage model is the possibility of a variety of flexible cost containment measures. With reservations going through a central service manager, it is possible to use advance reservations, to group trips for efficiency, to implement limits on certain types of trips or to prioritize certain trips, and to have a flexible fare structure that need not be based on taxi fares. It would be relatively simple to apply surcharges or premium fares for trips at night or during peak periods, for same-day reservations, or for trips over a defined monthly allowance per person.

For purposes of the financial analysis, it will be assumed that there will be 20% cost reduction, compared to a scrip-based program, due to grouping by the broker in this option. Evidence specifically from brokered programs is lacking. One example of brokered service that we do have data from is LAVTA Wheels, which has productivity of about 1.7 passenger-trips per vehicle hour. However, this service provides relatively short trips compared to any intercity service in Solano County. A more relevant example is probably the prior Solano Paratransit program, which was able to achieve productivity of about 1.3 to 1.4 passengers per vehicle hour. We do not know precisely how much grouping this reflects, but this level of productivity is clearly significantly greater than could have been achieved if each intercity trip had been provided an exclusive ride, as is currently the case on the Intercity Taxi Scrip Program. This suggests that a broker could easily achieve grouping on the order of 20% of trips.

Administrative Simplification. There would be no need to process taxi scrip or even to verify the meter charge for each trip provided by taxicabs. The broker would pre-approve the payment amount for each trip, based on mileage as determined at the time of booking. Other payment formulas might apply to other providers, but in each case, the broker would have full control over the trips and payments that are approved.

Fare Structure Options. To illustrate the flexibility allowed by the brokerage model, several potential fare structures are outlined here.

- Per-mile rates, for example based on percentage of taxi meter rates
 - Familiar to riders
 - Encourages short trips
 - Broker can determine the fare for each trip at the time of booking
 - Would apply to the user payment, not to the provider payment, which would vary depending on the provider and vehicle type used for each trip
- Zonal fares based on city/community pairs
 - Easier to determine the correct fare for each trip in advance
 - The fare structure and policy can be based on analysis of all trip types and all service delivery methods
 - Ensures that going and returning portions of a round trip will have the same fare
 - Jurisdictions can adjust fares for their residents as needed for local objectives

As one example of a possible zonal fare structure, Figure 8 shows possible zones for each pair of origin and destination areas. A fare structure that would be similar to the “multi-tiered” structure that has been discussed would charge \$4 per zone as a basic fare, \$8 per zone for night and weekend trips, and \$12 per zone for same-day trips. Alternatively, there could be a flat surcharge of \$8 per trip for night and weekend trips and \$12 per trip for same-day trips. The surcharges could be combined for a same-day, night-time trip.

Figure 8 Possible Zone Structure for Use with a Brokerage

Destination: Origin	Vallejo and Benicia	Fairfield and Suisun	Travis AFB	Vacaville	Dixon	Rio Vista
Vallejo and Benicia		2	3	3	4	4
Fairfield and Suisun	2			1	2	2
Vacaville	3	1	1		1	2
Dixon	4	2	2	1		2
Rio Vista	4	2	2	2	2	

Fare Payment. A brokerage would also allow for new methods of fare payment that are simpler and much more convenient than scrip. The broker would determine the fare for each trip in advance, at the time of reservation. This information would be provided to both the rider and the vehicle driver, so the rider could pay the fare in cash at the time of the ride. It would also be possible to create a cashless system that avoids use of scrip or tickets. The broker would keep an account for each rider. Riders would send payment to the broker, who would add the payment to the rider’s account. Each time a trip is reserved, the appropriate fare would be deducted from the account balance. If the rider later cancelled the trip, the fare amount would be added back to the account. No payment would occur on the vehicle at all. Since riders are used to buying scrip in advance, the concept of paying in advance for trips is already well established. This method allows for maximum flexibility in fare structures. It avoids all issues of handling and reconciling cash or

tickets. It allows for third parties to pay for (or sponsor) a rider’s travel. It works for riders with mental or physical disabilities that prevent them from dealing with cash or tickets.

Advantages and disadvantages of the brokerage model are summarized below in Figure 9.

Figure 9 Advantages and Disadvantages of the Brokerage Model

Advantages	Disadvantages
Simplifies addition of wheelchair-accessible service	Uses a relatively new concept that is untested in Solano County
Allows multiple flexible options for cost containment, such as trip grouping, trip priorities or limits, multi-tiered fares or surcharges	If a new contractor is brought in, the brokerage will probably be administered from a remote location, with loss of local familiarity and possible reduced responsiveness
A broker can monitor and enforce service quality standards, and investigate and resolve complaints	Uncertain availability of appropriate vehicle providers in addition to taxis
Arms length relationship of public agencies with actual providers	Adds costs for a contractor compared to the current taxi-based model
Public agencies are relieved of detailed program administration duties	
Flexibility of multiple contractors who could be used at short notice to provide a variety of trip types	
Consistent level of insurance	
Tests a model that may be applicable for local taxi scrip and eventually for ADA paratransit too	
Allows multiple options for fare payment, including cashless	

Option 3: Dedicated Fleet

This model would be similar to the earlier Solano Paratransit program that was administered by the City of Fairfield and operated by Fairfield’s ADA paratransit contract provider. One of the current contract providers for ADA paratransit might operate the service using accessible vans or minibuses as an add-on to their existing contract, depending on the options and terms of the existing contract, and compliance with procurement rules. The potential contract providers include those operating service for SolTrans, Fairfield and Suisun Transit, and Vacaville’s City Coach system.

This concept assumes that one of these providers has the capability of supplementing its existing service, using existing facilities. Vehicles, drivers, and office staff might be added, but for the new service to be cost-effective, administration, reservations, scheduling, and dispatch would need to be shared with the ADA paratransit program, so no staff would be dedicated full-time to the new program.

Accessible Service. This dedicated fleet model would provide wheelchair-accessibility by using a fleet of wheelchair-accessible vehicles dedicated to this service. For the most part, all trips,

including trips by ambulatory riders, would be carried by these vehicles. However, for efficiency, some ambulatory trips could be subcontracted to taxicabs, much as in the brokerage model.

Cost Containment. The previous Solano Paratransit program was discontinued because of its expense. In a new program, measures would be introduced to address cost containment. The earlier Solano Paratransit service attempted to comply with ADA criteria for fares, no trip purpose rules, etc. In a new program, fares could vary by trip purpose or time of day, and certain trips could be prioritized. Trip limits could also be established. However, the basic cost per vehicle hour would be similar to cost per vehicle hour that currently applies to ADA paratransit. Cost savings would depend on the ability to efficiently schedule as many trips as possible in each vehicle-hour.

For the financial analysis, the prior Solano Paratransit program is the most relevant example. Therefore we have applied the cost per trip in FY 2009 with increases to represent inflation since then. Some cost savings would be possible, but these would mainly come from demand management practices rather than steps that would reduce the cost per trip.

Fares and Fare Payment. All the same flexible options for fare structure and fare payment methods would exist as in the brokerage model.

Advantages and disadvantages of the dedicated fleet model are summarized in Figure 10.

Figure 10 Advantages and Disadvantages of the Dedicated Fleet Model

Advantages	Disadvantages
Simplifies addition of wheelchair-accessible service	High cost per vehicle hour
Allows multiple flexible options for cost containment, such as trip grouping, trip priorities or limits, multi-tiered fares	Unclear if any existing ADA paratransit operators have the capacity to take on additional responsibilities
Uses a simple, well-understood model of service delivery Administratively simple, but requires a commitment to service monitoring by a city or transit agency	Because of low trip volumes and long distance trips, opportunities for efficient trip scheduling may be limited

Financial Analysis

The Solano County transit operators have participated in providing intercity paratransit and taxi scrip service for several years. Each operator has made a financial contribution to the taxi scrip program based on the amount of scrip it sells. The Memorandum of Understanding (MOU) executed by the operators in July 2013 identifies initial contribution rates for FY 2013-14 and FY 2014-15 for the taxi scrip program through June 2014 and the planned successor program, which was planned for implementation in July 2014. The initial financial plan prepared by Solano County and the transit operators formed the basis for the financial analysis prepared for this review. This review is intended to assess the financial sustainability of the intercity paratransit program. As such it includes an analysis of current conditions, potential future conditions using different assumptions for each of the three service delivery options evaluated, and a range of financial outcomes under funding constraints.

Nancy Whelan Consulting developed a spreadsheet model to analyze the costs and funding for nine paratransit service scenarios. These scenarios include a continuation of the current intercity taxi scrip program, a longer-range view of the paratransit program proposed by Solano County staff, and two variations for each of the three paratransit service delivery options described earlier in this report. The spreadsheet models compared the paratransit service costs and revenues under various financial scenarios for the options evaluated. The financial analysis identifies a range of likely costs and revenues for a ten-year period. Figures 11 and 12 summarize the key variables and common assumptions. Figure 13 summarizes key assumptions and findings for each scenario.

Figure 11 Financial Analysis Variables

Cost Analysis Variables	Revenue Analysis Variables
Riders <ul style="list-style-type: none"> • Ambulatory • Non-Ambulatory • Annual Growth rate Cost per Rider <ul style="list-style-type: none"> • Ambulatory • Non-Ambulatory • Annual Growth Rate 	<ul style="list-style-type: none"> • Farebox Recovery • Transit Operator Contributions of TDA • Other Grants • Annual Growth in Revenues

Figure 12 Common Financial Assumptions

Cost Assumptions	Revenue Assumptions
<ul style="list-style-type: none"> • Annual Ambulatory Ridership Growth = 2% • Annual Cost Escalation* = 3% • Contingency Rate = 20% 	<ul style="list-style-type: none"> • Transit Operator TDA Contribution in FY14 and FY15 from MOU • Annual Transit Operator TDA Growth* = 3% • Annual County TDA Growth* = 3% • County TDA Constrained to Net Amount Available* • FTA New Freedom Grants = \$300,000

* Except County Plan Scenario

Figure 13 Key Assumptions and Findings for Each Scenario

Scenario	Purpose	FY 15 Cost/Trip ¹ (Amb / Non-Amb)	Farebox Recovery	Annual Trips (FY22)	Financial Outcomes	
					Shortfall Begins	Annual Shortfall Amount in FY22
County Plan	10-Year projection of Solano County's operating plan	\$60 / \$60 (no annual growth)	35%	20,577	Spend Contingency: FY16 Without Cont.: FY17	\$387,000 \$117,000
Current Taxi Scrip A	Continuation of current taxi scrip program	\$44 / NA	15%	15,217	Spend Contingency: FY16 Without Cont.: none	\$138,000 \$0
Current Taxi Scrip B	Continuation of current taxi scrip program, increase farebox recovery	\$44 / NA	25%	15,217	Spend Contingency: FY18 Without Cont.: none	\$56,000 \$0
Modified Taxi Scrip A	Expand taxi scrip program to include non-ambulatory trips	\$44 / \$66	35%	21,224	Spend Contingency: FY16 Without Cont.: FY17	\$452,000 \$165,000
Modified Taxi Scrip B	Expand taxi scrip program to include non-ambulatory trips	\$44 / \$88	25%	21,224	Spend Contingency: FY16 Without Cont.: FY16	\$592,000 \$272,000
Paratransit Broker A	Paratransit Broker model, with 20% trip consolidation	\$35 / \$53	35%	21,224	Spend Contingency: FY16 Without Cont.: none	\$229,000 \$0
Paratransit Broker B	Paratransit Broker model, with 20% trip consolidation	\$35 / \$70	25%	21,224	Spend Contingency: FY16 Without Cont.: FY17	\$459,000 \$198,000
Dedicated Fleet A	Provide ambulatory and non-ambulatory trips with dedicated fleet	\$97 / \$97	35%	21,224	Spend Contingency: FY15 Without Cont.: FY15	\$1,483,000 \$953,000
Dedicated Fleet B	Provide ambulatory and non-ambulatory trips with dedicated fleet	\$97 / \$97	25%	21,224	Spend Contingency: FY15 Without Cont.: FY15	\$1,735,000 \$1,206,000

1. See explanation of assumptions in the discussion of the options.

The “best” and “worst” case scenarios for each service delivery option (except the County Plan) were developed to bracket the potential financial outcomes. In the best case scenario (scenarios labeled “A”), lower per trip cost estimates and higher farebox recovery rates were used. In the worst case scenario (scenarios labeled “B”), higher per trip cost estimates and lower farebox recovery rates were used. The County Plan included a 20% cost contingency. This assumption was continued throughout the analysis with financial outcomes shown assuming: 1) the contingency is spent annually, and 2) the contingency is not spent.

County Plan Scenario. In 2013, in collaboration with the transit operators, Solano County prepared a five-year financial plan for the development of a preliminary Request for Proposals for a new ADA Plus paratransit program. This financial plan was based on a paratransit brokerage

model with a tiered fare structure. Using this 2013 financial plan as a starting point, Nancy Whelan Consulting extended the duration of the plan to ten years, but maintained the cost, ridership, and revenue projections of Solano County's original plan. Under this scenario, shortfalls are projected to begin in FY16 or FY17 (depending on whether the contingencies are spent) and grow each year thereafter. Costs are based on a blended rate of \$60 per trip for both ambulatory and non-ambulatory trips. The per trip cost does not increase over time. The number of trips is projected to increase by 2 percent each year. Farebox revenues are projected to cover 35 percent of the trip cost, based on a tiered fare structure. Other operating funds are based on the MOU, and do not escalate over time. In addition, this scenario includes \$300,000 in Federal Transit Administration New Freedom grants for FY14 and FY15.

The financial analysis of the County Plan Scenario indicates that shortfalls would begin in FY16 or FY17, depending on whether the contingency funds are spent. The shortfalls grow each year, reaching 7 to 24 percent of the operating costs at the end of the ten year period.

Current Taxi Scrip Model. In addition to an analysis of providing intercity paratransit service to non-ambulatory persons, STA requested a review of the viability of the current taxi scrip program. Nancy Whelan Consulting evaluated the long-term finances for the current intercity taxi scrip program for two scenarios. Under both scenarios, costs grow by 3 percent per year, ridership growth is constrained to 2 percent per year (as projected for FY 13-14 by the County), and TDA revenues (transit operator shares) grow by 3 percent per year from the MOU levels. The TDA contribution from Solano County is constrained by the County's existing commitments to other programs, including the intercity bus program, STA planning contribution, and Faith in Action. In addition, these financial models include \$300,000 in Federal Transit Administration New Freedom grants for FY14 and FY15.

Under Current Taxi Scrip Scenario A, farebox recovery is maintained at the current 15 percent. Based on input from the transit operators, the Current Taxi Scrip Scenario B includes an increase in the farebox recovery rate to 25 percent in FY15. This financial model does not include fare elasticity.¹

Under both scenarios, shortfalls begin within two to four years if the 20 percent cost contingency is spent. However, with careful cost management and modest ridership increases, the current ambulatory taxi scrip program could be sustained with current revenues (assuming these sources escalate over time). As suggested earlier in this memo, ridership growth on the taxi scrip program has been significant over the past few years. Constraints would need to be imposed to contain growth to the assumed 2 percent annual ridership growth rate.

Modified Taxi Scrip Model. Nancy Whelan Consulting prepared two financial scenarios for the modified taxi scrip program described in this report as service delivery "Option 1." Under both modified taxi scrip scenarios, costs grow by 3 percent per year, ambulatory ridership is constrained to 2 percent per year, non-ambulatory ridership ramps up to 40 percent of the ambulatory trips 18 months after the start of the new service, and TDA revenues (transit operator shares) grow by 3 percent per year from the MOU levels. The TDA contribution from Solano County is limited to the total TDA available to the County, less its existing commitments to other programs, including the intercity bus program, STA planning contribution, and Faith in Action. In addition, these financial models include \$300,000 in Federal Transit Administration New

¹ Fare elasticity is a term to describe changes in ridership (or demand) based on changes in price. In general, fare increases tend to result in a reduction in ridership.

Freedom grants for FY14 and FY15. The Modified Taxi Scrip Scenario A projects a farebox recovery rate of 35 percent, and a non-ambulatory per trip cost of 150 percent of the ambulatory trip cost. In Modified Taxi Scrip Scenario B, the farebox recovery rate is 25 percent, and the non-ambulatory per trip cost is 200 percent of the ambulatory trip cost. The rate of the cost increase from ambulatory to non-ambulatory trips is based on Nelson\Nygaard's evaluation of cost data from Alameda County.

The Modified Taxi Scrip financial scenarios predict shortfalls starting in FY16 or FY17, depending on whether the contingency is spent. The shortfalls grow each year, reaching 10 to 31 percent of the operating costs at the end of the ten year period.

Nancy Whelan Consulting analyzed two means of eliminating the shortfall: reducing the program cost by constraining the number of trips, and increasing the financial contributions from local jurisdictions. Under the more optimistic scenario, to eliminate the projected shortfall, ridership would have to be maintained at FY18 levels, or local jurisdictions would need to increase their contributions by approximately 50 percent. Under the higher cost, lower farebox revenue scenario, ridership would need to be cut by six percent in FY17 and maintained at that new level, or the local contributions would need to more than double starting in FY17 in order to eliminate the annual shortfalls.

Paratransit Brokerage Model. This model is described as service delivery "Option 2." The cost and revenue assumptions for scenarios A and B are the same as those under the Modified Taxi Scrip scenarios, with the exception of the cost per trip. The paratransit broker models include a cost savings for ambulatory trips of 20 percent from the current taxi scrip program, based on grouping trips. This assumption comes from the trip grouping achieved by the former Solano County Intercity Paratransit Service. As with the Modified Taxi Scrip scenarios, the non-ambulatory trip costs are 150 percent of the ambulatory trip costs in Scenario A, and 200 percent in Scenario B. Farebox recovery rates are 35 percent and 25 percent in Scenarios A and B, respectively.

Under the Paratransit Brokerage Scenario A, shortfalls begin in FY16 if the contingency is spent, but do not occur in the ten year period if the contingency is not spent. Under Scenario B, shortfalls begin in FY16 or FY17, depending on whether the contingency is spent. At the end of the ten year period, the shortfalls range from 0 to 29 percent of the operating cost. Because the operating costs are presumed to be lower in the broker models, the financial analysis also shows that the farebox revenues under the broker scenarios are less than the farebox revenues under the modified taxi scrip scenarios.

Dedicated Fleet Model. The cost and revenue assumptions for both Dedicated Fleet (service delivery "Option 3") financial scenarios are the same as those under the Modified Taxi Scrip and Paratransit Brokerage models, with the exception of the cost per trip. Under the Dedicated Fleet model, the cost for each ambulatory and non-ambulatory trip is assumed to be the same as the previous Solano County intercity paratransit program, escalated by 3 percent per year from \$81 in FY09 to approximately \$97 in FY15. Farebox recovery rates are 35 percent and 25 percent in Scenarios A and B, respectively.

Under the Dedicated Fleet model, shortfalls begin in FY15, and grow every year thereafter. By the end of the ten year analysis period, the shortfalls range from 31 to 54 percent of the annual operating cost.

Conclusions. These scenarios provide a framework for evaluating changes to the costs and revenues for the paratransit program. The outcomes show that under certain conditions the

service can be operated through FY 2022 without a shortfall. In the other extreme, the service could potentially experience an annual shortfall in FY 2022 of as much as \$1.7 million. In practice, shortfalls would likely be solved through a combination of both constraining the number of trips and identifying additional revenues.

The financial models demonstrate that the financial sustainability of a paratransit program is sensitive to moderate changes in per trip costs, the number of trips, the farebox recovery rate, and the ability to secure additional revenue. As noted previously in this report, the cost elements of the financial equation are difficult to predict, and will likely not be known until a service provider is procured. Various mechanisms to control the number of trips are likely to be needed to sustain a financially viable program. Further refinement of the cost estimates should be done by estimating the impacts of assumed farebox recovery rates on ridership (accounting for fare elasticities). In general, a higher farebox recovery rate, implying higher fares per trip, would likely constrain demand, although that is not explicitly modeled in the scenarios.

On the revenue side, steps could be taken prior to the implementation of an expanded ADA Plus paratransit program that can improve the sustainability of the program. The transit operators have indicated their willingness to increase the intercity taxi scrip program farebox recovery rate from its current 15 percent to at least 25 percent. This step could be taken with the existing program. However, a 35 percent farebox recovery for the higher per trip cost estimated for the dedicated vehicle fleet (service delivery “Option 3”) would result in an average fare of approximately \$34. This may not be achievable and should be further analyzed. These additional analyses should be performed in concert with the final selection of a service delivery option and the development of a Request for Proposals for the service.

IMPLEMENTATION ISSUES

Program Administration. A lead agency needs to be identified to administer whatever service is decided on. In the past the City of Vacaville administered the taxi scrip program, and before that the City of Fairfield administered Solano Paratransit. Most recently, the County has administered the taxi scrip program, but has determined that it no longer wants to continue in this role. It has been proposed that Solano Transportation Authority (STA) administer intercity service. Such a role has been determined to be consistent with STA’s mission, but without sufficient staffing, STA would need to hire a program administration contractor.

Phasing of Accessible Service. With a taxi-based model, it is legally permitted to have ambulatory-only service as long as riders are making arrangements directly with taxi companies of their choice and the public agency role is limited to providing a subsidy. Wheelchair-accessible options could be phased in over time by making arrangements for taxi companies to operate accessible vehicles or by identifying one or more separate operators of wheelchair-accessible service.

The legal situation for the other models is different. Either a brokerage model or a dedicated fleet model would be considered a publically operated demand-responsive system and would have to include wheelchair-accessible service from the start. Further the wheelchair-accessible component would need to be equivalent to the ambulatory component (with respect to response time, availability, fares, area, hours, and any restrictions on trip making) from the start.

Contracting. All of the options involve some contracting issues. For the taxi scrip options, it would be necessary to make agreements with taxi companies for operation of accessible vehicles or else to contract separately with providers of wheelchair accessible service. For the dedicated

fleet option, agreements would be needed both with a local agency and with the local agency's existing paratransit service provider.

For the brokerage option, it would be necessary to issue a Request for Proposals and conduct a competitive procurement for brokerage services. Drafting an RFP with an appropriate scope of work, including realistic terms of compensation, and conducting a selection process will take a significant amount of effort. There is no guarantee that a contractor with the necessary experience and capabilities would provide an advantageous proposal. One company, American Logistic Corporation (ALC) based in Anaheim, that has been frequently mentioned as a provider of brokerage services for paratransit has abandoned this line of work.

In the Bay Area, the pioneer in using brokerage for paratransit has been the Livermore Amador Valley Transit Authority (LAVTA) which entered in a contract with ALC for ADA paratransit in July 2011. In 2013 ALC exercised an option in its contract to terminate service effective April 2014. ALC exercised a similar option to terminate another ADA paratransit contract with the North County Transit District in Oceanside (northern San Diego County). However, LAVTA did receive proposals from multiple qualified providers to continue operating ADA paratransit using the brokerage model in response to an RFP that it issued in July 2013. A contract has been awarded to MTM, Inc. in St. Louis, Missouri, to operate service beginning in April 2014. Proposals to operate service using the brokerage model were also received from four other companies, including two established national providers of paratransit service with multiple contracts in the Bay Area.

Based on LAVTA's experience and conversations with potential providers, it is likely that qualified vendors would be interested in operating intercity service in Solano County using the brokerage model, although the relatively small size of the program may present a disincentive for prospective bidders.

One possibility that would significantly increase the level of interest from potential contractors would be eventual inclusion of additional services, especially possible operation of local ADA paratransit. At least one local operator, SolTrans, has expressed interest in including an option for operation of its ADA paratransit in a contract for brokerage of intercity service.

Funding. Under nearly all scenarios, some amount of new revenue would be required to operate ADA-plus intercity paratransit services in Solano County. The amount and timing of the new revenues will depend on the per trip cost of the services and the number of trips. Unfortunately, the cost per trip will not be known until a service provider has been procured. This cost will determine whether or not ridership will need to be constrained to maintain the program's financial viability. As these costs are determined, STA, the County and local jurisdictions will need to come to an agreement on the funding shares and limits that each will dedicate to the program. Additional grant funding opportunities should be considered for the intercity paratransit program.

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DATE: May 19, 2014
TO: Intercity Transit Consortium
FROM: Nancy Whelan, Project Manager, Nancy Whelan Consulting
Daryl Halls, Executive Director
RE: Intercity Paratransit Assessment Update and Recommendation

Background:

On July 12, 2013, the STA, the local transit agencies, and Solano County entered into a Memorandum of Understanding (MOU) to fund a new Countywide taxi-based intercity paratransit service. The proposed new service will provide trips from city to city, to both ambulatory and non-ambulatory ADA-eligible riders and has been deemed an ADA Plus service. Solano County is currently the lead agency coordinating on behalf of the cities in preparing to solicit proposals from contractors to provide Countywide taxi-based intercity paratransit service.

The potential for this service to grow in the future and the impact on the engineering staff prompted Solano County to consider whether the Solano County Department of Resource Management - Engineering Division is the best agency for delivery of the service. With the authorization of the County Board of Supervisors, on December 16, 2013 the Solano County Director of Resource Management requested that STA explore the feasibility of oversight and long term operation of the Countywide intercity paratransit service. In response to this request, in mid-January 2014 STA retained Nelson\Nygaard to develop and evaluate intercity paratransit service delivery models and asked Nancy Whelan Consulting (NWC) to prepare a financial analysis of the options.

Status reports on the various elements of the study have been presented to the Consortium over the past three months and the consulting team's final report was presented to the Consortium on April 29, 2014. A report on the background for the study and a summary of the study results were presented as an information item to the STA Board on May 14, 2014.

Discussion:

The purpose of STA's assessment is to fully understand the current program, alternative service delivery models, and the financial sustainability of the service. The attached report, which was provided to the Consortium last month, addresses each of these topics.

The assessment identifies advantages and disadvantages for each of three service delivery options:

1. Modified version of the Intercity Taxi Scrip program
2. A paratransit brokerage model
3. Service using a dedicated fleet of vehicles.

Additionally, the financial impacts and long term financial sustainability of each model under different financial assumptions are provided.

Based on the results of the consultant's paratransit assessment, discussions with the Consortium, and discussions at the STA Board meeting, STA staff has completed its due diligence in determining the feasibility of oversight and operation of the countywide intercity paratransit service. STA staff recommends a phased approach to implementing changes to the ADA-plus intercity paratransit program. The first phase will focus on modifying the intercity taxi scrip program as suggested in the paratransit assessment. The second phase will focus on a longer term implementation of the paratransit brokerage model as outlined in the assessment. The primary near term implementation step will be for STA to engage a project manager for advancing the development of the implementation plan.

Brian McLean of City of Vacaville was asked to comment on the intercity paratransit assessment at the STA Board meeting on May 14, 2014. He indicated that he would be willing to develop an effort to detail an implementation plan over the next 60 days. The Consortium may wish to discuss the approach he outlined when it meets on May 27, 2014.

Members of the STA Board indicated that the STA Board was the appropriate entity to provide policy oversight for intercity paratransit. The next step for the STA Board is to determine whether to accept the County of Solano's request to manage the intercity paratransit service.

Recommendation:

Informational.

Attachment:

- A. Analysis of Service Delivery Options for Solano Intercity Paratransit Service



DATE: May 19, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Tiffany Gephart, Transit Mobility Coordinator
RE: Mobility Management Program Update - Travel Training

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. On April 9, 2014, the STA Board unanimously adopted the Solano County Mobility Management Plan.

Countywide Travel Training was identified as one of four key elements in the Solano Mobility Management Plan and the Solano Transportation Study for Seniors and People with Disabilities. The Countywide Travel Training Program consists of the following:

1. Volunteer Travel Ambassador Program
2. Transit Training Videos
3. Transit Rider's Guide
4. One-on-One Travel Training

In March, 2014 Nelson Nygaard was retained by STA to develop the Volunteer Travel Training Program infrastructure, produce Transit Training Videos and Rider's Guides for Fairfield and Suisun Transit (FAST), SolTrans, Solano Express Intercity Bus, Dixon Redit-Ride and Rio Vista Delta Breeze.

Connections 4 Life and Independent Living Resource Center (ILRC) provided proposals for One-on-One travel training services for Solano County residents. STA Board approved funding and partnership agreements with Connections 4 Life and ILRC on March 12, 2014.

Discussion:

Volunteer Travel Ambassador Program

Drafts of program information and outreach materials including the Volunteer Travel Ambassador Program Manual, Volunteer Travel Ambassador outreach brochure and take-one flier, have been circulated to individual transit agencies and STA staff for review. SolTrans and FAST, with assistance from STA, have begun to outreach to the community to recruit interested volunteers. The Travel Training Program is scheduled to be implemented in July 2014.

Fixed-Route Transit Training Videos

A travel training video for FAST was filmed on March 10th and is undergoing edits. SolTrans is scheduled to film a travel training video on May 31st, and Rio Vista Delta Breeze and Dixon Redit-Ride will film their travel training video in mid June. The videos will be featured on STA's website, along with each transit agencies websites as a tool to educate the public on the ease of riding fixed-route transit.

Rider's Guide

A draft outline of the Transit Rider's Guide has been circulated to SolTrans, FAST and STA staff for review and is scheduled to be completed by the end of May.

One-on-One Travel Training

STA staff is drafting scopes for work for both Connections 4 Life and Independent Living Resource Center to expand their one-on-one travel training in Solano County. Once these contracts are in place, one-on-one travel training can be implemented beginning in July 2014.

Recommendation:

Informational.



DATE: May 19, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2014-15 State Transit Assistance Funds (STAF)

Background:

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

STAF funds had been used for a wide range of activities, including providing funds for STA transit planning and programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises.

The FY 2009-10 State budget eliminated the funding of STAF for one year. This decision was contested in court and a ruling was made in favor of restoring STAF. In the spring of 2011, the STAF was funded through a fuel tax swap. There is over 5% decrease from FY 2013-14 to FY 2014-15 in Northern County Population Base STAF. The FY 2014-15 STAF revenue projections were approved by the Metropolitan Transportation Commission (MTC) on February 26, 2014 (Attachment A).

Discussion:

For FY 2013-14, STA Board approved projects in June 2013 as shown in Attachment B. At this time, staff is presenting this item as an informational for discussion.

Northern County STAF

The STA uses STAF to conduct countywide transit planning, marketing, coordination, and provide matching funds for replacement of SolanoExpress buses. These have been typical activities funded by STAF funds with a focus on countywide services and priorities. For FY 2014-15, the Northern Counties apportionment is \$1,762,018. There is approximately \$127,711 carryover and interest and almost \$3,484,468 million in committed funds.

The STA Board has previously approved funding for Transit Planning and Coordination, Intercity Bus Replacement, SolanoExpress Marketing, Mobility Management, and the Benicia Intermodal. Additional projects that will be presented for the STA Board for consideration are continued funding of Intercity Bus Replacement, Implementation of the Transit Corridor Study, and Implementation of the P3 Study for Curtola.

Regional Paratransit STAF

These funds have been traditionally used in part for the STA to manage the Paratransit Coordinating Council (PCC) and the Seniors and People with Disabilities Plan. Last fiscal year, the STA Board approved funding to projects that support mobility for Seniors and People with Disabilities. The Solano County Mobility Management program which was identified as a priority project through the Seniors and People with Disabilities Transportation Advisory Committee. One of the major projects funded was the Countywide In-Person ADA Eligibility Program. For FY 2014-15, the Regional Paratransit apportionment is \$342,952. There is approximately \$425,508 in carryover interest and over \$519,071 in committed funds. This funding source could be used for the Intercity Paratransit

This item will be back to the Consortium next month for more discussion.

Recommendation:

Informational.

Attachments:

- A. FY 2014-15 STAF Solano population-based fund estimate (MTC Reso. 4133, 2/26/14)
- B. Population-based STAF FY 2013-14 approved projects

**FY2014-15 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

Attachment A
Res No. 4133
Page 12 of 16
2/26/2014

FY2013-14 STA Revenue Estimate		FY2014-15 STA Revenue Estimate	
1. State Estimate ³ (Aug, 13)	\$37,996,992	4. Projected Carryover (Feb, 14)	\$47,217,449
2. Actual Revenue (Aug, 14)		5. State Estimate ⁴ (Feb, 14)	\$36,003,759
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$83,221,208

STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2013	FY2012-14	FY2013-14	6/30/2014	FY2014-15	Total
Apportionment Jurisdictions	Balance	Outstanding	Revenue	Projected	Revenue	Available For
	(w/interest) ¹	Commitments ²	Estimate ³	Carryover	Estimate ⁴	Allocation
Northern Counties/Small Operators						
Marin	0	(1,134,283)	1,142,597	8,314	1,082,659	1,090,973
Napa	0	(585,756)	617,475	31,719	585,084	616,803
Solano/Vallejo ⁵	3,366,869	(1,614,257)	1,859,567	3,612,179	1,762,018	5,374,197
Sonoma	1	(1,417,052)	2,185,336	768,285	2,070,698	2,838,983
CCCTA	1	(2,149,883)	2,166,027	16,145	2,052,402	2,068,547
ECCTA	0	(1,239,047)	1,308,377	69,330	1,239,743	1,309,073
LAVTA	902,754	(910,658)	895,116	887,213	848,161	1,735,374
Union City	0	(310,984)	313,360	2,377	296,922	299,299
WCCTA	1	(272,298)	288,574	16,277	273,436	289,713
SUBTOTAL	4,269,627	(9,634,218)	10,776,430	5,411,839	10,211,123	15,622,962
Regional Paratransit						
Alameda	0	(1,183,448)	1,183,258	(190)	1,121,187	1,120,997
Contra Costa	0	(839,356)	837,607	(1,749)	793,668	791,919
Marin	0	(160,388)	161,613	1,225	153,135	154,360
Napa	14,835	(146,264)	131,066	(363)	124,191	123,828
San Francisco	0	(938,549)	938,819	270	889,571	889,841
San Mateo	99,507	(563,725)	462,883	(1,335)	438,601	437,266
Santa Clara	0	(1,325,748)	1,325,748	0	1,256,203	1,256,203
Solano	812,640	(230,000)	361,939	944,579	342,952	1,287,531
Sonoma	1,551	(358,175)	518,420	161,796	491,225	653,021
SUBTOTAL	928,534	(5,745,653)	5,921,353	1,104,233	5,610,733	6,714,966
Lifeline						
Alameda	379,910	(192,881)	2,384,718	2,571,748	2,496,315	5,068,063
Contra Costa	635,244	(594,738)	1,346,848	1,387,354	1,409,876	2,797,230
Marin	13,306	0	261,613	274,919	273,855	548,774
Napa	279,157	(279,049)	220,273	220,381	230,581	450,962
San Francisco	5,361,435	(971,579)	1,315,298	5,705,153	1,376,849	7,082,002
San Mateo	408,247	(352,914)	760,955	816,288	796,566	1,612,854
Santa Clara	5,736,825	0	2,381,850	8,118,674	2,493,313	10,611,987
Solano	855,224	(854,884)	583,569	583,908	610,878	1,194,786
Sonoma	56,684	(39,144)	786,802	804,342	823,622	1,627,964
MTC Mean-Based Discount Project	993,696	(693,696)	0	300,000	0	300,000
JARC Funding Restoration ⁷	0	0	1,051,884	1,745,580	0	1,745,580
SUBTOTAL	14,719,727	(3,978,885)	11,093,809	22,528,347	10,511,854	33,040,201
MTC Regional Coordination Program⁶	36,589,800	(29,314,322)	10,205,400	17,480,878	9,670,049	27,150,927
BART to Warm Springs	326,814	0	0	326,814	0	326,814
eBART	326,814	0	0	326,814	0	326,814
SamTrans	38,524	0	0	38,524	0	38,524
GRAND TOTAL	\$57,199,840	(\$48,673,078)	\$37,996,992	\$47,217,449	\$36,003,759	\$83,221,208

- Balance as of 6/30/13 is from MTC FY2012-13 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/13, and FY2013-14 allocations as of 1/31/14.
- The FY2013-14 STA revenue generation based on the \$392 million estimated in the enacted FY2013-14 State Budget.
- The FY2014-15 STA revenue generation based on the \$373 million estimated in the proposed FY2014-15 State Budget.
- Beginning in FY2008-09, the Vallejo allocation is combined with Solano, as per MTC Resolution 3837.
- Committed to Clipper® and other MTC Customer Service projects.
- Includes 2/26/14 Commission action to re-assign \$1.1 million in FY'15 Lifeline funds, and re-assigning \$694K of MTC's Means-Based Discount Project balance.

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

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

Fiscal Year 2013-14 Recommended Funding Priorities

State Transit Assistance Funds (STAF) Population-Based

Northern County and Regional Paratransit

		Proposed	
		FY2013-14	
		Northern County	Regional Paratransit
	Beginning Balance	\$ 1,845,462	\$ 359,194
FY2013-14 Recommended Funding Priorities	Claimant	Project Amount	Project Amount
Transit Planning and Coordination	STA	\$ 280,333	
Intercity Bus Replacement	FAST/SolTrans	\$ 600,000	
Alt Fuel Study/CNG Feasibility Study Match to Benicia and SolTrans	STA	\$ 70,000	
P3 (Public Private Partnerships) at Transit Facilities Study (Phase 2) \$150k	STA	\$ 75,000	
Suisun City Amtrak Station Rehab and Signage	Suisun City/STA	\$ 150,000	
Transit Coordination Clipper Implementation	STA	\$ 100,000	
Transit Coordination Implementation-Rio Vista	STA	\$ 50,000	
Lifeline	STA	\$ 17,000	
Solano Express Marketing	STA/Operators	\$ 150,000	
Coordinated SRTP/Transit Corridor/Transit Analysis/Implementation	STA	\$ 150,000	
Mobility Management Program Implementation	STA	\$ 153,129	\$ 129,194
ADA In Person Eligibility	STA		\$ 150,000
PCC	STA		\$ 50,000
Senior & People w/Disabilities Committee	STA		\$ 30,000
Total		\$ 1,795,462	\$ 359,194
Balance		\$ 50,000	\$ -

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DATE: May 20, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Solano County Transit Facilities Update

Background:

Solano County has one of the highest rate of carpool and vanpool use in the 9-county Bay Area - 18.4% of all commute trips. The STA continues to invest in further encouraging these alternative commute modes through Solano Napa Commuter Incentive Programs, which includes a variety of encouragement and incentives to maintain and continue these alternatives modes of transportation. However, the need to invest in major transit facilities is a necessary component of a successful system.

Regional Measure 2 (RM 2) investments in the county have provided a significant source of the funds to make these large investments. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs, and both MTC and the STA are project sponsors for most of Solano County capital RM 2 projects for a total of \$184 M with the STA, the Cities of Benicia, Fairfield, Vacaville and Vallejo, and SolTrans serve as project implementing agencies, depending on the project. Other funding sources included Federal Congestion Management Air Quality funds.

Discussion:

The completed major transit facilities in the county include:
I-80 High Occupancy Vehicle Lanes (Red Top to Air Base Pkwy)
Dixon Park-n-Ride Lot
Vacaville Transit Center
Fairfield Transit Center – Phased Improvements, parking structure and lot expansion
Suisun Train Depot
Vallejo Station, Phase A
SolTrans Bus Transfer Facility
Benicia Downtown Transit Facilities

However, there remain several critical faculties that need to be completed. The status of these facilities is below.

Benicia Park/Industrial I/C Improvements and Park and Ride

The project will construct a new transit facility along the 680 corridor. This site currently serves SolanoExpress Route 40. The project will build an approximate 50 space park-and-ride lot, with regional transit connections amenities. The project is estimated to cost \$1.75 million, of that, \$1.25 million is from RM 2. The City of Benicia continues to move forward with the implementation of this project. The City is wrapping up the design of the project and working with the property owner to enter into agreement to stay on the site long term. The STA has been retained by Benicia to do the property acquisition on behalf of the City. Right-of-Way should be initiated by June 2014 and a construction start date of early 2015.

Fairfield Transportation Center

The Fairfield Transportation Center is in considerable need to provide additional parking capacity due to the existing demand at the Center. Today, the site is full by early morning and experiences an overflow to private shopping center lots. While the City of Fairfield and the STA fully support this project and recognize the priority for these planned improvements, they cannot be constructed with the current funding programmed for the project. Early estimates to construction an additional facility is \$25 million. There is not currently funding identified to provide for this need. The STA and the City will work together to scope the capacity solution and advocate for funding in the future. This project is a future funding priority for the STA.

Fairfield/Vacaville Intermodal Rail Station and Track Improvements

This Rail Station has been a priority of the City of Fairfield and STA for several years. The site is located at the corner of Peabody and Vanden Rd near Travis Air Force Base. The facility, once completed, will provide a rail station for Capital Corridor. The project will construct grade separations, track improvements, passenger amenities, large parking lot and transit connection amenities. The project in total is estimated to cost \$78 million, with a Base Contract of \$68 million. This base contract will provide for all the necessary amenities and improvements to open the station for Capital Corridor service by 2017. The last phase of the project is to build out the parking lot, provide for improved circulation, passenger buildings and solar arrays. In May, the STA Board approved a funding plan to provide for a \$5 million gap closure, including the inclusion of \$11 million in Prop 1B Trade Corridor Improvement Funds (TCIF) and RM 2 fund transfers from other projects in the county. With the now fully funded Base Project, the City is expected to bid this project for construction in the summer of 2014 and start construction in 2015. The last phase of this project is a future funding priority for the STA.

Vallejo Ferry Intermodal Station

The City of Vallejo successfully built the Vallejo Station Phase A with the RM 2 funds. Completion of site work for Phase A remains on-going. The City anticipates the necessity to fully utilize the remaining allocated funds for this work. Completion of Phase B remains hindered by the need to relocate a United States Post Office which leases the building where the planned Phase B structure has been proposed for. The City has recently entered into an agreement with the Post Office to relocate the facility. This relocation will allow for the existing building to be removed and construction of a at grade parking lot be built. Ultimately the City has plans for a mix use/parking facility at this site. Funding for the ultimate project needs to be secured in partnership with a private developer. This Phase B project will be a future funding priority for the STA.

SolTrans Curtola Transit Center

The project will consist of adding additional parking capacity to the existing site and complete operational improvements as well. This \$14 million improvement project will begin construction the summer 2014. The demand at this site is significant due to the proximity to the I-80 corridor. As such, even with these proposed improvements, there will be a long term unfulfilled demand for more parking at this site. The long range plan is to build phased parking structures. However, the funding for these capital improvements is not secured. These later phases of the project will be a future funding priority for the STA.

Fiscal Impact:

For the STA budget, there is no impact.

Recommendation:

Informational.



DATE: May 19, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: STA Overall Work Plan (OWP) for Fiscal Years (FY) 2014-15 and FY 2015-16

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority plans, projects and programs. These tasks provide the foundation for the STA's Overall Work Plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year Overall Work Plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2013-14 and FY 2014-15 included a list of 39 priority projects, plans and programs.

Over the past 14 years, the STA's OWP has evolved. The emphasis in the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role with Solano's multiple transit operators. The past five years, STA has initiated and managed several mobility programs designed to improve mobility and access for seniors, people with disabilities, low income residents, and school age children traveling to and from school.

The STA's project development activities include completing environmental documents, designing projects, and managing construction. In 2009, the STA's eight member agencies approved a modification to the STA's Joint Powers Agreement that authorized the STA to perform all aspects of project development and delivery, including right of way functions for specified priority projects, such as the North Connector, the Jepson Parkway, State Route (SR) 12 Jameson Canyon, the I-80 Eastbound Cordelia Truck Scales Relocation Project, Dixon's Pedestrian Underpass Project, and Benicia's Intermodal Project.

In addition to planning and projects, STA also manages various programs including the Solano Napa Commuter Information (SNCI) Program, the Solano Safe Routes to Schools (SR2S) Program, Solano Abandon Vehicles Abatement (AVA) Program, SolanoExpress Transit Routes, SNCI's Guaranteed Ride Home Program and its commuter call center, the Lifeline Program (targeted for lower income communities), Mobility Management Programs such as Countywide In-Person ADA Eligibility Program, and the Transportation Planning and Land Use Solutions (T-Plus) Program that has evolved into the assessment and planning of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs).

The lack of an extension or reauthorization of the Federal Transportation Authorization Bill and an unclear State funding plan for transportation infrastructure continues to overshadow the funding of transportation projects and programs in California. Five years ago, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF) for one year. In recent years, the State Transportation Improvement Program (STIP) has had little or no new funds to be programmed or allocated by the California Transportation Commission (CTC). The 2014 STIP for Solano County contained slightly over \$9 million for new capacity projects when historically \$20 to \$25 million would be available over this same timeframe. This year, the State of California combined several state grant programs into the Active Transportation Program, a state-wide competitive grant program that will fund bike, pedestrian, and Safe Routes to School programs and projects.

Six years ago, the federal government authorized American Recovery and Reinvestment Act (ARRA) funds that provided an one time infusion of federal funds for shovel ready projects and transit operations and capital. Solano County took advantage of these ARRA funds to deliver some critically needed and ready to go projects such as McGary Road, the State Park Road Overpass, and some street overlay projects. In addition, the ARRA funds provided two years of critically needed transit operating and capital funds which helped offset the one year loss of STAF. Subsequently, the U.S. Congress has been unable to develop consensus on how to fund a long range federal transportation authorization bill, and there has been an elimination of federal earmarks. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Plan.

Discussion:

Attached for review and comment by the STA Board is the STA's OWP for FY 2014-15 and FY 2015-16.

PROJECT DELIVERY/NEAR TERM CONSTRUCTION PROJECTS

Based on the Budget for FY 2013-14 and FY 2014-15, the following OWP projects are currently fully funded and are currently under construction this year or slated to begin construction later this Fiscal Year, with construction to be concluded during the next two to three years.

- State Route (SR) 12 Jameson Canyon Widening Project
- West B Street Pedestrian Undercrossing in the City of Dixon
- SR 12 East Safety Project – SR 113 to Rio Vista
- I-80 Rehabilitation Project – Vacaville to Dixon
- Jepson Parkway – Fairfield and Vacaville (Segments 1 and 2)

Two of these highway related projects were delivered in partnership with Caltrans.

In addition, STA is continuing to advance, in partnership with the Cities of Fairfield and Vacaville, the next two phases of the Jepson Parkways which are slated to begin construction in the next two to three years and have been funded through funding agreements developed between STA with the cities of Fairfield and Vacaville, and County of Solano. Two years ago, the STA successfully fashioned an alternative funding plan with the Metropolitan Transportation Commission (MTC), Caltrans and the California Transportation Commission (CTC) that involved the swapping of State Proposition 1B funds to fund the next phase of the I-80/I-680/SR 12 Interchange. The first of seven planned phases of the Interchange is scheduled to begin construction in 2014.

- I-80/I-680/SR 12 Interchange – Initial Construction Package

There are several projects that are currently in the project development phase with a phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- I-80/I-680/SR 12 Interchange – Packages 2 and 3 (design underway)
- Westbound Truck Scales
- I-80 Express Lanes (HOT Lanes) - Red Top Rd. to I-505 (environmental studies underway)
- Fairgrounds 360 Access Project – I-80/Redwood Parkway – Fairgrounds Drive (draft environmental document completed – final approval pending MTC's Air Quality Conformity Analysis)

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the current two year budget.

- I-80 Express Lanes Project – Carquinez Bridge to 37
- Jepson Parkway – remaining segments
- North Connector – West Segment
- SR 12/Church Road Intersection Improvements

TRANSIT CENTERS

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are moving into the project development stage. The agency sponsor for each of these transit projects is one of the cities or has been transferred to SolTrans, the new transit joint powers authority as part of the transfer of assets to the new agency. Four of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities and/or SolTrans are delivering the projects.

The construction of Vallejo Station – Phase A was successfully completed two years ago.

Three additional projects have phases fully funded and expect to be under construction in 2014 or 2015.

- Fairfield/ Vacaville Rail Station – Phase 1
- Transit Center at Curtola/Lemon Street – Phase 1
- Benicia Industrial Transit Facility

Several of these projects are initial phases of larger planned projects that are not fully funded. The larger, long range transit centers are as follows:

- Vacaville Intermodal Station – Phase 2
- Vallejo Station – Phase B
- Fairfield Transit Center
- Dixon Rail Station
- Transit Center at Curtola/Lemon Street – Phases 2 and 3
- Fairfield/Vacaville Rail Station – Phase 2

STA PLANNING ACTIVITIES

The following planning studies were completed in FY 2013-14 or anticipated to be wrapped up by June of 2014.

- Regional Traffic Impact Fee (RTIF) Nexus Study
- Public Private Partnership Feasibility Assessment of Ten Transit Centers
- Alternative Fuels and Infrastructure Study
- Active Transportation Element of Comprehensive Transportation Plan

- Solano Coordinated Short Range Transit Plan (SRTTP)
- Senior and People with Disabilities Transportation Plan Update
- Safe Routes to Schools Plan Update – Increasing Number of Schools from 10 to 60

The following planning studies are currently underway and funded in the currently proposed budget.

- Comprehensive Transportation Plan Update - Transit and Rideshare Element and Arterials, Highways and Freeways Element
- Updated Transit Ridership Survey
- Intercity Transit Operations Plan Update (SolanoExpress)
- Update of Solano Rail Facilities, Service and Freight Plan
- Five Priority Development Area studies
- Priority Conservation Area plan

The following plans are not currently funded in the STA budget, but will be discussed as part of STA Board future budget discussions.

- SR 29 Major Investment Study
- Solano Water Passenger Service Study
- Emergency Responders and Disaster Preparedness Study

STA serves as the lead agency for the following programs and each of these programs are funded in the currently proposed budget, but in several instances the funding for the program is short term.

- Safe Routes to School Program
- Abandoned Vehicle Abatement Program
- Congestion Management Program
- Countywide Traffic Model and Geographic Information System
- Transportation for Livable Communities (TLC) and T-Plus Programs (Transportation Sustainability Program)
- Implementation of Countywide Bicycle Plan Priority Projects
- Implementation of Countywide Pedestrian Plan Priority Projects
- Clean Air Fund Program and Monitoring
- STA Marketing/Public Information Program
- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Napa Commuter Information (SNCI)
- Mobility Management Program
- Solano Highway Improvement Partnership (SoHIP)

Recommendation:

Informational.

Attachments:

- A. Draft STA’s Draft Overall Work Plan for FY 2014-15 and FY 2015-16

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Projects	1.	<p><u>I-80/I-680/SR 12 Interchange</u> A. Manage Construction of Initial Construction Package (ICP) B. Seek Funding and Build Logical Components</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> EIR/EIS completed December 2012. Identification of 7 construction packages has been completed. Construction to begin on Initial Construction Package (ICP) in 2014. Packages 2 and 3 are in design. Securing Funding for Packages 2 and 3 on-going task. <p><u>Milestones:</u> EIR/EIS -COMPLETED LEDPA – COMPLETED ICP Construction Contract Awarded <u>Estimated Completion Date (ECD):</u> ICP Construction to Finish 2016</p>	STA	\$9M TCRP \$50M RM2 \$50.7 M Tolls \$24 M TCIF \$11 M STIP	X	X	By Construction Package: #1) \$111 M #2) \$61 M #3) \$176 M #4 – 7) \$403	Projects Janet Adams
STA Lead – Projects	2.	<p><u>I-80/ I-680 Express Lanes</u> A. Convert Existing I-80 HOV Lanes to Express Lanes (Red Top Rd to Air Base Pkwy) – Segment 1 B. I-80 Air Base Pkwy to I-505 – Segment 2 C. I-80 Carquinez Bridge to SR 37 – Segment 3 D. I-680</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Environmental Studies Underway) Seeking construction funding for Segment 2 Seeking funding for environmental document – Segment 3 MTC lead for Integrator <p><u>Milestones:</u> PSR - COMPLETED Revised Forecast – Completed Segment 1 to be included in Regional Network <u>ECD:</u></p>	STA PA/ED Design	\$16.4 M Bridge Tolls	X	X	A. \$30 M B. \$130M C. \$8 M (PA/ED)	Projects Janet Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		PA/ED – March 2015 (Segments 1 & 2) PS&E – Sept 2015 (Segments 1) PS&E – Funding Dependant (June 2016) CON – Segment 1 estimated 2017 to start.						
STA Lead Projects	3.	<p><u>I-80 Cordelia Truck Scales</u></p> <ol style="list-style-type: none"> 1. EB Truck Scales with 2. WB Truck Scales <p><u>Status:</u> Construction EB completed December 2013. Work with Caltrans to close out contract. Work with consultant to complete work and initiate the maintenance period. .</p> <ul style="list-style-type: none"> • Advocate for CT to add WB Truck Scales to State Freight Plan • Form Working Group for WB Scales • Advocate for funding WB Scales <p><u>Milestones:</u> The new EB facility opened in July 2013. PA/ED COMPLETED (EB) PS&E COMPLETED (EB) R/W COMPLETED (EB) CON COMPLETED (EB)</p> <p><u>ECD:</u> Begin Con 4/12 (EB) End Con 12/13 (EB)</p>	<p>STA</p> <ul style="list-style-type: none"> • PA/ED • Design <p>Caltrans</p> <ul style="list-style-type: none"> • R/W • Con 	\$49.8 M Bridge Tolls \$49.8 M TCIF	X		\$100.6 M	Projects Janet Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Monitoring Projects	4.	<p><u>I-80 SHOPP Rehabilitation Projects</u> A. <u>Leisure Town OC to SR 113 South</u> Construction began spring 2013 and expected to be completed in 2014.</p>	Caltrans	SHOPP	X		\$50 M	Projects Caltrans
STA Lead – Studies	5.	<p><u>I-80 Corridor Management Freeway Performance Initiative (FPI)</u> This includes; ITS Elements, Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features). <u>Status:</u></p> <ul style="list-style-type: none"> • Equipment installed on I-80 between Red Top Rd/Air Base Parkway • Construction underway along I-80 for FPI elements from State Route (SR) 37 to I-505. Construction to be completed in 2014 • Ramp Metering MOU adopted. • SoHip will continue to monitor implementation of Phase 1 • STA working with SoHIP to implement Phase 2 of the I-80 Ramp Metering <p>Initiated Soundwall Retrofit Policy Discussions. <u>Milestones:</u></p> <ul style="list-style-type: none"> • Phase 1 Implementation Plan - COMPLETED • MOU – COMPLETED • Initiated Phase 1 Ramp Metering – COMPLETED • Phase 2 Implementation Plan – IN PROGRESS • Soundwall Retrofit Policy – IN PROGRESS <p><u>ECD:</u> Implementation Plan Phase 2 – summer 2014 Phase 2 Ramp Metering Implementation early 2015 Soundwall Retrofit Policy late 2014</p>	Caltrans STA MTC	Regional SRTP and State SHOPP Funds	X	X	N/A	Projects Janet Adams/ Robert Guerrero Anthony Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Projects	6.	<p>Redwood Parkway – Fairgrounds Drive Improvement Project Improve I-80/Redwood Rd IC, Fairgrounds Dr, SR 37/Fairgrounds Dr. IC</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • STA, City and County began PA/ED 2010 • Initial Scoping Meeting January 2011 <p>Milestones:</p> <ul style="list-style-type: none"> • Technical Studies – COMPLETED • Draft environmental document – COMPLETED • Project Waiting for Regional Air Quality Conformity Analysis • Funding needed for project design and construction <p><u>ECD:</u> Final ED –2014 (pending MTC Air Quality Conformity Analysis)</p>	STA PA/ED	Federal Earmark	X		\$65M	Projects Janet Adams
STA Co-Lead Projects	7.	<p>SR 12 West (Jameson Canyon) Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project will be built with 2 construction packages.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Project under construction – Napa Contract completed • Ribbon Cutting late summer 2014. <p><u>ECD:</u> Open to traffic summer 2014</p>	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark	X		\$134 M	Projects Janet Adams NCTPA Caltrans

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Projects	8.	<p>State Route (SR) 12 East SR 12 Corridor (I-80 to I-5).</p> <p>A. STA Future SHOPP Priorities a. SR 12/SR 113 Intersection b. Somerset to Druin shoulders</p> <p>B. SR 12/Church Road PSR a. PSR completed, Summer 2010 b. Develop funding plan for SR 12/Church (new) c. Initiate PA/ED for SR 12/ Church Rd. in partnership with the City.</p> <p>C. Monitor new construction between Azavedo to Somerset D. Follow-up to Industrial Park Access with County and Caltrans E. Development of Corridor Partnership MOU</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Monitor construction implementation, Caltrans has initiated the preliminary engineering on the SR 12/113 intersection improvements. Supporting Rio Vista R/UDAT implementation on SR 12 MOU for implementation of SR 12 Corridor Study drafted Working with County on follow-ups for Industrial Park STA to coordinate with Rio Vista on SR12 Church environmental document <p><u>Milestones:</u></p> <ul style="list-style-type: none"> SR 12 Corridor Study – COMPLETED SR 12 Economic Study - COMPLETED SR 12/Church Road PSR – COMPLETED Rio Vista Bridge Study – COMPLETED SR 12 Walters Road to Currie Rd.– COMPLETED Construction start on segment between Azavedo to Somerset <p><u>EDC:</u> Near Rio Vista start construction late 2014</p>	<p>CT</p> <p>CT</p> <p>STA/Solano EDC</p> <p>Rio Vista</p>	<p>SHOPP</p> <p>SHOPP</p> <p>Rio Vista – Fed Earmark</p>	X	X	<p>\$250,000 \$ 0.5 M – (Support Cost)</p> <p>\$ 35 M – Capital Cost</p>	<p>Projects Janet Adams</p> <p>Planning Robert Macaulay</p>

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co-Lead Plans	9.	<p>SR 29 MIS Corridor Major Investment Studies</p> <p>A. A corridor Plan that provides for through traffic, Vallejo local traffic and SolTrans transit vehicles is needed for SR 29.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> The City of Vallejo and NCPTA both prepared documents regarding the future of SR 29. A comprehensive Corridor plan, agreed to by all parties, has not been created. STA will begin the Phase II Transit Corridor Study in FY 14-15. The updated Caltrans Highway Design Manual provides for roadway standards and exceptions that are more applicable to Vallejo than previous HDM versions. <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Incorporate signal prioritization for SolTrans in Phase II of the Transit Corridor Study <p><u>EDC:</u> Phase II Transit Corridor Study - FY 2014-15</p>	<p>City of Vallejo SolTrans</p> <p>Solano County NCTPA</p>			X		<p>Planning Robert Macaulay</p> <p>Programs: Liz Niedziela</p>

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co-Lead Programs	10.	<p><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></p> <p>A. Vallejo Station The Transfer Center - COMPLETED Phase A – COMPLETED Phase B – Post Office relocation advancing and fully funded.</p> <p>B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal)</p> <p><u>Status:</u></p> <p>1. Vacaville Transportation Ctr Phase 1 – COMPLETED 2. Curtola - PA/ED – COMPLETED, Project Development Team (PDT) – ORGANIZED (Soltrans/Vallejo/STA). Construction expected to begin in summer 2014. 3. Benicia Bus Hub – Construction expected to begin 2015</p> <p>C. Rail Improvements 1. Capitol Corridor Track Improvements COMPLETED 2. Fairfield Vacaville Rail Station Rail Station Phase 1- Construction to begin construction 2015.</p> <p>D. Develop future Bridge Toll Project Priorities</p> <ul style="list-style-type: none"> • Fairfield/Vacaville Intermodal Station, Phase 2 • Fairfield Transportation Center (FTC) • Vallejo Station Parking Phase B • Express Lanes • I-80/I-680/SR 12 Interchange 	<p>STA Fairfield Vallejo Vacaville Benicia CCJPA MTC</p>	RM 2	X	X	<p>\$28 M \$20 M \$25 M</p>	<p>Projects Janet Adams Anthony Adams</p>
STA Lead	11.	<u>City of Dixon - West B Street Undercrossing</u>						

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
Projects		Construct new pedestrian undercrossing to replace existing at grade RR crossing. <u>Status:</u> <ul style="list-style-type: none"> Construction expected to be completed summer 2014. Ribbon Cutting Late June 2014. Add'l \$250k TDA Art 3 funds awarded to project <u>Milestones:</u> ED – COMPLETED PS&E – COMPLETED R/W – COMPLETED CON – IN PROGRESS <u>ECD:</u> Construction scheduled to be completed August 2014.	STA	\$1 M City of Dixon \$1.2 M STIP TE \$975k TDA Swap \$2.5 M OBAG	X		\$6.775 M	Projects Janet Adams
STA Lead – Projects	12.	<u>Jepson Parkway Project</u> A. Vanden Rd. B. Leisure Town Rd. C. Walters Rd. Extension <u>Status:</u> <ul style="list-style-type: none"> EIR/EIS completed June 2011 STA Approved MOU and Funding Agreements for first two segments (Cement Hill Rd/Vandon I/S (segment 1) to Leisure Town Rd./Elmira I/S (segment 2)) \$2.4 M STIP funds allocated for PS&E Design to be completed by December 2014 \$3.8 M STIP funds allocated for R/W Construction scheduled to start in FY 2015-16 (\$38M STIP) Concept Plan Update completed, expected to be adopted by STA Board in May/June 2014. Updating Funding Agreements to represent actual construction implementation limits. STA underway with R/W acquisition (segments 1 & 2) STA/FF/VV working on Jepson Project implementation in concert with the Train Station implementation. 	STA Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local	X	X	\$185 M	Projects Janet Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		<p><u>Milestones:</u> PA/ED- COMPLETED STA MOUs with Fairfield, Vacaville and County – COMPLETED Funding Agreements (Phase 1 & 2) – COMPLETED/UPDATE IN PROGRESS Concept Plan Update – COMPLETED Project Design and construction to be completed by Vacaville and Fairfield</p> <p><u>ECD:</u> Concept Plan Update: June 2014 PS&E: Dec. 201 R/W: Dec 2014 Beg Con: FY 2015-16 (Phases 1 and 2)</p>						
STA Co-Lead Projects	13.	<p><u>Travis Air Force Base Access Improvement Plan (South Gate)</u> A. South Gate Access (priority)</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> County lead coordinating with City of Suisun City, and Travis AFB for South Gate implementation Environmental Studies for South Gate completed Draft environmental document completed County to complete the environmental document. County to complete the R/W County to initiate construction <p><u>Milestones:</u></p> <ul style="list-style-type: none"> environmental document – COMPLETED R/W – IN PROGRESS <p><u>EDC:</u> PA/ED: 8/13 PS&E: 6/14 Beg R/W: 8/13 Beg Con: 2014 (request for E-76)</p>	<p>STA Funding lead</p> <p>County Implementing lead</p>	<p>\$3.2M Federal Earmark (2005)</p> <p>South Gate Fully Funded</p>	X	X	South Gate \$3M	<p>Projects Janet Adams/ Robert Guerrero</p>

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Monitoring – Programs	14.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <p>A. Monitor and manage local projects. B. Develop Pilot Solano Project Management Webtool C. Implement OBAG Projects D. Implement PCA Project</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. Monitor OBAG project implementation Monitor SR2S project implementation Monitor pilot PCA project Participate in PDT's for projects to insure successful delivery <p><u>Milestones:</u></p> <ul style="list-style-type: none"> OBAG Projects approved by STA Board May 2013 <p><u>ECD:</u> FY 2014-15 and FY 2015-16</p>	STA	STIP-PPM	X		N/A	Projects Anthony Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead Studies	15.	<p>Private Public Partnerships (P3) Feasibility Study to consider options for P3 within the County for I-80 transit centers. Study to consider a range of options for this financing/delivery of capital projects.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Scope updated to add 4 transit facilities increasing total to include 10 transit facilities • Draft study December 2013 • Initiating Phase 2 work based on recommendations from Feasibility Study at Curtola Transit Facility in partnership with SolTrans. <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Feasibility Study – COMPLETED • Phase 2 Implementation Curtola – IN PROGRESS <p><u>ECD:</u> Phase 2 Curtola 2015</p>	STA	\$100,000 Phase 2 \$25,000 SolTrans	X	X	\$125,000	Projects Robert Guerrero

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Studies	16.	<p><u>Regional Traffic Impact Fee (RTIF) Nexus Study</u></p> <ul style="list-style-type: none"> Working Group Coordination Strategic Implementation Plan (SIP) <p><u>Status:</u></p> <ul style="list-style-type: none"> Implementation Plan development underway. Revenue Estimates Forecast completed and will be updated annually. STA developing implementation practices for Steering Committee review/comment. <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Nexus Study/AB 1600 Study - COMPLETED Public Facility Fee Update adopted by County – COMPLETED \$1500 DUE for RTIF included Implementation Policies – IN PROGRESS <p>Implementation Plan – IN PROGRESS</p> <p><u>ECD:</u> First SIP July 2014 Implementation Policies – July 2014</p>	STA	PPM	X	X	\$	Projects Robert Guerrero

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		<u>ECD:</u> Active Transportation - completed Transit and Rideshare - Draft Sept 2014, Final Oct 2014 Arterials, Highways and Freeways - Draft July 2014, Final Sept 2014 Final Document - Dec 2014						
STA Co-Lead	18.	<u>Regional Transportation Plan Update/Sustainable Communities Strategy</u> A. First Bay Area Sustainable Communities Strategy (formally Regional Transportation Plan) <u>Status:</u> <ul style="list-style-type: none"> Plan Bay Area adopted July 2013. <u>Milestones:</u> <ul style="list-style-type: none"> Develop STA priority project list with CTP adoption in FY 14-15 Development of MTC public outreach plan for next SCS to start in 2014. Next SCS due in 2017. <u>ECD:</u> Final SCS - adopted July 2013 Solano Projects to be implemented – FY 2014-15, FY 2015-16 and FY 2016-17	MTC/STA	STA Planning	X	X		Planning Robert Macaulay

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Planning	19.	<p>Develop and implement various Sustainable Communities plans</p> <p>A. Transportation for Sustainable Communities (TSC) Plan and Priority Development Area (PDA) Investment and Growth Strategy (I&GS)</p> <p>B. PDA Planning Grants to cities</p> <p>C. Develop Priority Development Areas (PCAs) assessment/implementation plan</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> TSC Plan adopted; serves as basis for PDA I&GS. PDA I&GS adopted April 2013; annual update submitted to MTC May 2014. PDA Planning funding agreements signed with Benicia, Dixon, Fairfield, Rio Vista and Suisun City; PDA Planning consultant selection underway. PCA Assessment Plan stakeholder committee formed; RFP released. <p><u>Milestones:</u></p> <ul style="list-style-type: none"> PDA All PDA Planning Grants have STA/City funding agreements; consultant selection under way; Planning work to be completed first half of 2016 PCA Plan to be completed 2015 <p><u>ECD:</u> FY 2015-16</p> <ol style="list-style-type: none"> PDA Fairfield/Suisun - May 2016 PDA Benicia/Dixon/Rio Vista - March 2016 PCA - December 20154 	STA	Regional TLC CMAQ STP Planning	X X X X	 X	\$1.5 M \$75,000	Planning Robert Macaulay Sofia Recalde Andrew Hart Robert Macaulay Sofia Recalde Drew Hart
STA Lead – Programs	20.	<p>Congestion Management Program (CMP)</p> <p><u>Status:</u> Bi-annual CMP update due in FY 2013. next CMP due in 2015.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> CMP Update to be initiated in Fall 2014 <p><u>ECD:</u> FY Sept 2015</p>	STA	STP Planning				Planning Robert Macaulay

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	21.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u></p> <p>Implement the Countywide Bicycle Plan. Periodically update as projects are completed, regional priorities change or funding changes.</p> <p><u>Status of Tier 1 Projects:</u></p> <ul style="list-style-type: none"> A. Fairfield- Vanden Road (Jepson Parkway) Class II - included in Jepson Parkway design B. Pleasants Valley Rd Class II - not funded C. Suisun Valley Farm to Market - seeking ATP funding D. Suisun City Driftwood Drive - not funded E. Dixon West B Undercrossing - under construction <p>A.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Dixon West B Street Project fully funded with construction completion in summer 2014 • Last phase of Vacaville Dixon Bike project funded by STA as part of OBAG, STA Article 3 and YSAQMD fund cycles; may receive ATP funds to free up OABG funds for other projects • Bike signs and way finding signs – Phase 1 signs acquired, being installed in Suisun City, Vallejo, Benicia. • Countywide Bicycle Plan project list - updated <p><u>ECD:</u> Deliver Phase 1 Wayfinding Signs - FY 2014-15 Complete and implement Phase 2 Wayfinding Signs Plan - FY 2015-16 Complete priority projects - FY 14-16, FY 15-16</p>	<p>County/ Fairfield/ Vacaville/ STA</p> <p>STA/Dixon County/STA</p>	<p>TDA Article 3; Bay Area Ridge Trail</p> <p>OBAG</p>	X		\$85,000	Planning Drew Hart

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	22.	<p>Countywide Pedestrian Plan and Implementation Plan</p> <ul style="list-style-type: none"> Implement the Countywide Pedestrian Plan. Periodically update as projects are completed, regional priorities change or funding changes. Support PDA implementation. <p><u>Status of Tier 1 Projects:</u></p> <p>A. Dixon West B Street Undercrossing - under construction B. Dixon Safe Routes Jacobs Intermediate School C. Downtown Vallejo Streetscape - partly funded D. Suisun Valley Farm to Market - seeking ATP funding</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Dixon West B Street Project under construction Countywide Pedestrian Plan project list - updated <p><u>ECD:</u> Pursue funding for priority projects - FY 14-16, FY 15-16</p>	STA	TDA-ART3 OBAG RM 2 Safe Routes to School	X			Planning Sofia Recalde

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	23.	<p><u>STA Marketing/Public Information Program</u></p> <ul style="list-style-type: none"> A. STA Websites and Facebook page B. Events C. Newsletter D. Project Fact Sheets and Public Outreach E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy H. Marketing Programs: STA/SolanoExpress/SNCI I. Annual report J. SNCI website and Facebook page K. SR2S website and Facebook page L. SolanoExpress website M. Mobility Management programs N. Implement Adobe Creative Suite platform for publications/presentations O. 2013 Annual Awards to be held in Vacaville P. 2014 Annual Awards to be held in Vallejo <p><u>Status:</u></p> <ul style="list-style-type: none"> • SR 12 Jameson Canyon Ribbon Cutting • New website in design for SolanoExpress and Mobility Management. • STA, SR2S, and SNCI Facebook pages being maintained. • In-house individual project sheets developed on as-need basis. • STA Annual awards hosted every November • Implement SolanoExpress Marketing Campaign • Implement SNCI Marketing Campaign <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Groundbreaking for Dixon West B Street Project • Ribbon Cutting for I-80 EB Truck Scales • Groundbreaking for I-80/I-680/SR 12 Interchange Project • 2013 Awards Program in Vacaville • Implemented Website editors monthly meetings • Interviewed/hired/supervised high school intern • Implemented SolanoExpress Marketing Campaign 	STA	TFCA Gas Tax Sponsors	X			Planning Jayne Bauer

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	24.	<p><u>Clean Air Fund Program and Monitoring</u> A. BAAQMD/TFCA B. YSAQMD</p> <p>Board approved Funding Priorities for SNCI, SR2S, Alternative Fuels, and Climate Action Initiatives FY 2013-14 funding: A. YSAQMD - 10 projects for \$290,000 B. BAAQMD:</p> <ul style="list-style-type: none"> • Solano Commute Alternatives Outreach • Solano Community College Bus Voucher Program • Safe Routes to School High School Trip Reduction Pilot • Suisun City Park and Ride Charging Station <p><u>Status:</u> Allocated annually. STA staff monitors implementation of TFCA funds until project completion.</p>	STA YSAQMD	TFCA Clean Air Funds	X		\$295,000 Annually (TFCA) \$442,000 FY 14-15 (YSAQMD Clean Air)	Planning Drew Hart

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co-Lead Programs	25.	<p>Solano Climate Action Program Develop county-wide greenhouse gas emission inventory, GHG emission reduction plans for energy sector, and GHG emission reduction and implementation plans for non energy sectors</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> PG&E project completed SGC projects released to cities for action in May 2014 Develop multi-agency implementation strategy after CAPs adopted <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Countywide Green House Gas Emission Inventory COMPLETED GHG emission reduction for energy sector COMPLETED GHG emission reduction and implemented plans for non-energy sectors - COMPLETED <p><u>EDC:</u> Adopted CAPs and Implementation Strategy – Summer 2014</p>	STA	PG&E and SGC grants	X		PG&E Grant \$285,000 SGC Grant \$275,000	Planning Robert Macaulay

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	26.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></p> <ol style="list-style-type: none"> 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Evaluation 6. Engagement 7. Funding of Program 8. Plan implementation <p><u>Status:</u></p> <ul style="list-style-type: none"> • Implement Plan Update findings Update and maintain SR2S website and Facebook pages • Coordinate SR2S Community Committees and SR2S Advisory Committee • Work with Public Health to conduct Educational and Encouragement events like school assemblies, bike rodeos, walk and roll events • Expand SR2S Program to incorporate middle school and high school components. • Monitor the implementation of selected engineering projects from SR2S Plan update • Continue to expand/enhance Walking School Bus implementation at 56 elementary schools • Continue to seek additional grant funds to fund elements of SR2S Program • Implement the 2nd Public Safety Enforcement Grant. • Develop a robust evaluation system of SR2S program • Introduce a Walking Wednesday initiative at selected schools • Develop a plan to sustain the WSB program following the pilot program <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Over \$4.5 million in SR2S funding obtained to date • Secured OBAG funding for SR2S Program (\$1.256M) and SR2S Engineering Projects (\$1.2M) • Completed 2013 SR2S Plan Update • Coordinated and hosted successful Safe Routes to School Summit in May 2013 • As of July 2014, 43 schools have held 70 events attended by 10,730 children 	STA	STP Planning ECMAQ CMAQ TFCA-PM TFCA-Regional YSAQMD BAAQMD TDA FHWA SRTS	X	X	\$1.5 M Encouragement, Education and Enforcement	Transit/SNCI Judy Leaks Sarah Fitzgerald
			221					

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none"> • Since January 2013, 33 Walking School Buses were started at 18 schools. • 26 schools with 6,665 students participated in International Walk to School Day in October <p><u>EDC:</u></p> <ul style="list-style-type: none"> • SR2S Engineering Projects completed by 2016 						
			222					

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Studies	27.	<p>Countywide Transit Coordination STA works with MTC and transit operators to implement countywide and regional transit coordination strategies.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Develop Countywide Coordination Mini –SRTP • Implement Enhance Transit Coordination Strategies <ul style="list-style-type: none"> -Standardized fare structure -Transit capital planning -Transit Service planning • I-80/I-680/I-780/SR12 Transit Corridor Study Update • Select service option for Solano Express from Transit Corridor Study • Implement Clipper <p><u>Milestones :</u> Transit Sustainability Study - Completed Countywide SRTPs - Completed Transit Coordination Plan - Completed</p> <p><u>ECD:</u> Countywide Coordinated Mini- SRTPs - July 2015 and 2016 Enhance Transit Coordination Strategies- Ongoing I-80/I-680/I-780/SR12 Transit Corridor Study Update – August 2014 SolanoExpress Service Option -2014 Update Solano Express Capital Plan - 2014</p>	STA/ Dixon/ Fairfield/ Rio Vista/ Solano County/ SolTrans/ Vacaville	MTC/STAF STAFSTAF STAF	X X X X	X X X	\$550,000	Transit Liz Niedziela

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Studies	28.	<p>Lifeline Program Lifeline Transportation Program supports projects that address mobility and accessibility needs in low-income communities throughout the Solano County.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Call for Projects • Project Selection • Monitor Projects <p><u>Milestones:</u> Monitoring Lifeline Projects Operating – SolTrans Route 1, 85 and span of service; FAST Route 30 Saturday Service Capital – Vacaville curb cuts, FAST 10 local buses, SolTrans and Fairfield bus shelters</p> <p><u>ECD:</u> Lifeline Funding Fourth Cycle- Estimated FY 2014-15</p>	STAMTC	STAF	X	X	\$17,000	Transit Liz Niedziela

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Studies	29.	<p>FTA 5311 In Solano County, STA programs the 5311 funding. These funds are used for transit capital and operating purposes for services in non-urbanized areas.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Call for Projects in Nov/Dec • Project Selection • Monitor Projects <p><u>Milestones:</u> 5311 funds were programmed for FY 2013-14 and FY 2014-15 Operating funds were programmed for Dixon, FAST Rt. 30, Rio Vista and SolTrans Rt. 85 Capital funds were programmed for Rio Vista for the design and plans for the park and ride lot.</p> <p><u>ECD:</u> 5311 Funding for FY 2013-14 - Estimated June 2015 5311 Funding for FY 2014-15 - Estimated June 2016</p>	STA/MTC	FTA 5311	X	X	\$900,000	

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	30.	<p><u>Paratransit Coordination Council and Seniors and People with Disabilities Transportation Advisory Committee</u> STA to staff and provide administrative support to advisory committees that advocate and address transportation needs for seniors, people with disabilities and low-income individual, build community awareness and support, and locate funding sources to meet those needs.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Proposed development of CTSA • STA responding to request from Solano County to administer the Intercity Paratransit Program • Mobility Management Programs being developed • Review Mobility Guide for Seniors and People with Disabilities • Operators TDA Claims Review • Score FTA 5310 applications <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • PCC Work plan approved in February 2014- Completed • FTA 5310 call for projects and PCC subcommittee scoring of projects - Completed • PCC TDA claim review for FY 2013-14 - Completed • Recommended projects for OBAG funding - Completed <ul style="list-style-type: none"> • PCC Brochure 2013- Completed • Updated Mobility Brochure for Seniors and People with Disabilities - February 2014- Completed <p><u>ECD:</u> PCC Work plans - 2015 and 2016 FTA 5310 call for projects - 2015 and 2016 TDA Claim Review – FY 2014-15 and 2015-16</p>	STA	STAF	X		\$50,000 \$30,000	Transit Liz Niedziela

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	31.	<p>SolanoExpress/Intercity Coordination Coordinate to implement recommended strategies as identified in the Countywide studies and agreements.</p> <ul style="list-style-type: none"> A. Manage Intercity Transit Consortium B. Monitor Route 20, 30, 40, 78, 80, 85, 90 C. Funding Agreement Update D. RM2 Transit Operating Fund Coordination E. Solano Express Intercity Transit Marketing F. Intercity Ridership Study Update G. TDA Matrix - Reconciliation and Cost Sharing H. Development of multi-year funding plan I. Development of Intercity Bus Replacement Plan J. Marketing implementation of Clipper <p><u>Status:</u></p> <ul style="list-style-type: none"> • Solano Express Intercity Transit Marketing in process • Intercity Transit Funding Group Development • TDA Matrix - Reconciliation and Cost Sharing to be approved June 2014-15 and 2015-16 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Solano Express Capital Bus Replacement Plan Developed - Completed • • Intercity Transit Funding agreement updated FY 2013-14 - Completed <p><u>EDC:</u> 2014 Intercity Ridership Survey- July 2014 Development of Transit Capital Plan July 2015 Update Intercity Bus Replacement Plan – Sept 2014 Implement Clipper – November 2014</p>	STA	TDA	X			Transit Liz Niedziela

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	32.	<p><u>Solano County Mobility Management</u></p> <p>A. B. Implement Mobility Management Programs C. Monitor Programs D. Considering CTSA Designation</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Implementation of Ambassador Program with coordination with Transit operators on travel training • Partner with non-profits for one-on-one travel training (Independent Living Resource Center and Connections for Life) <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Mobility Management Plan adopted - Completed • Countywide In Person ADA Eligibility Program Initiated (July 2013) - Completed <p><u>ECD:</u> Evaluate In Person ADA Eligibility Program Option Year One– Dec 2014 Develop Website – July 2014 Travel Training Programs developed – September 2014 Implement Call Center - September 2014 Disseminate information on Senior Safety Driver Programs – September 2014 Decision CTSA Designation June 2014</p>	STA/ County/ Transit Operators	JARC/STAF/ OBAG/NEW FREEDOM	X	X	\$800,000	Transit/ Tiffany Gephart

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	33.	<p>Solano Napa Commuter Information (SNCI) Program</p> <p>A. Customer Service Program-Call Center, Display Racks, website/facebook</p> <p>B. Vanpool Program</p> <p>C. Employer Outreach/Support Program</p> <p>D. Employer Commute Challenge Promotion</p> <p>E. Incentives Program</p> <p>F. Emergency Ride Home (ERH) Program</p> <p>G. Campaigns/Events – Bike to Work Promo</p> <p>H. Coordination with Napa County</p> <p>I. College Coordination</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Continue to deliver overall rideshare services to Solano and Napa employers and general public Start 28 new vanpools and provide support to all vans with origin/destinations in Solano and Napa counties. Direct the Napa and Solano Employer Commute Challenges Assist employers in Solano and Napa counties with 50+ employees comply with requirements of the Bay Area Commuter Benefits Program. Encourage them to select Option 4 as a way to comply, with a goal to expand and sustain participation in SNCI’s Employer Program. Implement the recommendations per the Marketing Evaluation and Assessment to increase public awareness of program Incorporate Mobility Management calls (from seniors, people with disabilities, and low-income) into the SNCI Call Center (transit and trip planning) to become the Solano Mobility Call Center. Design and implement transportation information center at the Suisun City train station in partnership with the City of Suisun City. Develop and implement a feedback and evaluation system to assess/analyze promotions, events, etc. Implement a Transit Incentive pilot program that coincides with the launch of Clipper in Solano County Coordinate efforts with Solano Community College with a goal to encourage an overall commute alternative plan at the school <p><u>Milestones:</u></p>	STA	MTC/RRP TFCA ECMAQ	X	X	\$600,000	Transit/SNCI Judy Leaks Debbie McQuilkin Paulette Cooper Sorel Klein

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none"> Implemented 2014 Bike to Work campaign. There were 17 Energizer in Solano County and xx 9 stations in Napa that nearly 800 cyclists visited. Completed the seventh Solano Commute Challenge with 40 employers and 747 employees participating; and the second Napa Commute Challenge with 24 employees and 171 employee participants. 27 new vans were started to/from Solano/Napa counties through April 2014 and SNCI supported 193 vanpools Solano Community College has implemented a pilot program to provide significantly reduced-fare passes to students who use transit to get to the school. 						
STA Monitoring Projects	34.	<u>Capitol Corridor Rail Stations/Service</u>						
		<u>Status:</u> Individual Station Status:						
		A. Fairfield/Vacaville Train Station: First phase Fairfield/Vacaville station expected to begin construction 2015. Staff working with Fairfield on completing funding plan for Phase 1. Phase 2 funding plan to be developed this year.	City of Fairfield	RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds	X		\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.	Planning Robert Macaulay
		B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. funding plan for downtown crossing improvements	City of Dixon					Janet Adams
		C. Update Solano Passenger Rail Station Plan; consultant selected and work initiated.	STA	STAF, PPM	X		\$125,000	Sofia Recalde
D. Monitor Vallejo's Rail Service Plan for Mare Island	City of Vallejo	STP Planning, Vaca TDA, CCJPA	X		\$66,050			
E. Suisun/Fairfield Train Station Upgrade	City of Suisun City	CMAQ, TDA Article 3, STAF	X		\$600,000			
		<u>ECD:</u> Updated Solano Passenger Rail Station Plan in CY 2014. Fairfield/Vacaville Station construction scheduled to begin in 2015. Suisun/Fairfield Train Station Upgrade to begin FY 2015-16	STA/NCTPA	MTC Rail Program	X			

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Monitoring Projects	35.	<p><u>WETA Ferry Support and Operational Funds</u></p> <p>A. Vallejo Station B. Maintenance Facility Phase I & II C. Ferry Service</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Monitor project schedule and phasing plan for Vallejo Station. • Assist Vallejo in effort to relocate post office to facilitate Phase 2 • Phase I of the Maintenance Facility are funded. • . • Support and market Vallejo ferry service • –Potential development of advisory committee • Relocation of Post Office <p><u>Milestone</u> Reappointment of Anthony Intintoli – 2014 Main ground breaking on Ferry Maintenance Facility – May 2014</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD	X		\$65M \$10.8M \$0.5M	Projects Janet Adams Transit Liz Niedziela
STA Lead – Programs	36.	<p><u>Countywide Traffic Model and Geographic Information System</u></p> <p>A. Develop 2040 network, land uses and projections consistent with Plan Bay Area B. Maintenance of Model, C. Approve Model User Agreements as submitted D. Periodically convene STA Model TAC</p> <p><u>Milestones:</u> Convene Model TAC Adopt new traffic model.</p> <p><u>Status:</u> Cambridge Systematics under contract and working to prepare new Activity based model..</p> <p>ECD: Model update for Plan Bay Area consistency FY 2014-15.</p>	STA, NCTPA STA STA	Funded by OBAG	X X		\$150,000 \$24,000	Planning Sofia Recalde

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	37.	<u>Abandoned Vehicle Abatement Program</u> <u>Status:</u> Ongoing – 1,369 vehicles abated in the first 6 months of FY 2012-13.	STA	DMV	X		FY 2012-13 \$365,267 countywide distribution	Projects/ Finance Susan Furtado
STA Lead – Planning	38.	<u>New or Updated Countywide Plans</u> Water Transportation Plan – new Airport surface access plan – new	STA	OBAG STAF		X X		Planning/ Sofia Recalde Robert Macaulay Drew Hart
STA Lead - Planning	39.	<u>Vine Trail Alignment Study</u> <u>Status:</u> <ul style="list-style-type: none"> • Consultant selected; study underway • <u>Milestones:</u> <ul style="list-style-type: none"> • Hold public meetings; first meeting held in May 2014 • Adopt the Vine Trail Alignment Study <u>ECD:</u> December 2014	STA, City of Vallejo	ABAG Bay Trail Vine Trail Partnership		X	\$100,000	Planning: Sofia Recalde



DATE: May 19, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Wayne Lewis, Fairfield and Suisun Transit
RE: Clipper Implementation Update

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: May 19, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Debbie McQuilkin, Customer Service Coordinator
RE: Mobility Management Call Center Update

Background:

In October 2013, the STA Board authorized the Mobility Management Call Center be established through an expansion of the Solano Napa Commuter Information (SNCI) program call center as a pilot program for three years. SNCI's Call Center expansion into the One-Stop Mobility Management Call Center has progressed with the call center now moved into the new office location across the hall from STA. One-full time customer service staff and two additional part-time staff have been hired to implement this customer program.

Discussion:

The SNCI program is evolving into the One-Stop Call Center by expanding the services provided. The rideshare program will remain, providing transportation options to commuters, but will expand to provide transportation options to seniors, people with disabilities, and low income residents. Additionally, the call center will process applications for the Regional Transit Card (RTC), and sell FasTrak toll tags and BikeLink locker cards.

These services had been provided in person at the Suisun Fairfield Train Station by City of Rio Vista staff. On May 1, 2014, Rio Vista vacated the station. Upon their termination of services, SNCI staff began assisting the public in the Call Center location at One Harbor Center, Suite 140 both in person and over the phone.

STA is planning to handle the expanded responsibility of processing the RTC and Senior Clipper Cards and the sales of FasTrak and BikeLinks locker cards at the STA's offices until a longer arrangement can be negotiated by Suisun City for the Train Depot.

Regional Transit Connection (RTC) Clipper Card

The Regional Transit Connection (RTC) Clipper Card is available to qualified persons with disabilities under 65 years of age. It may be used as proof of eligibility to receive 50% off discount fares on fixed-route, rail and ferry systems throughout the San Francisco Bay Area. The cost of the card is \$3.00 and expires after 5 years. The RTC Clipper Card must be applied for in person.

Senior Clipper Card

Any senior 65 or older, may receive a Senior Clipper Card. The Senior Clipper Card offers the same features and discounts (50% off) as the RTC card, but is free and does not expire. Applications can be submitted by mail, email or fax. Cards can also be obtained immediately in-person at a Clipper Customer Service Center. In Solano County, the Senior Clipper Card is currently being used for ID purposes only. When Clipper services are implemented in Solano County, seniors will be able to add value to these cards on services in Solano County. Clipper is expected to be implemented on local transit vehicles and Solano Express in November 2014.

FasTrak/BikeLink

FasTrak and BikeLink services will be provided at the Call Center beginning July 2014.

FasTrak toll tags are mounted on your vehicle's windshield. As your vehicle enters the toll lane, the toll tag is read by the antennae and your FasTrak account is charged the proper amount.

FasTrak Toll Tags will be available to purchase at the Call Center. When you purchase a FasTrak for \$20, you will receive \$5 in free tolls (\$25).

The BikeLink Card acts as both a debit device and access key for bicycle storage lockers located at the Suisun Train Depot. It is smart, never expires and is faster to use than a mechanical bike lock or locker.

Recommendation:

Informational.



DATE: May 19, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Paulette Cooper, SNCI Commute Consultant
RE: 2014 Bike to Work Day Campaign Wrap-up

Background:

May 5- 9, 2014 marked the twentieth (20th) annual Bike to Work campaign in the Bay Area. Bike to Work (BTW) Day was Thursday, May 8th. The goal of the campaign is to promote bicycling as a commute option by encouraging individuals to pledge to bike to work (or school, or transit) at least one day during Bike to Work Week. Prizes, energizer stations, and participant rewards were just some of the methods of encouragement.

STA's Solano Napa Commuter Information (SNCI) staff organized the campaign in Solano and Napa counties. Staff participated in regional Bike to Work Technical Advisory Committee meetings and coordinated locally with the Solano County Bicycle Advisory Committee and the Napa County Bicycle Coalition.

A mailing of BTW campaign materials was sent mid-April to major employers in Napa and Solano Counties. BTW pledge forms were distributed by mail, events, and displays. Posters were distributed throughout the community. Web pages were updated on the STA's website so that individuals may register on-line as well as learn where energizer stations were located. Articles and advertisements for this event were placed in several newspapers and community publications.

Local businesses provided sponsorship for Bike to Work. Based on the level of support, sponsors had their logos printed on event posters, local print ads, musette bags and t-shirts. Sponsorship could be in any form, including products and services for our local prizes as well as financial contributions. This year's contributions totaled \$3,100 from sponsors that included Fisk's Cyclery, Ray's Cycle, Authorized Bicycle Shop, and Velo Wrench in Solano County and The Hub, Bicycle Works, Napa River Velo, St Helena Cyclery and Calistoga Bike Shop in Napa County.

Discussion:

The evaluation of Bike to Work Day is based on the number of bicyclists who stop by Energizer Stations on that day (May 8th). This year there were 28 stations in Solano and Napa counties. Overall, there were 1,069 visitors at these stations. Five hundred fifty-five (555) cyclists visited 16 Energizer Stations in Solano County, an increase of 48% from last year; while there were 12 stations in Napa County with 514 visitors, a 24% increase.

In addition the Energizer Stations on Bike to Work Day, there are two additional activities to honor cyclists. The **Bike Commuter of the Year Award** honors a resident from each county who is committed to biking. This person epitomizes the health, environmental, social, and economic benefits of bicycling. **James Oliver** of Vacaville was selected as Solano County's Bike Commuter of the Year.

The **Team Bike Challenge** is a competition where teams compete to see who can travel the most days by bicycling during the month of May. There were sixteen (16) teams in Solano County competing in the Team Bike Challenge this year. The **Vaca 5**, a team comprised of family and friends, earned the award for the second time in two years! The five (5) member team, led by Jeff Knowles, made 1,022 trips for 1,952 miles during the month of May.

Recommendation:

Informational.



DATE: May 28, 2014
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Andrew Hart, Associate Planner
 RE: Summary of Other Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	Active Transportation Program (Regional – MTC)	\$30 million	Due July 24, 2014
State			
Federal			

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$15 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants						
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/msprog/agip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/
Active Transportation Program (ATP) (Regional)	Mitch Weiss California Transportation Commission (916) 654-7179 mweiss@dot.ca.gov	Due July 24, 2014	Approx. \$30 million	The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program with a focus to make California a national leader in active transportation.	Vallejo Downtown; STA SR2S; Suisun Valley Farm to Market; Suisun City Driftwood Dr; Vaca-Dixon Bike Route	State applications are due before regional applications. All submissions to the state will automatically be carried over to the regional submissions for consideration. http://www.catc.ca.gov/programs/ATP.htm

*New Funding Opportunity

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
State Grants						