



**6. ACTION FINANCIAL**

**A. Letters of Support for Federal Transit Administration (FTA) Section 5310 Funding for Solano Mobility Management Programs**  
Recommendation:

Liz Niedziela

Forward a recommendation to the STA TAC and STA Board to authorize the Chair to forward a Letter of Support to Caltrans in Support of the Solano Transportation funding application for FTA Section 5310 for Solano Mobility Management Program.

(1:45 – 1:55 p.m.)

**Pg. 11**

**B. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Revised Recommendation**

Liz Niedziela

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve Federal Section 5311 Allocation for 2014 and 2015 in the amount of \$409,092 as specified in Attachment C.

(1:55 – 2:05 p.m.)

**Pg. 13**

**7. ACTION NON-FINANCIAL**

**A. STA's Draft 2015 Legislative Priorities and Platform**

Jayne Bauer

Recommendation:

Forward a recommendation to the STA TAC and STA Board to adopt the STA's 2015 Legislative Priorities and Platform as specified in Attachment C.

2:05 – 2:15 p.m.)

**Pg. 19**

**B. Intercity Transit Corridor Study – Selection of Preferred Service Alternative, RFP for Phase 2 and Establishment of Public Outreach Process**

Jim McElroy, STA  
Project Manager

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 Solano intercity transit system;
2. Authorize the Executive Director to develop and issue a Request for Proposal (RFP) for consultant services for the Transit Corridor Study Phase 2 and the Coordinated SRTP;
3. Authorize the Executive Director to enter into an agreement in an amount not- to-exceed \$275,000 for Transit Corridor Study Phase 2 and Coordinated SRTP;
4. Approve the public review and input process for Phase 2 as described in Attachment F; and
5. Establish a SolanoExpress Intercity Transit Advisory Committee as described in Attachment G.

(2:15 – 2:25 p.m.)

**Pg. 45**

**8. INFORMATIONAL ITEMS – DISCUSSION ITEMS**

- A. **Discussion of Intercity Bus Replacement Capital Plan** Mary Pryor  
(2:25 – 2:30 p.m.)  
**Pg. 89**
- B. **Mobility Management Program Update** Tiffany Gephart  
(2:30 – 2:35 p.m.)  
**Pg. 95**
- C. **2014 Local Ridership Studies for Fairfield and Suisun Transit (FAST), and Solano County Transit (SolTrans)** Liz Niedziela  
(2:35 – 2:40 p.m.)  
**Pg. 117**
- D. **Solano Employer Commute Challenge 2014 – Results** Judy Leaks  
(2:40 – 2:45 p.m.)  
**Pg. 119**

**NO DISCUSSION**

- E. **Summary of Funding Opportunities** Andrew Hart  
**Pg. 123**

**9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES** Group

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

December 2014

- A. 2014 Solano Rail Study – David McCrossan
- B. SolanoExpress Marketing Plan for FY 2014-15 – Jayne Bauer
- C. Update of Intercity Capital Replacement Plan – Mary Pryor, Mona Babauta, and Wayne Lewis
- D. Updated Funding Plan for Benicia Intermodal Hub Project – Mike Roberts

January 2015

- A. Intercity Paratransit/Taxi Scrip Transition Update – Project Manager
- B. Discussion of Transit Element Update of CTP – Elizabeth Richards

**11. ADJOURNMENT**

NOTE: Due to the Christmas holiday, the next regular meeting of the Solano Express Intercity Transit Consortium is scheduled at an **earlier date, 1:30 p.m. on Tuesday, December 16, 2014.**

This page intentionally left blank.



**INTERCITY TRANSIT CONSORTIUM  
Meeting Minutes of September 23, 2014**

**1. CALL TO ORDER**

Judy Leaks called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1:30 p.m. in the Solano Transportation Authority Conference Room.

**Members**

<b>Present:</b>	Janet Koster	Dixon Read-Ride
	Wayne Lewis	Fairfield and Suisun Transit (FAST)
	John Harris	Rio Vista Delta Breeze
	Judy Leaks, Chair	Solano Napa Commuter Information (SNCI)
	Liz Niedziela	STA
	Nathan Newell (Alternate)	County of Solano

**Members**

<b>Absent:</b>	Mona Babauta	Solano County Transit (SolTrans)
	Brian McLean	Vacaville City Coach
	Matt Tuggle	County of Solano

**Also Present (In Alphabetical Order by Last Name:**

Anthony Adams	STA
Jayne Bauer	STA
Tiffany Gephart	STA
Robert Guerrero	STA
Daryl Halls	STA
Johanna Masiclat	STA
Mary Pryor	STA Project Manager
Sofia Recalde	STA

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

Alan Zahradnik	SolTrans Consultant
----------------	---------------------

**2. APPROVAL OF THE AGENDA**

On a motion by Janet Koster, and a second by John Harris, the SolanoExpress Intercity Transit Consortium approved the agenda. (6 Ayes, 2 Absent)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

- **Regional Transportation Impact Fee (RTIF) – Annual Report for FY 2013-14**  
Presented by Robert Guerrero
- **Intercity Taxi Scrip Program Update**  
Presented by Daryl Halls

#### 5. CONSENT CALENDAR

On a motion by Wayne Lewis, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A through D. (7 Ayes, 1 Absent)

##### A. **Minutes of the Consortium Meeting of August 26, 2014**

Recommendation:

Approve the Consortium Meeting Minutes of August 26, 2014.

##### B. **Transportation Fund for Clean Air (TFCA) Funding Approval**

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2014-15 Transportation Fund for Clean Air (TFCA) Program to Increase SNCI Rideshare Program's TFCA allocation by \$59,507.

##### C. **SolTrans Compressed Natural Gas (CNG) Feasibility Study**

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Soltrans CNG Feasibility Study and Maintenance Facility Assessment.

##### D. **Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix – October 2014 – City of Dixon Amendment**

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2014-15 Solano TDA Matrix – October 2014 as shown in Attachment A for the City of Dixon Amendment.

#### 6. ACTION FINANCIAL ITEMS

##### A. **Strategic Partnership Grant Application for the SR 29 Corridor Major Investment Study**

Robert Guerrero explained that STA is proposing to submit a grant application for the Caltrans Strategic Partnerships Grant category for a Major Investment Study (MIS) for the SR 29 Corridor. He noted that the proposed goal for the STA's grant proposal is to evaluate the corridor for transportation and transit opportunities in partnership with the City of Vallejo, SolTrans, NCTPA, and Caltrans. He added that STA staff recommend requesting request \$250,000 to complete the study and a local match of \$62,500 (20%) in local contribution for a total budget of \$312,500 to complete the MIS.

Recommendation:

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

1. Authorize the Executive Director to submit a Strategic Partnership Grant application for the SR 29 Corridor Major Investment Study; and
2. Dedicate up to \$62,500 from State Transit Assistance Funds (STAF) as local match for the grant application.

On a motion by John Harris, and a second by Wayne Lewis, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation. (7 Ayes, 1 Absent)

## 7. ACTION NON-FINANCIAL ITEMS

### A. **Countywide In-Person ADA Eligibility Program FY2013-2014 Progress Report**

Tiffany Gephart provided a summary of CARE Evaluators activities in their first year (FY 2013-14) of completing their contract. She provided an in-depth summary of their progress report which included applicant volume by month, new versus re-certification, eligibility determinations, impact on paratransit, type of disability, time to scheduled assessment, time to receipt of eligibility determination letter, and comment card summary.

#### Recommendation:

Forward a recommendation to the STA TAC and Board to receive and file the Countywide In-Person ADA Eligibility Program FY 2013-14 Annual Progress Report.

On a motion by Wayne Lewis, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation. (7 Ayes, 1 Absent)

### B. **Solano Short Range Transit Plan (SRTP) Plan Update**

Liz Niedziela reported that although the Solano County's SRTP was completed on September 2013, MTC would like Solano County to be on the same SRTP cycle as the rest of the small and medium-sized operators. With the Transit Corridor Study nearing completion, STA staff is planning to include combining the local SRTP updates with the Transit Corridor Study as was conducted in 2012. Vacaville has requested to conduct their own local SRTP update. The other SRTP update will be conducted using one consultant.

#### Recommendation:

Forward a recommendation to STA TAC and Board for STA to conduct an update to the Countywide Coordinated SRTP for the Solano County Transit Operators as requested by the Metropolitan Transportation Commission (MTC).

On a motion by Wayne Lewis, and a second by John Harris, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation. (7 Ayes, 1 Absent)

### C. **STA's 2015 Legislative Priorities and Platform**

Jayne Bauer reported that STA staff will forward the Draft 2015 Legislative Platform and Priorities to the Board in October, with a recommendation to distribute the draft document for review and comment. She specified that the Final Draft 2015 Legislative Platform and Priorities will be placed on the November 2014 Consortium agenda, and be forwarded to the STA Board for consideration of adoption in December 2014.

#### Recommendation:

Forward a recommendation to the STA TAC and Board to distribute the STA's Draft 2015 Legislative Priorities and Platform for review and comment.

On a motion by Wayne Lewis, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation. (7 Ayes, 1 Absent)

### D. **SolTrans Recommended Service Modifications to Solano Express Routes 78, 80, and 85**

Alan Zahradnik, SolTrans Consultant, provided an update to the development of SolTrans' System Restructure Project that includes proposed service changes to Routes 78 and 85.

Based on input, the Consortium provided additional comments to the proposed changes on Routes 78, 80, and 85.

Recommendation:

Forward a recommendation to STA TAC and Board

1. For STA to conduct a Public Hearing for proposed service changes to Solano Express Routes 78, 80 and 85; and
2. To approve SolTrans changes to Route 78 and 85 after receiving public comments through the STA Board and SolTrans Public Hearing process.

On a motion by John Harris, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation. (7 Ayes, 1 Absent)

## **8. INFORMATIONAL ITEMS – DISCUSSION ITEMS**

### **A. SolanoExpress Ridership Update for FY 2013-14**

Liz Niedziela provided an update to the SolanoExpress ridership numbers comparing FY 2012-13 from the same time frame (July-June) to FY 2013-14 with an overall ridership decrease on the seven routes by 1%.

### **B. SolanoExpress Marketing Plan Update**

Jayne Bauer reported that additional work was scoped out for FY 2013-14 including design, production and installation of decals on 19 SolanoExpress FAST buses, additional local print ads, promotional items, and upgrade of the SolanoExpress website.

### **C. Discussion of Intercity Bus Replacement Capital Plan**

Mary Pryor, NWC, noted that STA is requesting information from each of the participating Intercity Transit Funding Working Group members regarding the status of funding their commitments to the Intercity Bus Replacement Capital Plan. She cited that NWC Partners will be following up with the operators regarding the details of their financial commitments.

### **D. Status of Solano's Title VI Program**

Anthony Adams provided a progress report to the development of Solano's Title VI Program. He cited that there are still steps that must be taken in order to be in compliance with all elements of the Program and FTA requirements. STA staff will continue to work in implementing the STA Title VI Program during the upcoming weeks and expects it to be fully implemented by the end of October 2014.

**E. Commuter Benefits Program Update**

Judy Leaks provided an update to the Commuter Benefits Program. She reported that as of September 16, 109 (of 333) Solano employers have completed the registration process for compliance for 244 worksites. Eighty-nine (89) employers selected Option 1, the pre-tax deduction for transit or vanpools, ten (10) employers chose Option 2 and ten (10) selected Option 4. Eighteen (18) employers were exempted from compliance. The reason for exemption included not meeting the 50+ employee requirement after removing temporary or ‘field employees,’ like landscapers, construction workers, etc. Twenty-seven (27) Solano employers are currently in the process of completing the compliance registration. Of the 179 employers who have not begun the registration process, 57 are located in Dixon, Rio Vista, or Vacaville and are not required to comply.

**NO DISCUSSION ITEMS**

**F. Summary of Funding Opportunities**

**9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES**

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

A summary of the agenda items for September and October were presented.

**11. ADJOURNMENT**

The meeting was adjourned at 3:05 p.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, September 23, 2014.**

This page intentionally left blank.



DATE: November 7, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Letters of Support for Federal Transit Administration (FTA) Section 5310  
Funding for Solano Mobility Management Programs

---

**Background:**

Caltrans recently released a call for projects for FTA Section 5310 projects in the state's small urbanized areas (UAs) and rural areas. The program purpose for of the 5310 programs is to provide capital and operating grants for projects that meet the transportation needs of seniors and individuals with disabilities: where public mass transportation services are otherwise unavailable, insufficient or inappropriate; that exceed the requirements of the ADA; that improve access to fixed-route service; that provide alternatives to public transportation. Estimated available federal funding statewide is \$13 million for a two year cycle. One of the eligible projects includes Mobility Management.

**Discussion:**

STA staff recommends submitting a grant application to Caltrans for the Solano Mobility Management Program for this FTA Section 5310 funding cycle. The funding will assist in sustaining the current Mobility Programs. A letter of support for the Mobility Management Program and an Authorizing Resolution will be going to the STA Board for approval in December.

The projects that STA staff is preparing to request FTA Section 5310 funding for the Solano Mobility Management Programs include:

- Call Center and website to continue to coordinate transportation information
- Travel Training Programs
- Mobility Management Public Outreach/Marketing
- Intercity Taxi Scrip Program

**Fiscal Impact:**

STA is limited in requesting \$150,000 per year for two years. The total amount that will be requested in the small UA is \$300,000 over this two year period. The amount that will be requested in the rural area is an amount not to exceed \$100,000.

**Recommendation:**

Forward a recommendation to the TAC and STA Board to authorize the Chair to forward a Letter of Support to Caltrans in Support of the Solano Transportation Authority's funding application for FTA Section 5310 for Solano Mobility Management Programs.

This page intentionally left blank.



DATE: November 18, 2014  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RE: Federal Transit Administration (FTA) Non-Urbanized Area Program  
(FTA Section 5311) Revised Recommendation

---

**Background:**

The Federal Transit Administration (FTA) Nonurbanized Area Formula Program (Section 5311) makes funding available to each state for public transportation projects in nonurbanized areas. Eligible applicants include public agencies, non-profits agencies, and American Indian tribes. Solano Transportation Authority (STA) approves the 5311 projects for Solano County and submits them to MTC. The Metropolitan Transportation Commission (MTC) annually develops the regional program of 5311 projects for submittal to Caltrans. MTC submits the San Francisco Region 5311 program to Caltrans and then Caltrans submits a statewide program to FTA for approval.

MTC requested STA program the 5311 funding for Solano County for the next two years for 2014 and 2015 in the amount of \$488,428 in each year. Since Dixon and Rio Vista are the two main rural operators, STA initially met with the two cities' Public Work Directors and Transit staff to discuss their capital and operating needs. Subsequently, STA staff organized a telephone conference call with all interested applicants prior to developing a 5311 funding recommendation.

Attachment A shows the 5311 projects and STA authorized for funding in February 2014.

**Discussion:**

STA staff received a communication from MTC staff that according to Caltrans staff, the statewide Section 5311 FY15 Call for Projects will be released in late December 2014. Caltrans staff also indicated that the FY15 dollar amount for the MTC region will likely be lower than MTC originally anticipated (\$1,597,707 rather than \$1,865,390). This is because MTC's FY14 5311 amount which was used to estimate the FY15 amount included carryover funds from previous years and MTC staff was not aware of that fact.

The lower amount effects STA by \$79,336. STA staff recommends reducing Dixon/Solano County Intercity Bus Replacement from \$108,428 to \$29,092 to address this shortfall. By reducing the Intercity Bus Replacement will keep the other current projects fully funded. STA staff will continue to look for funding opportunities to assist Dixon and County of Solano with their share of the Intercity Bus Replacement.

In addition, STA recommends moving \$25,000 from Rio Vista Transit Park and Ride to Rio Vista Delta Breeze Operating per the City of Rio Vista's request (Attachment B).

**Fiscal Impact:**

Federal Section 5311 funding in the amount of \$409,092 is available to Solano County Transit Operators that operate service in rural area in FY 2015.

**Recommendation:**

Forward a recommendation to the STA TAC and STA Board to approve Federal Section 5311 Allocation for 2014 and 2015 in the amount of \$409,092 as specified in Attachment C.

Attachments:

- A. Solano County Federal Section 5311 Funding for 2014 and 2015 approved by the STA Board February 2014
- B. Rio Vista Letter of Request (To be provided under separate cover.)
- C. Solano County Federal Section 5311 Recommendation for 2015

This page intentionally left blank.

This page intentionally left blank.

**STA BOARD**  
**Solano County 5311 Funding Recommendation**  
**2014 and 2015**

<b>Operator</b>	<b>Projects</b>	<b>2014 Requested Amount</b>	<b>2015 Requested Amount</b>	<b>2014 STA Recommended Amount</b>	<b>2015 STA Recommended Amount</b>
Dixon	Operating Assistance	\$260,000	\$260,000	\$70,000	\$70,000
*Dixon/Solano County	Fund Swap for Intercity Bus Replacement			\$133,428	\$108,428
**Dixon Local Bus Reserve (4)	Fund Swap for Local Bus Replacement			\$40,000	\$40,000
Dixon	Bus Replacement	85,000	\$85,000	\$65,000	\$65,000
Fairfield	Operating Assist (Route 30)	\$100,000	\$100,000	\$100,000	\$100,000
Rio Vista	Operating Assistance	\$40,000	\$40,000	\$40,000	\$40,000
Rio Vista	Transit Park and Ride	\$20,000	\$75,000		\$25,000
SolTrans	Operating Assistance (Route 85)	\$40,000	\$40,000	\$40,000	\$40,000
* \$725,924 is Dixon and Solano Co. Share	Total	\$545,000	\$600,000	\$488,428	\$488,428
** \$266,000 is Dixon Federal Share	Amount Available	\$477,631	\$477,631		
	Over/Under	(\$67,369)	(\$122,369)	\$ -	\$ -

**STA BOARD**  
**Solano County 5311 Funding Recommendation**  
**2014 and 2015**

<b>Operator</b>	<b>Projects</b>	<b>2014 STA Approved Amount</b>	<b>2015 STA Approved Amount</b>	<b>2015 Recommended Amount</b>
Dixon	Operating Assistance	\$70,000	\$70,000	\$ 70,000
*Dixon/Solano County	Fund Swap for Intercity Bus Replacement	\$133,428	\$108,428	\$ 29,092
**Dixon Local Bus Reserve (4)	Fund Swap for Local Bus Replacement	\$40,000	\$40,000	\$ 40,000
Dixon	Bus Replacement	\$65,000	\$65,000	\$ 65,000
Fairfield	Operating Assist (Route 30)	\$100,000	\$100,000	\$ 100,000
Rio Vista	Operating Assistance	\$40,000	\$40,000	\$ 65,000
Rio Vista	Transit Park and Ride		\$25,000	
SolTrans	Operating Assistance (Route 85)	\$40,000	\$40,000	\$ 40,000
* \$725,924 is Dixon and Solano Co. Share	Total	\$488,428	\$488,428	\$ 409,092
** \$266,000 is Dixon Federal Share for (4) Bus Replacement	Amount Available		\$409,092	
	Over/Under	\$ -	(\$79,336)	



DATE: November 7, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's 2015 Legislative Priorities and Platform

---

**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation and related 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:**

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants.

The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. The STA Technical Advisory Committee (TAC) and Transit Consortium reviewed the Draft 2015 Legislative Platform and Priorities at the TAC and Consortium meetings in September. Both committees forwarded the platform to the STA Board with no comments. At their October meeting, the STA Board approved the distribution of the draft document for review and comment, with a few additions which have been incorporated into this Final Draft.

As of the date of this writing, no comments have been received. Staff will provide an update at the meeting if comments are received prior to that time. Staff recommends the TAC and Consortium forward a recommendation to the STA Board to adopt the Final Draft 2015 Legislative Platform and Priorities (Attachment C) at their meeting in December 2014.

STA's state legislative advocate (Matt Robinson of Shaw/Yoder/Antwih, Inc.) is working with STA staff to schedule project briefings in early 2015 with each of Solano's state legislators and their staff to provide the current status of STA priority projects.

STA's federal legislative advocate (Susan Lent of Akin Gump) is working with STA staff to refine the STA's strategy objectives for the annual lobbying trip to Washington, DC, which will be scheduled in spring 2015.

**Fiscal Impact:**

None.

**Recommendation:**

Forward a recommendation to the STA TAC and STA Board to adopt the STA's 2015 Legislative Priorities and Platform as specified in Attachment C.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Final Draft 2015 Legislative Priorities and Platform

October 8, 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 – October 2014**

---

### **Legislative Update**

The Legislature has been in recess since August 29 and will not return until December 1, when it will swear in newly elected members. The Legislature will fully reconvene on January 5 for the 2015-16 Legislative Session. The Governor had until September 30 to act on bills. Later in this report, we provide an update on legislation of importance to the Board (see **Bills of Interest** beginning on page 4).

### **2013-14 Legislative Session Recap**

#### *Solano Transportation Authority Co-Sponsors Legislation*

**SB 1368 (Wolk)**, co-sponsored by the Board, with SolTrans, clarifies the authority of Caltrans and the California Transportation Commission to transfer park-and-ride properties to joint powers authorities providing transportation service and to transit districts. Specifically, this bill would allow SolTrans to take possession of the Curtola Park-and-Ride Facility in the City of Vallejo. **This bill was signed by the Governor on September 9.**

#### *HOT Lanes*

Legislation was introduced in 2014 that would have allowed designated local and regional transportation agencies and county transportation commissions to apply to the CTC to establish a high-occupancy toll (HOT) lane in those entities' respective jurisdictions, and would have empowered CTC to authorize an unlimited number of HOT lanes that may be approved statewide. In order to establish a HOT lane on a specified piece of highway, that highway must first be operating as a high-occupancy vehicle (HOV) lane. The bill, **SB 983 (Hernandez)**, was held in the Assembly Appropriations Committee due to concerns raised by the Chair regarding tolls in general and specific concerns regarding Caltrans' desire to implement a HOT lane project in Orange County on the I-405 freeway against the wishes of some local officials in Orange County. Earlier versions of the bill included language to allow the nine Bay Area congestion management agencies (CMAs) to also apply to the CTC for HOT lane designation, but this language was ultimately removed due to concerns raised by MTC. The author's office was in the process of crafting a solution to the MTC/ CMA issue when the bill was held in Committee due to the aforementioned circumstances surrounding the I-405 freeway.

This issue will return again in the 2015-16 Legislative Session as California State Transportation Agency Secretary Brian Kelly's California Transportation Infrastructure Priorities working group will make recommendations to the Governor regarding managed lanes very similar to the provisions contained in SB 983. **Therefore, we expect that similar legislation will be introduced in 2015, perhaps with the full support of the administration.**

#### *Lower-Vote Thresholds for Transportation Funding*

In 2013-14, many non-self-help counties hoped the legislature would consider passing a constitutional amendment to allow for the vote threshold to be reduced from two-thirds to 55% for transportation sales tax measures. There are currently 19 counties that have a sales tax dedicated to transportation, which represents nearly 70% of available resources for transportation financing. Some counties with existing taxes recently have tried but failed to add new or extend existing taxes.

During the 2013-14 Legislative Session, Senators Carol Liu (D-Glendale) and Ellen Corbett (D-Alameda) introduced SCA 4 and SCA 8, respectively, for purposes of lowering the vote threshold to 55% for local transportation sales tax measures. Senator Hancock (D-Berkeley) has also introduced SCA 11, which would allow the threshold to be lowered for all sectors.

During the second half of the two-year session, the Senate was down three Democratic members due to extended leaves of absence, so the majority party no longer had the two-thirds majority it would need to pass a lower voter-threshold bill without gaining Republican support. **Any chance for future lower-voter threshold legislation will largely depend on the outcome of the November 4, 2014 General Election and whether Democrats are able to regain a super-majority.** Additionally, the California State Transportation Agency has included lower-voter thresholds in its California Transportation Infrastructure Priorities Working Group report as part of its longer-term strategy, so there is some willingness from the Administration to explore policy changes in the future.

#### *WETA Appointment*

While legislation introduced two years ago to guarantee a Solano County seat on the Water Emergency Transportation Authority (WETA) Board of Directors, **AB 935 (Frazier)**, and we successfully amended that bill to give the Solano Transportation Authority the ability to choose the possible candidates, that measure did not gain traction in the Senate. Additionally, we are not sure the Governor would have signed the measure, had it been sent to him.

That is why we worked with the Board and STA staff to lobby the Governor and his Administration for a Solano County appointment to WETA, when the seats turned over earlier this year. On February 28, Governor Brown reappointed Anthony Intintoli to the WETA Board of Directors. We had worked towards that outcome, meeting several times with Governor Brown's key officials involved in the appointments process. This will ensure Solano County continues to be represented on the WETA Board for the foreseeable future. **The question for next year is: Will the Bay Area legislative delegation be able to rally around a consensus measure, one which the Governor will sign, enshrining in statute the preferred outcome?**

### *The Budget*

The FY 2014-15 Budget Act includes \$351 million in early loan repayments originally borrowed from the Highway Users Tax Account and scheduled for repayment in 2021. Of the amount proposed for repayment, \$100 million would go to cities and counties, \$237 million would be repaid to Caltrans for highway rehabilitation and maintenance projects, \$9 million would be used for active transportation projects, and \$5 million for environmental mitigation.

Additionally, the Budget Act appropriates \$793 million in Prop 1B PTMISEA for transit agencies and \$160 million for intercity rail projects.

Finally, the enacted budget appropriates \$630 million from the Greenhouse Gas Reduction Fund (GGRF), generated from the sale of Cap and Trade allowances, to a variety of programs in the transportation universe. The budget provides a mix of formula funding competitive grants, and direct allocations to agencies to implement the goals of AB 32, both in the budget year, as well as to certain programs as a continuous percentage of Cap and Trade revenues (noted in parenthesis below). The funding was appropriated as follows:

- \$25 million to the STA program for direct funding to transit agencies for operations and capital projects that reduce GHG emissions (5 percent ongoing).
- \$25 million to the California State Transportation Agency (CalSTA) for a competitive grant program for transit and intercity rail capital projects that reduce GHG emissions (10 percent ongoing).
- \$130 million to the Strategic Growth Council for a competitive grant program for projects that provide affordable housing near transit and that implement sustainable communities strategies consistent with SB 375 (20 percent ongoing).
- \$200 million to the Air Resources Board for low-carbon transportation projects, including zero- and near zero-emission bus deployment projects (subject to annual appropriation).
- \$250 million to the High-Speed Rail Authority for construction of the first phase of the high-speed rail project, including work on the blended system (25 percent ongoing).

**Cap and Trade and the various program elements will continue to be something we engage in on the Authority's behalf during the 2015-16 Legislative Session.**

### **The Latest on Cap and Trade**

On September 18, the Air Resources Board (Board) met to consider approving the [Investments to Benefit Disadvantaged Communities: Interim Guidance to Agencies Administering Greenhouse Gas Reduction Fund Monies](#) (Interim Guidance). After much discussion and public comment, the Board voted to approve the revised version of the Interim Guidance.

The Board stated that the Interim Guidance was to be applied to projects in FY 2014-15 and that the Board would be releasing an updated version as part of its full funding guidelines in mid-2015. The final Cal Enviro Screen tool, used to identify disadvantaged communities, is scheduled to be released by the end of September/beginning of October.

On September 23, the Strategic Growth Council (Council) released the [Affordable Housing and Sustainable Communities Program Preliminary Draft Program Guidelines](#) (Draft Guidelines). The goal of the Affordable Housing and Sustainable Communities Program (AHSCP), established pursuant to SB 862 (Committee on Budget and Fiscal Review), is to “reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support

infill and compact development.” The Council is tasked with developing guidelines for the AHSCP and began seeking stakeholder input in late August through a series of public workshops. For Fiscal Year 2014-15, \$130 million was appropriated to the AHSCP. Additionally, 20 percent of all Cap and Trade funding is available to the AHSCP beginning in Fiscal Year 2015-16. The program has a 50 percent target for projects benefitting a disadvantaged community.

The Draft Guidelines establish two project-types – transit-oriented development projects and integrated connectivity projects – both of which transit agencies may apply for. The Draft Guidelines also make “transportation- or transit-related infrastructure” an eligible capital use, but limit AHSCP funding to 50 percent of the total capital for this use. Any proposed project must be consistent with a Sustainable Communities Strategy (SCS), or similar sustainable planning document in non-MPO regions. The Council has announced a series of [public workshops](#) for late October, prior to the close of the public comment period on October 31. The final guidelines will be released on December 1 and the Council will vote on the adoption of the Draft Guidelines on December 11.

With respect to the Transit and Intercity Rail Capital Program and Low-Carbon Transit Operations Program, the California State Transportation Agency and Caltrans are scheduled to release draft guidelines for both in October 2014. Once these program guidelines are released, stakeholders will be given the opportunity to provide comment and a series of public workshops will be scheduled.

#### **Bills of Interest**

**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 transportation services or to a transit district. 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 was signed by the Governor on September 9 [Chapter 315, Statutes of 2014].**

**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 was signed by the Governor on September 17 [Chapter 386, Statutes of 2014].**

**SB 556 (Padilla)** 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 fire protection services, rescue services, emergency medical services, hazardous material emergency response services, and ambulance services.** **This bill was signed by the Governor on September 29 [Chapter 832, Statutes of 2014].**

**SB 628 (Beall)** would authorize the creation of “enhanced” Infrastructure Financing Districts (eIFD) by a local agency to fund the construction of infrastructure projects, including: highways, interchanges, ramps & bridges, arterial streets, parking facilities, and transit facilities; transit priority projects; and projects that implement a sustainable communities strategy. An eIFD may not finance routine

maintenance, repair work, or the costs of an ongoing operation. This bill does not establish a voter-approval requirement for the creation of the eIFD and requires the approval of 55 percent of impacted property owners to issue bonds for the project. Finally, the bill allows the eIFD, with the consent of local taxing entities, to divert incremental property tax revenue to the eIFD to finance eligible projects, as well as seek benefit assessment and user-fees to fund projects. **This bill was signed by the Governor on September 29 [Chapter 785, Statutes of 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 was signed by the Governor on September 29 [Chapter 835, Statutes of 2014]. . The STA Board has adopted a "Watch" Position for this bill.**

**SB 1151 (Canella)** would impose an additional fine of \$35 for specified violations within a school zone and deposit fine revenues in the State Transportation Fund for school zone safety projects within the Active Transportation Program. **This bill was vetoed by the Governor on September 19. The STA Board Supports this bill.**

This page intentionally left blank.

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

September 25, 2014

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

During the month of September we monitored developments with federal funding and reauthorization of the transportation bill. We also assisted STA with developing its federal platform for 2015.

**Fiscal Year 2015 Appropriations**

On September 19, President Obama signed into law (Public Law No. 113-164) a continuing resolution to fund federal government programs through December 11 at the current funding level. The House passed the bill on September 17 (319-108) and the Senate voted on September 18 to approve the bill (73-22).

Congress either must pass omnibus legislation before December 11 funding the federal government for the remainder of fiscal year 2015 or pass another stopgap measure until next year when the new Congress adjourns. The Senate and House Appropriations Committees have begun to prepare an omnibus bill to resolve spending for the remainder of the fiscal year. The outcome of the elections will likely determine whether or not the omnibus bill will be adopted or if Congress will continue to fund the federal government under a CR. If the Republicans gain control of the Senate, it is more likely that Republicans will insist on another short term CR so that they can shape their funding priorities in January when they control both houses.

**Regulatory Streamlining**

On September 9, the House Transportation and Infrastructure Committee's Subcommittee on Highways and Transit held a hearing to examine how MAP-21's provisions to streamline the environmental review process are working and consider improvements for the next surface transportation bill. The witnesses, Utah Department of Transportation Executive Director Carlos Braceras, Washington State Secretary of Transportation Lynn Peterson, Texas Department of Transportation Director of Environmental Affairs Carlos Swonke and Transportation Corridor Agencies Acting Chief Executive Officer Michael Kraman, agreed that expanding the number of categorical exclusions under NEPA had improved the process, but suggested that further reforms could be made to enable greater collaboration and information-sharing among federal agencies to reduce project delays and inefficiencies. Kraman recommended that projects in states with more

stringent environmental laws, such as California, should undergo a single review that would be recognized as complying with the federal law. He also suggested establishing a single NEPA document for use among all federal agencies responsible for funding, permitting or approving a project.

Both Congress and the Administration are seeking reforms that would speed transportation infrastructure construction. On July 1, the Office of Management and Budget released an action plan requiring DOT, EPA and eight other executive branch agencies to harmonize their approach for reviewing and issuing permits for infrastructure projects and implement the plan within one year. The policy will apply to "major infrastructure projects," which the plan defines as those that involve more than one federal agency, have major environmental consequences and entail permit reviews that need "focused attention and enhanced coordination." The Administration also requested \$8 million in fiscal 2015 to create an interagency permitting center housed at

On September 10, DOT issued a notice of proposed rulemaking seeking comment on the use of planning products developed during the transportation planning process for project development and the environmental review process. Comments are due on November 10.

### **AMTRAK Reauthorization**

On September 17, the House Transportation and Infrastructure Committee ordered reported legislation [*The Passenger Rail Reform and Investment Act* (PRRIA), H.R. 5449] to reauthorize Amtrak by voice vote. The legislation reduces Amtrak's authorized funding levels by 40 percent, a level more consistent with current appropriations of about \$1.39 billion annually. The bill authorizes \$300 million (subject to annual appropriations) for state grants, with \$150 million dedicated to the Northeast Corridor, and \$150 million available across the National Network.

The bill is intended to expand opportunities for increased investment and partnerships with the private sector, including station development and railroad corridor development. The bill also contains language to reform the Railroad Rehabilitation and Improvement Program (RRIF) to make approval less cumbersome and streamline the rail project environmental review process. Although it received bipartisan support in the Committee and may be approved by the House, the bill is not expected to be enacted before the end of the year, because of the limited time left in the legislative session.

## **Public Private Partnerships**

On September 17, the House Transportation and Infrastructure Committee's Special Panel on Public Private Partnerships (P3s) issued a report and policy recommendations to encourage the investment of private capital in public infrastructure projects. The panel held a series of roundtables, hearings and meetings to examine the current U.S. experience with P3s, how the partnerships can be used to promote speed and efficiencies in the delivery of infrastructure projects, and how to balance public and private interest in identifying, developing, and implementing P3 partnership projects. The Panel found that P3 procurements have the potential to deliver certain high-cost, technically complex projects more quickly or in a different manner than would otherwise occur under traditional procurement and financing mechanisms. However, the report notes that only a small portion of infrastructure projects have the potential of meeting the criteria necessary for private investment. At a press conference to release the report, both Republican and Democrats spoke in support of using P3s to expand investments. Rep. Michael Capuano (D-MA), the panel's ranking minority member, emphasized the need to require transparency in order to protect the public investment in P3s.

## **Pedestrian and Bicyclist Safety Initiative**

On September 10, Transportation Secretary Anthony Foxx announced a new initiative to reduce the number of pedestrian and bicyclist injuries and fatalities through a comprehensive approach that addresses infrastructure safety, education, vehicle safety and data collection. During an 18-month campaign, DOT will conduct road safety assessments in every state, and provide resources to help communities design streets that are safer for people walking, bicycling, and taking public transportation.

## **Legislation Introduced**

*The Metropolitan Planning Enhancement Act* (H.R. 5467), introduced by Rep. Lois Frankel (D-FL) on September 15, would grant "High-Performing" MPOs a larger portion of funds under two federal transportation programs – the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP). The bill defines High-Performing MPOs as those that represent an urbanized area with a population of over 200,000, coordinate well with other MPOs in the region, consider performance goals as part of their planning, have equitable approaches to decision making, and demonstrate high technical capacity.

On September 18, Sen. Robert Menendez (D-NJ) introduced legislation (*The Livable Communities Act*, S. 2900) to formally authorize HUD's Office of Sustainable Housing and Communities. The office would be authorized to coordinate federal policies that foster sustainable development, and administer HUD's sustainability initiatives. The office would also

award Comprehensive Planning grants, Community Challenge grants, and encourage transit-oriented development. The bill would also establish a loan Program to Support Transit Oriented Development that will help local communities better leverage their transit systems to catalyze economic development. The bill was referred to the Senate Banking Committee and was cosponsored by 10 Democratic Senators.

Rep. Alan Lowenthal (D-CA) introduced *The National Multimodal and Sustainable Freight Infrastructure Act* (H.R. 5624). The bill would establish a Freight Transportation Infrastructure Trust Fund to award \$8 billion annually to fund road, rail, air or water freight facilities, intermodal facilities, including ports and airports, first and last mile connectors, and international border crossing facilities. Funding for the Trust Fund would come from a one percent waybill fee on goods movement paid by entities shipping cargo via ground transportation within the United States. The bill was referred to the House Transportation and Infrastructure Committee with subsequent referral to the House Ways and Means Committee.

On September 19, Senators Cory Booker (D-NJ) and Roger Wicker (R-MS) introduced *The Innovation in Surface Transportation Act* (S. 2891) which would allow local jurisdictions to compete for a larger share of federal surface transportation funds. Each state would be required to set up an innovation in surface transportation selection panel to formulate criteria for selecting projects. Local jurisdictions, metropolitan planning organizations, transit providers, and others would develop projects for consideration and a panel of local stakeholders would decide which projects to approve based on how the project could improve the transportation system, promote innovation, and spur economic development. The bill was referred to the Senate Environment and Public Works Committee.



# Solano Transportation Authority DRAFT 2015 Legislative Priorities and Platform

For Public Review and Comment, due November 18, 2014

11/4/2014 1:11 PM



## PROJECTS AND FUNDING PRIORITIES

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

---

### Roadway/Highway:

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

---

### Transit Centers:

#### Tier 1:

- Fairfield/Vacaville Intermodal Station, Phase 2 (building/solar panels)

#### Tier 2:

- Fairfield Transportation Center Expansion
- Parkway Blvd. Overcrossing / Dixon Intermodal Station
- Vacaville Transit Center, Phase 2
- Vallejo Transit Center (Downtown) Parking Structure Phase B
- SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure

## Federal Funding

### 1. Roadway/Highway

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

---

## 2. Transit Centers

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

## 3. Programs

- Active Transportation (bike, ped, SR2S, PD, PCA) – *formerly called alternative modes*
  - Seek funding for SR2S from Transportation Alternatives program
  - Projects would be eligible for CMAQ funding
- Climate Change/Alternative Fuels
  - Can use federal transit funds and CMAQ funds for alternative fuel transit vehicles and fueling infrastructure
  - Pursue Diesel Emission Reduction Act Funding
  - Pursue Department of Energy Clean Cities technical support
- Freight/Goods Movement
  - Identify federal fund source for I-80/I-680/SR 12 Interchange Packages II and III
  - Identify federal fund source for I-80 Westbound Truck Scales
  - Rail Crossings/Grade Separations
    - Candidate for TIGER or Projects of National or Regional Significance or goods movement program grant depending on timing and substance of transportation legislation
    - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
    - Grade crossing eligible for funding under Highway Safety Improvement Program

- 
- Mobility Management
    - Eligible for Transportation for Elderly Persons and Persons with Disabilities formula program
    - Eligible for federal transit funds distributed by formula
  - Safe Routes to School
    - Seek funding from Active Transportation program

## State Funding

---

### 1. Active Transportation

- SR2S – Engineering projects
- Vallejo segment of Napa Vine Trail (future)
- Fairfield/Vacaville Intermodal Station – Pedestrian/Bicyclist Access

---

### 2. Cap and Trade

- Capital Bus Replacement – SolanoExpress
- Transit service expansions
- OBAG Priorities (bicycle, pedestrian, PDA, PCA, SR2S)
- High Speed Rail connectivity to Capitol Corridor
- Multimodal transit facilities

---

### 3. Freight/Goods Movement

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

---

### 4. ITIP

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

---

### 5. RTIP

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

---

### 6. SHOPP

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

## LEGISLATIVE PRIORITIES

1. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.
2. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.
3. Oppose efforts to reduce or divert funding from transportation projects.
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Support establishment of regional Express Lanes network.
6. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Continue to participate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area.
7. Support the State Cap and Trade program:
  - a) Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
  - b) Structure the investments to favor integrated transportation and land use strategies.
  - c) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
  - d) Provide the incentives and assistance that local governments need to make SB 375 work.
  - e) Advocate for an increase to percentage of funds designated for regional implementation to meet the GHG reduction goals.
  - f) Advocate for upgrades to the Capitol Corridor passenger rail service, as it is a feeder service to the high speed rail system.
8. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).
9. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).
10. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs.
11. Monitor state implementation of MAP-21 and support efforts to ensure Solano receives fair share of federal transportation funding.

12. Support development of a national freight policy and engage Caltrans in the development of a California Freight Mobility Plan to recognize and fund critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.
13. Support creation of new grant program in MAP-21 reauthorization legislation for goods movement projects.
14. Support funding of federal discretionary programs, including Projects of National and Regional Significance such as I-80 and Westbound Truck Scales, and transit discretionary grants.
15. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.
16. Support laws and policies that expedite project delivery.
17. Support legislation that identifies long-term funding for transportation.
18. Support “fix it first” efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County’s aging transportation infrastructure over expansion.
19. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.
20. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County. (Potentially: I-80/I-680/SR 12 Interchange, I-80 Express Lanes, Express bus facilities [Fairfield Transportation Center], additional operating funds for SolanoExpress, additional station and track improvements for Capitol Corridor)

## LEGISLATIVE PLATFORM

### I. Active Transportation (Bicycles, HOV, Livable Communities, Safe Routes to School, Ridesharing)

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

### II. Climate Change/Air Quality

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

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

### **III. Employee Relations**

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

#### **IV. Environmental**

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

#### **V. Water Transport**

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service (including the Bridge Tolls-Northern Bridge Group “1st and 2nd dollar” revenues) which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations.
2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.
3. Seek funding opportunities for passenger and freight water transport operations and infrastructure.
4. Advocate for continued Solano County representation on the Water Emergency Transportation Authority (WETA) Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. *(Priority #19)*

## VI. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Priority #9)*
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #1)*
7. Support legislation that encourages public private partnerships and provides low-cost financing for transportation projects in Solano County. *(Priority #2)*
8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. *(Priority #4)*
11. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs. *(Priority #10)*
12. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. *(Priority #12)*
13. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.
14. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.

15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
16. Monitor the distribution of State and regional transportation demand management funding.
17. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County.
18. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. *(Priority #3)*
19. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.
20. Support maintaining Cap and Trade funding for bus and rail transit, transit-oriented development, and other strategies that reduce vehicle miles travelled. *(Priority #7)*

## **VII. Project Delivery**

1. Monitor implementation of MAP-21 provisions that would expedite project delivery. *(Priority #16)*
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. *(Priority #2)*
6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

## **VIII. Rail**

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

## **IX. Safety**

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

## **X. Transit**

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

## **XI. Movement of Goods**

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

## **XII. Reauthorization of MAP-21**

1. Support timely reauthorization of MAP-21. *(Priority #10)*
2. Legislation should provide stable funding source for highway and transit programs.
3. Between 2015 and 2025:
  - a) Federal fuel tax should be raised and indexed to the construction cost index.
  - b) Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
  - c) State and local governments need to raise motor fuel, motor vehicle, and other related user fees.
4. Post 2025: A vehicle miles traveled (VMT) fee should be implemented.
5. Legislation should include separate funding for goods movement projects.
6. Legislation should include discretionary programs for high priority transit and highway projects. *(Priority #13)*
7. Legislation should further streamline project delivery.

This page intentionally left blank.



DATE: November 18, 2014  
TO: Intercity Transit Consortium  
FROM: Jim McElroy, McElroy Transit – Project Manager  
RE: Intercity Transit Corridor Study – Selection of Preferred Service Alternative, RFP for Phase 2 and Establishment of Public Outreach Process

---

**Background:**

During the past 18 months, the STA has undergone an extensive process to evaluate and revise the regional transit network that has included multiple presentations to the Consortium. This is the first comprehensive analysis and proposed modification to the current intercity transit service, collectively marketed as Solano Express, since 2004. The intermediate result is a draft document I-80/I-680/I-780/State Route 12 Transit Corridor, Final Study. The draft document was included in a staff report for the May 27, 2014 Intercity Transit Consortium meeting. Prior to the draft report being prepared, three service options were developed and vetted with the Consortium. Subsequently, the consultant met with the two transit operators responsible for operating the Solano Express Intercity Service, Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) to discuss in more detail the specifics of each service option. Some modifications were made and then the three service options were presented to the STA Board at a workshop held on March 12, 2014. At the workshop, the STA Board provided a number of comments, requested an additional follow up discussion on some of the proposed capital investments proposed, and expressed support for service option B.

The Consortium was asked to make certain recommendations to the STA TAC and Board, including selection of a specific alternative and development of a request for proposal for the next phase to implement the recommended alternative (option B). Transit staff from City of Fairfield expressed a variety of concerns; and, the Consortium opted to not act on the recommendations. The motion to accept the report's recommendation failed to attain enough votes to forward a recommendation to the STA Board (4 Ayes, 4 Abstains).

**Discussion:**

Subsequently, STA staff and study consultants met with the City of Fairfield City Manager, Public Works Director, and Assistant Public Works Director/FAST Transit Manager. City of Fairfield staff agreed to provide written comments. STA, shortly after the meeting, received letters from the City Manager (included in Attachment C) and separately from the Transit Manager/Deputy Public Works Director (included in Attachment D). STA staff and project manager reviewed the letters and responses were provided (Attachments C and D). The City Manager's letter emphasized a public review process and STA staff's recommendation specifically calls for an extensive public review process of the Phase 1 recommended service option as part of Phase 2. The STA Executive Director responded to the City Manager's emphasis (Attachment C), agreeing with the importance of an extensive public review and input process that will be undertaken in Phase 2 of the study.

The FAST Transit Manager's letter contains an extensive list of specific concerns. The STA project manager reviewed the letter and prepared a list of the concerns with a set of responses on behalf of STA (Attachment D). The project manager and STA staff agree with several of the comments provided and are recommending they be considered as part of the more detailed service alternative development, review process, and public outreach process proposed for Phase 2. The STA project manager responded to the second Fairfield (FAST) letter in detail (Attachment D).

At a follow up meeting, the FAST Transit Manager conveyed his objection to the framework for the STA's public comment process. Specifically, he commented that the public review process should go forward without identifying a preferred service option from the STA Board. STA staff and consultants are recommending to go into the proposed public review process having identified the preferred option as the ideal targeted implementation that best meets the STA Board-identified transit service performance benchmarks. These performance benchmarks were vetted previously by the Consortium and approved by the STA Board at their meeting of September 11, 2013 as part of the Coordinated Short Range Transit Plan and in preparation for this Intercity Transit Corridor Study. At the same time, staff believes it is important to seek public input from current and targeted potential new riders as to how to modify and phase the implementation to meet their needs balanced against the performance objectives approved by the STA Board.

That spreadsheet of responses to the Fairfield concerns (included in Attachment D) has since been updated and expanded (Attachment E). The STA project manager intends to incorporate the responses into Phase 2 of the project planning.

Fairfield staff is also concerned about the proposed modifications to Route 90, their most productive Intercity Route. STA staff shares this concern and has requested the consultant team specifically address this concern as part of the Phase 2 work. A proposed framework for the public comment process is included in this report (Attachment F).

At a recent STA Board meeting, Board members expressed a desire to include a public advisory committee as an ongoing mechanism to provide advice and feedback on the Solano Express system. At the suggestion of the STA Board, a question was added to the SolanoExpress Ridership Survey asking if there was an interest in serving on an Advisory Committee. A large number of those surveyed indicated an interest. Staff would like to get further direction from the Board on development of such a committee. To further the discussion, attached is background and a proposed framework for Consortium, TAC, and Board discussion (Attachment G). Once established, the committee would review and comment on the proposed Intercity Transit Corridor Plan and provide guidance to the STA Board regarding future proposed modifications to Solano Express service.

A number of the issues brought up by the City of Fairfield have been addressed, but some remain unresolved. These are summarized in Attachment E. Most of the remaining issues are recommended to be addressed as part of the Phase 2 of the study. STA staff recommends that it is now time to reduce the number of service alternatives from three to one and to proceed forward toward Phase 2 of the study that would include an extensive public outreach/input process. This was the foremost comment articulated by the Fairfield City Manager. The previous service option recommendation to the Consortium has been returned for consideration, amended to include specific action on a public review process and some modifications based on discussions with City of Fairfield staff.

**Fiscal Impact:**

The STAF funding in the amount of \$155,000 already in the FY 2014-15 approved budget will be used for this study and STA requested \$120,000 from MTC for the Coordinated SRTP portion that will be included with this project.

**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 Solano intercity transit system;
2. Authorize the Executive Director to develop and issue a Request for Proposal (RFP) for consultant services for the Transit Corridor Study Phase 2 and the Coordinated SRTP;
3. Authorize the Executive Director to enter into an agreement in an amount not- to-exceed \$275,000 for Transit Corridor Study Phase 2 and Coordinated SRTP;
4. Approve the public review and input process for Phase 2 as described in Attachment F; and
5. Establish a SolanoExpress Intercity Transit Advisory Committee as described in Attachment G.

Attachments:

- A. May 27, 2014 Staff Report to Consortium: Transit Corridor Study – Selection of Service Alternative and Implementation Steps
- B. Minutes of May 27, 2014 relevant to Attachment A
- C. STA Executive Director Letter includes Fairfield City Manager Letter
- D. STA project manager letter includes Fairfield PW letter & issues/actions listing
- E. Updated listing of issues/actions with status
- F. Proposed public comment framework
- G. Solano Express Intercity Transit Advisory Committee discussion framework

This page intentionally left blank.

Agenda Item 7.A  
May 27, 2014



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.

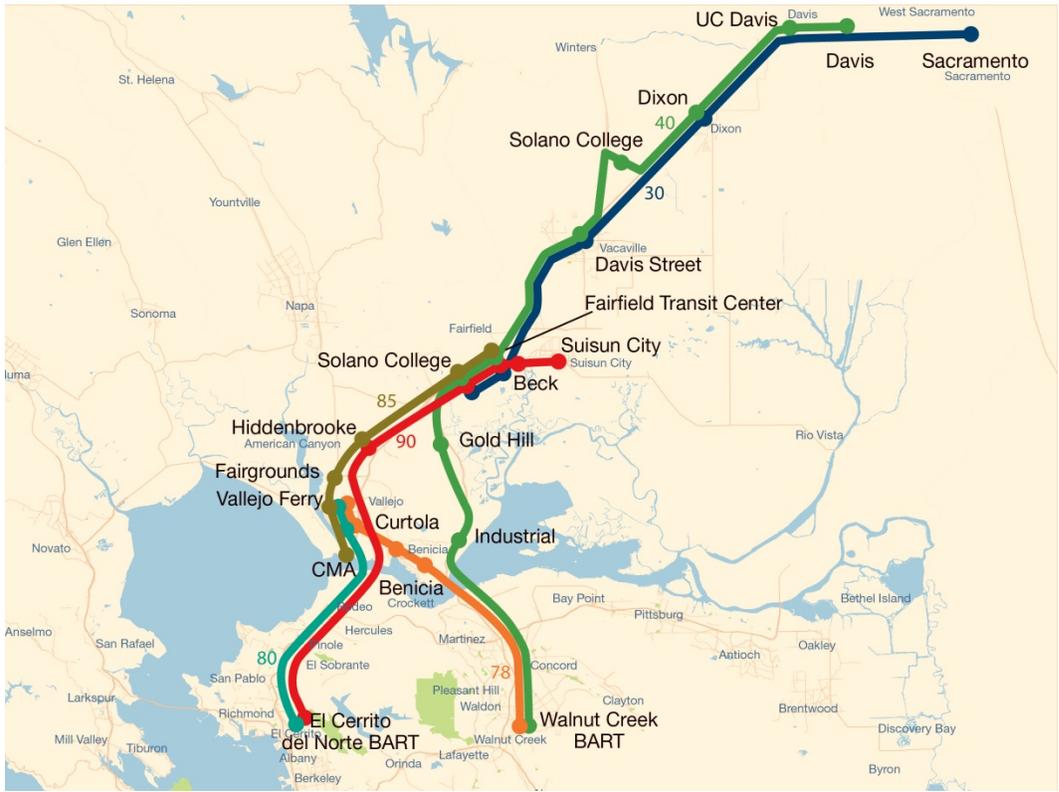


Figure 1: Alternative A – Modest Change

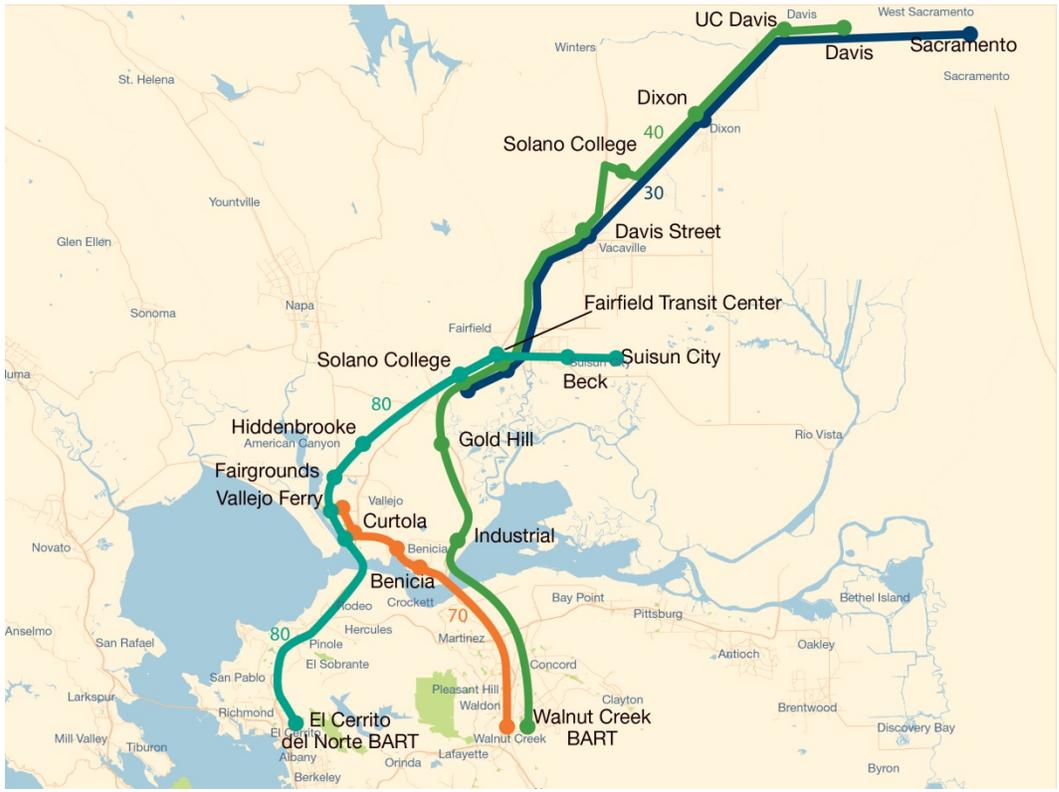


Figure 2: Alternative B – BART-Like Trunk System



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.

<b>Activity</b>	<b>Time Frame</b>
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 24<sup>th</sup> 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.

This page intentionally left blank.

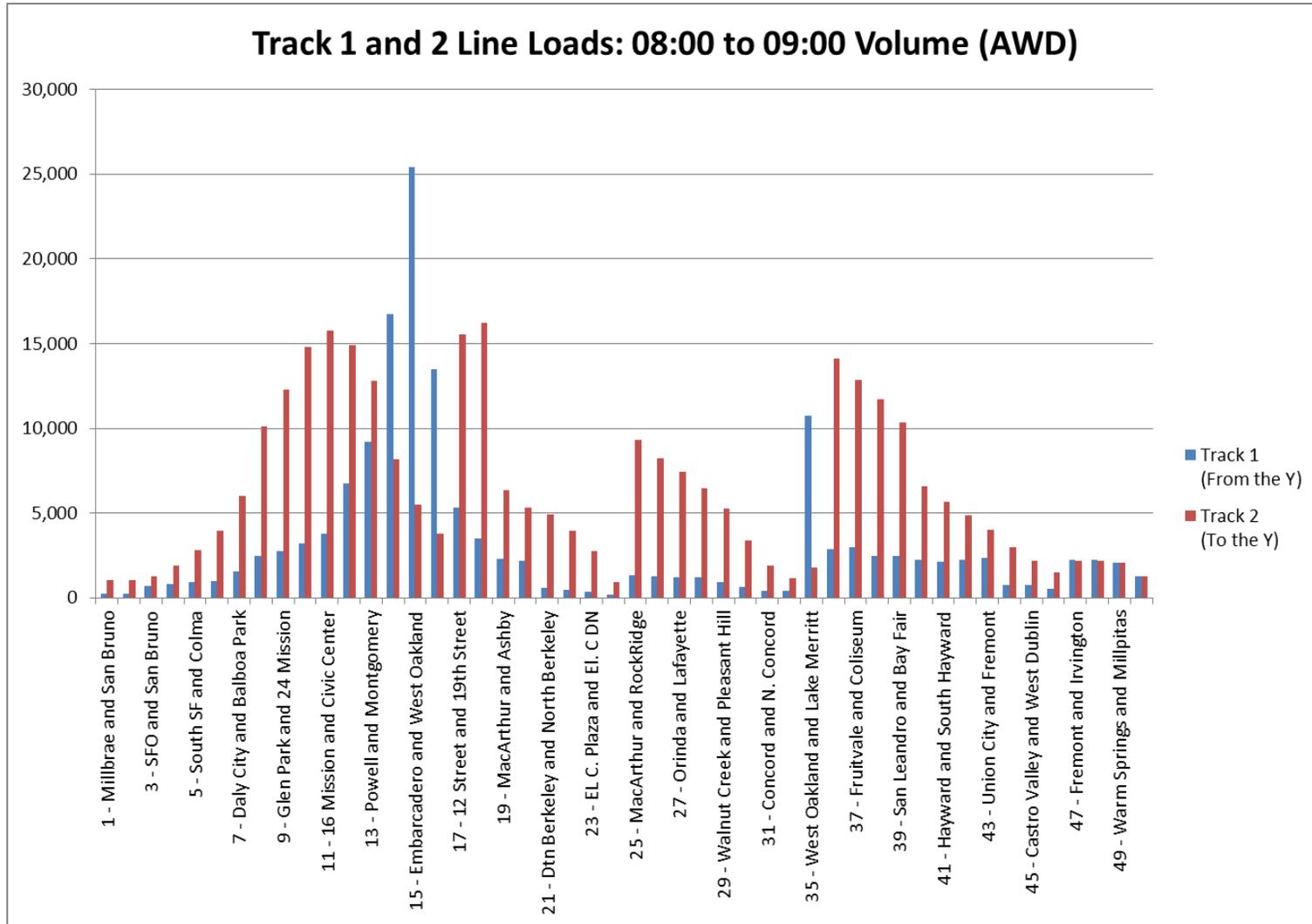


Figure 1: BART Line Loads 2012

Source: BART Sustainable Communities Operations Analysis, 2013

This page intentionally left blank.

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
<b>To Downtown Oakland</b>	\$3.20	\$2.35	\$0.85
<b>To Downtown SF</b>	\$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.)

This page intentionally left blank.

## 7. ACTION NON-FINANCIAL ITEMS

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

Nancy Whelan and Anthony Bruzzone, Arup, presented and provided an overview of the service alternatives and their performance, recommended selection of a preferred service alternative, discussion of the capital requirements and phasing plan, the implementation plan for the selection service option, and phasing of near term actions to implement the plan. They outlined the following:

Alternative B is recommended by the consultant team and STA staff as the preferred service alternative as it will provide a restructured, simple, easy to understand, 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

Nancy Whelan reviewed the draft work plan which identifies the follow up action items and further analysis needed to implement Alternative B. 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. Nancy Whelan also reviewed the schedule for this work plan which 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.

#### **Committee Members Comments/Discussion:**

Wayne Lewis, FAST, raised his concern regarding implementing in 2016 being too ambitious when there are critical things that need to be done in order for the new service plan to work. For example, BART changing their fare structures for SolanoExpress riders, eliminating Route 90 which is one of the highest performance routes, the models have a lot of intra-county trips, the Board asked about the first and last mile issue and would sacrifice the intercity if not capture those extra trips from the model. He commented not to proceed so fast with the assumption that these big projects are going to happen when we're struggling to fund the finance plan for the SolanoExpress buses. Anthony Bruzzone responded and said that this would all be determined as part of the implementation plan. He commented that unless an option is selected, we'll never get there. He noted that it drives the issue on how to get there with the understanding on how the general service plans work that's consistent with each city. Nancy Whelan commented that this is the best schedule we can estimate, but follow-up work has to get through all these work plans – the detail is what has been developed, there isn't the "what ifs" with Caltrans and BART, but that's what is realistic and is the consultant's initial projection.

Wayne Lewis noted that the capital projects may take 20 years and even the little projects, but to say 2016? What can you do without these critical assumptions and concerns?

Elizabeth Romero, SolTrans, asked if parking hubs are part of or in line with the stops. Nancy Whelan said there is work to be done, but yes. Wayne Lewis said that FTCs' parking is a big access point for the riders' choice.

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.

4 to 4 vote with 4 Ayes and 4 abstentions. (4 Ayes (Dixon Redit-Ride, SolTrans, SNCI, and STA), 4 Abstention (FAST, Vacaville City Coach, Rio Vista Delta Breeze, and County of Solano.), the proposed motion failed passage to provide a recommendation to the STA TAC and STA Board.

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

Elizabeth Richards reviewed the proposal that was presented to the STA Board on May 14<sup>th</sup> and to the Paratransit Coordinating Council (PCC) on May 15<sup>th</sup>. She reviewed the Board's comments and questions which included requesting clarification on other CTSA programs and a tour of the Santa Clara's 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. She noted PCC comments were positive about STA seeking CTSA designation. They also inquired about other CTSA programs that Solano County may be able to implement.

At the request of City Coach's Brian McLean, the following has been requested to be incorporated to the CTSA Designation Proposal (Attachment H) under CTSA Funding:

“The CTSA shall not infringe on transit operators Transportation Development Act funds or Federal Transit Administration 5307 or 5339 unless specifically requested by the transit operators.”

Matt Tuggle noted that since the STA Board did not give clear direction to staff with paratransit, he wanted to know if this would be the opportunity to consider making intercity paratransit as part of the CTSA.

Janet Adams clarified the direction given by the STA Board to STA staff was that they wanted to be the governing board for managing intercity paratransit.

Brian McLean suggested inviting representatives from non-profits (transportation providers, social service agencies, and other) to provide their input in potentially becoming a partner with CTSA.

After further discussion, the Consortium voted to table this item until the next meeting in June.

September 18, 2014

David A. White, City Manager  
City of Fairfield  
1000 Webster Street  
Fairfield, CA 94533-4883

**RE: Response to August 8th Letter Commenting on Draft Solano Intercity Transit Corridor Study**

Dear Mr. White:

I am writing in response to your letter dated August 8, 2014 that I received commenting on the Draft Intercity Transit Corridor Study. In addition, we have also received a letter from your transit manager, Wayne Lewis that is referenced in your letter and provides more detailed comments on the same study. I have tasked the study's project manager, Jim McElroy to provide a detailed response to this second letter via a separate correspondence due to the volume of issues raised in that letter.

Your letter recognizes the importance of the Intercity Transit Corridor Study and the benefits of the service to the City of Fairfield. Solano Transportation Authority (STA) concurs with your request to have more public outreach now, so there will be strong public support for any future changes made to SolanoExpress Intercity Transit Service in the future. An extensive public input process is already intended for phase 2 of the Intercity Transit Corridor Study prior to service changes being made to the seven Solano Express routes, including the four operated by Fairfield and Suisun Transit (FAST).

The STA's process for developing improvements to the Solano Express system is a multistage program that is intended to be implemented in partnership with both Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST). The Draft Transit Corridor Study is only the beginning of several steps before final changes are recommended to the STA Board. Of course, the Board will make any decisions regarding services changes after thorough discussion and review over many months and the opportunity for public review and input regarding the services changes being proposed.

Our Study's consultant has recommended one of three options presented in the draft Study as a preferred service alternative; but, we recognize that many things can change as we engage in the longer term review, analysis, recommendation, and approval process. There is much work ahead of us before any service changes are approved and implemented. It is early in the process and there will be public review and input elements including at this early stage of the overall process. My staff is preparing a public review process for engaging the public, including public workshops and various mechanisms for gathering input using the Draft Transit Corridor Study as the focus for discussion.

The letter from your transit manager included many thoughts and comments beyond the request for extensive public review and input. In order to make sure these are considered going forward, I have asked our consultant to list the concerns and develop responses to each that will be provided as part of a separate and more detailed letter. I will be working with our project staff and consultant to weave your staff's concerns into our review process.

Finally, I do want to thank you and your staff for taking the time to provide comments and participate in the development of this draft study. Both of our agencies are involved in a process that is important and challenging. I am confident that working together we will find the best possible outcome to improve and enhance our regional transit network for Solano County and the City of Fairfield residents.

Sincerely



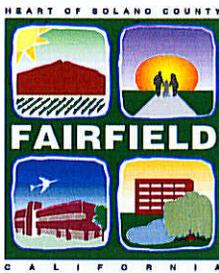
Daryl K. Halls  
Executive Director

Attachments:

- A. Copy of City Manager Letter, City of Fairfield
- B. Copy of Public Works Letter, City of Fairfield

CC: STA Board Members  
Jim McElroy, Project Manager

AC: DH/JAL/LN/J.McELroy  
ORIG: DH Binder



# CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

August 6, 2014



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

### COUNCIL

Mayor  
Harry T. Price  
707.428.7395

Vice-Mayor  
Rick Vaccaro  
707.429.6296

Councilmembers  
707.429.6296  
Pam Bertani  
Catherine Moy  
John Mraz

...

City Manager  
David A. White  
707.428.7400

...

City Attorney  
Gregory W. Stepanicich  
707.428.7419

...

City Clerk  
Karen L. Rees  
707.428.7384

...

City Treasurer  
Oscar G. Reyes Jr.  
707.428.7400

### DEPARTMENTS

City Manager's Office  
707.428.7400

...

Community Development  
707.428.7394

...

Community Resources  
707.428.7455

...

Finance  
707.428.7496

...

Fire  
707.428.7375

...

Police  
707.428.7362

...

Public Works  
707.428.7485

RE: Comments on Draft Intercity Transit Corridor Study

Dear Mr. Halls:

The City of Fairfield's transit staff and I understand how important it is to have an updated master plan to guide further development of the SolanoExpress intercity transit services. We also appreciate that these types of plans need to be visionary in nature and your consideration of our prior comments. I wanted to personally let you know that the City of Fairfield values SolanoExpress and wants to work with the STA to optimize the services SolanoExpress provides to the residents of our community.

I have asked Public Works to provide you with detailed comments on the June 16, 2014 draft of the Solano Transportation Authority's (STA's) I-80/I-680/I-780/ State Route 12 Transit Corridor Study (TCS). I wanted to also pass on one suggestion independently.

SolanoExpress intercity transit services are very important to the residents of Fairfield. Considering how important this document is and the fact that it is intended to help shape the future of intercity transit services, I believe it is critical that the public have an opportunity to provide input into the final alternatives that will be considered by the STA Board before they are finalized. We therefore ask and encourage you to do more public outreach now, so we will have strong public support for any future changes we make to the SolanoExpress intercity transit system to implement the master plan.

Thank you for your cooperation with us regarding this important planning document.

Sincerely,

DAVID A. WHITE  
City Manager

Cc: George Hicks

September 23, 2014

Wayne Lewis  
Assistant Public Works Director & FAST Transit Manager  
**City of Fairfield**  
1000 Webster Street  
Fairfield, CA 94533-4883

**RE: City of Fairfield Public Works Letter Related to Draft Transit Corridor Study**

Dear Mr. Lewis:

Solano Transportation Authority (STA) Executive Director Daryl Halls received your letter dated August 6, 2014 (RE: Comments on Draft Intercity Transit Corridor Study). I recently became STA's Manager of the Project, and I have been asked to review your letter and to prepare a response to your specific concerns and suggestions.

Attached to this letter is a listing of the issues that I derived from your letter. To facilitate discussion, I have added recommended actions to address each issue. I want to be sure that I captured your comments so I will shortly be in touch to set a meeting to go over the listing with you.

Wayne, thank you for the input. We are involved in a process that is important and challenging. Working together we will attain the best outcome. I look forward to working closely with you and all the Solano County operators.

Sincerely



James McElroy  
Project Manager

Attachments:

- A. Copy of Public Works Letter, City of Fairfield
- B. Draft Comment Listing from Fairfield Public Works Letter



# CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

FAIRFIELD TRANSPORTATION CENTER  
2000 CADENASSO DRIVE  
FAIRFIELD, CA 94533

707.434.3800  
FAX: 707.426.3298

## COUNCIL

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

August 6, 2014

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

•••  
City Manager  
Sean P. Quinn  
707.428.7400

RE: Comments on Draft Intercity Transit Corridor Study

Dear Mr. Halls:

•••  
City Attorney  
Gregory W. Stepanicich  
707.428.7419

Thank you for the opportunity to comment on the June 16, 2014 draft of the Solano Transportation Authority's (STA's) I-80/I-680/I-780/State Route 12 Transit Corridor Study (TCS). Fairfield and Suisun Transit (FAST) shares the STA's desire to plan for future improvements to the SolanoExpress services operated by FAST and Solano County Transit (SolTrans). We also share the goals of improving services for both the long distance commuters that live in our communities and the increasing number of people that might want to use transit to travel between the communities and schools in Solano County.

•••  
City Clerk  
Jeanette Bellinder  
707.428.7384

•••  
City Treasurer  
Oscar G. Reyes, Jr.  
707.428.7496

## DEPARTMENTS

Administrative Services  
707.428.7394

•••  
Community Development  
707.428.7461

•••  
Community Resources  
707.428.7465

•••  
Finance  
707.428.7496

•••  
Fire  
707.428.7375

•••  
Police  
707.428.7362

•••  
Public Works  
707.428.7485

We appreciate the need for a visionary document, but we have concerns that the TCS, in its current form, is not adequate to guide future changes to the SolanoExpress system that would meet our shared objectives. Radical changes are being proposed and the success of all the alternatives depends on a series of assumptions that are unlikely to be met. The TCS will guide development of the SolanoExpress system for the foreseeable future, so it is very important that we get it right.

I have consistently expressed concerns about the assumptions being used to guide the analysis ever since the TCS process began in 2012, but ARUP, the consultant hired by STA, has made very few changes to either the recommended service design and strategy, or the guiding assumptions.

We understand the proposal to cut service to Pleasant Hill BART and to only serve Walnut Creek BART will save time, but believe it is unrealistic to assume BART will adopt a special fare structure just for SolanoExpress riders that transfer between SolanoExpress and BART at Walnut Creek rather than at El Cerrito del Norte. Even if BART was willing to agree

conceptually with a 28% fare reduction (\$0.95 each way for trip to Oakland City Center), it would be almost impossible to implement the reduction, especially on the return trip, because the system would not be able to distinguish between SolanoExpress riders and people not linking their trip with SolanoExpress.

The assumptions that a new bus station with direct freeway access in both directions can be constructed for Solano College and that the Fairfield Transportation Center (FTC) can be redesigned to allow SolanoExpress buses to remain on freeway ramps and avoid city streets are even more unlikely to be validated. Neither of those improvements could be completed in the next 5- 10 years, even in the unlikely event the huge costs for the improvements could be funded. Without the freeway facility improvements, the running times used for the analysis do not seem to be achievable. In the case of the assumed FTC improvements, it might be reasonable to assume that riders could get to the east-bound ramp, but access to a stop on the west-bound ramps would require a very long walk even after the West Texas Gateway Access Improvement Project is completed.

In addition to the assumptions discussed above, the route designs all make assumptions that current SolanoExpress riders are likely to take exception to as summarized below:

1. Higher frequencies on fewer routes is more desirable than providing good express coverage to the most desired destinations from all major cities in Solano County. For FAST operated SolanoExpress routes, the main constraint to increased ridership is lack of parking for easy mode shift. Higher frequencies of undesirable trips will not encourage ridership by people that have other options.
2. Routes need to simultaneously serve both internal Solano city to city trips and regional trips, even though ARUP's summary of TCRP Report 145 on page 35 of the TCS stresses the importance of identifying separate travel markets in corridors and even states that "a freeway with many entrances/exits should have an overlapping transit service that provides an express function (emphasis added). The recommended alternative in the draft TCS compromises the express function currently enjoyed by commuters from Vacaville, Suisun City, and Fairfield using Route 90 to get to El Cerrito del Norte BART by inserting five additional stops between the FTC and El Cerrito del Norte, but rationalizes that by assuming that these riders can just go to Walnut Creek instead.
3. Transit can attract significant growth in riders going between cities in Solano County if travel times between transit stations are competitive with travel times in an automobile, even though this comparison

ignores the total travel time for the trip which must include getting from the origination point to the initial SolanoExpress station and from the second SolanoExpress station to the actual destination. As Mayor Patterson pointed out at the STA Board Workshop, people will make their travel decisions based on the total trip, including the first and last miles. With abundant parking available near most Solano County locations and the relative lack of congestion off the freeway for personal automobiles, most people with access to a car are unlikely to include a SolanoExpress link in their travel planning.

4. Passengers will accept having more difficulty accessing transit stations and having more stops, if travel time between stations takes less time. Less travel time depends on an assumption that transit stops directly on the freeway can be financed, will have adequate adjacent parking to support their use, and will be approved by Caltrans. Unless all of those assumptions prove valid, riders will face more stops and longer travel times. These facilities would also have to be viewed as safe, comfortable and convenient to attract the projected ridership. This has proven a significant challenge in other areas where this approach was tried.
5. Nearly all commuters from Vacaville, Suisun City, Fairfield, and points east will be willing to make transfers at Walnut Creek BART rather than El Cerrito del Norte BART, even though their out of pocket cost to make the change would be almost \$2 per day higher and the BART trips would take several minutes longer. Dropping the Pleasant Hill BART stop would save some bus travel time, but less time for commuters because many people can catch an earlier train at Pleasant Hill and getting to a new off-highway stop at Solano College would take several minutes. People with destinations in Berkeley and Richmond would face additional challenges because they would have to make an additional transfer.

Another concern with the TCS is that it states that farebox recovery would increase, but it does not explain what the fare structure would be. That is important because FAST just had to change its fare structure to be compatible with the CLIPPER universal fare card. The TCS's proposed multiple stop system designed to resemble a rubber-tired BART would seem to require a fare system like BART's that uses a tag-on, tag-off system to implement a distance based fare structure. The Metropolitan Transportation Commission (MTC) denied several requests to have that capability in Solano and Napa as part of the CLIPPER implementation. MTC staff indicated it would cost over a million dollars just in programming to allow that. The real costs would be much higher, because our electronic farebox collection system would also need to be modified.

Solano County transit operators already face significant funding challenges to replace an aging transit fleet and to complete already identified transit station improvements. The assumption that very large amounts of funding (Many tens if not hundreds of millions of dollars) would be available to make a series of transit specific freeway improvements in sparsely populated Solano County seems unrealistic. Even if funding was readily available, these types of improvements still could not be completed in 5 to 10 years. Even aspirational plans should acknowledge that the lack of funding for all transportation improvements in our country makes it unlikely that very expensive, direct access improvements for transit in a sparsely populated county are unlikely to be competitive for limited funding.

The best performing SolanoExpress routes are Route 80 and Route 90 which both serve a core constituency of long distance commuters with express services. The greatest environmental benefits are derived by the reduction of long distance commutes in our region's most congested corridors, so meeting the needs of this core constituency seems like it should be the foundation for any SolanoExpress system masterplan. While the changes the TCS proposes may not have much of an impact on the people currently using Route 80, it would demand major changes from the current riders of Route 90 and provide a much lower level of service to them. The alternatives proposed in the TCS have a high potential to discourage our core constituency while not being able to attract the anticipated number of intra-county trips.

While maintaining 15 minute headways all day on all the routes sounds attractive, such service would come at an extremely high cost. The demand of residents in our rural, exurban county for trips between transit centers in our communities is unlikely to have the same elasticity to increased mid-day trips as national studies in more densely populated areas, because most people have originations and destinations that are not located adjacent to the transit centers. An assumption that such service would generate offsetting revenues is therefore doubtful at best.

Considering these questionable assumptions, the relatively modest differences in the results from modeling these alternatives, the extremely high costs, and the revolutionary changes required for the proposed system alternative, we do not believe it is in the best interest of Solano County residents or transit operators to pursue these changes. We believe that it makes much more sense to plan for evolutionary changes based on more realistic assumptions. That way we can avoid sacrificing the LOS for our core constituency of long distance commuters in an attempt to attract a significant portion of future intra-county trips to transit, and we can pursue opportunities to serve the trips between Solano County cities and campuses that do not undermine very successful and environmentally beneficial transit services like the Route 90 express.

Mr. Daryl Halls  
August 6, 2014  
Page 5 of 5

Whatever the ultimate recommendation is, we feel that it is important to give the public the opportunity to help guide the vision for SolanoExpress. Public outreach and input into the alternatives will be crucial to having public support for any future changes to the SolanoExpress intercity transit system.

Thank you for the opportunity to comment and please let me know if you have any questions concerning our comments.

Sincerely,



Wayne A. Lewis  
Assistant Public Works Director/  
FAST Transit Manager

Cc: George Hicks

This page intentionally left blank.

**Issue Analysis****Response and Proposed Action**

1	Likely that BART cannot and will not adopt special fares necessary to gain equity for users who currently transfer to BART at El Cerrito but must transfer at Concord in the proposed alternative	Negotiation issue with BART. Open discussion with BART leadership as soon as possible.
2	Likely that the proposed physical capital improvements that are critical to bus timing are not realistic to implement	Refine Capital Plan in Phase 2. Add elements in Phase 2 scope that include operations analysis based on capital improvement availability.
3	Public will not like route plans that increase emphasis on service within County while effectively deteriorating the express service	The study does not have the intent of "deteriorating the express service". The study intends to improve service to destinations within the County while continuing to provide the good connections to the BART system. We expect public review to begin in January 2015.
4	Suggests the Draft Study assumptions conflict with the TRB study upon which key assumptions for draft alternatives are based – notes that the proposed new service will add five new stops, using a new destination to gain adequate time and that destination will not be desirable for current express users, which now have a direct trip to El Cerrito	Comment noted. Task consultant to review in Phase 2 key assumptions of adding new stops, reassess proposed new destination, and identify any conflicts with TRB study.
5	Concerns that expectations of usage of the new intercity travel capabilities are not realistic because the study does not look at intercity travel patterns correctly – generally, potential riders will make choice based on total trip time and will therefore choose to drive	This comment suggests that the recommended alternative will not attain ridership targets due to a flaw in the Phase 1 analysis. Phase 1 Consultant is forecasting an increase in ridership due to proposed increased service frequency. A number of proposed service changes are based on public comments received as part of past and recent ridership surveys. Task consultant to again review the ridership projections and seek more refined ridership projections in the Phase 2 scope
6	Potential transit users will not accept the travel patterns necessary to deal with transit trips involving stops within or nearby freeway right of way. Wrapped around this is the concern that adequate financing will not be available to build facilities expected by the proposal	Add to Phase 2 scope a high level travel pattern schematic for each key station with a high level schematic design for each key station.
7	Commuters will not accept the baseline challenges of switching from the BART transfer at El Cerrito/Del Norte to the new transfer at Walnut – given baseline higher fares, longer trips on BART, new required BART transfers to some destinations	Option B of the study recommends a new routing and transfer point to connect with the BART system from Fairfield. But, none of the options are intended to, as a result of the service changes, create higher fares, or longer trips for commuters. Phase 2 of the planning process will produce schedules and an operations analysis to validate that the intended outcomes are achieved. Also, the public will have the opportunity to review and influence outcomes before the Board makes a final decision. Communication with BART regarding the potential adjustment of BART fares is also proposed.
8	Concern about not including Pleasant Hill BART as a stop on the proposed new service to the BART Walnut Creek Station as certain travel destinations are closer to Pleasant Hill than to Walnut Creek.	Walnut Creek versus Pleasant Hill BART stations is a complicated issue. The consultant has recommended the Walnut Creek station. The public review process is expected to begin in January 2015 and the overall review will continue through Phase 2.
9	Concern that as yet unspecified fare structure to attain needed fare revenue targets will be too high for transit users to accept	The Phase 1 study identifies increased ridership as the primary basis for increased fare box targets, not fare increases. If you recall, FAST had proposed fare increases to Route 90 that were not supported by the STA Board. A more detailed service plan and fare structure is proposed to be developed as part of the phase 2 study. Coordination with MTC/Clipper will need to be included as part of the Phase 2 work to help influence the phase 2 of Clipper in Solano County once Phase 1 of Clipper implementation is completed.
10	Concern that the implied fare collection approach is not viable, based on past experience in the recent Clipper implementation for Solano County.	Consider during Phase 2, open negotiations with MTC. This issue, and others, will need to be resolved before a commitment to a final recommendation.
11	Concern that necessary capital funds will not be available	This is a concern shared by the STA. A more detailed capital implementation plan will be developed during the Phase 2 process. Having a detailed capital plan for the service will provide STA with a basis for pursuing future regional, state and federal transit funds for these improvements.

12	Concerns that proposal will discourage users that currently travel to El Cerrito/Del Norte on the 90 and will not attract anticipated new intra-county trips. Alleges the service that replaces the 90 constitute a “much lower level of service” for current users traveling to El Cerrito/Del Norte. Seems to imply fairness as an issue as current Fairfield commuters will be more profoundly impacted than current users of the matching Vallejo area service – the SolTrans Route #80 riders will not see the major changes felt by the FAST Route 90 riders	STA is also concerned about any potential loss of ridership on Route 90 or the other six routes that provide intercity service. This was one of the reasons for the STA Board not supporting FAST’s proposal to raise Route 90 fare. At the same time, only 2 of 7 routes are meeting a significant amount of performance measures developed by the STA for measuring and tracking the performance of the intercity service. Addressing this issue will be part of the Phase 2 public outreach process and the transition from the current service to any new service recommended by the STA Board.
13	Maintaining short headways during off peak is too expensive and will not contribute enough farebox revenue	One of the limiting factors of the current service is the lack of connections between communities and college campuses which limits access during the day for shopping, medical appointments, students, and other non- commute activities. This new proposed service option does mark a change from just providing primarily commute oriented service to destinations located outside of Solano County (BART, Sacramento, Davis, etc) to a service that also provides better access to the local community college campuses, between communities, and to local shopping, employment centers, and medical facilities. This will be reassessed in more detail in Phase 2 both within the constraints of current funding and with forecast increases in ridership once the new service is implemented.
14	The changes, as proposed, are not in the best interests of residents as the assumptions are questionable, the modeling results between alternatives is not persuasive to select a given alternative, the costs are too high, and the changes are too drastic	The consultant disagrees with this comment (see Item 13 comment above). Phase 2 will seek public comments and further refinement of the service option based on specific route schedules and service changes.
15	Suggests retaining the FAST Route 90 in its current form and developing new plans to try to attain the other objectives such as intercity trip objectives	Option A in the Study essentially retains the current Route 90 alignment. The consultant has recommended Option B which replaces the existing Route 90 alignment with a new alignment to attain the BART connection. The current Route 90 alignment delivers BART passengers to El Cerrito/del Norte. The new alignment would deliver passengers to Walnut Creek for connection to BART. The intent is to provide an equivalent or better timing and connection to BART and the BART destinations. Through this change, and others, the plan intends to meet BART connection objectives as well as provide intercity travel options. Public review is expected to begin in January 2015 and further analysis will occur in Phase 2 of the project.
16	Wants the public to help guide the vision for the service	Agreed. Public input expected to begin in January 2015.
17	Suggests public support for the new service is important and that outreach and input into reviewing the alternatives before an alternative is selected is necessary to attain public support	Agreed. Public input expected to begin in January 2015.

	<i>Issue Analysis</i>	<i>Response and Proposed Action 10/29/2014</i>	<i>Status</i>
1	Likely that BART cannot and will not adopt special fares necessary to gain equity for users who currently transfer to BART at El Cerrito but must transfer at Concord in the proposed alternative	Negotiation issue with BART. Open discussion with BART leadership as soon as possible.	Complete: Consultant has talked with BART senior planning staff. Next Action: Next contact should be between STA leadership and BART leadership.
2	Likely that the proposed physical capital improvements that are critical to bus timing are not realistic to implement	Refine Capital Plan in Phase 2. Add elements in Phase 2 scope that include operations analysis based on capital availability.	Next Action: Project manager to modify scope of work for Phase 2 to include operations analysis.
3	Public will not like route plans that increase emphasis on service within County while effectively deteriorating the express service	The study does not have the intent of "deteriorating the express service". The study intends to improve service to destinations within the County while continuing to provide the good connections to the BART system. We expect public review to begin in about April 2015.	Next Action: Public sessions proposed for about April 2015. Next Action: Carry forward into Phase 2.
4	Suggests the Draft Study assumptions conflict with the TRB study upon which key assumptions for draft alternatives are based – notes that the proposed new service will add five new stops, using a new destination to gain adequate time and that destination will not be desirable for current express users, which now have a direct trip to El Cerrito	Comment noted. Task consultant to review in Phase 2 key assumptions of adding new stops, reassess proposed new destination, and identify conflicts with TRB study.	Next Action: Project manager to modify scope of work for Phase 2 to include operations analysis.
5	Concerns that expectations of usage of the new intercity travel capabilities are not realistic because the study does not look at intercity travel patterns correctly – generally, potential riders will make choice based on total trip time and will therefore choose to drive	This comment suggests that the recommended alternative will not attain ridership targets due to a flaw in the Phase 1 analysis. Phase 1 Consultant is forecasting an increase in ridership due to proposed increased service frequency. A number of proposed service changes are based on public comments received as part of past and recent ridership surveys. Task consultant to again review the ridership projections and seek more refined ridership projections in the Phase 2 scope	Next Action: Task consultant. Next Action: Project manager consider and propose refined ridership projections to be incorporated into Phase 2 RFP.
6	Potential transit users will not accept the travel patterns necessary to deal with transit trips involving stops within or nearby freeway right of way. Wrapped around this is the concern that adequate financing will not be available to build facilities expected by the proposal	Add to Phase 2 scope a high level travel pattern schematic for each key station with a high level schematic design for each key station.	Next Action: Project manager to modify scope of work for Phase 2 RFP.
7	Commuters will not accept the baseline challenges of switching from the BART transfer at El Cerrito/Del Norte to the new transfer at Walnut Creek – given baseline higher fares, longer trips on BART, new required BART transfers to some destinations	Note: Public sessions proposed for about April 2015. Next Action: Carry forward into Phase 2.	Next Action: Project manager to modify scope of work to include operations analysis. Next Action: Next contact should be between STA leadership and BART leadership regards fare structure and implementation issues.
8	Concern about not including Pleasant Hill BART as a stop on the proposed new service to the BART Walnut Creek Station as certain travel destinations are closer to Pleasant Hill than to Walnut Creek.	Walnut Creek versus Pleasant Hill BART stations is a complicated issue. The consultant has recommended the Walnut Creek station. The public review process is expected to begin in January 2015 and the overall review will continue through Phase 2.	Note: Public sessions proposed for about April 2015. Next Action: Carry forward into Phase 2.
9	Concern that the assumptions used to anticipate total fare revenues are too optimistic. The phase 1 study seems to base higher fare revenues on a higher number of trips. The impacts on fare revenues can be more subtle than the study anticipates and may not lead to the anticipated total revenue increases. For example, new intercity trips will likely generate a lower revenue per trip than the longer distance commuter trips that are the current core users.	Staff and consultants acknowledge the general nature of cost and revenue estimates in the phase 1 study. Staff and consultants argue that the current estimates are adequate for the high level financial approach necessary for attaining the goals of the phase 1 study. Staff and consultants recognize that a more refined approach to generating revenue estimates will be necessary in the next phase of the study before committing to an implementation strategy.	Next Action: Review and strengthen, as appropriate, scope of work for phase 2 to gain more refined estimates of trips and resulting revenue.
10	Concern that the implied fare collection approach is not viable, based on past experience in the recent Clipper implementation for Solano County.	Consider during Phase 2, open negotiations with MTC. This issue, and others, will need to be resolved before a commitment to a final recommendation.	Next Action: STA leadership initiate formal contact with MTC and BART regards fare structure and fare implementation. Next Action: Carry forward into Phase 2.
11	Concern that necessary capital funds will not be available	This is a concern shared by the STA. A more detailed capital implementation plan will be developed during the Phase 2 process. Having a detailed capital plan for the service will provide STA with a basis for pursuing future regional, state and federal transit funds for these improvements.	Next Action: Carry forward into Phase 2.
12	Concerns that proposal will discourage users that currently travel to El Cerrito/Del Norte on the 90 and will not attract anticipated new intra-county trips. Alleges the service that replaces the 90 constitute a "much lower level of service" for current users traveling to El Cerrito/Del Norte. Seems to imply fairness as an issue as current Fairfield commuters will be more profoundly impacted than current users of the matching Vallejo area service – the SolTrans Route #80 riders will not see the major changes felt by the FAST Route 90 riders	STA is also concerned about any potential loss of ridership on Route 90 or the other six routes that provide intercity service. At the same time, only 2 of 7 routes are meeting a significant amount of performance measures developed by the STA for measuring and tracking the performance of the intercity service. Addressing this issue will be part of the Phase 2 public outreach process and the transition from the current service to any new service recommended by the STA Board.	Next Action: Public sessions proposed for about April 2015. Next Action: Carry forward into Phase 2.
13	Maintaining short headways during off peak is too expensive and will not contribute enough farebox revenue	One of the limiting factors of the current service is the lack of connections between communities and college campuses which limits access during the day for shopping, medical appointments, and other non-commute activities. This new proposed service option does mark a change from just providing primarily commute oriented service to destination outside of Solano County (Bart, Sacramento, Davis, etc.) to a service that also provide better access to the local community college campuses, between communities, and local shopping and medical facilities. This will be reassess in more detail in phase both within the constraints of current funding and with forecast increases in ridership once the new service is implemented.	Next Action: Project manager to modify scope of work to include operations analysis.
14	The changes, as proposed, are not in the best interests of residents as the assumptions are questionable, the modeling results between alternatives is not persuasive to select a given alternative, the costs are too high, and the changes are too drastic	The consultant disagrees with this comment. Phase 2 will seek public comments and further refinement of the service option based on specific route schedules and service changes.	Next Action: Public sessions proposed for about April 2015. Next Action: Carry forward into Phase 2.

Listing of Fairfield PW Comments

<p>15</p> <p>Suggests retaining the FAST Route 90 in its current form and developing new plans to try to attain the other objectives such as intercity trip objectives</p>	<p>Option A in the Study essentially retains the current Route 90 alignment. The consultant has recommended Option B which replaces the existing Route 90 alignment with a new alignment to attain the BART connection. The current Route 90 alignment delivers BART passengers to El Cerrito/del Norte. The new alignment would deliver passengers to Walnut Creek for connection to BART. The intent is to provide an equivalent or better timing and connection to BART and the BART destinations. Through this change, and others, the plan intends to meet BART connection objectives as well as provide intercity travel options. Public review is expected to begin in January 2015 and further analysis will occur in Phase 2 of the project.</p>	<p>Next Action: Public sessions proposed for about April 2015. Next Action: Carry forward into Phase 2.</p>
<p>16</p> <p>Wants the public to help guide the vision for the service</p>	<p>Public input expected to begin in January 2015.</p>	<p>Next Action: Public sessions proposed for about April 2015.</p>
<p>17</p> <p>Suggests public support for the new service is important and that outreach and input into reviewing the alternatives before an alternative is selected is necessary to attain public support</p>	<p>Public input expected to begin in January 2015.</p>	<p>Next Action: Public sessions proposed for about April 2015.</p>

*Public Outreach Element – Transit Corridor Study**Draft Framework**October 28, 2014 – Version 04***Background**

The STA has produced a document that suggests certain changes to the regional bus network. The intent is to provide more frequent service and new intercity service capabilities within an environment of constrained financial resources. STA and its public agency partners intend to engage the public in developing service changes to the Solano Express bus network.

The planning project has several elements. The first element, referred to as phase 1 is concluding with a draft report that suggests a certain option or framework as a “preferred option”. Although the preferred option lays out specific services, the ultimate implementation will likely be phased to match capital funds, provide time for existing users to adapt travel patterns, and provide for implementable elements that can be reviewed and modified with operational experience and public feedback.

Phase 2, assuming STA Board approval will continue the process by developing more refined service plans. The phase 1 public review process and phase 2 will overlap to some degree.

The public review process associated with phase 1 will accomplish the following:

1. Educate the public on planning activities to date, and present the preferred option framework – including description of proposed routes, consideration of preliminary timetables, and high level overview of the expected service characteristics such as fares, capital needs, and challenges.
2. Seek public input around the preferred option. How do current riders, potential riders, and non-riders view the preferred option? What changes to the preferred option would those same constituencies suggest and why?

The public process has the opportunity to influence the service design as well as the implementation phasing.

STA staff intends to seek Board approval for the Public Outreach Element to phase 1 at its December 2014 Board Meeting. If approved, Public Outreach Element is expected to conclude in about June of 2015 with recommendations to the Board for more refined service elements following shortly, in concert with phase 2 execution.

### Phase 1 Public Review Process – Proposed

1. Post the phase 1 Draft document for public review – on line, local libraries, and member cities.
2. Provide press release discussing process.
3. Distribute information: bus seat drops, STA website, member agency links, social media, using STA staff expertise.
4. Provide staff to answer question about document. Main contact is Elizabeth Niedziela at STA. She will funnel questions to appropriate parties, recording concerns and responses.
5. Prepare public presentation. Phase 1 consultant prepares presentation with support from project manager and STA staff.
6. Set dates and times for public workshop sessions
  - a. Vallejo area – Library at City Hall
  - b. Fairfield area – Fairfield Transportation Center
  - c. Vacaville area – Ulatis Cultural Center
7. Process feedback and appropriately revise recommendations
8. Final proposal to STA Board via STA review process including staff, consultants, and committees.

## Organizational Framework

- On site event management provided by Jim McElroy
- Event marketing provided by STA staff
- Site reservations and scheduling by STA staff with support from Jim McElroy
- Draft event materials prepared by Arup, refined by Jim McElroy and STA staff
- Presentations on site by Arup staff with introductions by Jim McElroy
- Post session follow-up and reports to be determined

## Next Steps in developing this process

- Review with Liz Niedziela and Daryl Halls
- Review with Bruzonne, Arup
- Review with impacted STA staff
- Develop refined proposal
- Goes to Board in December 2014

This page intentionally left blank.

***Consideration of Solano Express Advisory Committee (SEAC)***

***October 30, 2014 Vers04***

***Background***

In a recent on-board survey, Solano Express riders were asked:

“Would you be interested in serving on the Solano Express Advisory Committee for this route to increase public input and feedback on how to best serve the riders’ needs?”

Nearly 2,400 surveys were completed and 16.4% of those responding indicated an affirmative response to the question.

Implementation of an advisory committee has potential benefits:

- As a method for gathering views and recommendations from a core group of knowledgeable riders in considering annual service changes.
- Focused advice from a core group of knowledgeable riders as we pursue the changes driven by the Transit Corridor Study.

Staff and STA leadership will be mindful that our planning should consider that the vast majority of Solano County residents do not use the currently implemented public transit system. So, our planning should include consideration of their needs in order to attract new riders. Many non-riders potentially benefit from the system through reduced congestion, improved air quality, and improved quality of life for family members and fellow residents. One possibility is to expand the proposed advisory committee to include non-riders with interest in improving public transit service, but that is challenging as volunteers tend to be individuals with personally-focused needs.

Therefore, staff recommends moving forward with this proposed advisory committee as to provide a sounding board of existing transit users. But, staff and leadership will need to be mindful of the need act for the broader good of providing services that benefit as many residents as possible.

In order to provide a structure for Board discussion, following is a possible set of criteria for a possible Board construct. **This is provided for discussion and is not necessarily a staff recommendation.**

***Possible Structure of Advisory Committee***

1. Membership Criteria

Members of the committee should possess certain qualities and focus.

Qualifications

To qualify, potential members should be residents of Solano County or full time employees, working within Solano County. Some members should be regular users of the Solano Express system. Others

should be persons that represent broader interests such as the college community, air quality, the disabled community, and the business community.

## 2. Meeting Timing

The Committee should meet at least once per year to review annual recommendations for service changes. The Committee should be provided with staff recommendations based on public input along with supporting material such as survey results, performance data, and planning documents. Staff will provide support to the committee.

## 3. Committee Structure and Support

Following is one possible approach for the committee structure:

Vallejo: Two members

Fairfield: Two members

Vacaville: Two members

At Large: Two members, representing smaller cities and unincorporated areas

Solano Community College: One member

Business Community: two from businesses with alternative transportation coordinators

Staff Support: Transit Programs Manager, Solano Transportation Authority

The Committee shall select a Chair from its ranks to serve a two year term. Members shall serve two year terms, with appointments approved by the STA Board. Appointments shall be on offsetting cycles so that there are always some members on the Committee with ongoing experience. Normally terms shall begin on July 1 and end June 30, two years later.

## 4. Committee Member Selection

STA staff solicits volunteers from the regular daily ridership by advertising information on all regular SolanoExpress service. STA staff shall review the list of potential volunteers and provide a final recommendation to the STA Board.

### ***Startup Timing***

December 2014: STA Board considers this document and provides feedback and direction to staff

February 2015: Staff returns to Board with recommendation based on Board direction

March 2015 to April 2015: Staff recruits for volunteers

April 2015: Staff reviews nominations

May 2015: STA Board approves appointments

July 2015: First meeting to consider potential route changes



Date: November 6, 2014  
To: SolanoExpress Transit Consortium  
From: Mary Pryor, NWC Partners Consultant  
RE: Discussion of Intercity Bus Replacement Capital Plan

---

### **Background**

In 2013, the Intercity Transit Funding Working Group met and jointly developed a plan for funding intercity bus replacements. The recommended plan was approved by the STA Board on March 13, 2013. Under this plan, the STA will provide 20% of the funding, 20% of the funding will be requested from Metropolitan Transportation Commission (MTC) and the other members of the Intercity Transit Funding Group will provide the remaining 60% of the funding.

In March 2013, STA send a letter to MTC requesting 20% of the Intercity Bus Replacement. At this time, STA has not yet received a funding commitment from MTC.

On May 14, 2014, the STA Board approved a funding plan for completing the Fairfield/Vacaville Intermodal Station project including a loan of funds that had been planned for use on Intercity Bus Replacements. Due to recent changes in the cost of the Intermodal Station project, only one of two loans is necessary.

In September, STA requested additional information from the Consortium members regarding the status of funding their commitments. Subsequently, STA has met with SolTrans and FAST to discuss their planned vehicle acquisition schedule and funding plans.

### **Discussion**

SolTrans has indicated that they plan to convert their current intercity bus fleet from diesel to CNG. FAST is currently investigating whether to convert to CNG or another fuel option in the future. The previous versions of the Intercity Funding Plan had assumed that the replacement vehicles would be hybrid vehicles. The change to CNG technology results in overall savings of approximately \$4.2 million (or approximately \$150,000 per bus).

SolTrans and FAST have both identified additional funding which will allow for the acquisition of more replacement vehicles in the near term.

The attached revised funding plan includes the following changes from the financial plan provided to the Consortium in September:

- Updated vehicle acquisition schedule
- Unit prices for CNG vehicles rather than hybrid vehicles
- Elimination of loan and repayment
- Annual contribution amounts from Vacaville in lieu of loan
- Identified near-term funding from SolTrans and FAST

**Recommendation**

Informational.

Attachments:

- A. Intercity Bus Replacement Funding Plan Approved by STA Board March 13, 2013
- B. Intercity Bus Replacement Funding Plan with Loan Agreement dated May 14, 2014
- C. Draft Revised Intercity Bus Replacement Funding Plan with CNG Vehicles and Accelerated Acquisitions

# Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by Nancy Whelan Consulting Feb 19, 2013

## Interim Funding Plan

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

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

#### Notes

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

**DRAFT Solano County Intercity Bus Fleet Replacement Costs and Funding**

Prepared by Nancy Whelan Consulting May 14, 2014

**Interim Funding Plan Approved by STA Board in March 2013**

**With Fairfield Vacaville Train Station Loan Agreement**

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

Year of Replacement <sup>b</sup>	Funded		Funded <sup>a</sup>								Total
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23		
Total Buses to be Replaced	3		3	0	14	2	3	5	4	34	
FAST	1		2	0	2	2	3	5	4	19	
SolTrans	2		1		12					15	
Unit Cost -- 45 ft hybrid	\$ 931,730	\$ 961,330	\$ 980,556	\$ 1,000,167	\$ 1,020,171	\$ 1,040,574	\$ 1,061,386	\$ 1,082,613	\$ 1,104,266		
<b>Total Cost</b>	<b>\$ 2,795,190</b>	<b>\$ -</b>	<b>\$ 2,941,669</b>	<b>\$ -</b>	<b>\$ 14,282,389</b>	<b>\$ 2,081,148</b>	<b>\$ 3,184,157</b>	<b>\$ 5,413,066</b>	<b>\$ 4,417,062</b>	<b>\$ 35,114,681</b>	
<b>Loan Proceeds/Funding for Train Station</b>	<b>\$ 4,259,000</b>									<b>\$ 4,259,000</b>	
<b>Funding</b>											
<b>Near Term: 6 Replacements</b>											
Federal Earmarks	\$ 1,260,000									\$ 1,260,000	
Prop 1B Lifeline	\$ 1,000,000									\$ 1,000,000	
Prop 1B Pop Base	\$ 535,190		\$ 2,360,202							\$ 2,895,392	
STAF			\$ 581,467							\$ 581,467	
<b>Longer Term: 28 Replacements</b>											
20% Funding from STA <sup>c,d</sup>				\$ -	\$ 1,597,478	\$ 416,230	\$ 636,831	\$ 1,082,613	\$ 883,412	\$ 4,616,565	
20% Funding from MTC <sup>e</sup> -- Proposed				\$ -	\$ 2,856,478	\$ 416,230	\$ 636,831	\$ 1,082,613	\$ 883,412	\$ 5,875,565	
60% Funding by Locals										\$ -	
Dixon	1.9%			\$ -	\$ 274,829	\$ 40,046	\$ 61,271	\$ 104,161	\$ 84,995	\$ 565,302	
FAST	24.3%			\$ -	\$ 3,469,568	\$ 505,566	\$ 773,515	\$ 1,314,976	\$ 1,073,021	\$ 7,136,647	
SolTrans	22.2%			\$ -	\$ 3,176,988	\$ 462,933	\$ 708,287	\$ 1,204,088	\$ 982,536	\$ 6,534,831	
Vacaville (Fairfield to pay)	11.0%			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 229,282	\$ 229,282	
Unincorporated County	0.5%			\$ -	\$ 78,093	\$ 11,379	\$ 17,410	\$ 29,598	\$ 24,152	\$ 160,632	
<b>Loan Funding</b>										\$ -	
Vacaville Loan <sup>f</sup>	\$ 3,000,000									\$ 3,000,000	
STA Loan of Prop 1B <sup>d</sup>	\$ 1,259,000									\$ 1,259,000	
Fairfield Loan Repayment to STA		\$ 851,800	\$ 851,800	\$ 851,800	\$ 851,800	\$ 851,800				\$ 4,259,000	
										\$ -	
<b>Total Funding</b>	<b>\$ 7,054,190</b>	<b>\$ 851,800</b>	<b>\$ 3,793,469</b>	<b>\$ 851,800</b>	<b>\$ 12,305,234</b>	<b>\$ 2,704,183</b>	<b>\$ 2,834,146</b>	<b>\$ 4,818,049</b>	<b>\$ 4,160,810</b>	<b>\$ 39,373,682</b>	

Notes

- a. STA Board approved this funding on Feb 13, 2013.
- b. Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- c. 20% Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
- d. STA will loan \$1.259 m in Prop 1B funds for the Train Station project. Loan will be repaid by Fairfield to STA to meet the commitment to Intercity Bus Replacement.
- e. Proposed MTC funding from bridge tolls or Sec. 5307

**Solano County Intercity Bus Fleet Replacement Costs and Funding**

Prepared by NWC Partners, Nov. 12, 2014

**DRAFT**

**Based on Interim Funding Plan**

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

**Assumes CNG Vehicles. 5 SolTrans Vehicles in FY16. 5 FAST vehicles in FY17**

Year of Replacement <sup>b</sup>		Funded		Funded <sup>a</sup>							
		FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
Total Buses to be Replaced		0	5	5	0	13	2	3	5	2	35
FAST		0	0	5	0	2	2	3	5	2	19
SolTrans		0	5	0		11					16
Unit Cost -- 45 ft CNG <sup>c</sup>		\$ 790,010	\$ 813,710	\$ 838,122	\$ 863,265	\$ 889,163	\$ 915,838	\$ 943,313	\$ 971,613	\$ 1,000,761	
Vehicle Cost		\$ -	\$ 4,068,552	\$ 4,190,608	\$ -	\$ 11,559,122	\$ 1,831,676	\$ 2,829,940	\$ 4,858,063	\$ 2,001,522	\$ 31,339,483
<b>Funding</b>											
<b>Near Term: 6 Replacements</b>											
Federal Earmarks			\$ 1,260,000								\$ 1,260,000
Prop 1B Lifeline			\$ 1,000,000								\$ 1,000,000
Prop 1B Pop Base			\$ 535,190	\$ 2,360,202							\$ 2,895,392
STAF				\$ 581,467							\$ 581,467
<b>Longer Term: 28 Replacements</b>											
20% Funding from STA <sup>d</sup>					\$ -	\$ 2,638,452	\$ 366,335	\$ 565,988	\$ 971,613	\$ 400,304	\$ 4,942,692
20% Funding from MTC <sup>e</sup> -- Proposed					\$ -	\$ 2,638,452	\$ 366,335	\$ 565,988	\$ 971,613	\$ 400,304	\$ 4,942,692
60% Funding by Locals											\$ -
Dixon	1.9%				\$ -	\$ 253,852	\$ 35,246	\$ 54,455	\$ 93,481	\$ 38,514	\$ 475,549
FAST <sup>f</sup>	24.3%			\$ 1,248,939	\$ -	\$ 1,955,808	\$ 444,962	\$ 687,467	\$ 1,180,151	\$ 486,222	\$ 6,003,550
SolTrans <sup>g</sup>	22.2%		\$ 1,273,362		\$ -	\$ 2,550,300	\$ 407,440	\$ 629,494	\$ 1,080,632	\$ 445,220	\$ 6,386,449
Vacaville	11.0%				\$ -	\$ 1,450,125	\$ 201,342	\$ 311,074	\$ 534,010	\$ 220,012	\$ 2,716,564
Unincorporated County	0.5%				\$ -	\$ 72,132	\$ 10,015	\$ 15,474	\$ 26,563	\$ 10,944	\$ 135,128
<b>Total Funding</b>		\$ -	\$ 4,068,552	\$ 4,190,608	\$ -	\$ 11,559,121	\$ 1,831,676	\$ 2,829,940	\$ 4,858,063	\$ 2,001,522	\$ 31,339,482
<b>Annual Balance</b>		\$ -	\$ 0	\$ (0)	\$ -	\$ (0)	\$ -	\$ -	\$ -	\$ -	\$ (0)
<b>Cumulative Balance</b>		\$ -	\$ 0	\$ 0	\$ 0	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ (0)

Notes

- STA Board approved the Prop 1B and STAF funding on Feb 13, 2013.
- Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- CNG Vehicle price from MTC's FY14 pricelist, with 3% annual escalation. FAST acquisitions in FY17 may be diesel, which would reduce total cost by approximately \$350,000.
- 20% Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
- Proposed MTC funding from bridge tolls (RM-2) or Sec. 5307 (SF UZA)
- FAST has identified additional funding (FTA 5339) for earlier acquisitions, which will reduce FAST's funding share in FY19.
- SolTrans identified additional funding (FTA 5307, source subject to change) for earlier acquisitions, which reduces SolTrans' funding share in FY19. Acquisitions in FY18-19 include one vehicle used for WETA service; SolTrans will be responsible for developing funding plan with WETA for this vehicle.

This page intentionally left blank.



DATE : November 6, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Tiffany Gephart, Transit Mobility Coordinator  
RE: Mobility Management Program Update

---

**Background:**

The Solano County Mobility Management Program is a culmination of public input provided at two mobility summits held in 2009 and the 2011 Solano Transportation Study for Seniors and People with Disabilities. STA has been working with consultants, the Solano Transit Operators, the Paratransit Coordinating Council (PCC), and the Senior and People with Disabilities Transportation Advisory Committee since July 2012 to develop a Mobility Management Plan for Solano County. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan.

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

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

This report summarizes the activities of the Mobility Management programs.

**Discussion:**

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

This update summarizes the Countywide In-Person ADA Eligibility activities of CARE Evaluators in the first quarter of FY 2014-15, the second of the program.

Evaluations: Between July 2014 and September 2014, there were 364 completed evaluations, 106 cancellations and 22 no-shows countywide.

Scheduling Assessments: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment was approximately five (5) business days. The program target is to schedule assessments within ten (10) business days of an applicant's call.

Eligibility Letters: The average duration between an applicant's assessment and receipt of the eligibility determination letter was eight (8) days. In the first quarter, there were no violations of the 21-day assessment letter policy.

Paratransit Usage: On average, 55% of all applicant's utilized complementary paratransit service to and from their assessments.

Comment Cards: There were a total of 19 ADA Comment Cards received in the first quarter. Of those who completed comment cards, the majority of clients 74% were "highly satisfied", 16% were "satisfied", with one respondent each reporting "neutral" and "dissatisfied" in their rating of the assessment process and service. STA staff has also produced a more in-depth FY 13-14 progress report (Attachment A).

## ***Travel Training***

### **Transit Ambassador Program**

The first Transit Ambassador volunteer training was held on August 11, 2014. Five volunteers representing FAST and SolTrans riders were present. The next phase of outreach will include an emphasis on recruiting those interested in receiving training. The Transit Ambassador Trainee brochure will be a marketing tool as part of this effort. The Trainee Brochure is expected to be completed in November for circulation to the public.

### **Travel Training Outreach**

STA staff recently collaborated with a Born to Age and Primetime Living senior publications to advertise the Travel Training program and both ads are currently being circulated. Staff have also presented mobility options and programs at the California Highway Patrol "Age Well Drive Smart" events in Vacaville and Vallejo, the Suisun Senior Health Fair and the Dixon Senior Resource Fair between August and October. Staff expects to present at upcoming CHP events in November and January and will be identifying other public outreach opportunities.

Completed Transit Ambassador outreach materials include the Transit Ambassador recruitment brochure and application, flier, and the take-one bus card. Over 2,000 take-one's were provided in the SolTrans area. Fliers were also distributed to SolTrans, FAST and neighboring agencies, including senior and community centers, libraries, the Paratransit Coordinating Council (PCC) and the Senior Coalition.

### **Fixed-Route Transit Training Videos**

Draft Transit Training Videos for Dixon Read-Ride, FAST, Rio Vista Delta Breeze, and SolTrans are being reviewed by STA staff and transit agencies. All videos will be posted on the Solano Mobility website scheduled to be launched in December to inform the public on the ease and opportunities of riding fixed-route transit.

### **Rider's Guides**

Full-color drafts Rider's Guides for Dixon Read-Ride, FAST, Rio Vista Delta Breeze, and SolTrans are being reviewed by STA and transit agencies and are expected to be released to the public by the end of the year.

### **One-on-One Travel Training**

Scopes of work and draft contracts have been developed for both Connections 4 Life and Independent Living Resource Center. Each non-profit agency will expand their one-on-one travel training in Solano County serving members of the community who are physically disabled, cognitively disabled, or any individuals who want intercity, regional or more personalized training.

## ***Senior Driver Safety Information***

Solano Mobility Call Center Staff will provide tools and resources to seniors and their family members about established Senior Driver Safety Programs and transportation alternatives for when driving is no longer safe. Links to articles, training courses and instructional videos will also be provided on the Solano Mobility Website launching soon.

## ***Solano Mobility Call Center/Solano Mobility Website***

### **Solano Mobility Call Center**

On November 3, 2014, the Solano Mobility Call Center Launched the Transportation Info Depot at the historic Suisun City Train Depot. The Solano Mobility Call Center is a one-stop shop for transportation information, resources and tools to help residents get around Solano County and beyond. Staff will be available to accept calls and walk-in customers at either the STA office at One Harbor Center, Suite 140 in Suisun or the Train Depot at 177 Main Street in Suisun. A detailed brochure of services and contact information is also available (Attachment B)

The Solano Mobility Call Center is also the primary contact for the Transit Ambassador program and transit training. Interested persons may contact the call center to learn about the Ambassador program, fill out an interest application and be added to a list for transit training. The call center has also expanded services to include processing Regional Transit Card (RTC) applications, Senior Clipper Card Applications, FasTrak, Clipper and Bikelink Card sales.

#### Solano Mobility Website

The Solano Mobility website is in the final stages of production. The website will provide a variety of resources to the community including, but not limited to local, private and non-profit transportation options, transit training information, a video library, non-profit services information and senior safety driver information.

#### **CTSA**

Over the past several years the Solano Transportation Authority has been actively planning and implementing a number of successful coordination activities that involve multiple stakeholders aimed at improving mobility and transportation outcomes for Solano's transportation-disadvantaged populations.

In June 2014, STA submitted a request to Metropolitan Transportation Commission (MTC) for a countywide CTSA designation (Attachment C), in accordance with the recommendations identified in the Solano Mobility Management Plan. Consistent with the Coordinated Plan, MTC notified the Solano County Board of Supervisors, Solano County Paratransit Coordinating Council, Fairfield – Suisun Transit, Vacaville City Coach, Dixon Redit-Ride, Rio Vista Delta Breeze, and Solano Transit of Solano Transportation Authority's request. The Paratransit Coordinating Council submitted a letter of support for this designation; no other responses were received.

On September 24<sup>th</sup>, the Metropolitan Transportation Commission (MTC) approved STA as the CTSA for Solano County until September 30, 2017, with the condition that STA will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded through MTC's Lifeline Transportation Program or as previously eligible per California Public Utilities Code 99233.12 for countywide transit planning and coordination purposes.

#### **Recommendation:**

Informational.

#### Attachments:

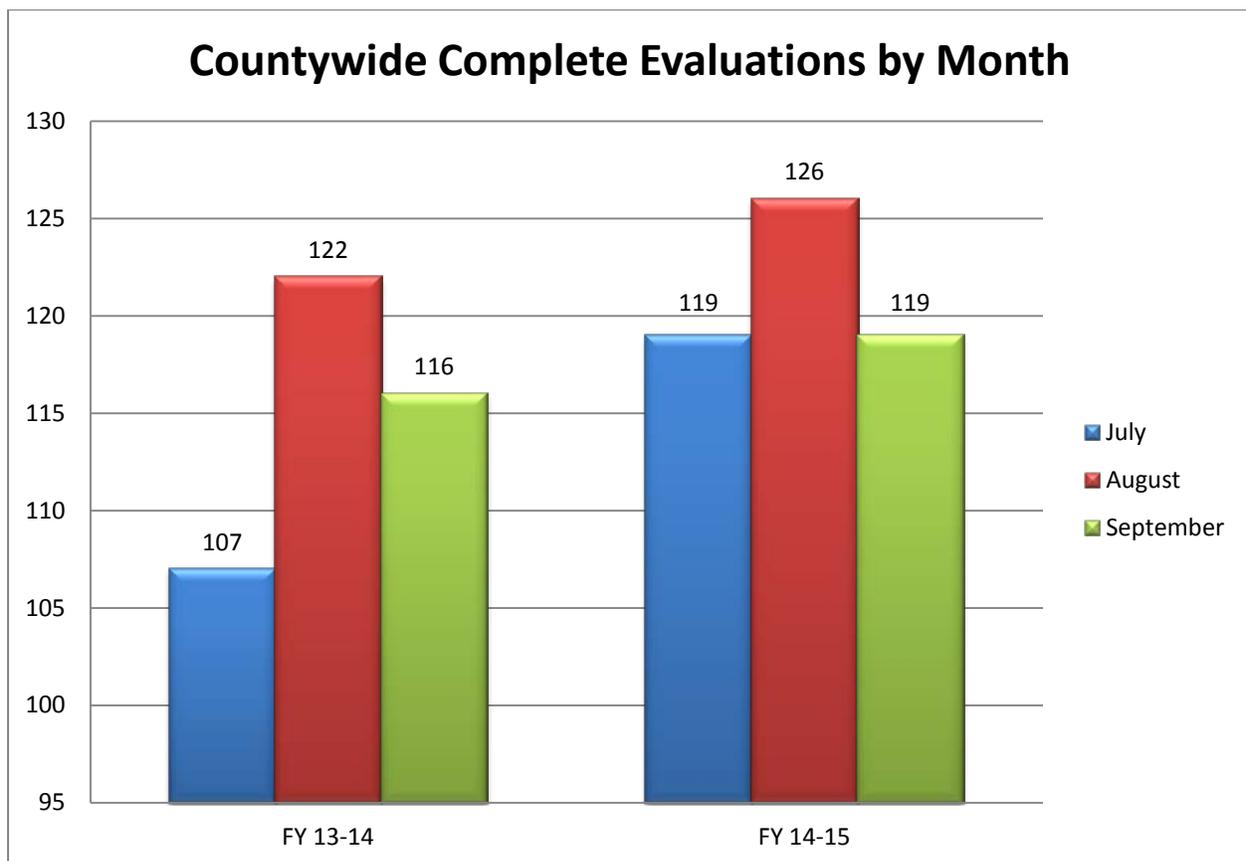
- A. Countywide In-Person ADA Eligibility Program FY 2013-2014 Progress Report
- B. Solano Mobility Call Center - Transportation Info Depot Brochure
- C. MTC Resolution No. 4097, Revised and CTSA Designation Request

This page intentionally left blank.

## Countywide In-Person ADA Eligibility Program FY2014-2015 1st Quarter Progress Report

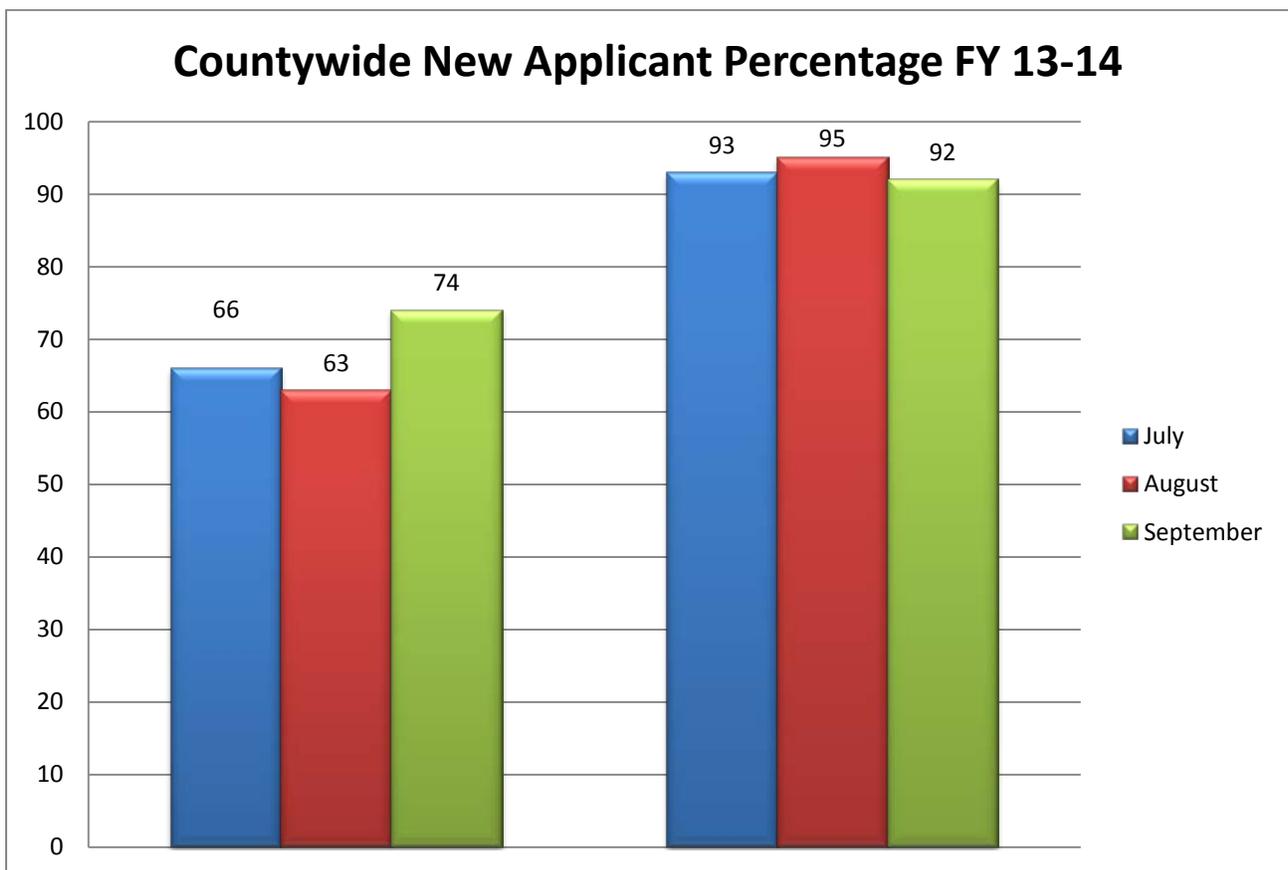
**Applicant Volume by Month:** CARE Evaluators completed 364 evaluations in Solano County in the first quarter of FY 14-15 (July 1, 2014 - September 30, 2014). The total number of evaluations peaked in August, similar to the previous year and increased by 5% overall in comparison to the previous year. On average, 121 evaluations were completed per month.

Applicant Volume and Productivity by Location 1st Quarter FY 14-15						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
<b>Completed</b>	364	7	109	3	150	95
<b>Cancellations</b>	106	4	34	1	44	23
<b>No-Shows</b>	22	1	5	0	11	5
<b>Incompletion Rate</b>	26%	42%	26%	25%	27%	23%



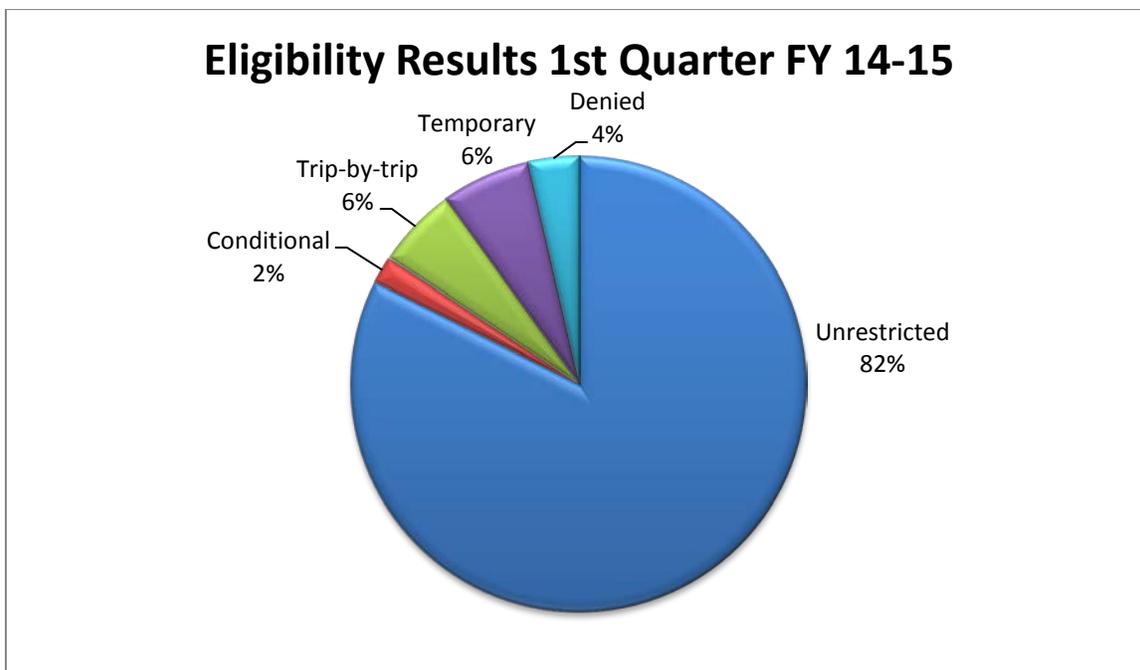
**New versus re-certification:** In the first quarter of FY 14-15, on average 93% of all applicants were new. This is a 25% increase from first quarter FY 13-14 (68%).

<b>Countywide Eligibility Results by Application Type 1st Quarter FY 14-15</b>					
<b>NEW</b>		<b>Percentage</b>	<b>RECERTIFICATION</b>		<b>Percentage</b>
Unrestricted	278	82%	Unrestricted	22	92%
Conditional	7	2%	Conditional	0	0%
Trip-by-trip	20	6%	Trip-by-trip	1	4%
Temporary	22	6%	Temporary	1	4%
Denied	13	4%	Denied	0	0%
<b>TOTAL</b>	<b>340</b>	<b>93%</b>	<b>TOTAL</b>	<b>24</b>	<b>7%</b>



**Eligibility determinations:** Of the 364 completed assessments, 300 (82%) were given unrestricted eligibility, 7 (2%) were given conditional eligibility, 21 (6%) were given trip-by-trip eligibility, 23 (6%) were given temporary eligibility and 13 (4%) were denied. Similar to the first year of the program, the denial rate remains low, suggesting that applicants are self-selecting out of the evaluation process early and are educated about the basic conditions of eligibility.

Eligibility Results By Service Area 1st Quarter FY 14-15					
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans
<b>Unrestricted</b>	<b>300</b>	5	86	3	91
<b>Conditional</b>	<b>7</b>	0	3	0	0
<b>Trip-by-trip</b>	<b>21</b>	0	6	0	6
<b>Temporary</b>	<b>23</b>	1	8	0	6
<b>Denied</b>	<b>13</b>	1	4	0	6
<b>Totals</b>	<b>364</b>	<b>7</b>	<b>107</b>	<b>3</b>	<b>109</b>



**Impact on Paratransit:** Applicants are provided a complimentary trip on paratransit for themselves and their Personal Care Attendant (PCA) upon request. On average, in the first quarter of FY 14-15, 60% of all scheduled applicants requested a paratransit trip to the assessment site. Complementary paratransit usage has increased slightly from the previous year.

Complementary Paratransit Usage 1st Quarter FY 14-15						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
<b>Own Transportation</b>	145	1	44	2	50	48
<b>Complementary Paratransit</b>	219	6	65	1	100	47
<b>Paratransit %</b>	60%	86%	60%	33%	67%	49%

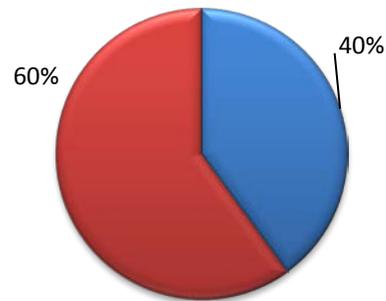
### FY 13-14 1st Quarter

■ Own Transportation ■ Paratransit



### FY 14-15 1st Quarter

■ Own Transportation ■ Paratransit



**Type of Disability:** Many of the applicants who completed the in-person assessment presented more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability 348 (49%) followed by cognitive disability 135 (19%) and visual disability 114 (16%). An auditory disability was the least commonly reported disability, with 19 (3%) of the total.

Disability Type Countywide and by Service Area 1st Quarter FY 14-15						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
<b>Physical</b>	348	6	102	0	144	93
<b>Cognitive</b>	135	2	53	2	49	29
<b>Visual</b>	114	1	30	0	49	34
<b>Audio</b>	19	0	2	0	12	5

**Time to scheduled assessment:** On average, the time between an applicant’s request to schedule an in-person assessment and the date of their assessment was approximately five (5) days. The longest amount of time a client had to wait for an appointment was 16 days. This wait is often attributed to clients rescheduling appointments resulting in a longer wait time between their initial call and their actual appointment. The goal is for clients to receive an appointment within 10 business days or two weeks of their phone call. In FY 13-14 the longest waiting period was 24 days. Through more efficient coordination, lengthy wait times are decreasing overall.

<b>Time (Days) from Scheduling to Appointment 1st Quarter FY 14-15</b>						
	<b>Countywide</b>	<b>Dixon Readi-Ride</b>	<b>FAST</b>	<b>Rio Vista Delta Breeze</b>	<b>SolTrans</b>	<b>Vacaville City Coach</b>
<b>Average for Period</b>	5	1	6	9	7	3
<b>Longest</b>	16	1	14	9	16	11

**Time to receipt of eligibility determination letter:** On average, the time between the applicant’s assessment and the receipt of the eligibility determination letter was 8 days. The longest an applicant had to wait for their determination letter was 17 days. There is a requirement that all ADA determination letters are mailed to clients within 21 days of their evaluation. There were no violations of the 21-day ADA policy this quarter. STA staff continues to work with CARE to monitor performance in order to ensure compliance with terms of the contract.

<b>Time (Days) from Evaluation to Letter 1st Quarter FY 14-15</b>						
	<b>Countywide</b>	<b>Dixon Readi-Ride</b>	<b>FAST</b>	<b>Rio Vista Delta Breeze</b>	<b>SolTrans</b>	<b>Vacaville City Coach</b>
<b>Average for Period</b>	8	6	11	7	7	7
<b>Longest</b>	17	7	17	9	17	14
<b># of Clients Past 21 Days</b>	0	0	0	0	0	0

**Comment Card Summary:** There were a total of 19 ADA Comment Cards received by the STA in the first quarter of FY 14-15. Below is a summary of the scores provided by clients and the number each transit operator received. By far, applicants were “highly satisfied” with the service they received during their assessments.

<b>Comment Card Summary 1st Quarter FY 14-15</b>							
	<b>Countywide</b>	<b>Dixon Readi- Ride</b>	<b>FAST</b>	<b>Rio Vista Delta Breeze</b>	<b>SolTrans</b>	<b>Vacaville City Coach</b>	<b>Not Specified</b>
<b>Very Satisfied</b>	14		4		7	3	
<b>Satisfied</b>	3		2		1		
<b>Neutral</b>	1				1		
<b>Dissatisfied</b>	1				1		
<b>Very Dissatisfied</b>							
<b>Total Received</b>	19		6		10	3	

# Transportation Info Depot Suisun City Train Depot



[www.commuterinfo.net](http://www.commuterinfo.net) | 800-535-6883

## Your One-Stop Shop for getting around Solano and Napa Counties and beyond.

- Transit Information
- Personalized Car and Vanpool Match Lists
- Commute Incentive Programs
- Emergency Ride Home Program
- Fastrak Toll Tag Applications
- Clipper Card Sales
- BikeLink Locker Card Sales
- Regional Transit Connection Discount ID Card/Senior Clipper Card Sales
- Taxi Scrip Programs
- Bike Maps

**Personalized  
Live Transit  
Trip Planning!**



**Transportation Info Depot**  
Suisun City Train Depot  
177 Main Street  
Suisun City, CA 94585  
Open Weekdays, 6:30 a.m. - 2:00 p.m.  
800-535-6883  
[www.commuterinfo.net](http://www.commuterinfo.net)

11/14

# Solano Mobility Call Center



[www.solanomobility.org](http://www.solanomobility.org) | 800-535-6883

## Simple. Easy. Free!

The Solano Mobility Call Center and website are your one-stop shop for transportation information, resources and tools that will help you get around Solano County.

- Mobility Options for Seniors and People with Disabilities
- Paratransit Information
- Transit Information
- Countywide ADA In-person Eligibility Program
- Travel Training Programs
- Non-profit and Private Transportation Options
- Senior Safe Driving Information
- Find Your Ride Tools
- Travel Training Video Library
- Regional Transit Connection Discount ID Card
- Senior Clipper Card Sales
- Taxi Scrip Programs
- Bike Maps

**Personalized  
Live Transit  
Trip Planning!**



**Solano Mobility Call Center**  
One Harbor Center, Ste. 140  
Suisun City, CA 94585  
Open Weekdays, 8:00 a.m. - 5:00 p.m.  
800-535-6883  
[www.solanomobility.org](http://www.solanomobility.org)

11/14

This page intentionally left blank.

## Metropolitan Transportation Commission Programming and Allocations Committee

September 10, 2014

Resolution No. 4097, Revised

- Subject:** Consolidated Transportation Service Agency (CTSA) Designation for Solano Transportation Authority in Solano County
- Background:** In 1979, the California Legislature enacted AB 120, the Social Service Transportation Improvement Act, which mandated improvements to social services transportation, and led to the creation and designation of Consolidated Transportation Service Agencies (CTSAs). MTC's 2013 update to the Coordinated Public Transit – Human Services Transportation Plan (“Coordinated Plan,” MTC Resolution No. 4085), included descriptions of, and steps for designating CTSA's within the Bay Area.
- 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. Currently, there is one CTSA designated in the Bay Area, which is Outreach and Escort, Inc. in Santa Clara County.
- In June 2014, MTC received a request from the Solano Transportation Authority for a countywide CTSA designation (attached), in accordance with the recommendations identified in the Solano Mobility Management Plan. Consistent with the Coordinated Plan, MTC notified the Solano County Board of Supervisors, Solano County Paratransit Coordinating Council, Fairfield – Suisun Transit, Vacaville City Coach, Dixon Redit-Ride, Rio Vista Delta Breeze, and Solano Transit of Solano Transportation Authority's request. The Paratransit Coordinating Council submitted a letter of support for this designation; no other responses were received. Solano Transportation Authority has provided materials to support their request, including a description of their services and coordination activities.
- Over the past several years the Solano Transportation Authority has been actively planning and implementing a number of successful coordination activities that involve multiple stakeholders aimed at improving mobility and transportation outcomes for Solano's transportation-disadvantaged populations.
- Staff recommends approving CTSA status to the Solano Transportation Authority until September 30, 2017 with the condition that the Authority will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded through MTC's Lifeline Transportation Program or as previously eligible per California Public Utilities Code 99233.12 for countywide transit planning and coordination purposes.
- Issues:** None.
- Recommendation:** Refer MTC Resolution No. 4097, Revised to the Commission for approval.
- Attachments:** Solano Transportation Authority CTSA Request Letter  
Solano County Paratransit Coordinating Council Support Letter  
MTC Resolution No. 4097, Revised

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\September PAC\tmp-4097.doc

June 18, 2014

Mr. Steve Heminger  
**Metropolitan Transportation Commission**  
101 Eighth St.  
Oakland CA 94607

**RE: STA's CTSA Designation Request for Solano County**

Dear Mr. Heminger:

I am writing on behalf of the Solano Transportation Board (STA) Board to request the Metropolitan Transportation Commission (MTC) designate the Solano Transportation Authority (STA) as the Consolidated Transportation Services Agency (CTSA) for Solano County. On June 11, 2014, the STA Board unanimously took action to request CTSA designation by MTC for Solano County (see attachment A).

Over the past several years, the STA has been actively planning and implementing a number of mobility management programs to help meet the mobility needs of our growing population of seniors, people with disabilities and low income residents. In April of this year, the STA adopted its first countywide Mobility Management Plan and we appreciate the support that MTC staff has provided during this process. Solano's senior and people with disabilities population will increase significantly in the next five to ten years and Solano's Mobility Management Plan (see attachment B) outlines a number of programs that STA and our partner agencies and non-profits are interested in implementing.

The Plan was developed in partnership with our transit operators, Solano's Paratransit Coordinating Committee (PCC), Senior and People with Disabilities Advisory Committee, and other stakeholders. As highlighted in MTC's Coordinated Plan for the region, the STA recognizes that new, countywide coordinated programs and services that cut across specific modes of transportation will be necessary to address the transportation needs of these segments of our population. The Solano Mobility Management Plan outlines the initial implementation of four countywide programs: a Countywide In-Person ADA Eligibility Assessment Program, a Mobility Management Call Center (including a Mobility Management website), a Travel Training program, and an Older Driver Safety Information program. The Countywide In-Person ADA Eligibility Assessment Program was successfully implemented July 1, 2013 by the STA, in partnership with the County's transit operators, and the program will be commemorating the completion of its first full year in operation. The other three programs have all been authorized by the STA Board and currently are being developed with implementation scheduled to take place between July and September of 2014. These were also priority programs as identified in the STA's 2011 countywide Transportation Study for Seniors and People with Disabilities and several Community Based Transportation Plans.

As part of the Solano Mobility Management Plan, the formation of a Consolidated Transportation Services Agency (CTSA) was raised, discussed and evaluated. Based on this evaluation, a CTSA Proposal was developed by the STA and reviewed and discussed by the PCC, Transit Operators, Senior and People with Disabilities Advisory Committee, and unanimously approved by the STA Board. This CTSA proposal reflects that the STA has been effectively functioning as a CTSA for the past few years by advancing the implementation of the programs noted above.

We look forward to MTC approving the STA's request to be designated the CTSA for Solano County and to continue to work together with MTC and our local partners to successfully advance mobility management programs in Solano County. Please contact STA Executive Director Daryl Halls at (707) 424-6075, if you have any questions.

Sincerely,



Osby Davis, STA Chair  
Mayor, City of Vallejo

Attachments:

- A. CTSA Designation Staff Report from STA Board Meeting of June 11, 2014
- B. Solano Mobility Management Plan Approved April of 2014
- C. STA's CTSA Proposal for Solano County

Cc: James Spring, MTC Commissioner and Solano County Supervisor  
STA Board Members  
Solano County Board of Supervisors  
Alix Bockelman, MTC  
Jennifer Yeamans, MTC  
Brad Kilger, City Manager, City of Benicia  
Jim Lindley, City Manager, City of Dixon  
Janet Koster, Dixon Read-Ride  
David White, City Manager, City of Fairfield  
Wayne Lewis, Transit Manager, Fairfield and Suisun Transit  
Tim Chapa, City Manager, City of Rio Vista  
John Harris, Interim Transit Manager, Rio Vista Delta Breeze  
Mona Babauta, General Manager, Solano County Transit  
Suzanne Bragdon, City Manager, City of Suisun City  
Laura Kuhn, City Manager, City of Vacaville  
Brian McLean, Transit Manager, Vacaville City Coach  
Dan Keen, City Manager, City of Vallejo  
Birgitta Corsello, County Administrator, County of Solano  
Matt Tuggle, Engineering Manager, County of Solano  
Edith Thomas, Solano PCC Chair  
Daryl Halls, STA Executive Director  
Liz Niedziela, STA Transit Manager



Solano Transportation Authority

... working for you!

# SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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

Ms. Drennen Shelton  
Metropolitan Transportation Commission  
101 Eighth St.  
Oakland CA 94607

RE: CTSA Designation Request

Dear Drennen,

Over the past several years, the Solano Transportation Authority (STA) has been developing its first countywide Mobility Management Plan. The Mobility Management Plan is a key step in planning for the mobility needs of the increasing senior population as well as people with disabilities and the low-income of all ages in Solano County. The Solano Paratransit Coordinating Council (PCC) was involved with the development of this plan and recommended its approval to the STA Board. The Plan was approved by the STA Board in April 2014.

The PCC committee members recognize that countywide coordinated programs, including social service and other agencies that offer a variety of transportation services, will be necessary to address the mobility needs of seniors, people with disabilities, and the low-income in the years ahead. The Solano Mobility Management Plan outlines the implementation of four countywide programs: a Mobility Call Center (including a Mobility Management website), a Travel Training program, an enhanced ADA Assessment program and an Older Driver Safety Information program.

The ADA In-Person Eligibility program was implemented July 2013. As of April 2014, almost 900 evaluations have been conducted in Solano County. The PCC was supportive of this new process because it eliminated the applicant's lengthy application and verification of an existing disability signed by a medical professional. Many times, applicants were not able to complete the application and relied on Social Services agencies for assistance. Now applicants and current paratransit riders who want to recertify can attend an in-person evaluation in their community where a qualified assessment team conducts the interviews and functional assessments to determine ADA paratransit eligibility. Similar successful outcomes are also anticipated for the remaining three mobility programs in the final stages of implementation.

In the Mobility Management Plan, the role and function of a Consolidated Transportation Services Agency (CTSA) was also discussed. A CTSA Proposal was developed and reviewed by the PCC. The CTSA Proposal recommends that the STA Board function as Solano's CTSA and that a PCC member be included on the CTSA Advisory Committee. On June 11, 2014 the STA Board approved this CTSA Proposal and the PCC promptly took action at our June 16, 2014 special meeting to support this request for designation. The STA has been developing and

implementing mobility management programs in Solano County that the PCC continues to support.

Please contact Liz Niedziela, Transit Program Manager at (707) 399-3217 you have any questions.

Sincerely,



Edith R. Thomas  
Chair, STA PCC

cc: PCC Members

Date: May 22, 2013  
W.I.: 1311  
Referred By: PAC  
Revised: 09/24/14-C

ABSTRACT

Resolution No. 4097, Revised

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

This resolution was revised on September 24, 2014, to add the Solano Transportation Authority as a CTSA, subject to conditions listed on Attachment B.

Further discussion of this action is included in the Programming and Allocations Summary sheet dated May 8, 2013 and September 10, 2014.

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 Paratransit Coordinating Councils (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  
Revised: 09/24/14-C

Attachment B  
Resolution No. 4097  
Page 1 of 1

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

<b>Date of Designation</b>	<b>Period of Designation</b>	<b>Name of Agency</b>	<b>Geographic Area</b>
5/22/2013	7/1/2013 – 6/30/2017	Outreach & Escort, Inc. <sup>1</sup>	Santa Clara County
9/24/2014	10/1/2014 – 9/30/2017	Solano Transportation Authority <sup>2</sup>	Solano County

---

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

<sup>2</sup> This designation was approved for a three-year period ending September 30, 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 Solano Transportation Authority to only claim STA funds or TDA programmed as part of MTC’s Lifeline program or as previously eligible per California Public Utilities Code 99233.12 for countywide transit planning and coordination purposes. Other benefits available to CTSAs are granted through this designation.



DATE: November 7, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: 2014 Local Ridership Studies for Fairfield and Suisun Transit (FAST),  
and Solano County Transit (SolTrans)

---

**Background:**

The seven major intercity transit routes that serve Solano County are operated by the two largest transit operators in the County: Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans). Although operated by two transit operators, they are funded by contributions from four cities (Dixon, Fairfield, Suisun City, and Vacaville), the SolTrans JPA, the County of Solano, and Regional Measure 2 (RM 2) funds allocated by the STA Board.

The STA has coordinated this funding with local jurisdictions through the Intercity Transit Funding (ITF) Working Group over the past several years and developed an ITF Agreement to provide a stable source of funding for these services. The cost-sharing for each route is based on residence of the ridership (80%) and population share (20% of the jurisdiction being served). An initial ridership survey was conducted in the fall of 2006 and the ITF Agreement established that the ridership data will be updated every three years.

**Discussion:**

To meet multiple needs of the ITF Agreement, the 2014 Intercity Ridership Survey consisted of a countywide on-board survey was conducted. In addition, off and on counts and on-time performance were included in the study. FAST and SolTrans requested to have a Ridership Survey conducted on the local systems as well as the intercity routes.

The consulting firm Quantum Market Research (QMR) was selected to complete the updated Ridership Studies. The ridership data was collected began in March and April 2014 for the local routes. Passengers on/off counts and on time performance have been collected as well to assist in identifying productivity and compare across routes and systems. The results of these studies are shown in Attachment A and B.

**Recommendation:**

Informational.

Attachments:

- A. [2014 Local Ridership Study for FAST](#)
- B. [2014 Local Ridership Study for SolTrans](#)

This page intentionally left blank.



DATE: November 7, 2014  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: Solano Employer Commute Challenge 2014 – Results

---

**Background:**

The 8<sup>th</sup> Annual Solano Commute Challenge (Challenge) was a targeted outreach campaign for Solano County employers with 50 or more employees. The overall goal for this campaign was to increase and sustain Solano County employees' use of alternative transportation. The Challenge for employers and their employees was to "Use transit, carpool, vanpool, bike, or walk to work at least 30 workdays from August through October." Incentives are provided through the Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) Program to employees and employers who "met" the Commute Challenge.

Campaign materials were sent to the targeted employers in July with telephone follow-up one week later. Information about the Challenge was posted on the STA's SNCI webpage, [www.commuterinfo.net](http://www.commuterinfo.net), along with a registration form where targeted employers and their employees could indicate their interest in participating. Status updates about the Challenge were posted on SNCI's Facebook page and sent to participating employers.

Employees accessed information about the Challenge through the SNCI webpage and also from hardcopy brochures and flyers that were provided to the employers for distribution. Employee trips were tracked electronically, using the 511 Ridematching system's "Trip Diary" tracking system. Employees who did not have internet access or preferred to not use the electronic alternative still had the option of submitting the hard-copy Monthly Commute Logs. Staff provided significant assistance to ensure that employees understood the process and would accurately track their trips. As individual employees signed up, they could request information about transit, bicycling, and carpooling/vanpooling options.

**Discussion:**

The 8<sup>th</sup> Annual Solano Commute Challenge ended on October 31, 2014 and the deadline for all Monthly Commute Logs is November 15<sup>th</sup>. As of October 31<sup>st</sup>, 30 major Solano County employers totaling 642 employees registered for the Challenge, a slight decrease from last year. Staff is currently calculating the number of Commute Champions based on "Trip Diary" data and will have the final tally results by November 15<sup>th</sup>. More than 419 employee participants are on track to earn the title "Commute Champion" by meeting or passing the goal, 65% of all participants. The total of 30 employers participating was the second lowest during 8 years of the Challenge. The number of employees participating was the 3<sup>rd</sup> highest and the number of champions was the 2<sup>nd</sup> highest.

To date, Genentech, in Vacaville, is on track to earn the Most Outstanding Workplace title with 106 Commute Champions. Employers who are on course to become Commute Champion Workplaces (where 20 or more employees became Commute Champions) include State Fund in Vacaville, the County of Solano, Travis Air Force Base, and California Endive Farms in Rio Vista.

Employees who are Commute Champions are entered into a drawing. The drawing for those gift certificates will take place at the December STA Board meeting. Staff will coordinate the presentation of employer rewards and recognition events with the companies, Chambers of Commerce, and STA Board members.

**Fiscal Impact:**

The Solano Commute Challenge (Challenge) campaign is included in the STA's Solano Napa Commuter Information program budget and is funded by a combination of Bay Area Transportation for Clean Air (TFCA) and Eastern Solano Congestion Management Air Quality (CMAQ) funds.

**Recommendation:**

Informational.

Attachments:

- A. Draft SCC Employee Final Results Table
- B. Summary of Challenge Results 2007-2014

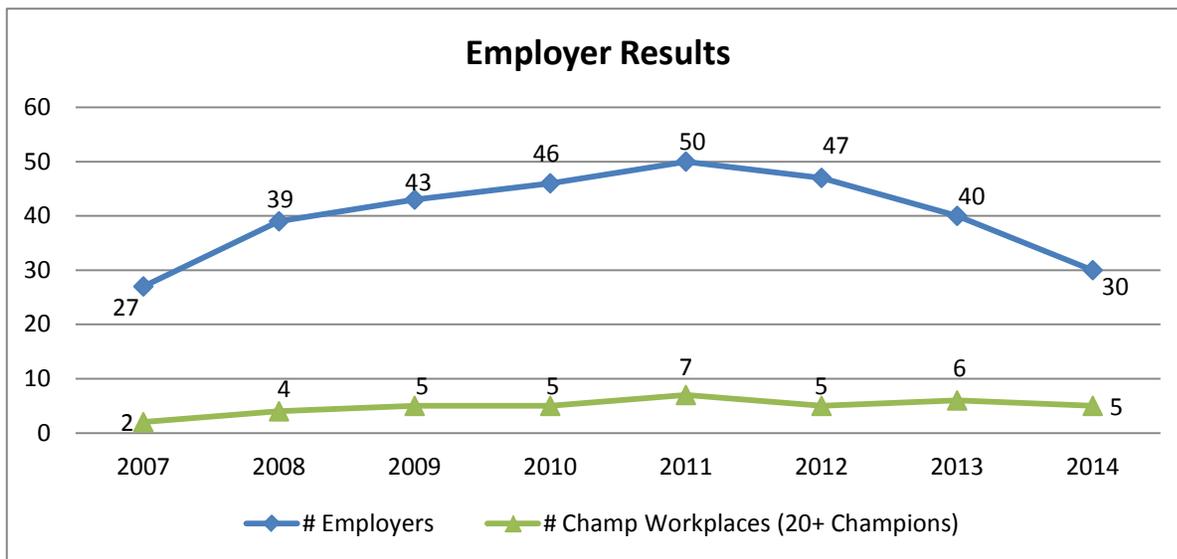
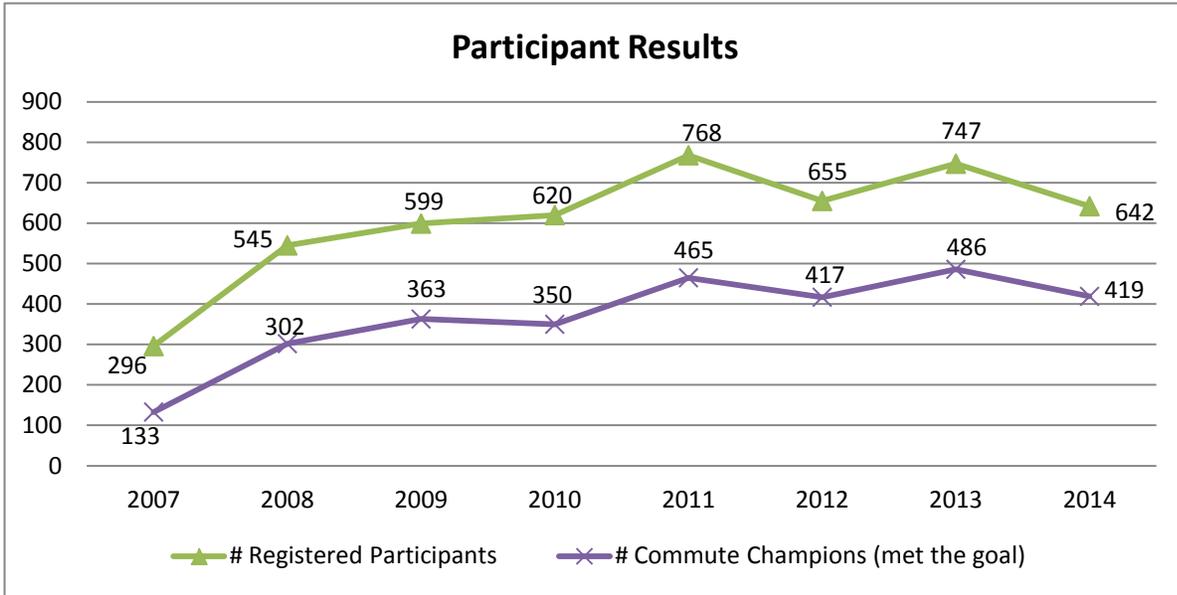
11/4/2014

**2014 Solano Commute Challenge**

30 Employers

<b>Employer Name</b>	<b>City</b>	<b>Employees Registered</b>	<b>Tentative Champs*</b>	<b>Contenders</b>
Genentech	Vacaville	184	<b>106</b>	24
State Fund	Vacaville	108	<b>86</b>	10
Solano County	Countywid	105	<b>67</b>	14
Travis AFB (Air Force Base)	Travis AFB	58	<b>38</b>	9
California Endive Farms	Rio Vista	36	<b>34</b>	
Valero	Benicia	26	<b>15</b>	1
Kaiser Permanente Medical Center - Vallejo	Vallejo	19	<b>9</b>	2
Fairfield Suisun Unified School District	Fairfield	15	<b>8</b>	
Bio Rad Laboratories	Benicia	7	<b>7</b>	
CSAA Insurance Exchange	Fairfield	9	<b>7</b>	
Vacaville Unified School District	Vacaville	17	<b>7</b>	5
UTC Aerospace Systems	Fairfield	7	<b>6</b>	1
Vallejo Sanitation	Vallejo	7	<b>6</b>	
City of Vacaville	Vacaville	5	<b>3</b>	1
NorthBay Medical Center	Fairfield	4	<b>3</b>	1
Anheuser-Busch, Inc.	Fairfield	5	<b>2</b>	1
City of Benicia	Benicia	6	<b>2</b>	2
City of Dixon	Dixon	3	<b>2</b>	
Kaiser Permanente Medical Center - Vacaville	Vacaville	3	<b>2</b>	
NorthBay Healthcare	Fairfield	5	<b>2</b>	1
NorthBay Healthcare Vaca Valley Hospital	Vacaville	4	<b>2</b>	1
Ball Metal Beverage Container	Fairfield	2	<b>1</b>	
California Maritime Academy	Vallejo	3	<b>1</b>	
Kaiser Permanente Medical Offices - Fairfield	Fairfield	2	<b>1</b>	
Partnership HealthPlan	Fairfield	1	<b>1</b>	
Sutter Medical Foundation - Vacaville	Vacaville	1	<b>1</b>	
Auto Chlor Systems	Benicia	0	<b>0</b>	
Solano Community College	Fairfield	0	<b>0</b>	
SolTrans	Vallejo	0	<b>0</b>	
Sutter Medical Foundation - Fairfield	Fairfield	0	<b>0</b>	
<b>Totals</b>		<b>642</b>	<b>419</b>	<b>73</b>

\* Deadline to submit logs is 11-15-201





DATE: November 11, 2014  
 TO: Solano Express Intercity Transit Consortium  
 FROM: Drew Hart, Associate Planner  
 RE: Summary of Funding Opportunities

**Discussion:**

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
<b>Regional<sup>1</sup></b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$15 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$2,500</b> 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 <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	<b>\$67,000</b>	No Deadline
6.	Electronic Bicycle Lockers	<b>\$500,000</b>	December 8, 2014
7.	Lifeline Transportation Program Cycle 4*	<b>\$1,220,301</b>	January 15, 2015
<b>State</b>			
8.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads	<b>~\$100-150 million</b> federally	Announcement Anticipated Spring 2015
<b>Federal</b>			
9.	FTA Section 5310 Funding Program*	<b>\$13 million</b>	December 1, 2014

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

<sup>1</sup> Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

This page intentionally left blank.

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
<b>Regional Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	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. <b>\$15 million</b>	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 <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	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. <b>\$10 million</b> , 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 <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Graciela Garcia ARB (916) 323-2781 <a href="mailto:ggarcia@arb.ca.gov">ggarcia@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to <b>\$5,000</b> 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 <a href="http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm">http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm</a>
<b>Lifeline Transportation Program Cycle 4</b>	Liz Niedziela Transportation Program Manager (707)399-3217 <a href="mailto:eniedziela@sta-snci.com">eniedziela@sta-snci.com</a>	Prop1B - January 15, 2015 STAF – TBD JARC 5307 – 5307	\$1,220,301	The program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the Community Based Transportation Plans. The Lifeline Transportation Program aims to fund projects that result in improved mobility for low-income residents of Solano County.	N/A	Lifeline program administrators may award additional points and/or give priority to projects sponsored by or coordinated with Mobility Managers or Consolidated Transportation Service Agencies (CTSAs).

<sup>1</sup> 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
<b>Regional Grants</b> <sup>1</sup>						
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <b>888-457-HVIP</b> <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> 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 <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>
<b>TDA Article 3</b>	Cheryl Chi Metropolitan Planning Commission <b>(510) 817-5939</b> cchi@mtc.ca.gov	No deadline	Approx. <b>\$67,000</b>	The Metropolitan Transportation Commission (MTC) administers TDA Article funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.	N/A	
<b>Electronic Bicycle Lockers</b>	Patrick Wenzinger BAAQMD (415) 749-4934 PWenzinger@BAAQMD.gov	December 8, 2014	\$500,000	Only public agencies in the BAAQMD's jurisdiction are eligible to apply. Funding may be used to purchase and install new e-lockers. Up to \$2,500 per bicycle accommodated at any given time; Max. award is \$50,000 per agency. See Guidance, Policies, and Evaluation Criteria for a complete listing of all program requirements	N/A	An application webinar is scheduled for Tuesday, September 16, 2014 from 10:00am - 11:00am PDT. This webinar will cover program requirements, application process, and application evaluation criteria.

\*New Funding Opportunity

\*\*STA staff, Drew Hart, can be contacted directly at (707) 399-3214 or [ahart@sta-snci.com](mailto: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
<b>State Grants</b>						
<b>Highway Safety Improvement Program (HSIP):</b> High Risk Rural Roads*	Slyvia Fung California Department of Transportation (Caltrans) (510) 286-5226 <a href="mailto:slyvia.fung@dot.ca.gov">slyvia.fung@dot.ca.gov</a>	Announcement Anticipated Spring of 2015	Approx. <b>\$100-150 M</b> nationally	The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land.  <a href="http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm">http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm</a>	N/A	Eligible Projects: HSIP funds are eligible for work on any public road or publicly owned bicycle/pedestrian pathway or trail, or on tribal lands for general use of tribal members, that corrects or improves the safety for its users.
<b>Federal Grants</b>						
<b>FTA Section 5310 Funding Program</b>	Liz Niedziela Transportation Program Manager (707)399-3217 <a href="mailto:eniedziela@sta-snci.com">eniedziela@sta-snci.com</a>	December 1, 2014 at 4pm for small urban and rural		The 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities is the result of the consolidation of the New Freedom Program and the 5310 Elderly and Disabled program under MAP-21.	N/A	More information will be presented at the PCC.