



**INTERCITY TRANSIT CONSORTIUM MEETING AGENDA**  
**1:30 p.m., Tuesday, June 28, 2016**  
**Solano Transportation Authority**  
**One Harbor Center, Suite 130**  
**Suisun City, CA 94585**

**ITEM**

**STAFF PERSON**

**1. CALL TO ORDER**

Nathaniel Atherstone,  
Chair

**2. APPROVAL OF AGENDA**

**3. OPPORTUNITY FOR PUBLIC COMMENT**

(1:30 – 1:35 p.m.)

**4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES**

(1:35 – 1:45 p.m.)

**5. CONSENT CALENDAR**

Recommendation: Approve the following consent items in one motion.  
(1:45 – 1:50 p.m.)

**A. Minutes of the Consortium Meeting of May 17, 2016**

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of May 17, 2016.

**Pg. 5**

**B. Revised Fiscal Year (FY) 2016-17 Transportation Development Act (TDA) Matrix - July 2016 – Solano County Transit (SolTrans) and Revision for STA**

Philip Kamhi

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Revised FY 2016-17 Solano TDA Matrix as shown in Attachment B for Solano County Transit and the revised TDA Claim for STA.

**Pg. 9**

**CONSORTIUM MEMBERS**

Janet Koster	Nathan Atherstone (Chair)	John Harris	Mona Babauta	Brian McLean	Matt Tuggle	Judy Leaks	Liz Niedziela (Vice Chair) STA
Dixon Readi-Ride	Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Solano County Transit (SolTrans)	Vacaville City Coach	County of Solano	SNCI	Philip Kamhi STA Staff

- C. **Solano Intercity Taxi Scrip Program FY 2015-16 Quarter 3 Report** Debbie McQuilkin  
Recommendation:  
Forward a recommendation to the STA TAC and Board to receive and file.  
**Pg. 15**

**6. ACTION FINANCIAL ITEMS**

- A. **None.**

**7. ACTION NON-FINANCIAL ITEMS**

- A. **Updated Solano County Intercity Taxi Scrip Program Memorandum of Understanding (MOU) for FY 2016-17 and FY 2017-18** Debbie McQuilkin  
Recommendation:  
Forward a recommendation to the STA TAC and Board to approve the following Solano County Intercity Taxi Scrip Program MOU as shown in Attachment A.  
(1:50 – 1:55 p.m.)  
**Pg. 19**

- B. **Legislative Update** Jayne Bauer  
Recommendation:  
Forward a recommendation to the STA TAC and Board to approve a support position for Senate Bill 838.  
(1:55 – 2:00 p.m.)  
**Pg. 31**

**8. INFORMATIONAL ITEMS – DISCUSSION ITEMS**

- A. **Transit Corridor Study – Board Workshop Overview** Jim McElroy,  
(2:00 – 2:15 p.m.) Project Manager  
**Pg. 43**
- B. **Summary of Solano Seniors and People with Disabilities Transportation Summit III** Liz Niedziela  
(2:15 – 2:20 p.m.)  
**Pg. 49**
- C. **Comprehensive Transportation Plan (CTP) Transit and Rideshare Element Performance Measures and Milestones** Robert Macaulay  
(2:20 – 2:30 p.m.)  
**Pg. 91**

**NO DISCUSSION**

- D. **Mobility Call Center/Transportation Info Depot Monthly Updates** Sean Hurley  
**Pg. 105**
- E. **Summary of Funding Opportunities** Drew Hart  
**Pg. 107**

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

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

August 2016

- A. SolanoExpress Quarterly Update
- B. Intercity Taxi Scrip New Service Delivery Model
- C. FY 2016-17 TDA Matrix Updates
- D. SolanoExpress Annual Service Report
- E. Solano Transportation Study for Senior and People with Disabilities Scope of Work and Schedule
- F. SolanoExpress Marketing Update
- G. Multi-Year STAF Funding Priorities

September 2016

- A. Transit Corridor Study Phase 1 Service Recommendation
- B. Future Bridge Toll Priorities for Transit
- C. Update of SolanoExpress Bus Capital Replacement Plan

October 2016

- A. Alternative Fuels Policy

11. **ADJOURNMENT**

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, August 30, 2016.**

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**INTERCITY TRANSIT CONSORTIUM**  
**Meeting Minutes of May 17, 2016**

**1. CALL TO ORDER**

Chair Atherstone 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>	Nathaniel Atherstone, Chair	Fairfield and Suisun Transit (FAST)
	Liz Niedziela, Vice Chair	STA
	Kristina Botsford for Mona Babauta	Solano County Transit (SolTrans)
	John Harris	Rio Vista Delta Breeze
	Janet Koster	Dixon Read-Ride
	Kristina Holden for Judy Leaks	STA
	Brian McLean (by phone)	Vacaville City Coach
	Nathan Newell for Matt Tuggle	County of Solano

**Members**

<b>Absent:</b>	Mona Babauta	SolTrans
	Judy Leaks	STA
	Matt Tuggle	County of Solano

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

Bernadette Curry	STA Legal Counsel
Ryan Dodge	STA
Diane Feinstein	FAST
Daryl Halls	STA
Nathan Hodgens	Congressman John Garamendi District Rep.
Philip Kamhi	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Jim McElroy	McElroy Transit Consulting
Debbie McQuilkin	STA
Mary Pryor	NWC and Partners
Tina Spencer	NWC and Partners

**2. APPROVAL OF THE AGENDA**

On a motion by Kristina Holden, and a second by Karin Botsford, the SolanoExpress Intercity Transit Consortium approved the agenda. (8 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

#### **4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES**

Nathan Newell announced that staff from Solano County Health and Social Svcs. has been appointed to serve as the new Committee member of the Consortium.

#### **5. CONSENT CALENDAR**

On a motion by Brian McLean, and a second by Kristina Botsford, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Items A. (8 Ayes)

##### **A. Minutes of the Consortium Meeting of April 26, 2016**

Recommendation:

Approve the Consortium Meeting Minutes of April 26, 2016.

##### **B. Fiscal Year (FY) 2016-17 Transportation Development Act (TDA) Matrix - June 2016 – Vacaville City Coach and STA**

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2016-17 Solano TDA Matrix as shown in Attachment B that include Vacaville City Coach and STA.

#### **6. ACTION FINANCIAL ITEMS**

##### **A. Funding Agreement for Replacement of SolanoExpress Vehicles and Development of SolanoExpress Alternative Fuels Vehicle Purchase Policy**

Philip Kamhi reviewed the process for the development of a funding agreement between STA, Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) for the purchase of the initial eleven (6 SolTrans, 5 FAST) SolanoExpress buses and the STA Board's development of an Alternative Fuels Vehicle Purchase Policy for SolanoExpress Bus purchases. He noted that in the Intercity Express Bus Funding plan that was approved by the STA Board in January 2016, full funding has been identified for the first five of FAST's bus replacements, and the first six of SolTrans' bus replacements. He also noted that staff from the California Air Resources Board (CARB), Bay Area and Yolo Air Districts, Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) have been invited to present at the STA Board Workshop scheduled at 4:30 p.m., Wednesday, June 8, 2016 as part of STA's development of an alternative fuels policy.

Recommendation:

Forward a recommendation to the STA TAC and Board to authorize STA staff to develop funding agreements for the initial set of eleven SolanoExpress vehicles with Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) in coordination with STA's Development of Alternative Fuels Policy for the purchase of SolanoExpress vehicles.

On a motion by Janet Koster, and a second by Kristina Holden, the SolanoExpress Intercity Transit Consortium approved the recommendation to the STA TAC and Board.

(8 Ayes)

##### **B. FY 2016-17 Intercity Funding Agreement and FY 2014-15 Reconciliation**

Mary Pryor noted that at the April 2016 SolanoExpress Intercity Transit Consortium meeting, concerns were raised by the City of Dixon regarding the increase in their funding subsidy, and the impact it could have on their future TDA funds. She noted that STA staff has worked with FAST staff to identify and understand what has caused this issue. She added that the City of Dixon's FY 2016-17 subsidy was increased due to a service change implemented by FAST to the peak vehicles that are assigned to the SolanoExpress Route 30.

Nathaniel Atherstone, FAST, recommended an approach to evaluating the Route 30 peak vehicle assignments, and the fiscal and service impacts of corrective action.

After discussion, City of Dixon's Janet Koster, requested to include as part of the recommendation that FAST will look at possible service changes within its system to reduce the cost and that the STA, as far as it's long term transit corridor planning will also look to stabilize the funding impact to Dixon in the longer term.

Recommendation:

Approve the following for SolanoExpress:

1. Cost Sharing Reconciliation of FY 2014-15 subsidies by jurisdiction; and
2. SolanoExpress Cost Sharing Summary for FY 2016-17 as shown in Attachment 5 Tab 6.

On a motion by Janet Koster, and a second by Kristina Botsford, the SolanoExpress Intercity Transit Consortium approved the recommendation to the STA TAC and Board with the amendment to consider the fiscal impact on the City of Dixon.  
(8 Ayes)

**C. Development of Proposed Policies for ADA Recertification**

Liz Niedziela reported that the estimated cost of the Countywide ADA In Person Assessment program is approximately \$189,600 and is funded with State Transit Assistance Funds (STAF) Regional Paratransit. She noted the potential cost savings of approximately \$41,400 annually if 25% of the assessment are auto renewal based on 12,000 assessments a year. Also, the potential annual cost savings of \$14,190 to the transit operators as a result of having to provide fewer required paratransit trips.

Kristina Botsford, Solano County Transit (SolTrans), commented that SolTrans will not support *the age criteria* "If unrestricted eligibility has been determined and the applicant is at least 80 years of age" and requested this criteria *be removed*.

After discussion, the Consortium concurred with SolTrans' request to remove the age criteria off of the proposed policy.

Recommendation:

Forward a recommendation to the STA TAC and Board to adopt the STA Policies and Procedures for ADA Recertification *with an amendment to remove the age criteria to the proposed policy as shown in Attachment A*.

On a motion by Janet Koster, and a second by Kristina Holden, the SolanoExpress Intercity Transit Consortium approved the recommendation as amended shown above in *bold italics*.  
(8 Ayes)

**D. Updated Solano County Intercity Taxi Scrip Program Memorandum of Understanding (MOU) for FY 2016-17 and FY 2017-18**

This item was presented by Bernadette Curry, STA Legal Counsel. After discussion, the Consortium, by consensus, voted to agendize this item until the next meeting in June to allow more time for legal counsels from participating parties to review the draft and provide comments back to STA Legal Counsel.

## **ACTION NON-FINANCIAL ITEMS**

### **A. STA's Overall Work Plan for FY 2016-17 and FY 2017-18**

Daryl Halls mentioned that a request to add the Phase B of the Vallejo Station (includes a separate parking structure) was made at the May 11<sup>th</sup>, 2016 STA Board meeting by the City of Vallejo. He noted that with no other changes, the OWP will be forwarded to the STA Board for adoption at their meeting in June.

#### Recommendation:

Forward a recommendation to the STA TAC and Board to adopt the STA's Overall Work Plan for FY 2016-17 and FY 2017-18 as shown in Attachment A.

On a motion by Kristina Botsford, and a second by Kristina Holden, the SolanoExpress Intercity Transit Consortium approved the recommendation to the STA TAC and Board. (8 Ayes)

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

### **A. Comprehensive Transportation Plan (CTP) Transit and Rideshare Element Performance Measures and Milestones**

Robert Macaulay provided an update to the development of the CTP Transit and Rideshare Element Performance Measures and Milestones. He identified and reviewed additional comments made by the Transit and Rideshare Committee at their May 12, 2016 meeting.

### **B. Transit Corridor Study Update – Review of Performance Measures**

Jim McElroy provided an update to the Transit Corridor Study. He reviewed the SolanoExpress Performance Benchmarks pertaining to service design, service productivity, cost efficiency and cost effectiveness.

Nathaniel Atherstone requested staff also look at the TDA audit performance process and the way the numbers are calculated and assumptions outlined for consistency.

## **NO DISCUSSION**

### **C. Legislative Update**

### **D. Mobility Call Center/Transportation Info Depot Monthly Updates**

### **E. Summary of Funding Opportunities**

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

Group

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

Group

## **11. ADJOURNMENT**

The meeting adjourned at 2:45 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, June 28, 2016.**



DATE: June 13, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Philip Kamhi, Transit Program Manager  
RE: Revised Fiscal Year (FY) 2016-17 Transportation Development Act (TDA)  
Matrix - July 2016 for Solano County Transit (SolTrans) and Revision for STA

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**Background:**

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

The Solano FY 2016-17 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. The revised TDA matrix for FY 2016-17 (Attachment B) will be submitted to the STA Board for approval on July 13, 2016.

The TDA Matrix is based on MTC's Fund Estimate dated February 24, 2016. STA includes FY 2015-16 Allocations and Returns that have occurred after MTC's cut-off date for the Fund Estimate (January 31, 2016). STA has been advised that SolTrans will be returning \$5 million in unused TDA funds to MTC in June.

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted in April 2014. The intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2014-15 audited amounts were reconciled to the estimated amounts for FY 2014-15. The reconciliation amounts and the estimated amounts for FY 2016-17 are merged to determine the cost per funding partner.

For FY 2014-15, the actual subsidies were approximately \$800,000 less than were budgeted due to lower cost and higher fare revenue. Through the reconciliation process, this difference reduces the total amount owed in FY 2016-17. The total contributions in FY 2016-17 are approximately \$460,000 greater than in FY 2015-16. This increase is due to a number of factors, including an increase operating costs and a decrease in fare revenue for FY 2016-17. Additional RM-2 funding of \$738,000 offsets some of the subsidy needed in FY 2016-17. The contributions from all of the jurisdictions have increased from FY 2015-16 to FY 2016-17.

**Discussion:**

For FY 2016-17, STA approved the TDA claims for STA and the City of Vacaville at its June 8, 2016 meeting. The following TDA revision is being brought forward for approval at this time:

**STA**

The TDA matrix approved on June 8, 2016 included \$336,183 in TDA funds to be claimed for the Intercity Taxi Scrip Program (ADA Subsidized Taxi). This figure was based on the contribution amounts from the local agencies and Solano County TDA draft budget developed during discussions about the taxi scrip fare changes. Since that time, the budget for the Intercity Taxi Scrip Program has changed. The current revised TDA Matrix includes an additional \$76,669 for program planning and administration, to be funded with Solano County TDA funds. This revision increases the ADA Subsidized Taxi request by \$76,669 (from \$336,183 to \$412,852), as reflected in the revised draft TDA Matrix.

Additionally, Solano County has requested that STA begin design of Redwood Parkway Drive Fairgrounds improvement project, and has requested that STA utilizes \$100,000 of TDA funding for this project. This revision increases the STA Planning TDA request by \$100,000 (from \$481,422 to \$581,422), as reflected in the revised draft TDA Matrix.

The following TDA claims are being brought forward for approval at this time:

**Solano County Transit (SolTrans)**

SolTrans requests \$9,126,749 in TDA funds for FY 2016-17. TDA funds in the amount of \$4,459,003 will be used for transit operations, and \$3,141,406 will be used for capital projects. SolTrans' capital projects include vehicle and facility maintenance, Information Technology, vehicle purchases, and the CNG fueling facility. The SolTrans claim amounts are included in Attachment B, the Revised TDA Matrix. The claim will be consistent with the TDA matrix going to the STA Board for approval July 13, 2016.

Additional TDA claims from agencies that may be added to the TDA Matrix will be brought to the Consortium prior to consideration by the STA Board.

**Fiscal Impact:**

The STA Board approval of the TDA matrix provides the guidance needed by MTC to process the TDA claim submitted by the transit operators and STA.

**Recommendation:**

Forward a recommendation to the STA TAC and Board to approve the Revised FY 2016-17 Solano TDA Matrix as shown in Attachment B for Solano County Transit and the revised TDA Claim for STA

Attachment:

- A. FY 2016-17 TDA Fund Estimate for Solano County
- B. Revised FY 2016-17 Solano TDA Matrix

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**FY 2016-17 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SOLANO COUNTY**

Attachment A  
Res No. 4220  
Page 9 of 17  
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
<b>FY2015-16 Generation Estimate Adjustment</b>			<b>FY2016-17 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 15)	17,358,114		13. County Auditor Estimate		17,773,436
2. Revised Estimate (Feb, 15)	17,773,436		<b>FY2016-17 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		415,322	14. MTC Administration (0.5% of Line 13)		88,867
<b>FY2015-16 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)		88,867
4. MTC Administration (0.5% of Line 3)	2,077		16. MTC Planning (3.0% of Line 13)		533,203
5. County Administration (Up to 0.5% of Line 3)	2,077		17. Total Charges (Lines 14+15+16)		710,937
6. MTC Planning (3.0% of Line 3)	12,460		18. TDA Generations Less Charges (Lines 13-17)		17,062,499
7. Total Charges (Lines 4+5+6)		16,614	<b>FY2016-17 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		398,708	19. Article 3.0 (2.0% of Line 18)		341,250
<b>FY2015-16 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		16,721,249
9. Article 3 Adjustment (2.0% of line 8)	7,974		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		390,734	22. TDA Article 4 (Lines 20-21)		16,721,249
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		390,734			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	774,067	3,926	777,993	(862,029)	0	333,276	7,974	257,214	341,250	598,464
Article 4.5										
<b>SUBTOTAL</b>	<b>774,067</b>	<b>3,926</b>	<b>777,993</b>	<b>(862,029)</b>	<b>0</b>	<b>333,276</b>	<b>7,974</b>	<b>257,214</b>	<b>341,250</b>	<b>598,464</b>
Article 4/8										
Dixon	856,366	3,219	859,586	(567,866)	0	734,437	17,573	1,043,730	745,767	1,789,497
Fairfield	2,763,699	12,241	2,775,940	(5,837,751)	0	4,251,582	101,726	1,291,497	4,355,601	5,647,098
Rio Vista	243,865	1,902	245,767	(334,129)	75,432	306,605	7,336	301,011	318,930	619,941
Solano County	913,414	4,404	917,818	(510,125)	0	741,586	17,744	1,167,023	753,163	1,920,186
Suisun City	158,218	370	158,588	(1,183,922)	0	1,103,260	26,397	104,323	1,124,528	1,228,851
Vacaville	6,367,758	28,785	6,396,543	(3,187,689)	0	3,617,620	86,557	6,913,032	3,686,482	10,599,514
Vallejo/Benicia <sup>4</sup>	2,625,978	11,206	2,637,184	(7,176,068)	0	5,575,423	133,401	1,169,941	5,736,777	6,906,718
<b>SUBTOTAL</b>	<b>13,929,299</b>	<b>62,128</b>	<b>13,991,427</b>	<b>(18,797,550)</b>	<b>75,432</b>	<b>16,330,513</b>	<b>390,734</b>	<b>11,990,557</b>	<b>16,721,249</b>	<b>28,711,806</b>
<b>GRAND TOTAL</b>	<b>\$14,703,366</b>	<b>\$66,054</b>	<b>\$14,769,419</b>	<b>(\$19,659,578)</b>	<b>\$75,432</b>	<b>\$16,663,789</b>	<b>\$398,708</b>	<b>\$12,247,771</b>	<b>\$17,062,499</b>	<b>\$29,310,270</b>

- Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.
- Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
- Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

FY2016-17 TDA Matrix

WORKING DRAFT

13-Jun-16

FY 2016-17

AGENCY	TDA Est from MTC, 2/24/16	Projected Carryover 2/24/16	Available for Allocation 2/25/16	FY2015-16 Allocations / Returns after 1/31/16	Paratransit		Local Transit					Intercity							STA Planning	Other / Swaps	Transit Capital	Total	Balance			
					ADA Subsidized Taxi Phase I	Paratransit	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SolTrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SolTrans Rt. 78	SolTrans Rt. 80	SolTrans Rt 85	FAST Rt. 90						FAST Intercity Subtotal	SolTrans Intercity Subtotal	
					(2)													(4)						(4)	(6)	(7)
Dixon	745,767	1,043,730	1,789,497		5,000								\$ 4,351	\$ 91,921	\$ 3,899	\$ 5,545	\$ (730)	\$ 2,175	\$ 5,883	\$ 106,055	\$ 6,990	\$ 21,651			\$ 139,696	1,649,801
Fairfield	4,355,601	1,291,497	5,647,098		40,000								\$ 83,280	\$ 111,176	\$ 185,092	\$ 23,820	\$ (7,888)	\$ 29,903	\$ 189,224	\$ 568,772	\$ 45,834	\$ 125,337			\$ 779,943	4,867,155
Rio Vista	318,930	301,011	619,941		5,000								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ -	\$ 9,038			\$ 14,038	605,903
Suisun City	1,124,528	104,323	1,228,851		0								\$ 14,807	\$ 30,165	\$ 63,953	\$ 5,129	\$ (1,681)	\$ 8,420	\$ 73,496	\$ 182,421	\$ 11,868	\$ 32,524	\$ 50,000		\$ 276,813	952,038
Vacaville	3,686,482	6,913,032	10,599,514		70,000	268,819					751,085		\$ 119,265	\$ 157,659	\$ 143,844	\$ 16,432	\$ (5,157)	\$ 12,254	\$ 60,043	\$ 480,811	\$ 23,529	\$ 106,648		1,090,000	\$ 2,790,892	7,808,622
Vallejo/Benicia (SolTrans)	5,736,777	1,169,941	6,906,718	-5,000,000	85,000	1,296,496						2,670,158	\$ 27,599	\$ 74,965	\$ 35,578	\$ 306,302	\$ (65,058)	\$ 123,074	\$ 27,809	\$ 165,951	\$ 364,318	\$ 164,364		3,141,406	\$ 2,887,693	4,019,025
Solano County	753,163	1,167,023	1,920,186		207,852								\$ 19,483	\$ 32,936	\$ 31,115	\$ 24,496	\$ (2,043)	\$ 17,357	\$ 30,494	\$ 114,027	\$ 39,810	\$ 121,862	\$ 40,000		\$ 523,552	1,396,634
<b>Total</b>	<b>16,721,248</b>	<b>11,990,557</b>	<b>28,711,805</b>	<b>-5,000,000</b>	<b>412,852</b>	<b>1,565,315</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>751,085</b>	<b>2,670,158</b>		\$ 268,785	\$ 498,824	\$ 463,481	\$ 381,724	\$ (82,557)	\$ 193,183	386,948	\$ 1,618,038	\$ 492,350	\$ 581,422	\$ 90,000	\$ 4,231,406	\$ 7,412,626	21,299,179

NOTES:

Background colors on Rt. Headings denote operator of intercity route  
Background colors denote which jurisdiction is claiming funds

- (1) MTC February 24, 2016 Fund Estimate; Reso 4220; columns I, H, J
- (2) STA will be claimant. Amounts subject to change.
- (3) Includes flex routes, paratransit, local subsidized taxi
- (4) Consistent with FY2016-17 Intercity Transit Funding Agreement and FY2014-15 Reconciliation
- (5) Note not used.
- (6) Claimed by STA from all agencies per formula; approved by TAC April 27, 2016.
- (7) Suisun City amount to be claimed by STA for Suisun Amtrak station maintenance; Solano County amount to be claimed by STA for Faith in Action
- (8) Transit Capital purchases include bus purchases, maintenance facilities, etc.



DATE: May 22, 2016  
 TO: SolanoExpress Intercity Transit Consortium  
 FROM: Debbie McQuilkin, Transit Mobility Coordinator  
 RE: Solano Intercity Taxi Scrip Program FY 2015-16 Quarter 3 Report

**Background:**

On July 12, 2013, the Solano Transportation Authority (STA), Solano County’s five local transit agencies, and Solano County entered into a Memorandum of Understanding (MOU) to fund a the Countywide taxi-based intercity paratransit service. The service provides trips from city to city, for the current ambulatory and proposed non-ambulatory ADA-eligible riders and has been identified as an ADA Plus service.

Originally, the City of Vacaville was the lead agency for this service when the program was initiated in February 2010 following the dissolution of Solano Paratransit in 2009. Vacaville transferred the lead role to Solano County in July 2013. On June 11, 2014, the STA Board accepted responsibility for managing the intercity paratransit service on behalf of the seven cities and the County, following a request letter from County of Solano's Department of Resource Management on behalf of the Solano County Board of Supervisors. On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the STA from Solano County. This staff report provides information on the Intercity Taxi Program’s performance through Quarter 3 (Q3) of Fiscal Year (FY) 2015-2016 (January 1, 2016-March 31, 2016).

**Discussion:**

The Solano Transportation Authority (STA) staff has completed review of Solano Intercity Taxi Scrip operations in the Second Quarter of FY 2015-2016. The following provides average quarterly program information for the previous six years and in FY15-16 Q1, Q2 and Q3 program information, in order to provide comparable data:

	2009- 2010	2010- 2011	2011- 2012	2012- 2013	2013- 2014	2014- 2015	2015-16	2015-16	
	Quarterly Average						Q1	Q2	Q3
Taxi Scrip Sold	307	692	1,282	1,185	1,115	1,182	1,201	1,212	1,201
Fare Revenue	\$4,609	\$10,373	\$19,228	\$17,771	\$16,729	\$17,734	\$18,015	\$18,180	\$18,015
Passenger Trips	918	1,484	2,411	3,195	2,961	3,206	3102	3169	2787
Cost	\$29,285	\$51,968	\$91,011	\$132,466	\$139,126	\$146,902	\$153,278	\$164,115	\$180,070
Farebox Recovery Ratio	16%	20%	21%	13%	12%	12%	12%	11%	10%

Intercity Taxi Scrip Fare Change

On February 10, 2016, the STA Board approved modifications to the Solano Intercity Taxi Scrip Program fares that will be effective on July 1, 2016. This is projected to increase both the supply of taxi scrip and improve the farebox recovery ratio.

The cost of scrip booklets have been increased from the current level of \$15 for \$100 worth of scrip to:

- \$40 for \$100 worth of scrip for ADA Certified Individuals
- \$20 for \$100 worth of scrip for low-income ADA Certified Individuals

On May 31, 2016, STA staff and Solano County Health and Social Services entered into an agreement to identify passengers that are eligible for the low-income discount fare. The discount fare is available for ADA certified passengers with disabilities who meet the criteria for any of the following low-income programs: Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, and PG&E Care.

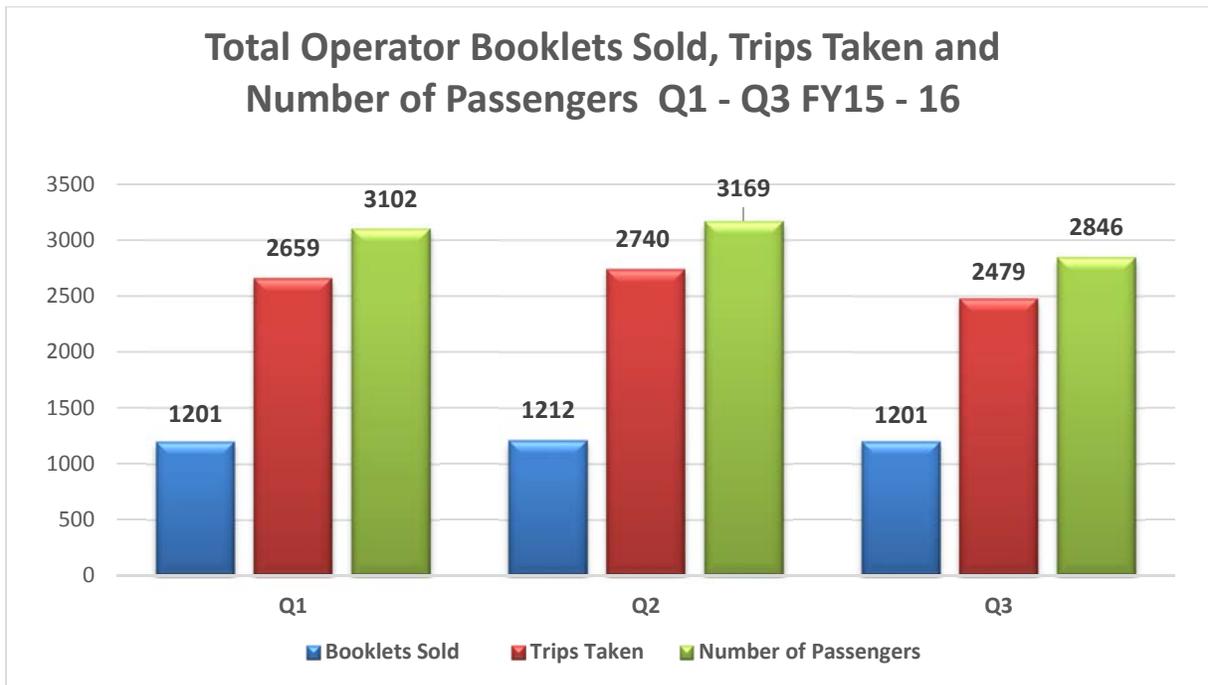
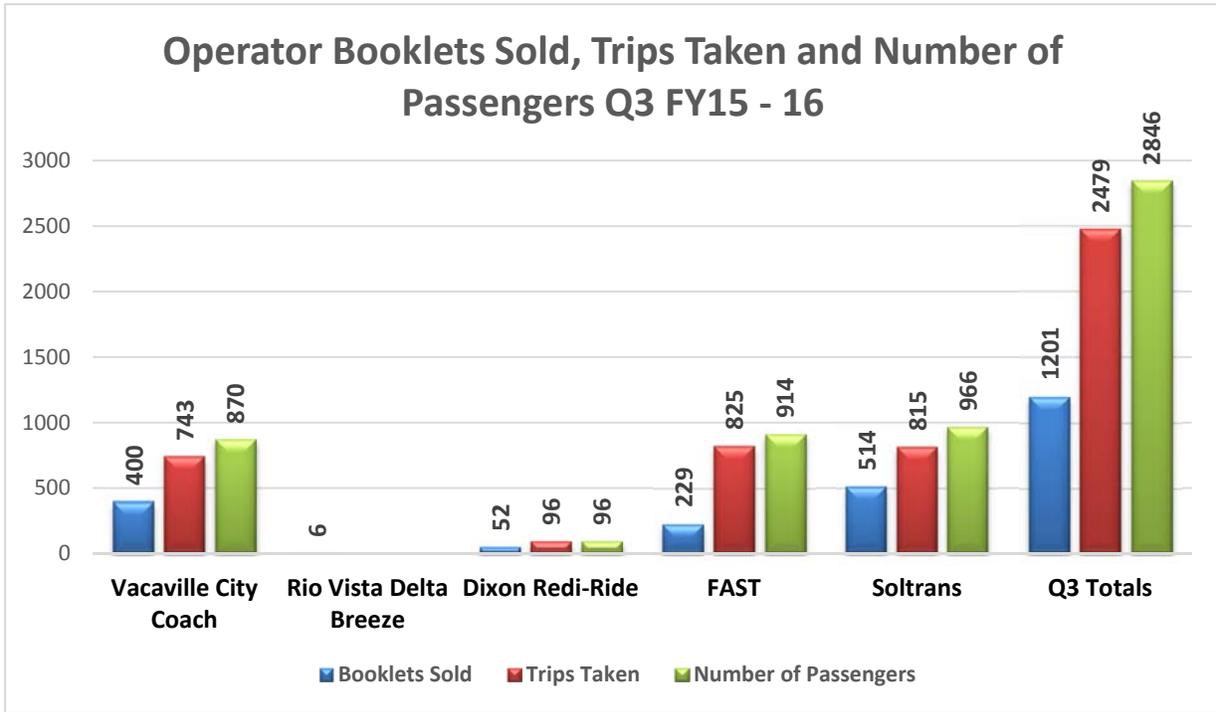
STA staff has mailed out 278 income verification waivers to all active Solano Intercity Taxi Scrip users in an effort to reach all users that may qualify for the discount fare.

**Recommendation:**

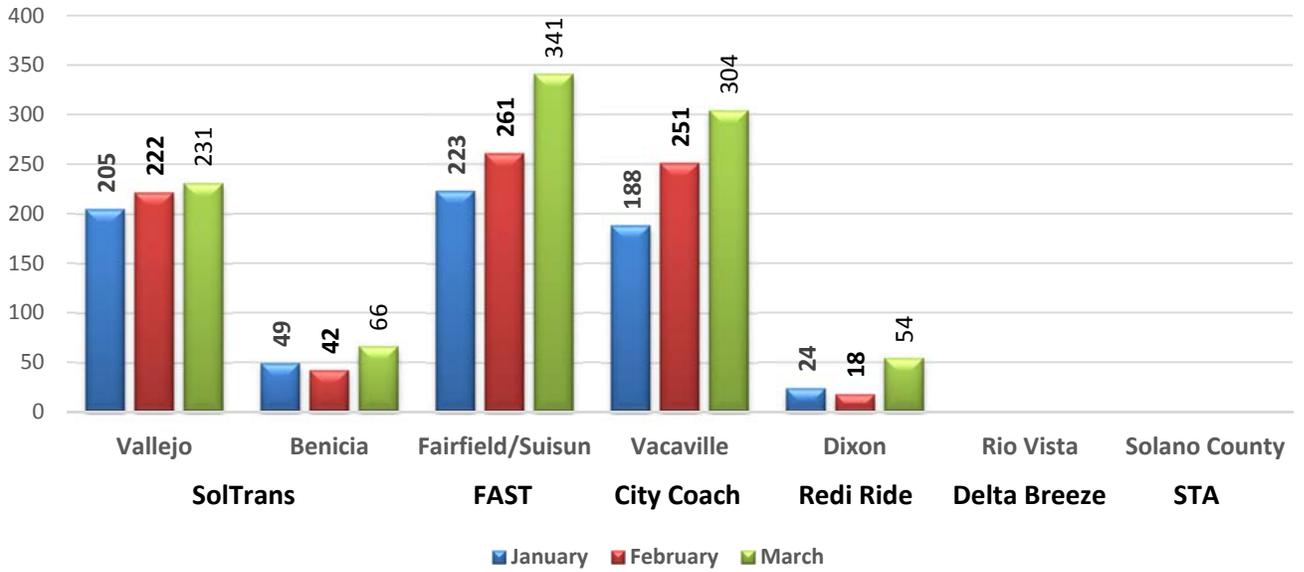
Forward a recommendation to the STA TAC and Board to receive and file.

Attachments:

- A. Intercity Taxi Scrip FY 2015-16 Q3 Data



### Total Trips by City Q3 FY15 - 16





DATE: June 21, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Philip Kamhi, Transit Program Manager  
RE: Updated Solano County Intercity Taxi Scrip Program Memorandum of Understanding for FY 2016-17 and FY 2017-18

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**Background:**

On July 12, 2013, the County of Solano, the five local transit agencies, and the Solano Transportation Authority (STA) entered into a Memorandum of Understanding (MOU) to fund Countywide taxi-based intercity paratransit service, and a separate MOU between the TRANSIT agencies and Taxi Operators was entered into for the operations of the program. The service provides trips from city to city, for the current ambulatory and proposed non-ambulatory ADA-eligible riders and has been identified as an ADA Plus service.

Originally, the City of Vacaville was the lead agency for this service when it was initiated in February 2010 following the dissolution of Solano Paratransit in 2009 and in response to issues raised at two summits focused on Mobility for Seniors and People with Disabilities. Vacaville transferred the lead role to Solano County in July 2013. On June 11, 2014, the STA Board accepted responsibility for managing the intercity paratransit service on behalf of the seven cities and the County, following a request letter from County of Solano's Department of Resource Management on behalf of the Solano County Board of Supervisors. On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the STA from Solano County. This item is to provide information on the update to the MOU's.

**Discussion:**

The STA has been operating the Solano Intercity Taxi Scrip Program under the two existing MOU's established when Solano County was managing the program:

1. The MOU between the Taxi Companies and the agencies, and
2. The MOU between the transit agencies and the STA

Based on advice from legal counsel, STA staff and legal counsel have crafted a parallel Agreement updating terms and conditions with the taxi operators, including incorporating the most up-to-date program information, regulations and incorporating federal clauses. This Agreement will take the place of the MOU between the Taxi Companies and the agencies. In addition, STA staff and legal counsel have prepared an updated MOU between the STA, the County and the five transit operators. This was provided to each of the participating agencies for their review and comment at the May Consortium meeting. Both staff and legal counsel will be available to answer any questions at the meeting. Attachment A is an update of the MOU between the agencies and the STA.

**Fiscal Impact:**

None.

**Recommendation:**

Forward a recommendation to the STA TAC and Board to approve the following Solano County Intercity Taxi Scrip Program MOU as shown in Attachment A.

Attachment:

- A. MOU between the agencies and the STA<sub>19</sub>

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**MEMORANDUM OF UNDERSTANDING  
BY AND AMONG  
THE CITIES OF DIXON, FAIRFIELD,  
RIO VISTA, VACAVILLE,  
SOLANO COUNTY TRANSIT,  
THE COUNTY OF SOLANO, AND  
THE SOLANO TRANSPORTATION AUTHORITY  
FOR INTERCITY PARATRANSIT SERVICES**

**THIS MEMORANDUM OF UNDERSTANDING (“Paratransit MOU” or “MOU”)** is entered into on the date last written below, by and among the municipal corporations of the CITY OF DIXON (“DIXON”), the CITY OF FAIRFIELD (“FAIRFIELD”), the CITY OF RIO VISTA (“RIO VISTA”), and the CITY OF VACAVILLE (“VACAVILLE”); the COUNTY OF SOLANO (“COUNTY”), a political subdivision of the State of California; the SOLANO TRANSPORTATION AUTHORITY (“STA”), a joint powers authority consisting of the cities of BENICIA, DIXON, FAIRFIELD, RIO VISTA, SUISUN CITY, VACAVILLE, VALLEJO, and the COUNTY; and, SOLANO COUNTY TRANSIT (“SOLTRANS”), a joint powers authority consisting of the cities of BENICIA and VALLEJO and the STA. Unless specifically identified, the various public agencies may be commonly referred to individually as “Party” or collectively as “Parties,” as the context may require.

**RECITALS**

WHEREAS, paratransit is defined as specialized transportation provided by taxis, cars or accessible vans for people with disabilities who meet the eligibility requirements established by the Americans with Disabilities Act (“ADA”) but who cannot use available fixed-route transit services; and

WHEREAS, DIXON, RIO VISTA, and VACAVILLE, and the STA (on behalf of the COUNTY) each operate independent transit and/or paratransit systems for riders within and around each agency’s jurisdiction; and

WHEREAS, FAIRFIELD operates Fairfield and Suisun Transit (“FAST”), which provides transit and paratransit services to FAIRFIELD and SUISUN CITY, and operates regional bus routes on the Interstate 80 and 680 corridors; and

WHEREAS, SOLTRANS provides transit and paratransit services to the Cities of BENICIA and VALLEJO, and operates regional bus routes on the Interstate 80, 680 and 780 corridors; and

WHEREAS, ambulatory paratransit riders are able to enter into and out of a vehicle without the use of a lift, ramp, or other boarding assistance device, and with little or no assistance from others; and

WHEREAS, non-ambulatory paratransit riders require the use of lifts, ramps, boarding assistance devices, and/or assistance from others to enter into and out of a standard vehicle or accessible van; and

WHEREAS, a paratransit service that provides trips beyond ¾-mile from existing fixed route transit service exceeds service that is mandated by ADA is known as ADA-Plus paratransit service; and

WHEREAS, Solano County intercity paratransit services (trips between jurisdictions) were provided to all eligible riders through a service, formerly known as Solano Paratransit, until its dissolution in 2009; and

WHEREAS, in 2010, the Parties entered into a Memorandum of Understanding to provide a new taxi-based intercity ADA-Plus paratransit service to eligible ambulatory riders as an alternative to the existing ADA paratransit services; and

WHEREAS, the Parties have agreed to share the regional costs of providing intercity transit services through the Intercity Transit Funding Agreement, dated July 1, 2012, and memorialize those shared costs annually by agreement in the annual Transportation Development Act Matrix (“TDA Matrix”) maintained by the STA; and

WHEREAS, the COUNTY adopted Resolution No. 2014-160 which authorized the STA to claim the COUNTY’s Transportation Development Act Article 8 (“TDA Art. 8”) monies annually through FY 2017-18 for paratransit services; and

WHEREAS, the Parties wish to enter into a new MOU to provide contract-based intercity ADA-Plus paratransit services to eligible ambulatory and non-ambulatory residents (“SERVICE”).

**AGREEMENT**

**NOW, THEREFORE**, in consideration of the mutual promises set forth in this MOU, the Parties agree as follows:

**Part I**

**Roles and Responsibilities of the Parties**

**A. STA Roles and Responsibilities**

1. The STA shall update and maintain the STA’s TDA Matrix for budgeting, estimating TDA Art. 8 claim amounts, and providing for multi-year reconciliation.
2. The STA will seek grants, with the Parties assistance, to supplement available funding for the SERVICE, and shall apply any awarded monies to subsidize the costs of the Parties’ SERVICE.

3. The countywide process for determining ADA ridership eligibility, and rules and policies established through this eligibility process will be utilized by the STA in administration of the SERVICE.
4. The STA shall work with the Parties to formulate the basis and deliverables for the contract(s) that will be used to provide the SERVICE.
5. The STA shall advertise, award, and execute contracts for paratransit services to provide intercity ADA-Plus paratransit trips to eligible ambulatory and non-ambulatory riders between the jurisdictions of the Parties.
6. The STA may provide non-ADA trips to the Parties and other agencies, under separate agreement and with no subsidies for funding, provided that the trips do not create additional unit costs to the base SERVICE contract costs.
7. The STA will provide monthly ridership reports to the Parties, which detail the riders, trip routes, and costs originating from each Party's jurisdiction. The STA will provide quarterly reports and an annual report on the SERVICE, which details budgets, cost details, ridership, and trends.
8. The STA shall apply the available subsidy funds towards each Party's share of the costs of the SERVICE based upon the monthly share of ADA-eligible contract costs that originated from each Party's jurisdiction.
9. The STA shall make annual claims against each Party's TDA Art. 8 monies for costs in providing the SERVICE to the respective Party's jurisdiction. The TDA claims shall be based upon the cost of providing the SERVICE in advance of the fiscal year that it is provided. The claims for each fiscal year (2016-17 and 2017-18) shall be at least the amounts set forth in Attachment A. If contract costs for the SERVICE do not exceed the established TDA claim amounts, then the claims shall be reconciled (credited back) for the finalized costs of each fiscal year in accordance with the existing TDA claims reconciliation process through the STA's TDA Matrix.
10. The STA will assist the Parties as necessary in making claims and invoicing for all federal reimbursement that is available for providing the SERVICE. Assistance shall include providing all SERVICE contract costs, trip information, invoices, federal reimbursement forms, and other information that is necessary to receive federal reimbursement.
11. If the STA's costs in providing the SERVICE to a Party's jurisdiction exceed the estimated budget (TDA claim plus subsidy) or will reasonably exceed the estimated budget by trend forecast, then the STA and the respective Party shall agree to a remedy plan from the following options:
  - a) The respective Party shall provide additional funding to the STA, utilizing TDA funds or otherwise, to cover the unanticipated costs;
  - b) The STA and respective Party shall agree on terms to limit ridership or subsidy for the remainder of the fiscal year, which will preserve the existing budget; and/or,

- c) The STA and the respective Party shall agree to terminate the SERVICE provided to the Party's jurisdiction once the fiscal year budget has been met.

If the respective Party and the STA fail to agree to a remedy plan above within 30 days of notice, the STA may terminate SERVICE to the respective Party's jurisdiction for the remainder of the fiscal year. The STA shall notify the Party at least 30 days in advance of termination of the SERVICE.

12. If a Party seeks to increase the SERVICE to its jurisdiction, the respective Party and the STA will agree to a plan that allows for the increased SERVICE subject to the Party providing additional funding to the STA, utilizing TDA funds or otherwise, to cover the unanticipated costs.
13. The STA shall also retain TDA Art. 8 monies to cover the costs of STA staff time utilized in providing the SERVICE and related public outreach. In addition, the STA shall retain a contingency above the estimated annual budget for the SERVICE, to cover unanticipated costs, service growths, and/or delayed payments, should they occur.
14. The STA shall review, maintain, and modify as agreed by the Parties, a farebox recovery ratio, as well as establish associated farebox fees to riders utilizing the SERVICE, which provides for the long-term sustainability of the SERVICE.
15. The STA will develop public outreach elements as part of the SERVICE, as coordinated with the Parties' existing efforts, and which supports the STA's mobility management program.
16. STA shall update and maintain the database for ADA-eligible riders for their respective jurisdictions, including the furnishing of ADA identification cards to their riders, and shall make this information accessible to the Parties and their contractor(s).
17. STA shall provide the Parties a quarterly ridership report and an annual report.

## **B. Parties Roles and Responsibilities**

1. The Parties shall, in good faith, assist the STA in the creation and maintenance of the SERVICE, through review of draft contracts, selection of contractor(s), public outreach, and facilitation of any necessary payments and TDA claims.
2. The Parties that provide fixed route transit service shall continue to provide ADA-mandated paratransit service, as necessary, and separate from that which is provided by the SERVICE.
3. A Party may request to increase SERVICE in its jurisdiction with STA's concurrence pursuant to Section A.12 above,
4. The Parties shall review STA's quarterly ridership reports and the annual report, and comment on any errors or discrepancies within 3 weeks of receipt.

5. The Parties shall review and approve the TDA Matrix and associated capital service costs prior to the STA making a TDA claim. Once the TDA Matrix is approved by the Parties and the STA Board, the Parties will allow the STA to make claims against each Party's TDA funds, initially estimated through the STA's TDA Matrix, and finally accounted and reconciled by formula in accordance with Attachment A.
6. The Parties shall maintain their existing annual TDA financial commitments toward the SERVICE, minimally at the amounts shown in Attachment A. The Parties should anticipate that the SERVICE costs will grow while the available subsidies will vary from year-to-year. Each Party may choose to increase its respective funding commitment to the STA where there is a need and desire to increase the SERVICE to the respective jurisdiction.
7. The Parties shall assist the STA in efforts toward seeking grants to supplement available funding for the SERVICE.
8. The Parties will implement the public outreach elements developed by the STA for the SERVICE, as coordinated with the Parties' existing efforts, and which supports the STA's mobility management program.
9. The associated fees charged to the riders, shall be reviewed annually, or as necessitated by changes to the SERVICE's budget, by the Parties. The Parties may recommend a change to the associated fees, which will become effective only upon approval of the STA Board.
10. Should a Party wish to withdraw from this MOU, a 90-day advance written notice must be provided to the Parties, approved by the withdrawing Party's governing board, Council, or signatory authority. TDA funds to be reimbursed or refunded shall be reconciled for finalized costs of each fiscal year in accordance with Attachment A, and through the existing TDA claims reconciliation process through the STA's TDA Matrix.

## **Part II**

### **General Terms and Conditions**

#### **A. Term of MOU**

This MOU shall be in effect from July 1, 2016 to June 30, 2018 with the option to extend for two additional years upon the approval of all of the Parties.

#### **B. Indemnification**

Each Party shall indemnify, defend, protect, hold harmless, and release the other Parties, their elected bodies, officers, agents, and employees, from and against any and all claims, losses, proceedings, damages, causes of action, liabilities, costs, or expenses (including attorneys' fees and witness costs) arising from or in connection with, or caused by any negligent act or omission or willful misconduct of such indemnifying Party in the performance of its obligations under this MOU. This indemnification obligation shall not be limited in any way by any limitation on the

amount or type of damages or compensation payable to or for the indemnifying party under workers' compensation acts, disability benefit acts, or other employee benefit acts.

### **C. No Waiver**

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

### **D. Assignability**

No Party to this MOU shall assign or transfer any interest herein nor the performance of any duties or obligations hereunder, without the prior written consent of the other Parties, and any attempt by a Party to so assign or transfer this MOU or any rights, duties or obligations arising hereunder shall be void and of no effect.

### **E. Governing Law and Venue**

The construction and interpretation of this MOU and the rights and duties of the Parties shall be governed by the laws of the State of California with venue residing in Solano County.

### **F. Force Majeure**

No Party shall be liable or deemed to be in default for any delay or failure in performance under this MOU or for any interruption of services, directly or indirectly, from acts of god, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of the Party.

### **G. Notices**

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

**AGENCY:**

CITY OF DIXON  
Joe Leach  
City Engineer/Public Works Director  
600 East "A" Street  
Dixon, CA 95620

CITY OF FAIRFIELD  
George Hicks  
Public Works Director  
1000 Webster Street  
Fairfield, CA 94533

SOLANO COUNTY  
Bill Emlen  
Director of Resource Management  
675 Texas Street, Suite 5500  
Fairfield, CA 94533

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

SOLANO COUNTY TRANSIT  
Mona Babauta  
General Manager  
311 Sacramento Street  
Vallejo, CA 94590

CITY OF SUISUN CITY  
Tim McSorley  
Public Works Director  
701 Civic Center  
Suisun City, CA 94585

CITY OF VACAVILLE  
Shawn Cunningham  
Public Works Director  
650 Merchant Street  
Vacaville, CA 95688

CITY OF RIO VISTA  
Dave Melilli  
Director of Public Works  
One Main Street  
Rio Vista, CA 94571

**H. Subcontracts**

Within the funds allocated by the Parties under this MOU, the STA may contract for any and all of the tasks necessary to undertake the SERVICE described in this MOU. The STA must follow federal procedures in selecting contractors and consultants.

**I. Prior Agreements and Amendments**

This MOU represents the entire agreement of the Parties with respect to the subject matter described herein, and no representations, warranties, inducements or oral agreements have been made by any of the Parties except as expressly set forth in this MOU. This MOU may only be modified by a written amendment duly executed by the Parties.

**J. Severability**

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

**K. Compliance with all Laws**

The Parties shall observe and comply with all applicable federal, state and local laws, ordinances, and codes including those of the Federal Highway Administration (FHWA).

**L. Non-Discrimination Clause**

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

**M. Access to Records and Retention**

All Parties, acting through their duly authorized representative, as well as any federal or state grantor agency providing all or part of the funding associated with this MOU, the State Controller, the Comptroller General of the United States, and the duly authorized representatives of any of the Parties, shall have access to any books, documents, papers and records of any Party that are directly pertinent to the subject matter of this MOU for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the Parties shall maintain all required records for three years after final payment for any work associated with this MOU, or after all pending matters are closed, whichever is later.

**IN WITNESS WHEREOF**, this MOU was executed by the Parties on the day and year last written below.

CITY OF DIXON

APPROVED AS TO FORM

By: \_\_\_\_\_  
Jim Linley, City Manager

By: \_\_\_\_\_

CITY OF FAIRFIELD

APPROVED AS TO FORM

By: \_\_\_\_\_  
David White, City Manager

By: \_\_\_\_\_

CITY OF RIO VISTA

APPROVED AS TO FORM

By: \_\_\_\_\_  
Robert Hickey, City Manager

By: \_\_\_\_\_

CITY OF VACAVILLE

APPROVED AS TO FORM

By: \_\_\_\_\_  
Laura Kuhn, City Manager

By: \_\_\_\_\_

SOLANO TRANSPORTATION AUTHORITY

APPROVED AS TO FORM

By: \_\_\_\_\_  
Daryl Halls, Executive Director

By: \_\_\_\_\_

SOLANO COUNTY TRANSIT

APPROVED AS TO FORM

By: \_\_\_\_\_  
Mona Babauta, Executive Director

By: \_\_\_\_\_

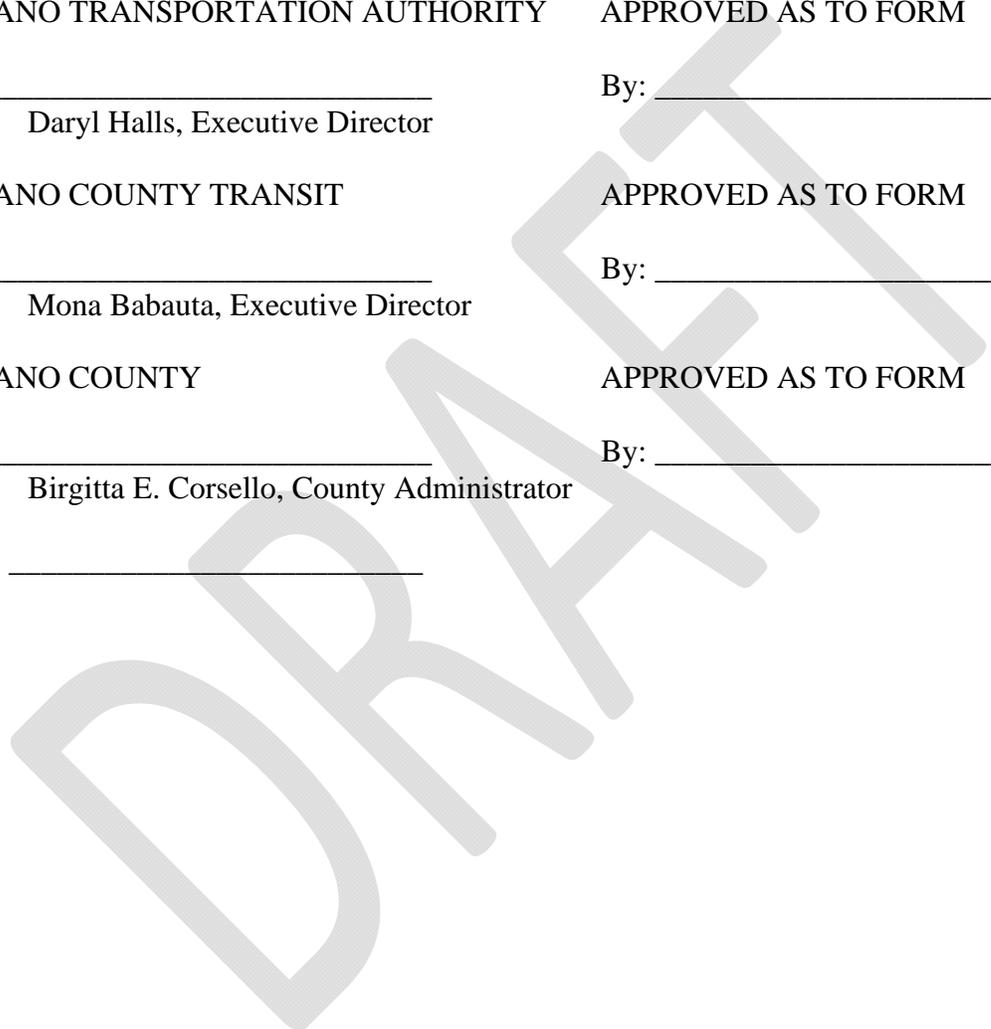
SOLANO COUNTY

APPROVED AS TO FORM

By: \_\_\_\_\_  
Birgitta E. Corsello, County Administrator

By: \_\_\_\_\_

Date: \_\_\_\_\_



*Attachment A*

**TDA Claim FY 2016-17 and 2017-18 Minimum Amounts:**

A. DIXON:	\$5,000
B. FAIRFIELD:	\$40,000
C. RIO VISTA:	\$5,000
D. SOLTRANS:	\$85,000
E. VACAVILLE:	\$70,000

DRAFT



DATE: June 20, 2016  
TO: SolanoExpress Intercity Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 13, 2016, the STA Board approved its 2016 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2016.

Monthly legislative updates are provided by STA's State and Federal lobbyists and are attached for your information (Attachments A and B). An updated Legislative Bill Matrix listing state bills of interest is available at <http://tiny.cc/staleg>.

**Discussion:**

**State Legislative Update:**

On June 9<sup>th</sup>, the 2016-17 Budget Conference Committee and legislative leaders reached agreement on a Budget for Fiscal Year 2016-17. The \$122 billion Budget, in print as [Senate Bill 826](#), includes, among other things, new investments in childcare, education, and jail construction; and, sets aside \$2 billion for the state's rainy-day reserve fund. SB 826 was approved by both houses of the Legislature and transmitted to Governor Brown on June 15.

Noticeably absent from the Budget agreement is consensus on critical items such as the appropriation of unallocated Cap and Trade revenues, and affordable housing; negotiations on these items – between legislative leaders and Governor Brown – are expected to continue into summer, with consensus proposals ultimately being introduced as additional budget trailer bills, possibly later this month, but likely in August.

Staff and STA's state lobbyists are in contact with Solano County's legislative leaders and delegates to stress the importance of sending Governor Brown a Cap and Trade budget trailer bill that contains at least the \$400 million for transit proposed by the Assembly Budget Committee, while underscoring the importance of providing additional state funds to support transit operations.

The Assembly Budget Committee amended [Senate Bill 838](#), a budget trailer bill, on June 10<sup>th</sup> to include the California Transit Association's (CTA) State Transit Assistance (STA) fix language. SB 838 "hits the pause button" on recent changes made to the STA formula and allocation methodology by the State Controller's Office (SCO); and requests the SCO to return to its long-understood methodology for any remaining unallocated funds in FY 2015-16 and all quarters of FY 2016-17 and FY 2017-18.

To ensure passage of this vital fix, STA staff and state lobbyists will continue to communicate to STA's legislative delegation its importance to Solano County's transit operations. Pending

approval by the State Legislature and Governor Brown, SB 838 or its Assembly counterpart bill will go into effect July 1, 2016. Attachment C is the CTA's fact sheet on the State Transit Assistance Program. Staff recommends approval of a support position for SB 838, and seeks input regarding the methodology beginning with FY 2017-18

Federal Legislative Update:

Susan Lent, STA's federal lobbyist (with Akin Gump) continues to research and provide more information on the federal funding opportunities for STA's priority projects. This guidance will shape the STA Board's discussions with federal legislators and agency staff. STA Board members are scheduled to travel to Washington DC in September. The two current identified priorities are FASTLANE Freight funds for I-80/I-680/SR 12 Interchange Project and Transit Capital funds for replacement of SolanoExpress buses. Attachment B provides an update of federal appropriations for 2017, discretionary grant programs, and the public transportation safety standards and protocols review by the Federal Transit Administration.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve a support position for Senate Bill 838.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. State Transit Assistance Program Fact Sheet



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

May 26, 2016

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner  
 Matt Robinson, Legislative Advocate

RE: **STATE LEGISLATIVE UPDATE – June 2016**

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***Legislative Update***

On May 13, Governor Brown released the May Revise, a key update to his proposed budget that more accurately reflects the Administration's latest spending priorities and is influenced significantly by April tax revenues. **The Legislature has until June 15 to send the Governor a budget bill** for consideration. The Legislature will break for Summer Recess on July 1 and return on August 1. In this report we discuss the latest transportation funding details to emerge in Sacramento, and, highlight the most relevant bills – bills on which the Board has adopted a position or on which we are recommending a position – introduced in the second half of the 2015-16 Regular Session; please see ***Bills of Interest***, below.

***May Revise Provides Few Changes for Transportation***

In the May Revise, the Governor, once again, tripled down on the transportation funding proposal he released last August (and again in January), which would generate a total of **\$36 billion over the next decade** and emphasize a “fix-it first” strategy in order to repair and maintain existing transportation infrastructure. In all, the Governor's transportation funding proposal would provide \$16.2 billion for highway repairs and maintenance, \$2.3 billion for the state's trade corridors, \$13.5 billion for local streets and roads, and \$4 billion for transit and intercity rail.

The **State Transit Assistance program**, projected in January to receive approximately \$315.2 million in revenue in 2016-17, is now expected to produce only \$266.9 million, a decrease of \$48 million. Additionally, revenues for 2015-16 are now projected to finish at \$297.6 million, a decrease \$1.8 million from the January estimate of \$299.4.

Finally, with the release of the May Revise, **the Governor made no changes to his \$3.1 billion Cap and Trade expenditure plan** originally proposed as part of his January Budget, which would invest an additional \$500 million in one-time Greenhouse Gas Reduction Fund (GGRF) revenues for transportation. Again, the \$500 million is proposed as part of the Governor's overall \$3.6 billion transportation funding package and would support the existing Transit and Intercity Rail Program (\$400 million) and the newly proposed Low Carbon Road Program (\$100 million). Those programs subject to continuous appropriation – the Transit and Intercity Rail Capital Program, Low-Carbon Transit Operations Program, Affordable Housing and Sustainable Communities Program, and high-speed rail – would continue to receive their earmarked shares of Cap and Trade.

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### ***Transportation Funding Proposals Merging***

Last month, we reported that Senator Jim Beall significantly amended SBX1 1 – his special session bill to increase transportation funding – mainly to incorporate funding for transit and include a number of policy proposals made by his Republican colleagues. There are still basically three different key proposals to watch: the Governor’s plan; AB 1591 (Frazier); and SBX1 1 (Beall). **That being said, recently we have heard that the two transportation Committee Chairs, Senator Beall and Assembly Member Frazier, have set out to develop one consensus proposal that both houses can rally around and possibly send to the Governor.** Additionally, on May 19, the Fix Our Roads Coalition, led by the League of California Cities, the California State Association of Counties, and the California Alliance for Jobs, released what it views as a consensus approach to transportation funding, incorporating elements of the three transportation proposals previously mentioned and generating \$5 to \$7 billion in new revenues for state highways, local streets & roads, and transit, as well as enacting a number of policy reforms. **We have again included with our report a side-by-side comparison of all four transportation funding proposals that could be considered by the Legislature and the Governor.**

### ***CTC Adopts Dismal STIP Estimate***

On May 18, the California Transportation Commission adopted the 2016 State Transportation Improvement Program (STIP), a five-year state transportation funding plan that **cuts \$754 million and delays another \$755 million in highway, rail, transit, bicycle and pedestrian** project spending. These cuts are due in large part to the steady loss of gas tax revenue over the past two years. The STIP is adopted biennially by the CTC and is used to plan future state highway, intercity rail, transit and pedestrian projects. Its primary funding source is the price-based excise tax, which will be adjusted to 9.8 cents on July 1 for FY 2016-17 (to put this in perspective, it was 18 cents in 2014-15 and 21.5 cents the prior year). As a result of the adopted STIP, Solano County had \$6.1 million deleted from the 2016 STIP for the Jepson Parkway Project.

### ***Special Session Bills of Interest***

#### **ABX1 1 (Alejo) Vehicle Weight Fees**

This bill would undo the statutory scheme that requires vehicle weight fees to be transferred to the general fund from the State Highway Account to pay debt-service on transportation bonds, and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. ***The STA Board SUPPORTS this bill (Board Action: 7/8/15).***

#### **ABX1 2 (Perea) and SBX1 14 (Cannella) Public Private Partnerships**

Existing law authorizes the Department of Transportation and regional transportation agencies to enter into Public Private Partnerships (P3s) for certain transportation projects. Existing law prohibits a P3 from being entered into on or after January 1, 2017. These bills would extend the authorizations for P3 as a method of procurement available to regional transportation agencies until January 1, 2030. ***The STA Board SUPPORTS ABX1 2 and SBX1 14 (Board Action: 7/8/15).***

#### **ABX1 24 (Levine and Ting) Bay Area Transportation Commission**

Effective January 1, 2017, this bill would recast the Metropolitan Transportation Commission (MTC) as the Bay Area Transportation Commission (BATC) and merge the responsibilities of the Bay Area Toll Authority with the new Commission. The bill would require BATC commissioners to be elected by districts comprised of approximately 750,000 residents and award districts with a toll bridge two seats on the Commission. ***The Board OPPOSES ABX1 24 (Board Action: 10/15/15).***

### **SBX1 1 (Beall) Transportation Funding**

This bill, like the author's SB 16, would increase several taxes and fees, beginning in 2016, to address issues of deferred maintenance on state highways and local streets and roads, as well as provide new funding for public transit. Specifically, this bill would increase both the gasoline and diesel excise taxes by 12 and 22 cents, respectively; increase the vehicle registration fee by \$35; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; create a new \$35 road access charge on each vehicle; increase Cap and Trade funding for transit; increase the sales tax on diesel by 3.5% for the State Transit Assistance Program; limit the borrowing of weight-fee revenues; and, repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$6-\$6.5 billion per year. ***The STA Board SUPPORTED the previous version of this bill (Board Action: 7/8/15). We recommend the Board continue to SUPPORT the amended version of this bill.***

### **Regular Session Bills of Interest**

#### **ACA 4 (Frazier) Lower-Voter Threshold for Transportation Taxes**

This bill would lower voter approval requirements from two-thirds to 55 percent for the imposition of special taxes used to provide funding for transportation purposes. ***The STA Board SUPPORTS this bill (Board Action: 3/11/15).***

#### **AB 516 (Mullin) Temporary License Plates**

This bill would, beginning January 1, 2017, require the Department of Motor Vehicles (DMV) to develop a temporary license plate to be displayed on vehicles sold in California and creates new fees and penalties associated with the processing and display of the temporary tag. ***The STA Board SUPPORTS this bill (Board Action: 4/23/15).***

#### **AB 779 (Garcia) Congestion Management Programs**

This bill would delete the level of service standards as an element of a congestion management program in infill opportunity zones and revise and recast the requirements for other elements of a congestion management program. ***Bay Area CMA Planning Directors are analyzing this 2-year bill.***

#### **AB 1591 (Frazier) Transportation Funding**

This bill would increase several taxes and fees beginning in 2016, to address issues of deferred maintenance on state highways and local streets and roads, freight corridor improvements, and transit and intercity rail needs. Specifically, this bill would increase both the gasoline and diesel excise taxes by 22.5 and 30 cents, respectively; increase the vehicle registration fee; dedicate additional shares of Cap and Trade revenues to transit; redirect truck weight fees; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$7 billion per year. ***The STA Board SUPPORTS this bill (Board Action: 2/10/16).***

#### **AB 2170 (Frazier) Trade Corridors Improvement Fund**

This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act (FAST Act) to be allocated to the Trade Corridors Improvement Fund for trade corridor improvement projects approved pursuant to the Trade Corridors Improvement Program, established under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Act of 2006 (Proposition 1B). ***The STA Board SUPPORTS this bill (Board Action: 4/13/16).***

**AB 2742 (Nazarian) Public Private Partnerships**

Existing law authorizes the Department of Transportation and regional transportation agencies to enter into Public Private Partnerships (P3s) for certain transportation projects. Existing law prohibits a P3 from being entered into on or after January 1, 2017. This bill would extend the P3 authorization until January 1, 2030. ***The STA Board SUPPORTS this bill (Board Action 5/11/16).***

**SB 824 (Beall) Low Carbon Transit Operations Program**

This bill would create greater flexibility in the Low Carbon Transit Operations Program (LCTOP), funded by Cap and Trade revenue, to allow, among other things, a recipient transit agency to: retain its funding share over multiple years for use in a subsequent fiscal year; and, loan, transfer and/or pool its funding share with other recipient transit agencies within its region. This bill would also allow a recipient transit agency to apply for a Letter of No Prejudice. ***The STA Board SUPPORTS this bill (Board Action: 5/11/16).***

**SB 1128 (Glazer) Bay Area Commute Benefit Policy**

Current law authorizes, until January 1, 2017, the Metropolitan Transportation Commission and the Bay Area Quality Management District to jointly adopt and enforce an ordinance requiring employers to take a more active role in providing commute benefits to their employees, with the goal of attracting new riders to public transit; and, delivering air quality benefits, traffic congestion relief and additional fare revenue to help sustain and grow quality public transit service. Under this ordinance, impacted employers were required to offer their employees one of a series of commute benefits. This bill would indefinitely extend the statutory authorization for the Bay Area commute benefit ordinance. ***The STA Board SUPPORTS this bill (Board Action: 4/13/16).***

Transportation Funding Proposals - Comparison Table				
	Governor's Proposal	AB 1591 (Frazier)	SBX1 1 (Beall)	Fix Our Roads Coalition
<b>Funding</b>				
Ongoing Sources	<p>*Stabilized 18 cents/gal. tax on gasoline (generating approx. \$500 million)</p> <p>*11 cents/gal. tax increase on diesel fuel (generating approx. \$500 million)</p> <p>*\$65 "road improvement charge" (generating approx. \$2 billion)</p> <p>*CalTrans efficiencies (generating approx. \$100 million)</p>	<p>*22.5 cents/gal. tax increase on gasoline (generating approx. \$3.5 billion)</p> <p>*30 cents/gal. tax increase on diesel fuel (generating approx. \$800 million, dedicated exclusively to trade corridor improvements)</p> <p>*\$38 vehicle registration fee (generating approx. \$1 billion)</p> <p>*\$165 zero emission vehicle fee (generating approx. \$35 million)</p> <p>*30% of Cap and Trade revenues (generating approx. \$600 million)</p> <p>*Restoration of truck weight fees</p>	<p>*12 cents/gal. tax increase on gasoline (generating approx. \$1.7 billion)</p> <p>*22 cents/gal. tax increase on diesel fuel (generating approx. \$600 million)</p> <p>*Tripling of incremental diesel sales tax to 5.25% (generating approx. \$300 million)</p> <p>*\$35 vehicle registration fee (generating approx. \$1 billion)</p> <p>*\$35 annual road access fee (generating approx. \$1 billion)</p> <p>*\$100 zero emission vehicle fee (generating approx. \$10 million)</p> <p>*15% of Cap and Trade revenues (generating approx. \$300 million)</p> <p>*Partial restoration of truck weight fees (repurposing approx. \$500 million)</p> <p>*CalTrans efficiencies (generating approx. \$100 million)</p>	<p>*12 cents/gal. tax increase on gasoline (phased in over 3 years) (generating approx. \$1.8 billion in year 3)</p> <p>*11 cents/gal. tax increase on diesel fuel (generating approx. \$300 million)</p> <p>*Tripling of incremental diesel sales tax to 5.25% (generating approx. \$300 million)</p> <p>*\$65 annual road access fee (generating approx. \$2 billion)</p> <p>*\$100 zero emission vehicle fee (generating approx. \$10 million)</p> <p>*Restoration of truck weight fees (phased in over 5 years) (repurposing \$1 billion in year 5)</p> <p>*Resets the price-based gas excise tax rate to its original 17.3 cents (generating approx. \$900 million)</p> <p>*Partial restoration of Prop 42 replacement revenue attributable to sale of fuels (generating approx. \$100 million)</p> <p>*Restoration of all non-Article XIX protected funds to transportation (generating approx. \$65 million)</p>
One-Time Sources	<p>*\$879 million in loan repayments</p> <p><i>*\$500 million in Cap and Trade revenues</i></p>	<p>*\$879 million in loan repayment</p> <p>(50% before 6/30/16, 50% after 6/30/17)</p>	<p>*\$1 billion in loan repayment</p>	<p>*\$700 million in loan repayment</p> <p><i>*\$500 million in Cap and Trade revenues</i></p>
Estimated Annual Funding Increase	<p><b>Approx. \$3.6 billion/year</b></p>	<p><b>Approx. \$7 billion/year</b></p>	<p><b>Approx. \$5.5 billion/year</b></p>	<p><b>Approx. \$4.9 billion/year (in year 1)</b></p> <p><b>Approx. \$6.9 billion/year (in year 5)</b></p>
<b>Expenditures</b>				
Transit and Intercity Rail	<p>\$665 million in Cap and Trade Revenues - TIRCP</p> <p>(\$400 million expected to be ongoing)</p>	<p>Additional 10% in Cap and Trade Revenues - TIRCP</p> <p>(approx. \$200 million)</p>	<p>*Additional 10% in Cap and Trade Revenues – TIRCP (approx. \$200 million)</p> <p>*Additional 5% in Cap and Trade Revenues – LCTOP (approx. \$100 million)</p> <p>*\$550 million in Cap and Trade Revenues from HSR</p> <p>*\$300 million in Additional State Transit Assistance Program Revenues</p>	<p>\$400 million in Cap and Trade Revenues - TIRCP (expected to be ongoing)</p> <p>*\$300 million in Additional State Transit Assistance Program Revenues</p>
Complete Streets	<p>\$100 million to Low Carbon Road Program (expected to be ongoing)</p>	<p>N/A</p>	<p>*Requires Caltrans to update the Highway Design Manual to Incorporate the "Complete Streets" design concept by January 1, 2017</p>	<p>\$100 million to Low Carbon Road Program (expected to be ongoing)</p>
Goods Movement	<p>*\$200 million/year to newly-created Trade Corridor Enhancement Account (to be used in manner consistent with TCIF)</p> <p>*One-time \$334 million to Trade Corridor Enhancement Account</p>	<p>*\$840 million/year to trade corridor improvements</p> <p>*20% in Cap and Trade revenues to TCIF (approx. \$400 million)</p>	<p>\$300 million/year to Trade Corridor Improvement Fund</p>	<p>\$300 million/year to Trade Corridor Improvement Fund</p>
Self-Help Incentives	<p>\$250 million/year</p>	<p>5% to counties that approve transaction and use tax on or after July 1, 2016</p>	<p>5% to counties that approve transaction and use tax on or after July 1, 2016</p>	<p>N/A</p>
Distribution of Remainder	<p>*60% to SHOPP/year</p> <p>*40% to Local Streets &amp; Roads/year</p> <p>*One-time \$148 million to Traffic Congestion Relief Program</p> <p>*One-time \$132 million to SHOPP</p>	<p>*50% to SHOPP/year (CTC required to allocate all capital and support costs for each project in the SHOPP on or after February 1, 2017)</p> <p>*50% to Local Streets &amp; Roads/year</p>	<p>*50% for maintenance of state highway system</p> <p>*50% for maintenance of local streets &amp; roads</p>	<p>*50% for maintenance of state highway system</p> <p>*50% for maintenance of local streets &amp; roads</p> <p>Revenue from Price-Based Gas Excise Tax Reset:</p> <p>*44% to STIP/year</p> <p>*44% to Local Streets &amp; Roads/year</p> <p>*12% to SHOPP/year</p>
Inflation Adjustment	<p>Excise tax adjusted annually beginning 2017</p>	<p>Excise tax adjusted for inflation every three years</p>	<p>Excise tax adjusted annually</p>	<p>Excise tax adjusted annually</p>
<b>Other</b>				
Local Streets and Road Fund Flexibility	<p>"Other transportation priorities" allowed if PCI exceeds 85</p>	<p>"Other transportation priorities" allowed if PCI exceeds 85</p>	<p>"Other transportation priorities" allowed if PCI exceeds 85</p>	<p>N/A</p>
Active Transportation Eligibility	<p>Active transportation and pedestrian and bicycle safety projects in conjunction with any other allowable project</p>	<p>Active transportation and pedestrian and bicycle safety projects in conjunction with any other allowable project</p>	<p>\$100 million from the State Highway Account for Active Transportation Program</p>	<p>N/A</p>
CalTrans Accountability	<p>*CTC to annually evaluate Caltrans for effectiveness in reducing deferred maintenance, improving road maintenance and other goals</p> <p>*Caltrans to identify at least \$100 million in cost savings/year</p> <p>*Increase annual use of contract staff to 20% of capital outlay support staff by FY 20-21</p>	<p>N/A</p>	<p>*Caltrans to present plan to California Transportation Commission to increase department's efficiency by 30%</p> <p>*Caltrans to present to CTC to generate additional income from properties owned by the department</p>	<p>*Require CTC allocation of SHOPP support costs</p>

Local Streets and Road Fund Accountability	CTC to annually evaluate cities and counties for effectiveness in reducing deferred maintenance, improving road maintenance and other goals	CTC develops performance criteria	CTC develops performance criteria, CTC to annually evaluate cities and counties for effectiveness in reducing maintenance and improving roadway conditions	<ul style="list-style-type: none"> <li>*Provide for transparency and accountability of expenditures at the state and local levels</li> <li>*Require recipient agencies to meet measurable targets for performance or face the loss or suspension of future funding</li> <li>*Require cities and counties to adopt a maintenance of effort</li> </ul>
Public-Private Partnerships /Alternative Procurement	<ul style="list-style-type: none"> <li>*Extends the statutory authority for public-private partnerships for new transportation projects by 10 years, until 2027</li> <li>*Authorizes Caltrans to utilize CM/GC for 2x the number of projects authorized today</li> </ul>	N/A	*Indefinitely extends the statutory authority for public-private partnerships for new transportation projects	*Provide flexibility to the Caltrans Director to make appropriate decisions on contracting out to meet State staffing needs
CEQA Streamlining and Advanced Mitigation	<ul style="list-style-type: none"> <li>*Limited CEQA exemption</li> <li>*Advanced project environmental mitigation to get more project buy-in early and reduce late challenges</li> <li>*Extension of federal delegation for Caltrans to complete federal and state environmental review concurrently</li> </ul>	N/A	<ul style="list-style-type: none"> <li>*Exempts, until 2025, a project or activity to repair, maintain, or make minor alterations to an existing roadway or state roadway, from CEQA</li> <li>*Establishes an Advanced Infrastructure Mitigation Program to provide effective mitigation and conservation of natural resources and natural processes to expedite the environmental review process and facilitate the implementation of measures to mitigate the impacts of transportation projects</li> </ul>	<ul style="list-style-type: none"> <li>*Establish an Advanced Mitigation Program</li> <li>*Increase the threshold under which the Caltrans encroachment permit process is triggered from \$1 million to \$3 million</li> <li>*Expand the Federal Exchange and State Match Program to reduce duplicative federal processes and environmental review in addition to state requirements</li> <li>*Enact sensible CEQA reform to expedite transportation project delivery and cost-effectiveness</li> <li>*Make permanent current law regarding NEPA Delegation authority</li> </ul>
CTC Independence	N/A	N/A	Establishes CTC as an independent agency	N/A

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

May 24, 2016

**To:** Solano Transportation Authority  
**From:** Akin Gump Strauss Hauer & Feld LLP  
**Re:** May 2016 Report

**Fiscal Year 2017 Transportation Appropriations**

The Senate passed its fiscal year 2017 Transportation-Housing and Urban Development (THUD) appropriations bill on May 19. The bill includes \$44 billion for the federal highway program and \$9.7 billion for transit formula grants, which is consistent with the FAST Act. The bill also includes \$525 million for the TIGER program, which is \$25 million more than in fiscal year 2016. The Report accompanying the bill states that DOT may use up to \$25 million in TIGER funds for the planning, preparation or design of projects. Congress had allowed TIGER funds to be used for planning in prior appropriations bills, but not in the past few years. The bill also includes \$2.3 billion for Capital Investment (new starts) transit projects and \$50 million for the Consolidated Rail Infrastructure program.

The House Appropriations Committee approved its fiscal year 2017 appropriations bill on May 14. The House bill also provides \$44 billion for the highway program and \$9.7 billion for transit formula grants. The House bill also includes \$450 million for the TIGER program, \$25 million for the Consolidated Rail Infrastructure and Safety Improvement program and \$2.5 million for Capital Investment (new starts) projects. The bill is expected to come to the floor in June, after Congress returns from the Memorial Day recess.

Once the House passes its transportation appropriations bill, it must conference its bill with the Senate-passed bill. It is not clear whether Congress will complete work on the bill before the end of the fiscal year or will pass a continuing resolution to fund the government at fiscal year 2016 levels until after the election.

**New Department of Transportation Funding Opportunities**

On April 28, the Federal Railroad Administration issued a Notice of Funding Opportunity for a \$25 million grant program for projects that improve rail safety. Eligible projects include grade separations, improvements to highway-rail grade crossings, as well as the acquisition, improvement, or rehabilitation of intermodal or rail equipment, or facilities; track, bridges and tunnel construction, and construction of yards, buildings, passenger stations, and maintenance and repair shops. Applications are due on June 14.

Solano Transportation Authority  
May 24, 2016  
Page 2

On May 3, the Federal Transit Administration (FTA) issued a Notice of Funding Opportunity for its new Mobility on Demand (MOD) Sandbox Demonstration Program. The Program will provide \$8 million for 10 projects that demonstrate innovative approaches to providing integrated “Mobility on Demand” (MOD) solutions to the provision of public transportation. Applications are due by July 5.

### **Public Transportation Safety Standards**

FTA requested public comment on a compendium of public transportation safety standards and protocols on May 17, as required under the FAST Act. Under the Act, FTA is required to engage with the public in an evaluation of the standards to assess the need to establish additional public transportation safety standards and submit recommendations to Congress that would improve the safety of public transportation. While the review is focused on rail fixed-guideway safety regulations, FTA is seeking comment on both rail and bus operations, including: (1) rail and bus design and the workstation of rail and bus operators, (2) scheduling fixed route rail and bus service with adequate time and access for operators to use restroom facilities, (3) fatigue management, (4) and crash avoidance and worthiness. Comments are due by June 16, 2016.

## State Controller Changes Longstanding State Transit Assistance Program Allocation Methodology

### California Transit Association Supports “Hitting the Pause Button”

The California State Controller’s Office recently implemented a new interpretation of the statutes and regulations governing allocation of State Transit Assistance (STA) program funding. These changes will presumably now guide allocation of Cap and Trade funds in the Low-Carbon Transit Operations Program, as well, since that program relies on the STA program allocation formulae and processes for fund distribution.

We’ve heard many concerns about these changes, including from our public transportation agency members, and from some of our regional agency partners that sub-allocate STA funds.

Specifically, concerned about the many unintended and potentially negative consequences of these administrative changes, the Association’s Executive Committee recently endorsed support for a statute compelling the Controller to return to the long-understood methodology. We are working with our member agencies, regional transportation planning agencies, the Administration and the Controller’s office to draft urgency legislation for consideration this year by the Legislature.

### Solution

In short, the California Transit Association endorses a two-step solution:

1. Moving an **urgency measure** – tied to the 2016-17 State Budget – compelling the Controller to return to the long-understood methodology, for any remaining unallocated funds in the 2015-16 year, and, for all funds to be allocated in 2016-17.
2. A more deliberative approach to identifying all the ambiguities in the current statutory and regulatory scheme, and generating consensus around a **policy bill** that would move through the process and go into effect for funds to be allocated in 2017-18 and thereafter.

### STA Program Background

The STA program allocation statutes are contained in the Public Utilities Code sections referred to as the Transportation Development Act, and have evolved over the decades since the program was first enacted. For most of the life of that longstanding program – since about 1982 – transit operators and regional transportation agencies have understood that:

- 50% of all STA program funds flow from the Controller to regions based on the **ratio of the population of each region** to the population of the state, and, each regional agency then determines how to sub-allocate those dollars to the transit operators in its jurisdiction.
- 50% of all STA program funds flow from the Controller to regions based on the **ratio of the locally-generated revenue of each transit operator in each region** to the locally-generated revenue of all transit operators in the state, and, each regional agency is then required to sub-allocate those dollars to the transit operators in its jurisdiction based on the ratios published by the Controller.
- The definition of “transit operator” for purposes of the Controller generating annually list of eligible STA program funding recipients has long been understood to mean, essentially, an agency providing transportation service to the general public for which a fare is collected.

(The specific allocation process undertaken by some regional agencies is further tailored by unique statutes governing those agencies only.)

## The Problem

Various regional planning agencies over the years have sought clarification on the definition of “transit operator” and which organizations are eligible under the controlling statutes as a “claimant” for State Transit Assistance program funds. In response to some new questions of this nature last year, the Controller’s Office reconsidered its rationale for the longtime allocation practices, and the Controller’s legal counsel and implementing staff developed a new interpretation of the governing statutes and regulations; in this new interpretation, as reflected in the first quarter 2015-16 allocations [released January 16 of this year](#), the Controller now includes in the definition of operators for which the Controller must calculate the “revenue” share of STA program funds **all public agencies who have reported financial data to the Controller in the previous year.**

Previous interpretations included mostly operators defined in Article 4 of the Transportation Development Act, but now include all those reporting as well under Article 4.5 or Article 8. **This added more than 100 new entities to the list of agencies for which the Controller calculates revenue.**

The Controller also broadened its interpretation of the regulatory guidance defining locally-generated “revenue.”

Finally, the Controller also now states that **no operator is guaranteed its share of published “revenue basis” STA funds;** rather, the calculation is made by the Controller to determine how much of each quarterly statewide allocation goes to any particular region, whereas each region’s transportation planning agency is responsible for determining sub-allocations to operators, i.e. now for 100% of STA funds, as opposed to the prior process whereby regions only determined sub-allocation of 50% of STA funds.

While our Executive Committee recognizes that some agencies operating true public transportation services have now been added by the Controller to the list of entities for which revenue shares must be calculated to determine STA program eligibility – in other words, some deserving agencies that should probably be receiving STA funds – the Executive Committee is *more* concerned about the many unintended and potentially negative consequences of these administrative changes, **changes made without the benefit of industrywide consultation.**

For instance, because more than 100 new entities have been added to the pool of operators for which individual revenue shares must be calculated, many of our member agencies – especially in counties in which new entities were *not* added – have seen their **STA shares diminished dramatically.** In addition, some **entities have been added that do not, at first glance, appear to be true operators of public transportation service.**

Thus, we are supporting urgency budget legislation that would immediately and retroactively compel the Controller to use its old methodology – starting with any remaining allocations for the 2015-16 year, and for the 2016-17 year, with needed adjustments going forward to make up for the allocations already issued under the new rules – while the transit industry and other affected stakeholders can take the time to consider more deliberatively – through the policy bill process – any needed changes to STA law and regulations going forward.

Please contact California Transit Association Executive Director Joshua W. Shaw ([josh@caltransit.org](mailto:josh@caltransit.org) or 916-446-4656) if you have any questions or concerns.



DATE: June 20, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Philip Kamhi, Transit Program Manager  
Jim McElroy, Project Manager  
RE: Transit Corridor Study – Board Workshop Overview

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**Background:**

In December 2014, the STA Board received the first comprehensive analysis and proposed modification to the current intercity transit service, collectively marketed as Solano Express, since 2004 in the Transit Corridor Study (Phase 1). STA staff is implementing the Transit Corridor Study (Phase 2 – implementation) process as approved by the Board in December 2014. The public input process, including three official public workshop sessions and two separately requested outreach sessions, was completed in November of 2015. STA staff and consultant are continuing a long term project to review and redesign the SolanoExpress service. This agenda item is to provide an overview of the STA Board Workshop planned for Wednesday, July 13, 2016, to address various important project issues.

**Discussion:**

Attached is the draft overview of the three subjects that STA staff plans to present to the STA Board at a July 13, 2016 Board Workshop. And, following is additional information on each topic:

1. Finances:

Since SolanoExpress is a subsidized activity, STA and the Study's consultant team have assumed that resources are limited and service planning is constrained. Perhaps more importantly, projecting available service hours should be based on reasonable assumptions about costs to try to maximize service without jeopardizing the financial stability of the system.

The current financial projections for Solano Express makes planning to maximize service hours difficult. To be specific, the Consortium proposed and the STA Board has set a unit cost goal of \$125/RVH, yet the actual average cost for FY 2014-15 already exceeds the goal at \$127/RVH. Projections from the two service providers (FAST and SolTrans) set the average at \$141/RVH for both FY 2015-16 and FY 2016-17.

Service modeling for the revised SolanoExpress system is currently in the hands of STA's operations planning team. So, as of this writing, we do not yet have a first cut on the quantity of hours; but, the numbers used in the CAM show service hours for FY 2016-17 at 70,549. The Corridor Study consultants are using a planning model generally based on \$125/RVH to target a first cut on available service hours.

All the various cost numbers lead to a challenging planning environment. Following is a rough spreadsheet that demonstrates the challenge. It projects total costs for FY2016-17 based on various hourly rates with hours fixed.

Source	Cost/RVH	Hours (Assumed)	Project Total FY2016-17
Approved Goal	\$ 125	70,600	\$ 8,825,000
Actual F2Y014-15 + 2% Inflation	\$ 134	70,600	\$ 9,451,834
Approved Goal + 2% Inflation	\$ 128	70,600	\$ 9,001,500
Projected by Operating Agencies	\$ 141	70,600	\$ 9,954,600

The goal here is not to modify the CAM which generally focuses on evaluating costs in areas and allocating subsidy based on actual outcomes. The goal is to establish predictability for immediate budgets and future year projections which likely means:

- Establishing a realistic cost/RVH target for planning which would then define hours of service that are available (in the aggregate).
- Determining allowable operating cost items for purposes of reporting and service reimbursement.
- Determining a process for handling actual costs that exceed the target.

## 2. Operations

STA and the Study’s Consultant Team have carried out direction of the STA Board from December 2014, including public outreach. Staff is ready to return to the Board with an implementation approach that has modifications from the option selected in 2014, as well as with certain specific refinements. The modifications are largely based on input from public outreach and the operators, while trying to maintain integrity of the original study outcomes. This element of the workshop will review the service plan and proposed modifications from the originally option.

At time of this writing, the development of draft schedules, draft assignment of vehicles (“blocking”), and other operational characteristics are in development by an independent team of operations planning consultants with extensive experience in operations level service implementation. By the time of the Board Workshop, STA staff expects to have a preliminary service implementation plan with an initial review by the two service providers (FAST and SolTrans). Based on operator and Board input, STA will hold a second cycle of operations planning with the planning consultants and the two service operators.

Under this section of the Board Workshop, STA intends to provide an overview of other key implementation issues and recommendations, including:

Better service within Solano county to job centers: Staff will review the connection improvements through the ultimate implementation of the full route system that streamlines the routes and reduces the service from seven independent routes to three key trunk lines.

Serving Solano Community College – Suisun Valley: Providing timely connections to SCC-SV requires streamlining of the route and asking users to walk further to the campus.

Connections to BART – Yellow Line: The current Route 40 stops at two adjacent BART stations. The Corridor Study calls for reducing that to a single BART station in the Concord BART corridor. The currently preferred location is Walnut Creek BART, and eliminating the adjacent Pleasant Hill BART stop.

Serving Sacramento and UCD: The final route design calls for additional service to Sacramento while retaining existing service levels to UCD. The current recommendation also calls for reducing the number of stops in the UCD area.

Transition Service – Route 90: The 2014 recommendation includes combining the Route 90 and Route 40 into a single service along Highway 680 into the Walnut Creek BART station, and eliminating the Route 90 service to the El Cerrito del Norte BART station. The key argument is that the Walnut Creek BART service is more frequent to and from key destinations in the BART system, while overall travel times would remain competitive. But, public outreach revealed significant objections from existing Route 90 riders. Therefore, the modified plan suggests retaining peak period Route 90 service to El Cerrito del Norte BART during the initial implementation phase until confidence is gained in the modified service and consideration of this service change in be considered in a second or future phase of implementation.

Fare Issue – Yellow Line: There is a BART fare difference for passengers on the Yellow Line through Walnut Creek BART versus traveling through El Cerrito del Norte BART via the Route 90, even though the actual travel origin and destination are identical. STA staff would like to review the issue with the Board along with steps to resolve the issue with BART.

Finally, under this title staff will review the implementation phasing and dates. The current proposal is to implement the initial phase in July 2017. The initial Phase retains the Route 90 peak period.

### 3. Capital Projects

There are a number of capital projects suggested in the original Corridor Study to streamline routes, therefore minimizing operating costs and travel times. Staff and the Consultant Team have to reduce the number, at least for the initial phases, to projects that are critical and realistic from a funding and implementation perspective:

Update on Buses: The Board has, at past workshops and meetings, received a fairly thorough overview of procurements and funding for new SolanoExpress vehicles. The Corridor Study suggests considering vehicles that have more ingress and egress points as well as more capacity, than are currently in the procurement plans. Staff is not recommending changes to current procurement plans, but wants to make the Board aware of vehicle characteristics that are important in attaining good travel times, primarily as a reference for future vehicle purchasing considerations.

Highway 37 at Fairgrounds Drive: Planning calls for a streamlined stop at this location as part of the Solano 360 discussion process to reduce the travel time currently experienced by the Route 85 as it transitions to the streamlined Red Line.

Solano Community College – Suisun Valley: The current Route 85 travels a circuitous and slow route in and out of the Community College. The Corridor Study argues for streamlining the new replacement Red route to provide faster travel times and more frequent service. But, the trade-off is capital investment in new bus stops that are near to, but a longer walking distance from the campus.

Fairfield Transportation Center: This capital is not part of the initial phase of the service implementation due to the size and cost of the improvement, but STA staff and the Consultant Team want to make the Board aware of challenges and opportunities to

improve travel times for the Yellow Line that crosses the entire Solano County via the FTC as the City of Fairfield has begun designing an upgrade to the FTC.

The final agenda item is for the Board to discuss and provide direction in the three key areas:

1. Costing Service
2. Service Structure and Implementation Date
3. Capital Project Planning

Following input from the Consortium, STA staff and the Consultant Team will firm up the presentation over the next few weeks leading up to the Board Workshop on July 13, 2016.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. Board Workshop Overview

Draft Approach – Vers03

Board Workshop – Corridor Planning

Board Workshop – July 13, 2016

1. Finances - Will there be funds to pay for the service
  - a. Sources of Funds Overview
  - b. Hours of Service
  - c. Costing of Service
  - d. Proposed new structure for planning and costing
  
2. Operations – What will the service look like
  - a. Service plan
  - b. Better service within Solano county to job centers
  - c. Serving Solano Community College – Suisun Valley
  - d. Connections to BART – Red Line
  - e. Serving Sacramento and UCD
  - f. Transition Service – Route 90
  - g. Fare Issue – Red Line
  - h. Implementation phasing and dates
  
3. Capital Projects – What capital investments are needed
  - a. Update on Buses
  - b. Highway 37 at Fairgrounds Drive
  - c. Solano Community College – Suisun Valley
  - d. Fairfield Transportation Center
  - e. Proposed priorities for implementation
  
4. Board Discussion and Recommendations
  - a. Direct approach to costing service
  - b. Direct approach to service structure and implementation date
  - c. Direct approach to capital project planning

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DATE: June 20 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Summary of Solano Seniors and People with Disabilities Transportation Summit III Summary

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**Background:**

The Solano Seniors and People with Disabilities Transportation Summit III was held on May 6, 2016 at the Joseph Nelson Community Center in Suisun City. The event was well attended with over 120 participants. Summit III purpose was to present progress since the last two summits held in 2009, to identify continuing transportation gaps and challenges, and to develop next steps.

**Discussion:**

The STA utilized five different tools to receive input from the public on transportation gaps and challenges. The first tool was a survey. There was an online survey and a hard copy survey provided for seniors and people with disabilities and on-line survey for providers; agencies that provide services to seniors and people with disabilities. There were 174 surveys completed consisting of 128 hard copy surveys and 46 online surveys. The results from the seniors and people with disabilities' surveys are presented in a PowerPoint in Attachment A and the results from the providers' surveys are presented in Attachment B.

The second tool was live voting by summit participants using a clicker. Approximately 75 people participated in the clicker exercise. There were 11 questions asked throughout the summit and the audience were able to cast their vote by using a clicker provided to them. The results of the voting was immediately shown on the screen (Attachment C).

The third tool was a dot exercise. There were seven (7) different transportation programs and/or services presented on the wall and a hand-out describing the programs or services in more detail. Participants were given five (5) red dots to vote on their priorities for seniors and people with disabilities transportation programs or services. They could place their five dots on one programs or spread the dots arounds. They were also given three green dots based on limited resources and asked to select their highest priorities. The results of the dot exercise is highlighted in Attachment D.

The fourth tool was "Your Turn Session" that provided an opportunity for participant to verbally express transportation issues and challenges. A summary is in Attachment E.

The fifth tool provided were comment cards. There were 35 comments cards filled out. A summary is in Attachment F.

Valuable information was provided through these tools. A brief summary of the transportation gaps that the majority of seniors and people with disabilities are experiencing transportation

challenges. More services was requested such as more frequency, extended hours and customer service improvements. This was reiterated not just for transit but other programs such as volunteer driver programs and taxis. The survey indicated that over 70% of the people were unaware the Solano Mobility Management Programs. The top three (3) priority programs identified were Taxi Scrip Program Phase II, Vehicle Share Program, and Expand Volunteer Driver Program.

The next steps are to conduct a Solano Transportation Study for Seniors, People with Disabilities and Low-Income Update in Fiscal Year 2016-17. STA Staff is working to provide the Consortium a Scope of Work for this update at the next meeting scheduled for August 2016.

**Recommendation:**

Informational.

Attachments:

- A. Survey Results from Seniors and People with Disabilities
- B. Survey Results from Service Providers
- C. Survey Results from Live Clicker Questions Exercise
- D. Results from Dot Exercise Identifying Priorities
- E. Results from “Your Turn” Session on Transportation Gaps
- F. Results from Comment Cards on Transportation Gaps

# ***Customer Survey***

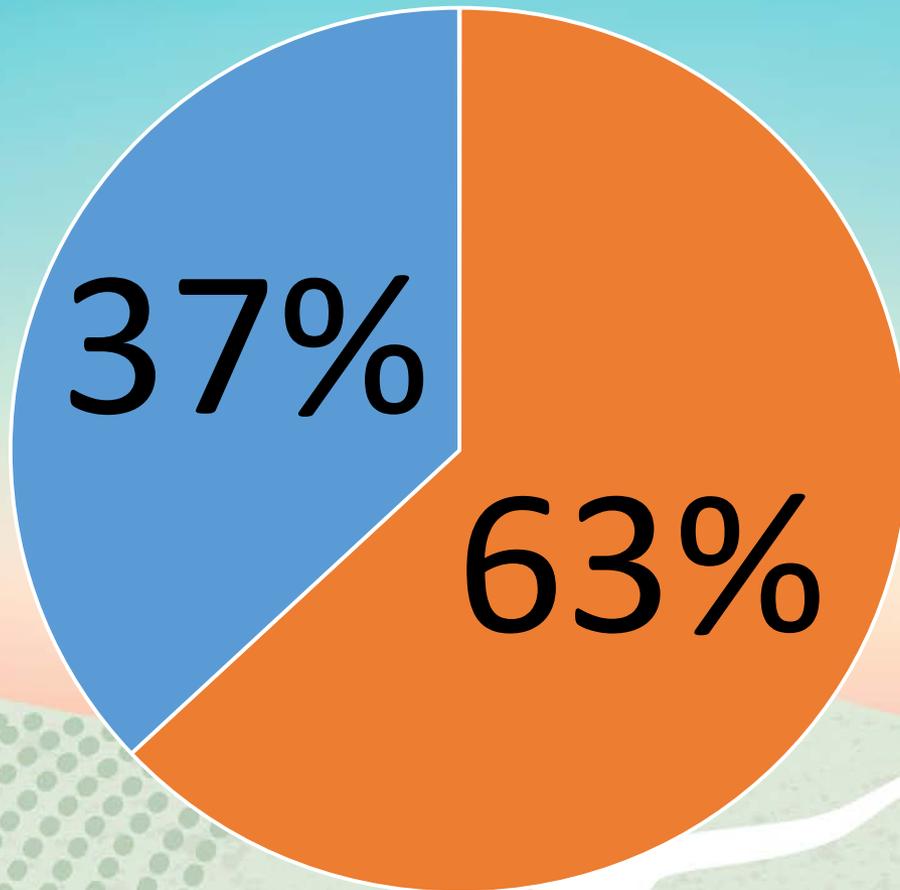
***128 mailed surveys responses***

***46 online survey responses***

***174 total responses***

**SOLANO**

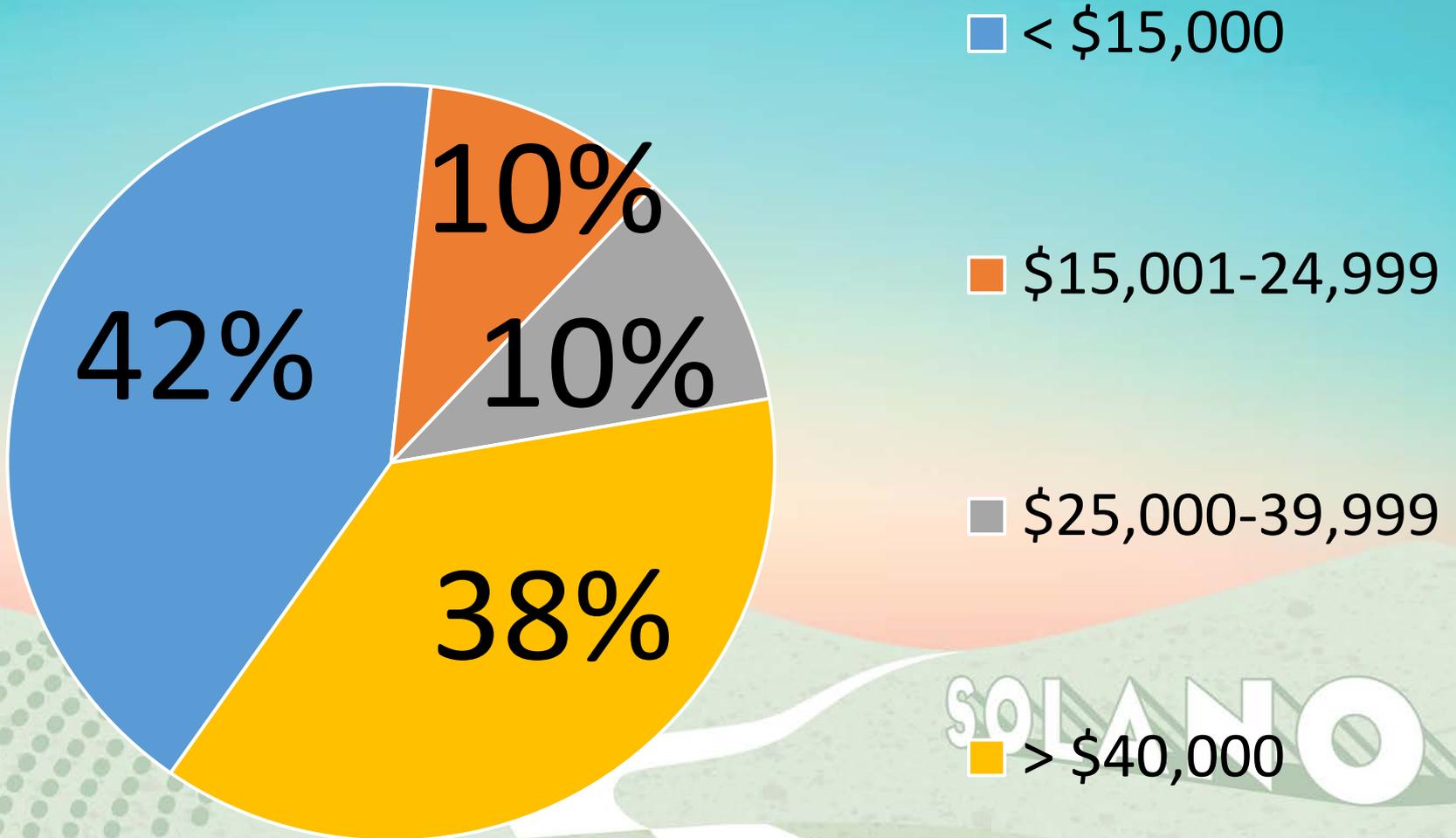
# Gender



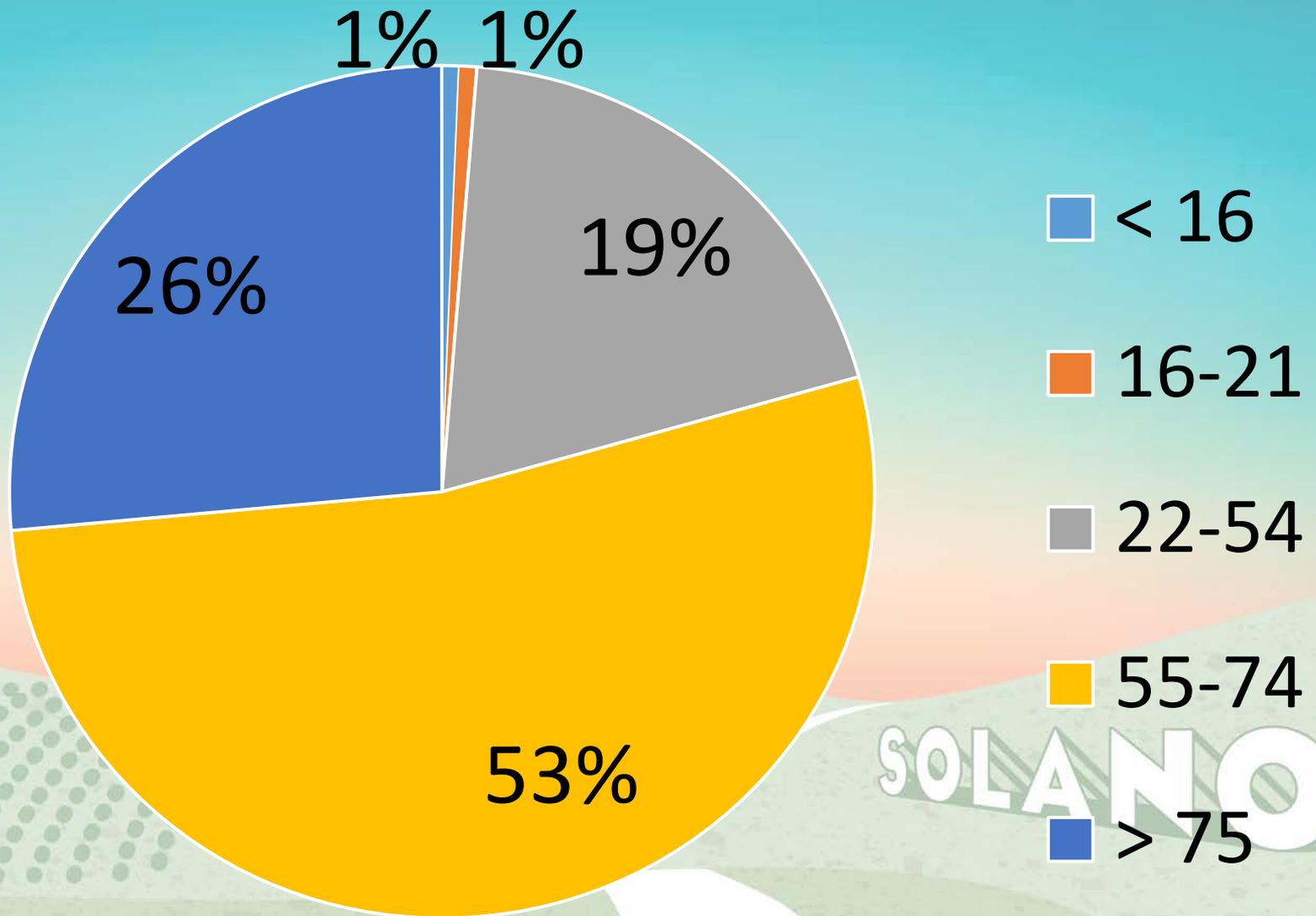
-  Female
-  Male

SOLANO

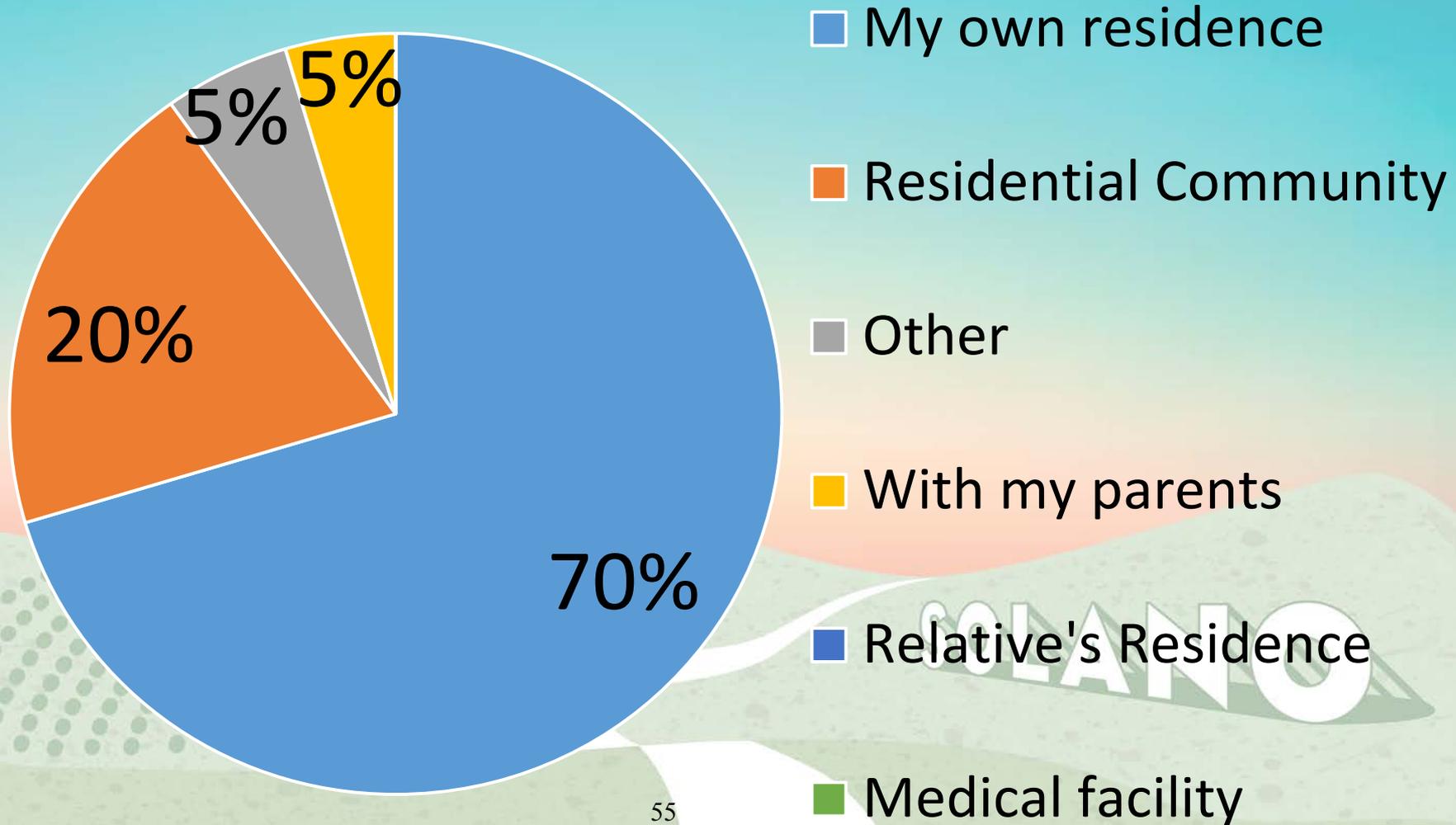
# Income



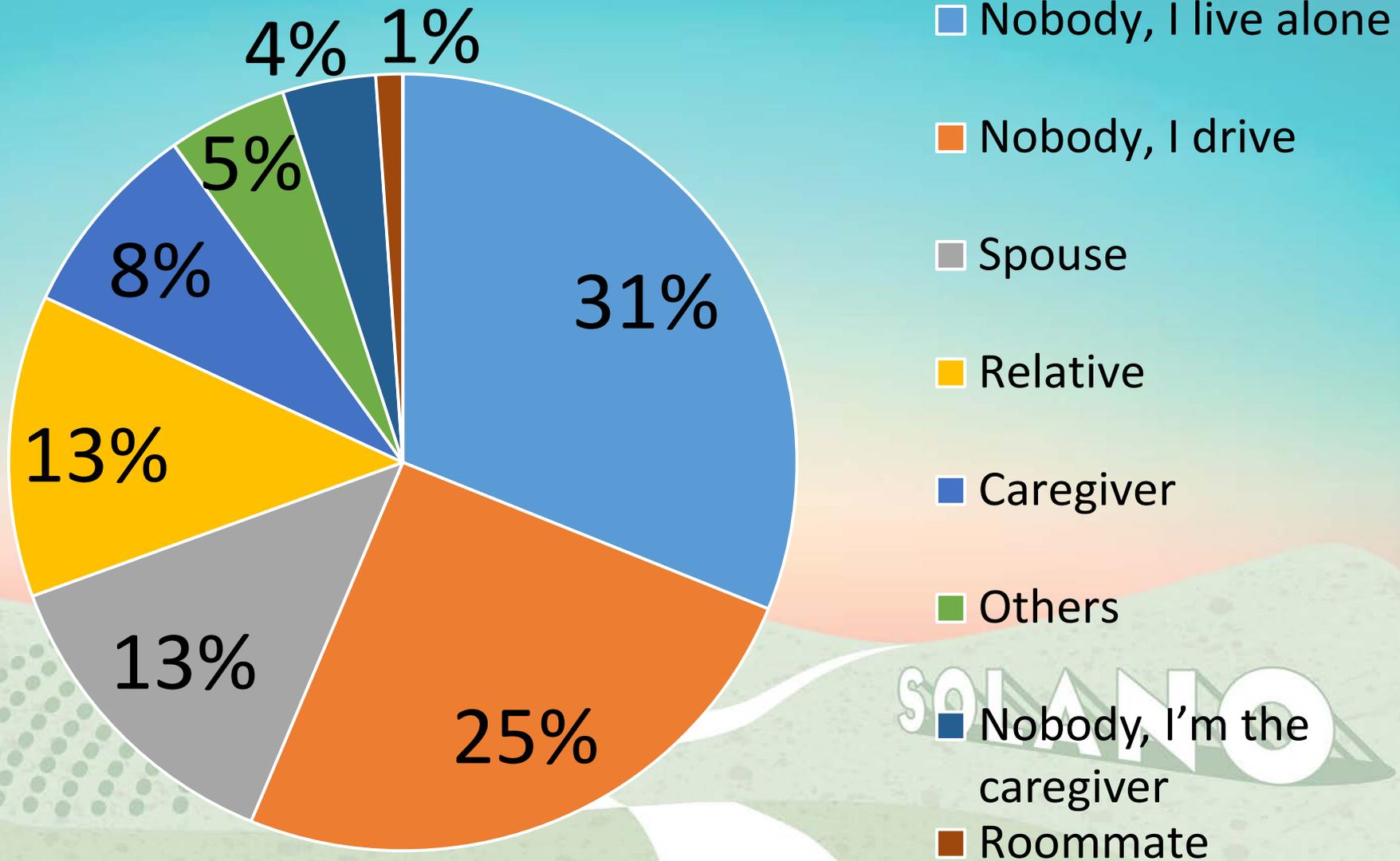
# Age



# Where do you live?

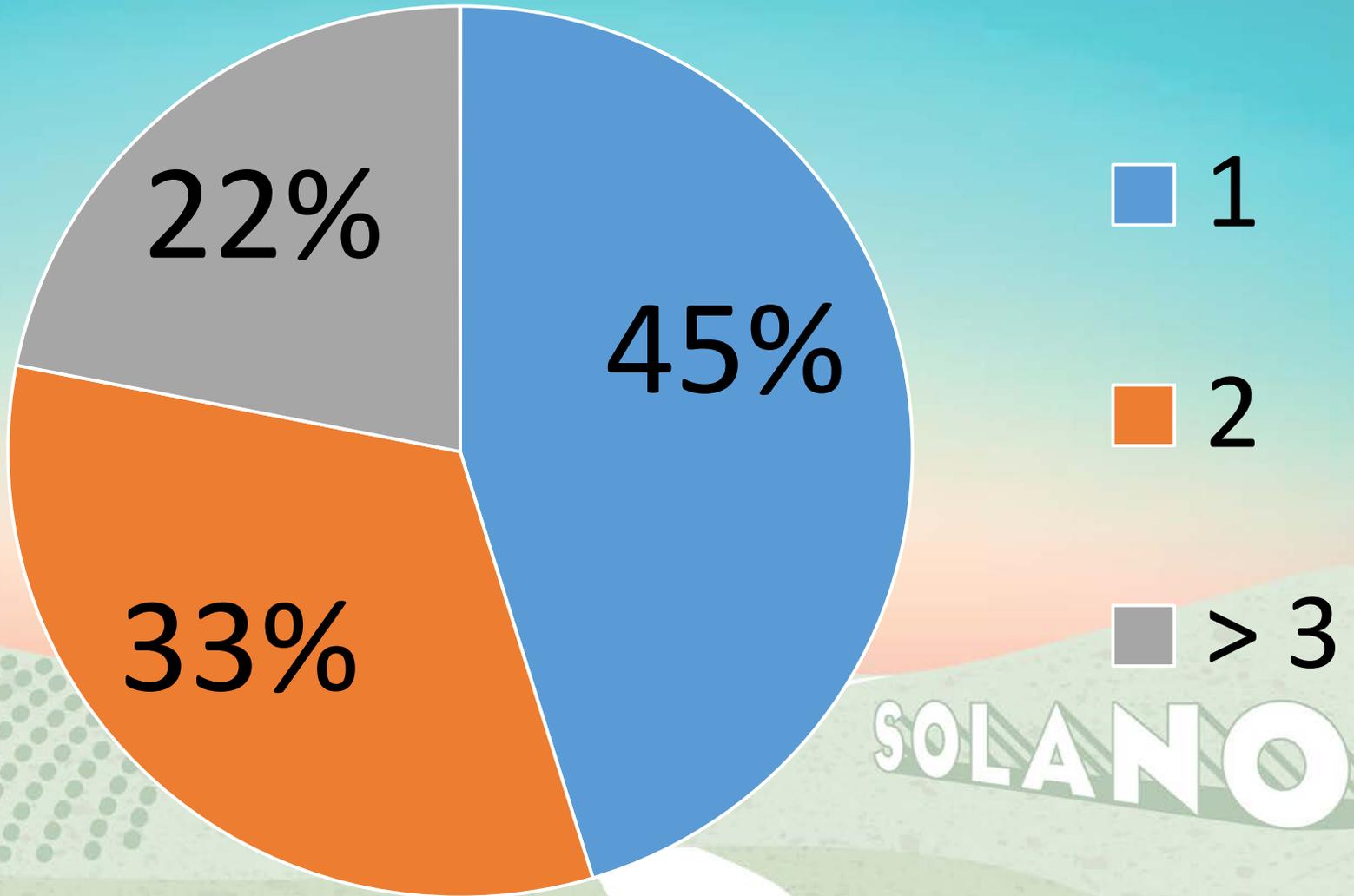


# Who helps your with your transportation needs?

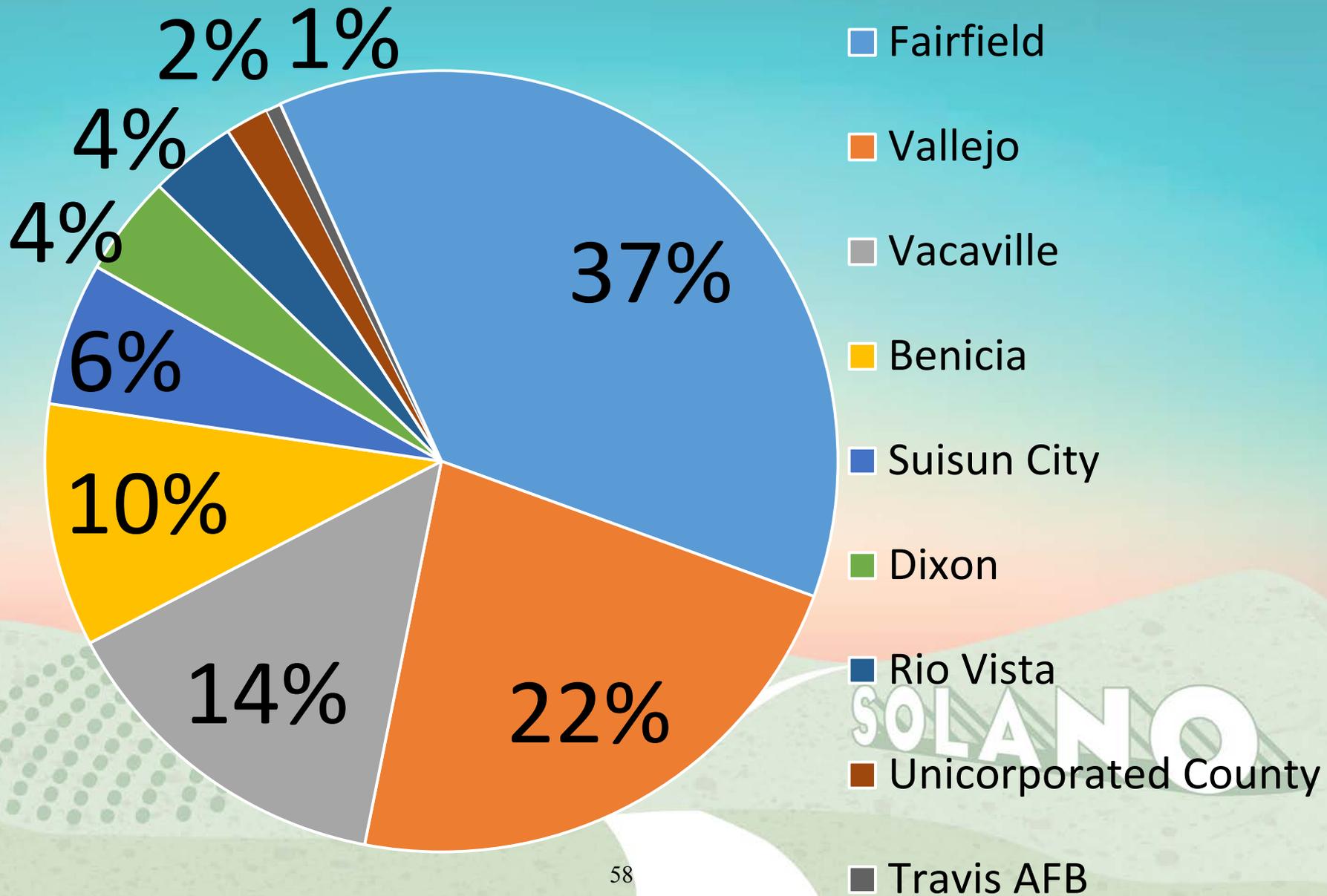


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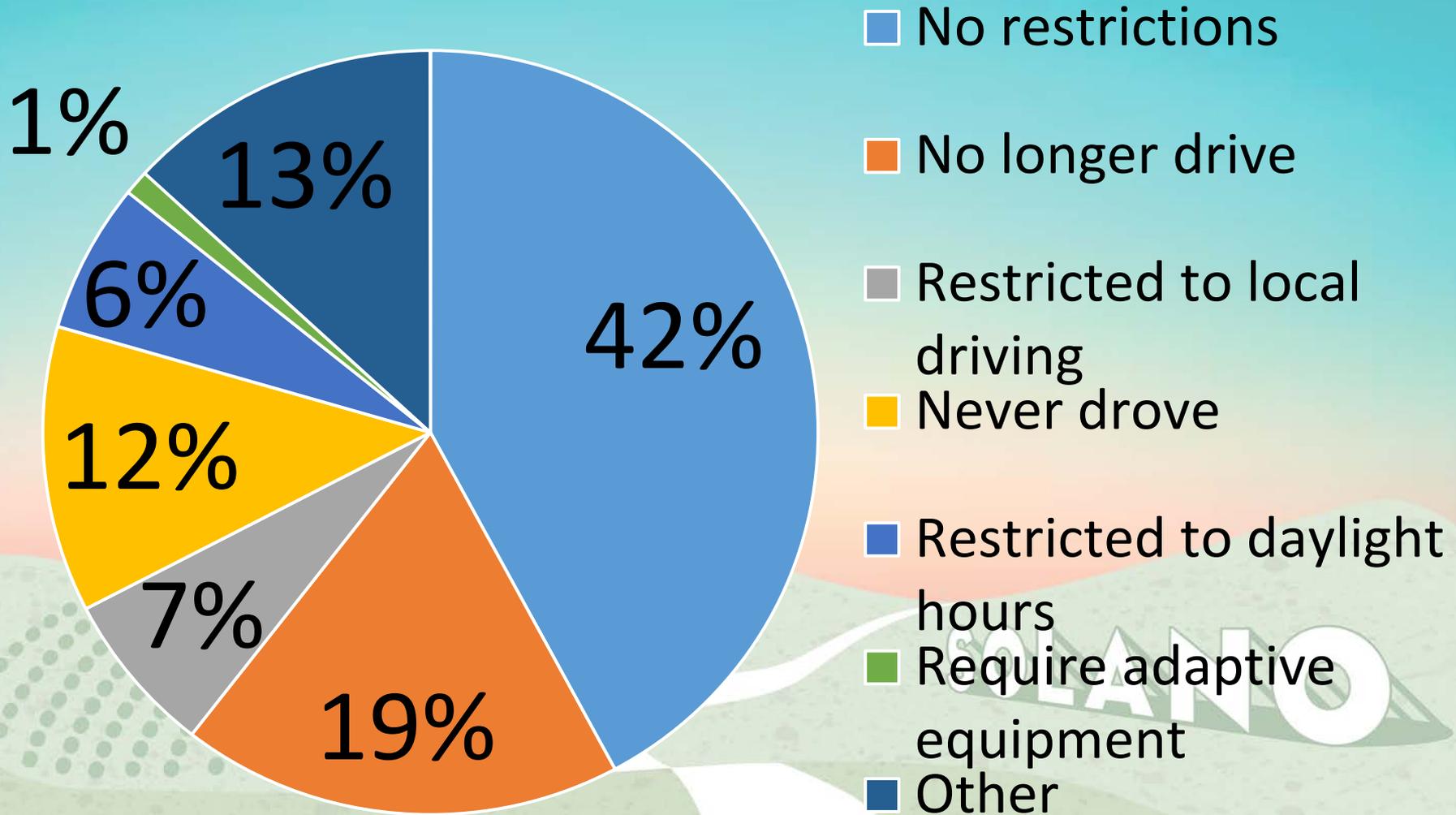
# Household Size



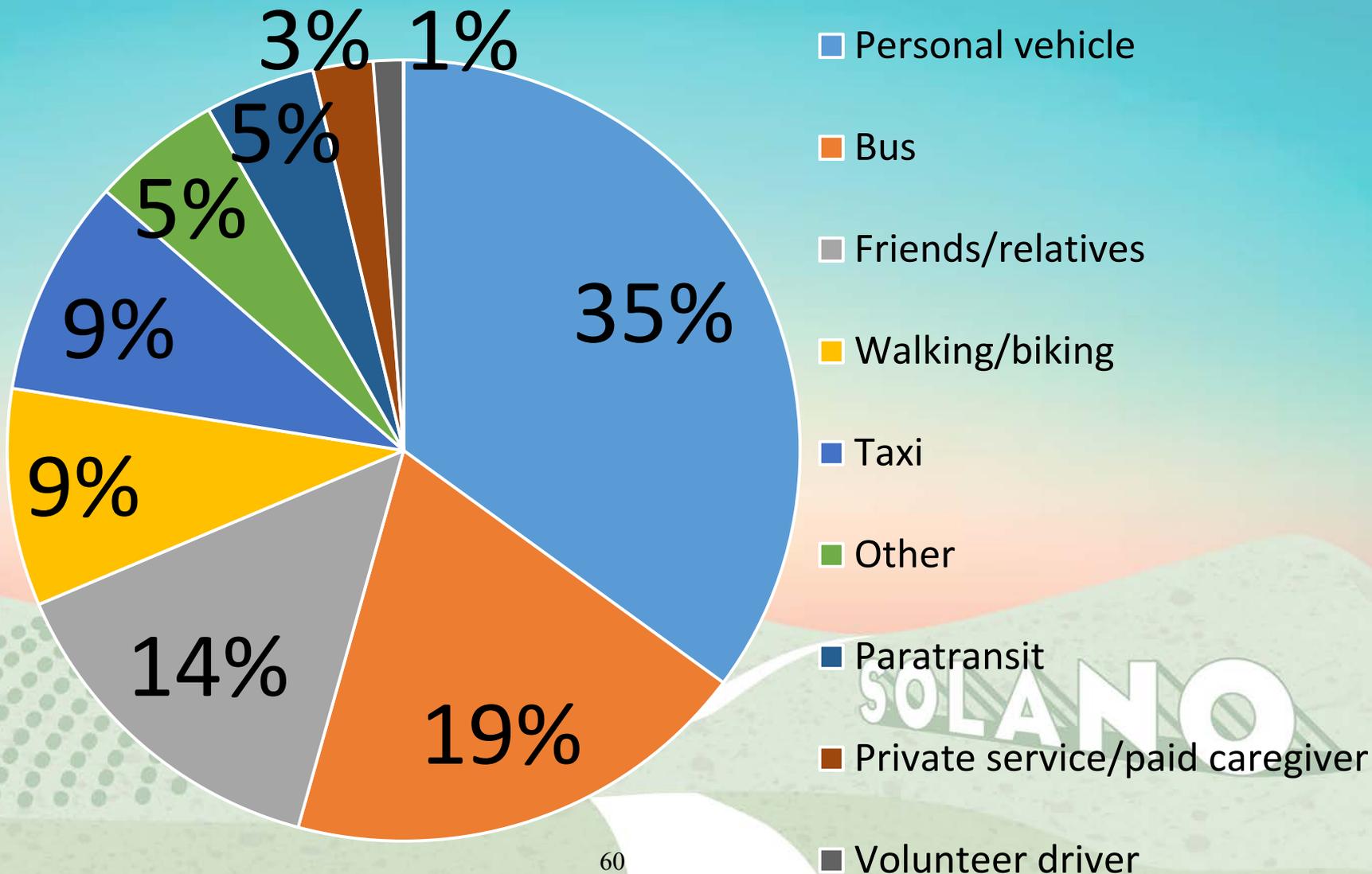
# Where do you live?



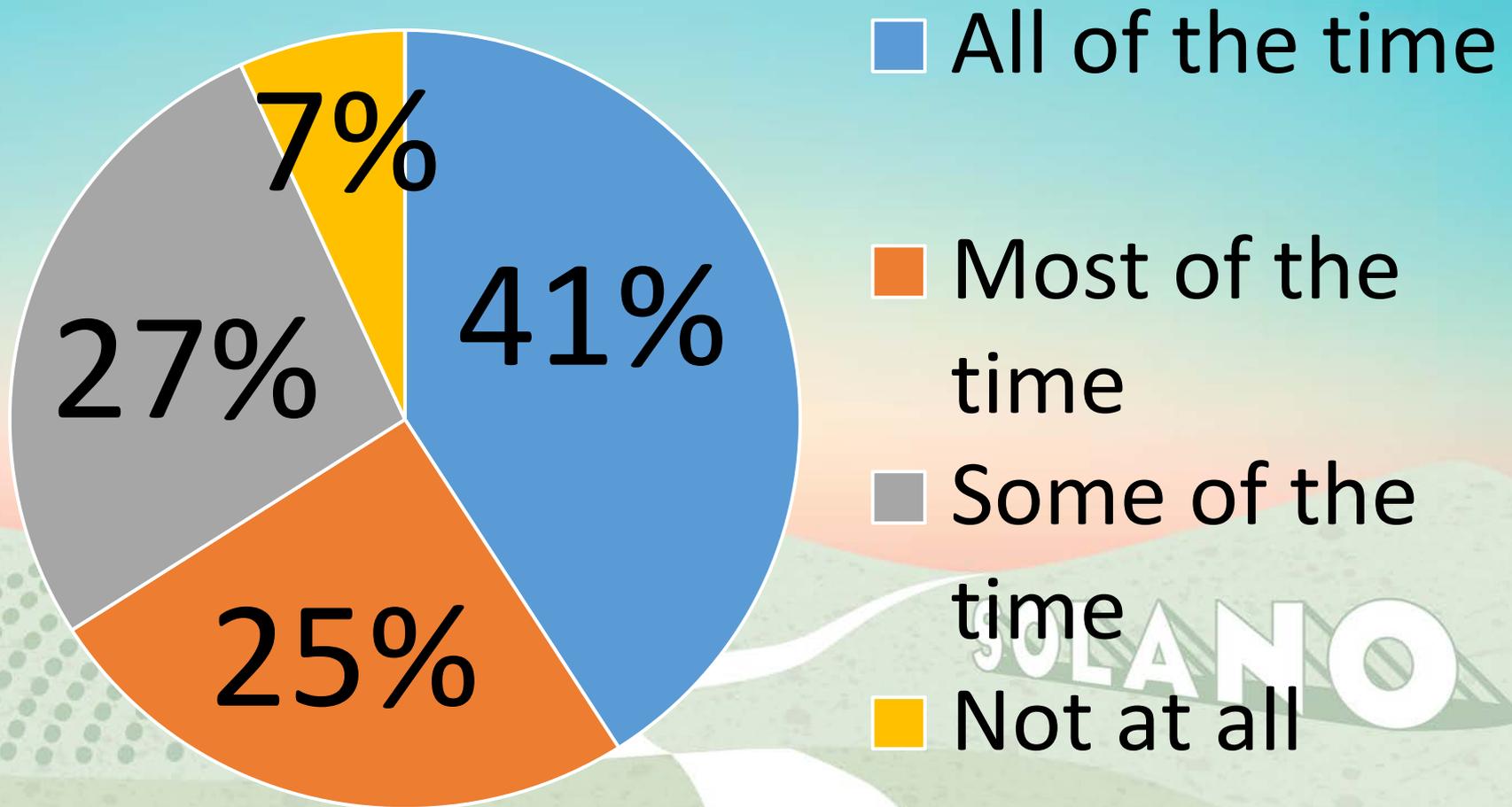
# Do you have any limitation on your ability to drive?



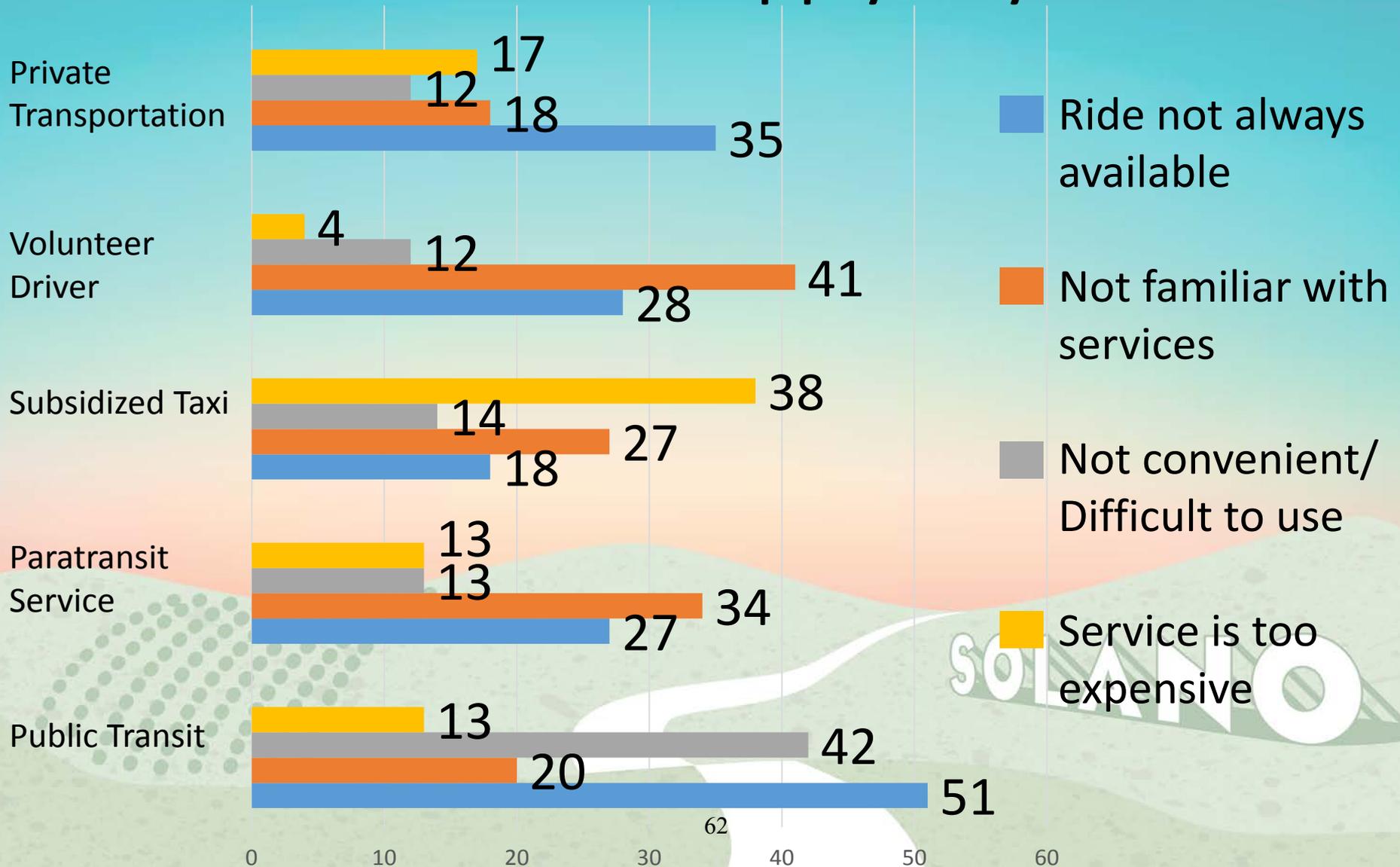
# What is your primary means of travel to appointments, work, and/or errands?



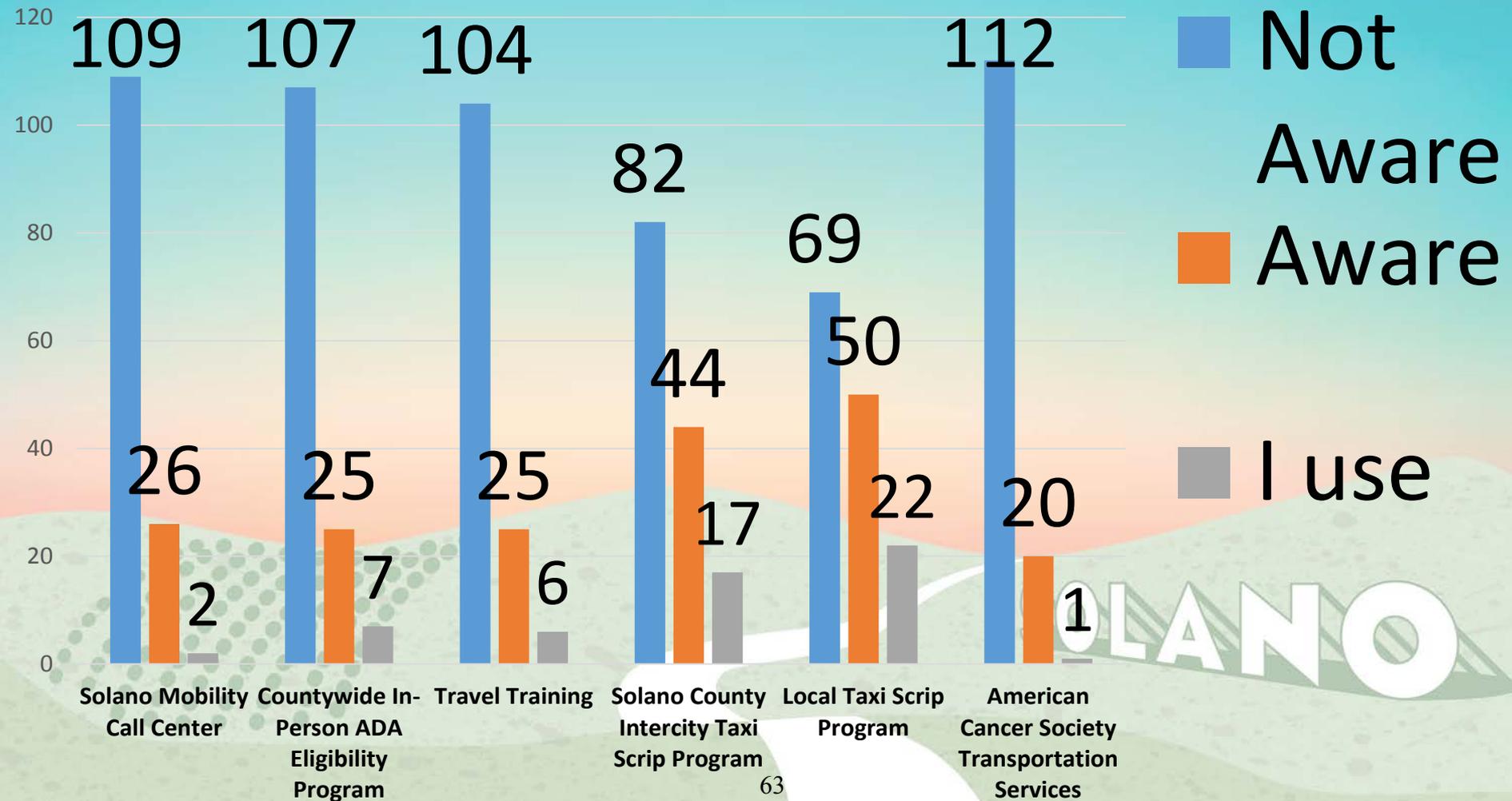
# Is your primary means of travel meeting your transportation needs?



# Mark all of the potential transportation barriers that apply to you.



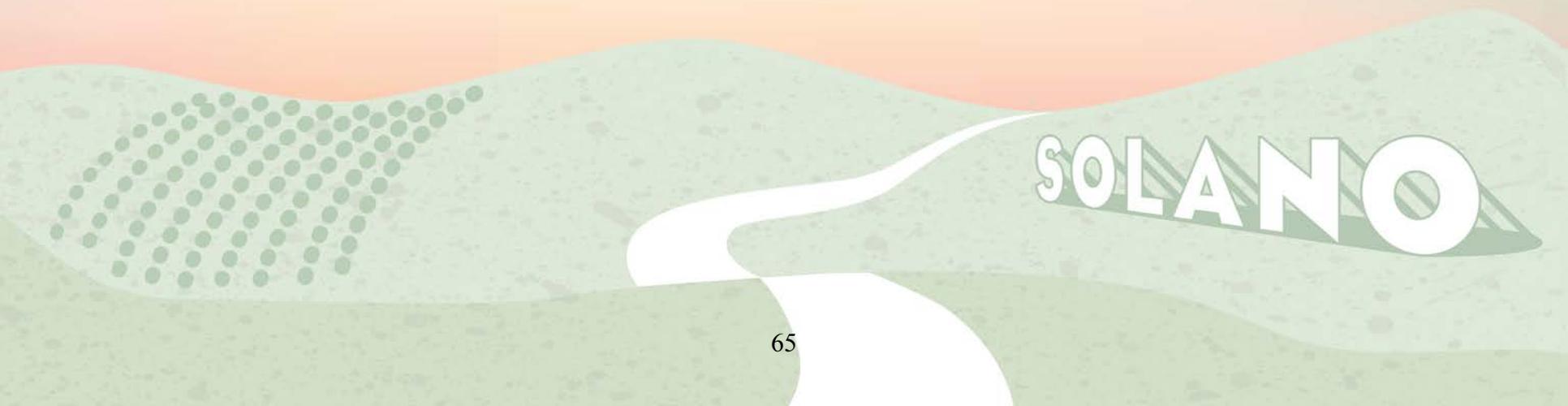
# Awareness of Solano Mobility Programs



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# ***Service Providers***

## ***9 online survey responses***

A stylized landscape illustration with rolling green hills and a white winding path. The word "SOLANO" is written in large, white, 3D block letters on a hill to the right. A cluster of small grey dots is on a hill to the left.

**SOLANO**

# Emerging and Ongoing Transportation Issues

- Getting to medical appointments, shopping, social events, etc
- Intercounty travel to medical appointments
- Access to public transit (bus stops)
- Affordability
- Growth in diabetes and growth in dialysis transportation needs
- Transportation to work for visually impaired to the call center on Travis AFB

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# Underserved Audiences

- Nonambulatory seniors
- Seniors and persons with disabilities living in poverty
- Same-day/unplanned trips
- Homeless
- Homebound seniors and disabled
- 40-60 year (often with disabilities)
- Residents in rural areas

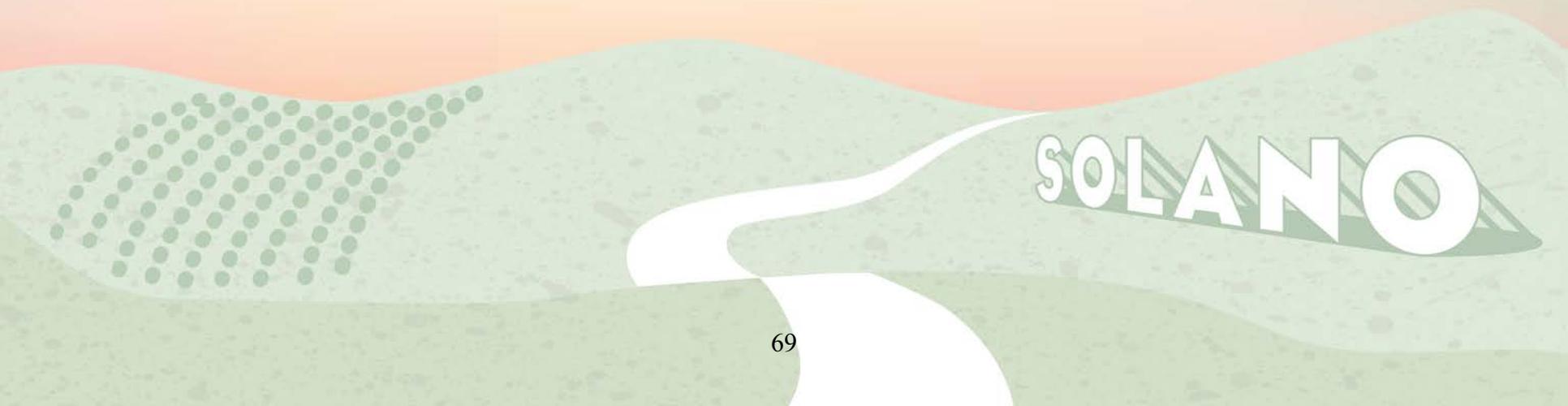
# What Obstacles are you Facing in Delivering your Services?

- Need accessible vehicles
- Not enough volunteers
- Resistance of some customers to use less expensive but unfamiliar service
- The routes don't go where seniors need them

SOLANO

# Successful Examples of Transportation Efforts

- Intercity taxi scrip program
- Volunteer driver program
- Shuttles with accessibility features
- Benicia and Dixon Dial-a-Ride Service

A stylized landscape illustration with rolling green hills and a white winding path. The word "SOLANO" is written in large, white, 3D block letters on a hill to the right. The background is a gradient from light blue at the top to light orange at the bottom.

SOLANO

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# **SENIORS AND PEOPLE WITH DISABILITIES TRANSPORTATION SUMMIT III**

**SOLANO**

**Q1: What are the main reasons seniors drive beyond when it is advisable for them to drive? Select all that apply.**

**A. It is inconvenient to take public transportation**

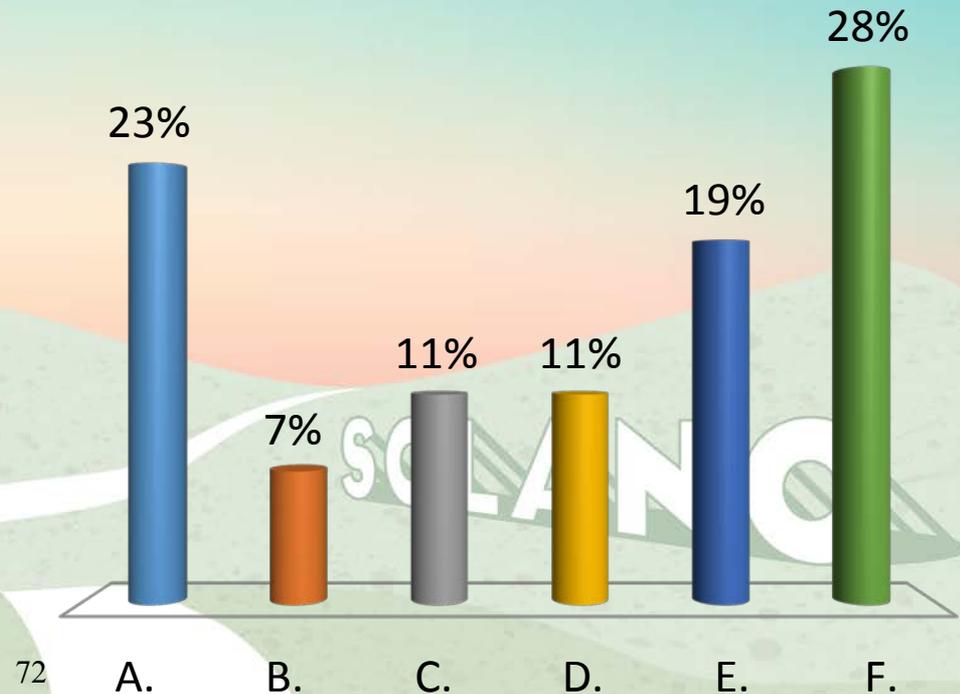
**B. Public transportation is too costly**

**C. Intimidated to take the first step to use public transportation**

**D. Unaware of choices**

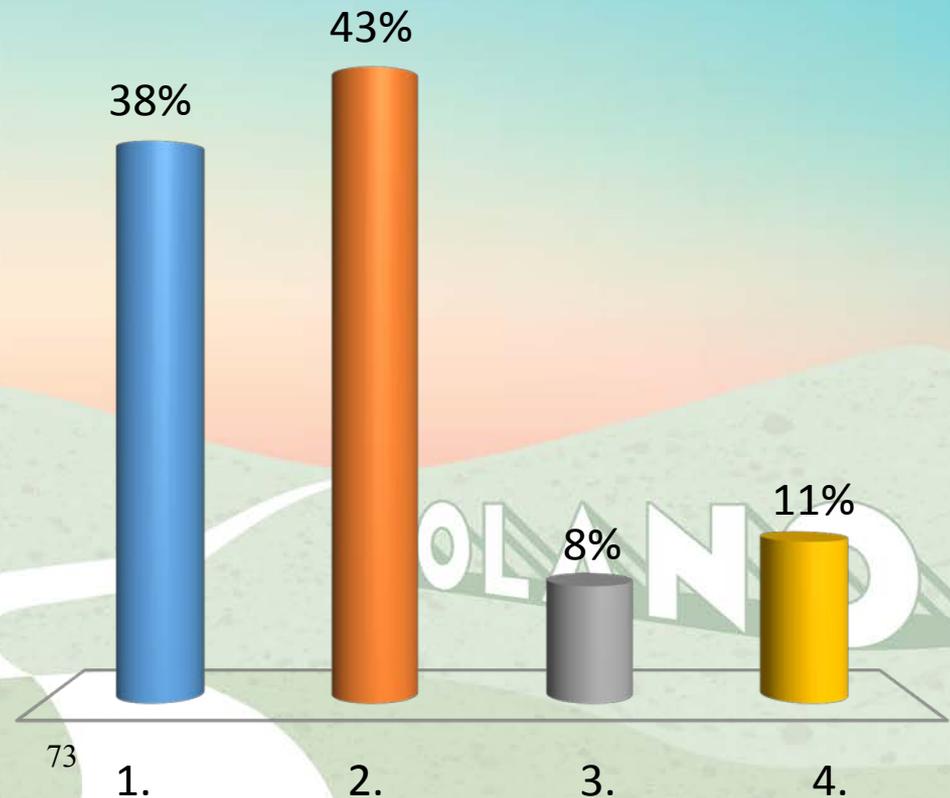
**E. Don't want to give up freedom**

**F. All of the above**



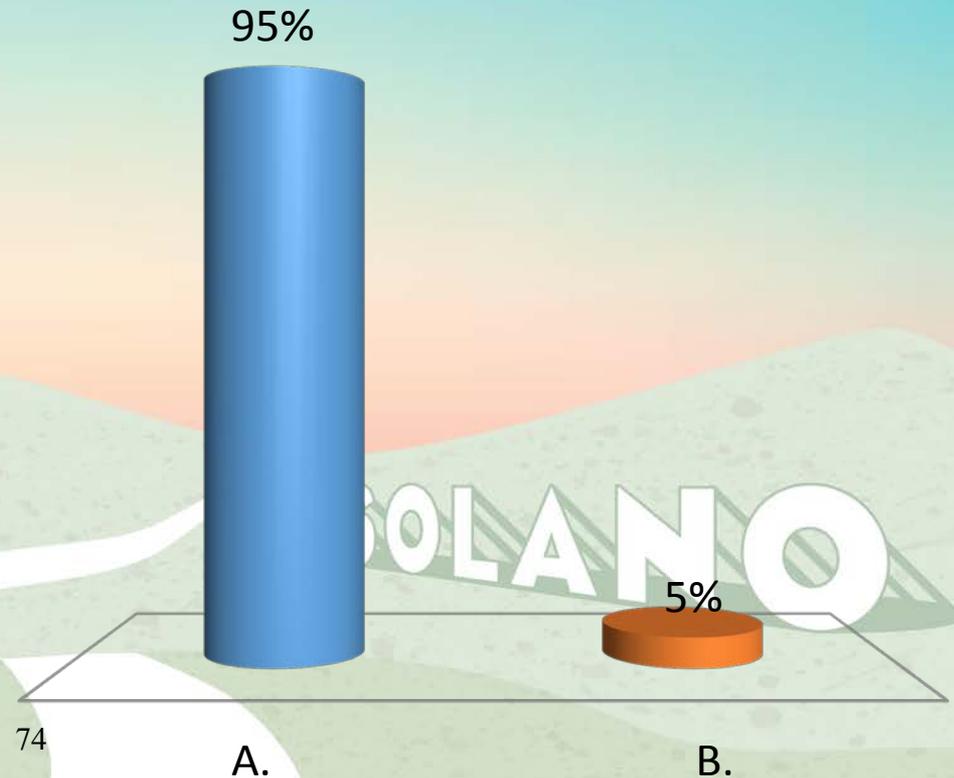
# Q2: Do you have recurring transportation challenges?

1. On a regular basis
2. Occasionally
3. Rarely
4. Never



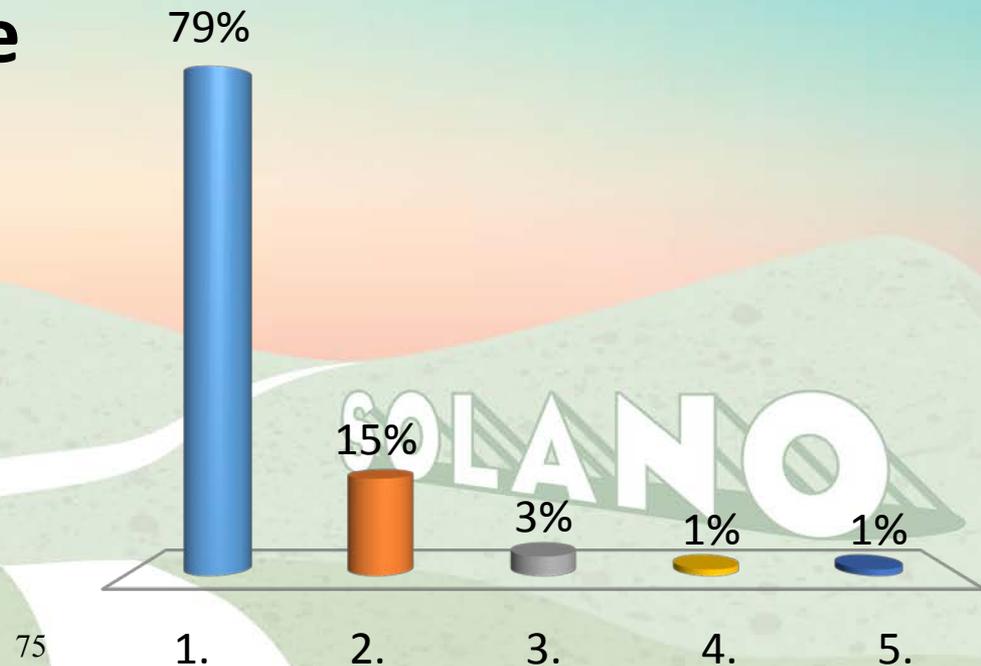
Q3: There are reduced fares on buses and taxi programs available to seniors and people with disabilities.

- A. True
- B. False



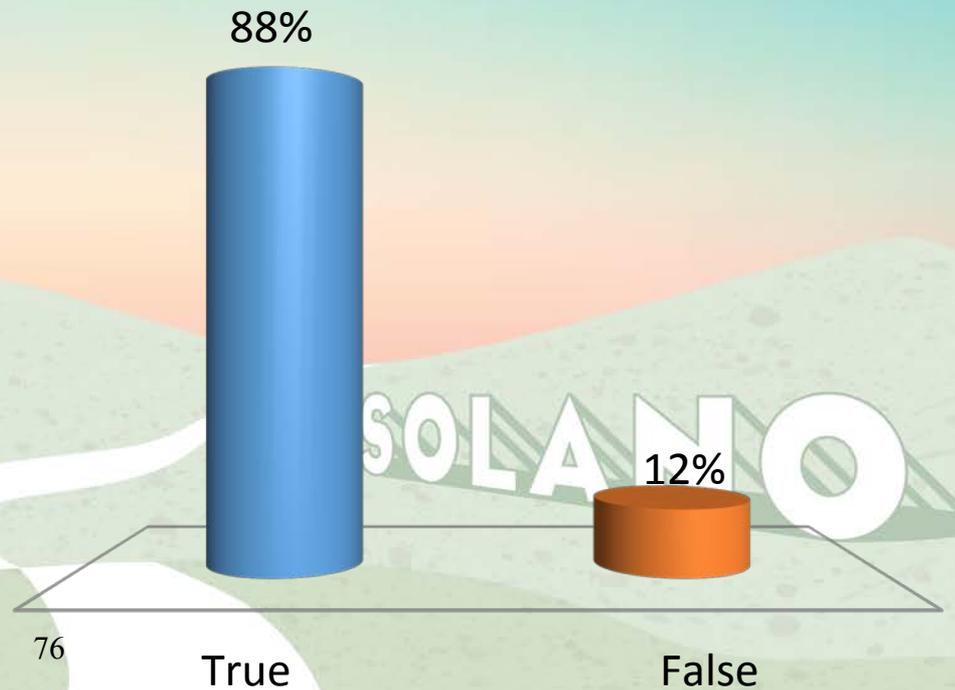
Q4: What level of importance do you consider the Phase II subsidized taxi scrip program to include non-ambulatory (people in wheelchairs) client services?

1. Very high importance
2. High
3. Medium
4. Less important
5. Not important



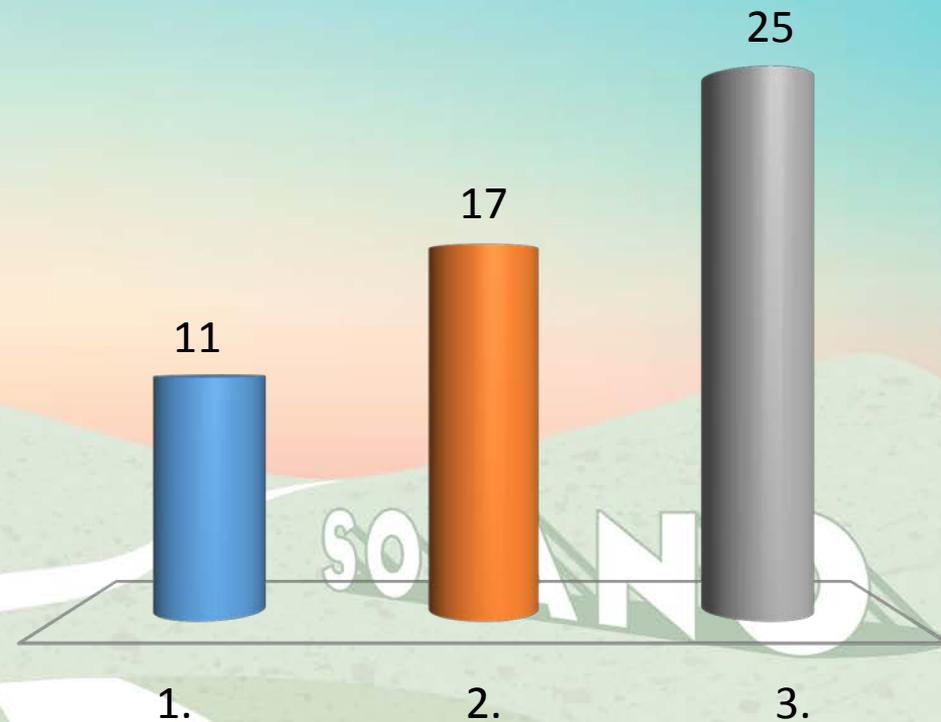
Q5: When you call the Solano Mobility Call Center on weekdays between 8 am and 5 pm, you will always reach a live person.

- A. True
- B. False



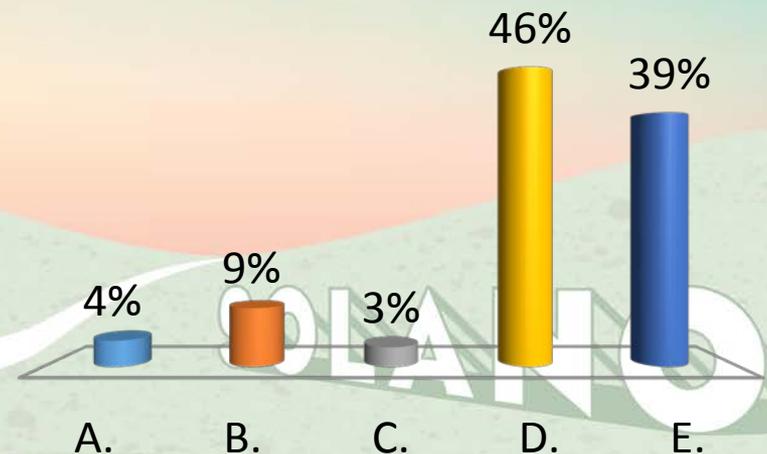
Q6: Where do you/your clients have most difficulty traveling to?  
Choose only one.

1. Within town
2. Out of town
3. Beyond solano county



Q7: The Survey indicates that seniors are not aware of their options. What is the best way to help reach seniors with the information. Choose only one.

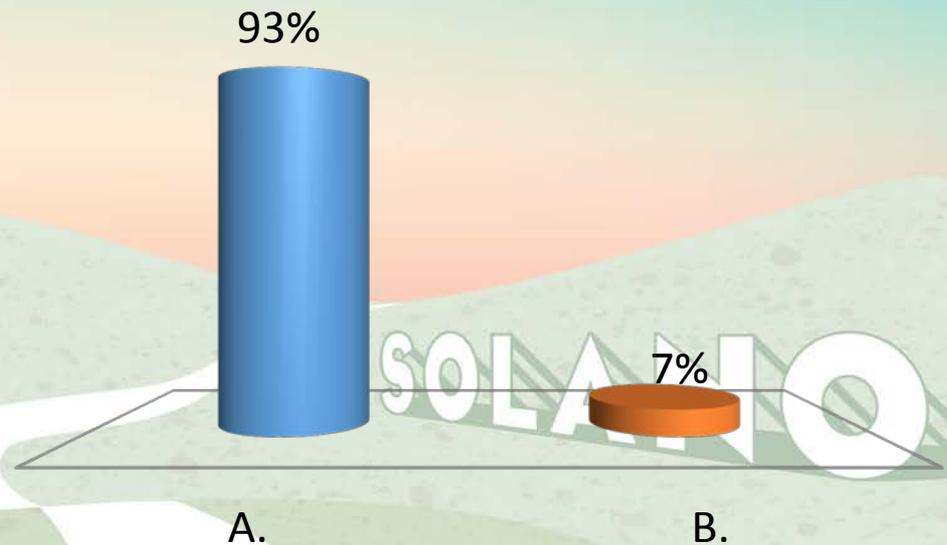
- A. Email
- B. Phone apps
- C. Website
- D. Print media (newspaper, direct mailers, etc)
- E. Through organizations



Q8: Would you be interested in participating in the upcoming update of the Countywide Transportation Study for Senior and People with Disabilities?

A. Yes

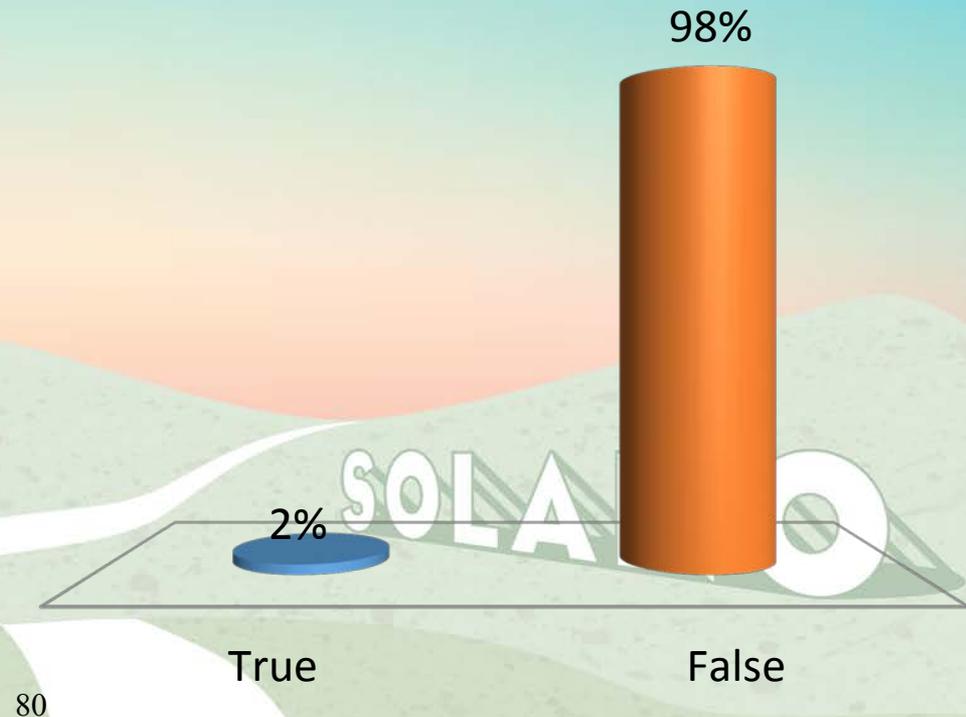
B. No



Q9: With the Travel Training Program, a “Travel Trainer” will ride the bus with you only once?

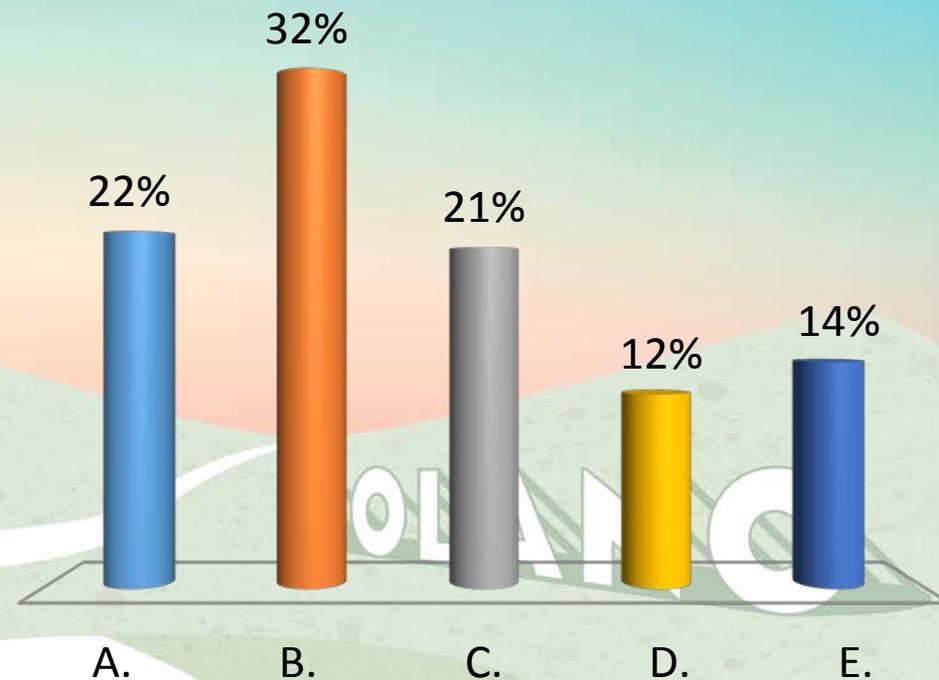
A. True

B. False



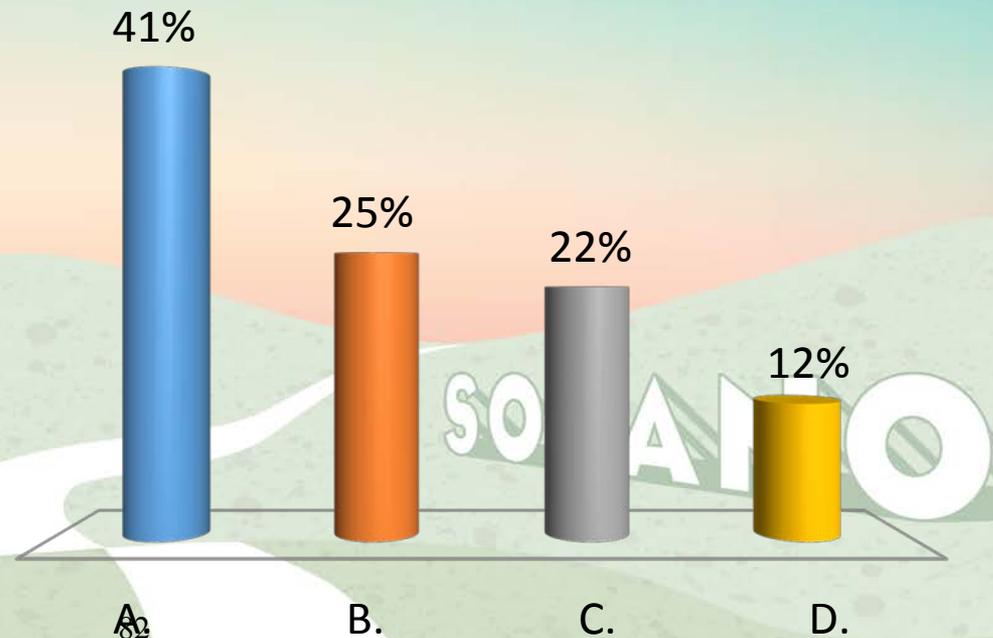
Q10: For people using a wheelchair or other mobility device, what do you think should be the top two mobility programs that should receive funding if additional funds were available? Select only two.

- A. Expand supply for Intercity Taxi Scrip Program
- B. Implement Intercity Taxi Scrip Program for non-ambulatory riders
- C. Intercity ADA paratransit services
- D. More training about mobility options
- E. Improved sidewalks and curb cuts



Q11: If rates could be reduced by using new vehicle sharing services such as Uber, Lyft or another similar service, would you consider using them?

- A. Yes
- B. No
- C. Maybe
- D. Don't know



# Red and Green Dots

Program/Service	Red Priorities	Green Funding
Solano Intercity Taxi Scrip Program Phase II	96	74
Vehicle Share Program	85	55
Expand Volunteer Driver Programs	74	39
Solano Intercity Taxi Scrip Program Phase I	52	27
Golden Pass for Seniors	44	13
LYFT and Uber Type Programs	15	6
Senior Bike Share Program	10	4

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Summit III  
 "Your Turn"  
 Transportation Gaps

City	Source	Category	Comment
	Summit	Cost	Cost of Intercity paratransit
Fairfield	Summit	Cost	Some services too expensive for those on fixed income
Vallejo	Summit	Cost	Especially older adults working (fares)
	Summit	Customer Service	Taxi Driver not prioritizing subsidized taxi trips - untimely pick up
Vallejo/Benicia	Summit	Customer Service	SolTrans Paratransit Reservation
	Summit	Customer Service	Customer Service (respect etc) by service providers
	Summit	Customer Service	Taxi Scrip users treatment by taxi providers
	Summit	More Service	(FIA) - Service does not start early enough (7:00 am work)
Fairfield	Summit	More Service	Need more frequency and routing coverage
Rio Vista	Summit	More Service	Better access to BART
	Summit	More Service	Sat., Sun., and Evening services
	Summit	More Service	Limited work hours due to lack of transportation
Rio Vista	Summit	More Service	More service between cities
	Summit	More Service	Limited to day jobs due to transportation (expand to night time & weekend.
	Summit	More Service	Earlier morning service for out of county work destinations
	Summit	Paratransit	Paratransit has been unreliable (reality/perception issues)
Fairfield	Summit	Suggestion	Improve information about services
	Summit	Suggestion	Encourage more people to volunteer to drive. Add placard to give priority when volunteering
	Summit	Suggestion	Interpretation of transit schedule - consider touch screen technology
	Summit	Suggestion	Need more than resources (incentives to providers)
	Summit	Suggestion	More disabled (growth) will increase transportation accessible issue
	Summit	Taxi	Accessible cabs
Rio Vista	Summit	Taxi	Need Taxi Service
Vallejo	Summit	Taxi	Taxis - Poor availability during school hours (taxi/school agreements?)
Vacaville	Summit	Taxi	Positive experiences
	Summit	Taxi	Need School in taxi for disabled
	Summit	Taxi	Accessible taxis
	Summit	Taxi	Difficulties in getting scrip
	Summit	Taxi	Improve feedback options for users of taxi scrip
Vallejo	Summit	Transit	Take too long on bus
Vallejo	Summit	Transit	More seating at bus stops (esp. for people with disabilities)
	Summit	Transit	Improve information at bus stops (more locations)
	Summit	Transit/paratransit	Intercity Trips (transfers) too long
	Summit	Transit/paratransit	Cross county lines difficult

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Summit III  
Comment Cards  
Transportation Gaps

City	Source	Category	Comment
Fairfield	Comment Card	??	I am very concerned that we continue to provide options for those with limited income resources and mobility
Fairfield	Comment Card	Compliment	Good Lunch
Vallejo	Comment Card	Compliment	Thank you for such an enlightening program.
Fairfield	Comment Card	Compliment	Very informative summit
MTC	Comment Card	Compliment	Congratulations on the success of your programs.
Vallejo/Benicia	Comment Card	Compliment	Great job
Vallejo	Comment Card	Compliment	I loved all the information and PowerPoints
Vallejo	Comment Card	Info	Participate in an Advisory Committee about transportation in Solano County. Please send me a copy of the PowerPoint presentation.
North Bay	Comment Card	Info	Would like information on transportation meetings in the area (Solano, Napa, Sonoma)
Suisun City	Comment Card	Info	Interested in general intro- How to of all services provided for my seniors/disabled. Also the brochures that were on the tables would be great resource to hand out to my seniors (Solano Mobility Programs and Mobility Guide. Need contact inform for CHP Driver Course to offer classes at my center.
Vallejo	Comment Card	Info	Interested in participating on Countywide transportation study
Vacaville/Solano	Comment Card	Info	Can I get a summary of this summit
Vacaville/Solano	Comment Card	More Service	Need expanded hours & routes to access work and social, etc
Vallejo	Comment Card	More Service	It would be nice to have transportation service on Sunday for Church and Shopping. Service that is frequent.
Fairfield	Comment Card	More Service	DART on Sunday, Bus to Safeway on Waterman
Vacaville	Comment Card	More Service	City Coach extended services
Fairfield/Travis	Comment Card	More Service	Need earlier hours to Pride Industries on Travis Air Force Base
Vallejo	Comment Card	More Service	Sunday Service
Suisun City	Comment Card	More Service	My mission is to help education Seniors and People with disabilities about the various resources and to assist with access. More weekend and evening for college.
Vallejo	Comment Card	Paratransit	Wait time for paratransit

Summit III  
Comment Cards  
Transporation Gaps

City	Source	Category	Comment
Solano County	Comment Card	Priority	Car Sharing amongst non-profits organizations
MTC	Comment Card	Priority	Next steps should include a non-profit vehicle sharing program.
Vacaville	Comment Card	Priority	Taxi Scrip Priority- What solution
Vacaville	Comment Card	Priority	Vehicle Share
Vacaville	Comment Card	Priority	Independent Living Vehicle Share
Vacaville	Comment Card	Priority	Taxi Scrip Solution (Vehicle Share) Independent Living
Vacaville	Comment Card	Priority	Taxi Scrip Solution (Vehicle Share) Independent Living
Fairfield	Comment Card	Service Provider	Benicia Transportation and we provide transport to 5 counties in support of seniors citizens, adults with disabilities as well as the general public.
Vallejo	Comment Card	Service Provider	Thank you for the resources that come up aside from taxi scrip, paratransit, and Faith in Action that may help. Please keep me updated.
Rio Vista	Comment Card	Suggestion	We need better access to BART
Rio Vista	Comment Card	Suggestion	We need a taxi service
Fairfield	Comment Card	Suggestion	Person with visual/blind/physical disabilities: Accommodation - braille brochures. What accommodations could be made for a person who is hearing impaired
MTC	Comment Card	Suggestion	Consider agreements to allow paratransit to service outside of service boundaries so customers do not need to switch vehicles.
MTC	Comment Card	Suggestion	Consider monthly fixed route pass good on all county providers (and maybe VINE)
Suisun City	Comment Card	Suggestion	Several of the route/arrival/departures schedules are very difficult to interpret to the infrequent rider of our available train/bus system. The challenge is to explore the development of a touch screen - an origin/destination approach, similar to google maps/MapQuest.

Summit III  
 Comment Cards  
 Transportation Gaps

City	Source	Category	Comment
Fairfield	Comment Card	Suggestion	Volunteer neighborhood drivers for seniors and people with disabilities should be able to apply for ADA parking placards. For the benefit of their passengers with side benefits of possibly encouraging more drivers to volunteer. Example: Ride with Pride certified drivers can't get ADA permit placards
Fairfield	Comment Card	Suggestion	Neighbor helping (transportation) their neighbors are discouraged by CCRC (continuing Care Retirement Communities) due to liability concerns. Is there a solution to alleviate liability concerns?
Solano County	Comment Card	Suggestion	I want to the STA board as the Mental Health Representative
Suisun City	Comment Card	Suggestion	Education and train providers with customers services and provide incentives
Vallejo	Comment Card	Suggestion	Transit providers in each city should consider adding or adjusting routes to accommodate areas where seniors housing (esp. subsidized) and frequent destination Medical Centers, Seniors Centers, Groceries, Pharmacies. It could be mid-day shuttles when not using vehicles for commuters
Rio Vista	Comment Card	Suggestion	We need more publicity on what services are available
Vallejo	Comment Card	Suggestion	Expedited application "process" to service the needs of acute rehab patients
	Comment Card	Contact Inform	
Vallejo	Comment Card	Contact Inform	
Vallejo	Comment Card	Contact Inform	
Benicia	Comment Card	Contact Inform	
Vallejo	Comment Card	Contact Inform	
Vacaville	Comment Card	Contact Inform	

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DATE: June 15, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Robert Macaulay, Director of Planning  
RE: Comprehensive Transportation Plan (CTP) Transit and Rideshare Element  
Performance Measures and Milestones

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**Background:**

The Solano Comprehensive Transportation Plan (CTP) is one of the STA's primary long-range planning documents along with the Congestion Management Program (CMP) and these plans are coordinated with the Metropolitan Transportation Commission's Regional Transportation Plan, known as Plan Bay Area. The CTP consists of three main elements: Active Transportation; Arterials, Highways and Freeways; and, Transit and Ridesharing. The development of the Solano CTP is driven by the activities to implement its purpose statement, which is:

The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

Within the Solano CTP the Transit and Rideshare element Purpose Statement is:

Identify and develop mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.

The overall purpose of the CTP is to identify opportunities and resources to move the countywide transportation system from its current condition to a desired future condition, and to then prioritize steps to bring this change to fruition. The first step in preparing the Transit and Rideshare Element was identification of those services and facilities that the Element's policies are designed to influence; namely, intercity transit services. These intercity transit services provide connectivity between Solano County's communities, and connect Solano County with the wider Northern California mega-region, especially the Bay Area. The primary components of the Transit and Rideshare system are:

- Intercity bus service, primarily provided by FAST and SolTrans
- Intercity rail provided by the Capitol Corridor
- Ferry service from San Francisco Bay Ferry Service (formerly WETA)
- Vanpools and carpools
- Paratransit and Mobility Management services

The State of the System, Goals and Goal Gap Analysis have been approved by the STA Board.

**Discussion:**

Policies are specific action statements that implement Goals. The Policies contained clear action words such as shall, will, assign or invest. When STA staff make recommendations to committees or the board, those recommendations will be guided by the policies in this element.

The draft transit and rideshare element policies will be the subject of a future staff report. The format is the same as used in the active transportation element. First, the specific policy is shown in bold text. Policies are usually 1 to 3 sentences. Following the policy, a discussion of the purpose and meaning of the policy is provided. This discussion may run for several paragraphs. Then the performance measurements and milestones are presented. Finally, a list of the goals that are advanced by the policy is provided.

In addition to action-based policies, there are proposed performance measures and milestones. These measures are indicated by highlighted text. Performance measures can be thought of as a unit of measure; for example, in the question “how many bike storage lockers are being added?”, new bike storage lockers are the performance standard. A milestone is a benchmark showing how much progress has been made; for example, if a policy states “add 200 park and ride lot spaces,” a milestone would be constructing a new park and ride lot with 100 new spaces.

Finally, STA staff has attempted to identify those policies in the Transit and Rideshare element that also help implement the goals of the other elements. Those policies are identified by a black box with white text to help them stand out.

This item was presented to the STA’s Transit and Rideshare Committee at its meetings of May 12 and June 2, 2016, and was recommended for approval by the Committee.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Draft Transit and Rideshare Element Policies, Performance Standards and Milestones  
Chapter

**T&R Policy 1 – STA will continue to focus its investments in maintaining and, where appropriate expanding, the existing SolanoExpress and rideshare/vanpool system as its primary means of providing mass transit. When fund sources with multiple uses are available, the SolanoExpress and rideshare/vanpool system will be given priority in receiving those funds.**

Discussion – These two aspects of the transit and rideshare system carry by far the largest proportion of Solano’s transit users. In fiscal year 2013 – 2014, SolanoExpress had more than 1.1 million passenger trips. In FY 2014 – 2015, that number had increased 1.3% to 1.2 million riders. During the same comparable time period, carpools and vanpools carried a ridership equivalent to 8 million.

Most SolanoExpress riders board or disembark from a bus at one of the major transit centers: namely, Curtola Park and Ride and Vallejo waterfront centers, the Fairfield Transportation Center or the Vacaville Transportation Center. All four of these facilities are located in or immediately adjacent to Priority Development Areas (PDAs). This co-location directly supports the continued and expanded use of these transit centers for long distance commutes within or out of Solano County, making it easy for riders to access the transit centers with minimal use of an automobile. This is particularly important because of the reluctance of people to switch modes of travel.

Park and ride lots are located both within and away from PDAs. This takes advantage of the greater schedule and social flexibility provided by carpools.

**Policy Performance Measures and Milestones – none. The Transit and Rideshare Goals 4 through 19 will have specific performance measures and milestones that implement Policies 1, 2 and 3.**

This Policy helps implement Goals 1 and 1.a, 6, 9, 9.b, 9.c, 13.a, 14, 15, 16 and 10.

**T&R Policy 2 – STA will make appropriate investments in facilities that support regional transit providers; specifically, Capitol Corridor intercity rail and WETA ferry service.**

Discussion – The other primary alternatives for commuters to driving alone within and out of Solano County are the ferry and rail service. These two systems combined carried more than 960,000 passengers during the last reported year. The greatest advantage that these systems have is that they do not rely upon the regional roadway network, which is subject to frequent impacts from traffic congestion.

An additional benefit of these regional transit providers is the significant reduction in per-capita emissions of air pollutants, especially greenhouse gases (GHGs), which occurs when these vehicles operate at or near capacity. If passengers can walk, bicycle or take transit to the stops for these services, the congestion and air emission benefits are multiplied even further.

There are currently two Solano stops for regional transit: the Suisun City / Fairfield Capitol Corridor station and the Vallejo ferry terminal. A second Capitol Corridor train station is under construction and will open in 2017, serving Eastern Fairfield and Vacaville. All three of the stations are located in existing PDAs.

**Policy Performance Measures and Milestones – none. The Transit and Rideshare Goals 4 through 19 will have specific performance measures and milestones that implement Policies 1, 2 and 3.**

This Policy helps implement Goals 1 and 1.a, 2, 5, 6, 10, 13, 16 and 18.

**T&R policy 3 – STA will expand the availability of services to seniors and persons with disabilities through the Solano Mobility Management program as a co-equal priority with conventional transit services.**

Discussion – Seniors and people with disabilities have some of the most significant transportation challenges in Solano County. At the same time, they also have some of the most limited resources to meet those challenges. Solano mobility management is a series of programs designed to help these individuals participate in the economic and social life. The best outcome of mobility management programs is to provide seniors and people with disability freedom and independence of movement within and outside of Solano County. Programs such as transit ambassador and trip information can do exactly this.

Other mobility management programs may be ongoing for their recipients. Taxi scrip programs are one example of this sort of ongoing support. While mobility management may not provide as many trips as express bus or carpooling, and therefore has less of an impact on traffic congestion and air pollution, it does fill a critical gap in the Solano county transit system.

**Policy Performance Measures and Milestones – none. The Transit and Rideshare Goals 4 through 19 will have specific performance measures and milestones that implement Policies 1, 2 and 3.**

This Policy helps implement Goals 4, 4.a, 4.b, 5, 7, 8, 9.d, 12 and 17.

**T&R Policy 4 – Use the SolanoExpress Intercity Transit Consortium as the primary means for coordinating SolanoExpress and local transit services at a staff level. Use the CTSA, Solano Seniors and People with Disabilities Committee and the Paratransit Coordinating Council as the primary means of discussion and coordination at a policy-maker level. Participate in CCJPA, WETA and other working groups to identify and address coordination of local transit services with regional providers at a staff level.**

Discussion – There are four main steps identified in this policy. First and foremost, STA will to continue to host the SolanoExpress Intercity Transit Consortium. This monthly forum provides the best opportunity to identify and deal with financing equipment and other major operational issues regarding intercity transit buses. As also served as a forum for dealing with any issues related to the interface between intercity and local transit.

**Policy Performance Measures and Milestones – There is no performance measure for this step. The milestones for this step are the regular meetings of the identified Committees and the provision of advisory actions to the STA Board.**

**Are the Committees meeting on a regular basis? If so, the milestones are being met and the policy implemented.**

The second item is to maintain staff liaison with all of the regional transit providers with whom STA or other local agencies interact. An example of this is STA staffs continue to participation in the Capitol Corridor staff working group meetings. This allows STA staff to be aware early on of issues being dealt with by Capitol Corridor staff, and to inform Capitol Corridor of issues that exist in Solano County. A similar level of direct and frequent staff to staff contact exists between STA and Soltrans, and a regular

attendance at monthly WETA meetings by STA staff is now occurring. Because the service locations for Capitol Corridor trains and WETA ferry boats are also hubs for local transit, the local transit providers - SolTrans and FAST – are able to see and immediately respond to any change in service times made by the regional transit providers.

Policy Performance Measures and Milestones – Both the performance measure and milestone for this step is the attendance by and participation of STA staff at the regulars meetings of these agencies.

Is STA staff regularly attending these meetings? If so, the milestones are being met and the policy implemented.

The third item is for STA to continue to implement the intercity transit funding agreement, whereby the transit providers in Solano County pool and then share out resources needed to provide intercity transit. This is combined with STA’s funding of marketing for the SolanoExpress routes.

Policy Performance Measures and Milestones – The performance measure for this step is the implementation of the multi-agency funding agreement to fund the SolanoExpress system. The milestone is the annual distribution of TDA funds for SolanoExpress services according to the agreement.

Is the Intercity Funding Agreement being updated to ensure timely funding of SolanoExpress services? If so, the milestone are being met and the policy implemented.

The fourth and final item is to assist local jurisdictions in preparing and updating SRTPs. Federal statutes require that the MTC, in partnership with the state and with local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and fund programming responsibilities, MTC, in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal funding through the TIP (federal grantees within the MTC region) to prepare, adopt, and submit an SRTP to MTC. The SRTP develops a coordinated investment plan for the five major fixed-route and paratransit providers in Solano County – specifically SolTrans, FAST, Vacaville City Coach, Dixon Read-Ride, and Rio Vista Delta Breeze. The SRTP develops a set of consistent operator objectives, goals, measures, and standards, as well as service and capital investment plans for each operator.

Policy Performance Measures and Milestones – The performance measure and milestone for this item is the adoption and implementation of a new or updated SRTP.

Are SRTPs adopted and updated on a schedule consistent with MTC and federal requirements? If so, the milestones are being met and the policy implemented.

This Policy helps implement Goals 2, 3, 4, 4.a, 4.b, 4.c, 7, 8 and 12.

**T&R Policy 5 – STA will assign staff to actively monitor MTC activities to implement electronic fare collection, and will seek early implementation of electronic fare collection for all intercity transit providers.**

Discussion – Electronic fare collection increases the convenience of transit use to riders, eases the collection of some ridership data, and can result in better fare collection. A common form of fare collection across the region makes it easier for transit users to shift modes or system providers. By actively monitor and partnering with regional providers such as MTC, Solano County can be prepared to be an early adopter of such systems.

**Policy Performance Measures and Milestones - STA staff monitors MTC electronic fare collection methods as well as partners with MTC and transit operators as needed. Milestones would be met by staying coordinated among these parties and an annual status report to Consortium about regional electronic fare collection developments.**

**Is STA staff monitoring the development and implementation of electronic fare collection methods? Are electronic fare collection methods being implemented in Solano transit fleet vehicles? If so, the milestones are being met and the policy implemented.**

This Policy helps implement Goal 3.

**T&R Policy 6 – STA will be prepared to offer assistance to any local transit providers who wish to pursue consolidation and/or improve coordination and efficiency. On an annual or more frequent basis, STA will query Solano County and other partner transit agencies regarding the options and benefits regarding transit operator consolidation and/or improved coordination and efficiency.**

Discussion - STA helped provide legal, consultant, management and financial assistance to the Vallejo Transit and Benicia Breeze transit services when they merged in 2010. This merger has led to improved service delivery, greater efficiency and financial stability for both communities' transit service, and for Solano Express buses operated by Soltrans. The past two years, STA has provided transit finance and service planning assistance to Rio Vista's Delta Breeze. The STA does not have a policy to require or encourage further consolidation of local or Express transit providers in Solano County, but is ready and available to support any local jurisdictions that request such help.

**Policy Performance Measures and Milestones – On an annual basis, reach out to Solano transit operators to share past transit consolidation progress and determine if there is interest in further consolidation or improvements in coordination and efficiency. The outreach should be to City Manager or Department head level personnel. If interest is expressed, STA is to provide assistance. Milestone will be met by sharing the results of this outreach to the STA Board and the Transit Committee at least every three years.**

**Does STA provide these outreach meetings? If so, the milestone is being met and the policy implemented.**

This Policy helps implement Goals 3.a and 3.b.

**T&R Policy 7 – STA’s Countywide Bicycle and Pedestrian Plans, and PDA Plans financially supported by STA, will identify access improvements around Transit Centers of Regional Significance and local transit centers in order to help fill the “first mile/last mile” gap. STA will support the purchase of Solano Express buses with adequate bicycle storage features. STA will support expansion of bike sharing projects throughout the Bay Area, including in Solano County**

Discussion - One of the obstacles to the use of bus, rail and ferry transit is the gap at the start of the trip between home and the transit center, and the corresponding gap at the end of the trip between the transit center and the final destination. If the ‘gap’ is too substantial of an obstacle, transit users will drive to the transit center (increasing congestion and air pollution, and requiring parking at the station), or will drive solo to their destination.

For Solano commute trips, the rail and ferry stops at the destination are fixed and unchangeable. Bus destinations may have some flexibility, but most (such as BART stations) are also fixed. STA policies and investments cannot change this ‘last mile’ gap. The ‘first mile,’ however, is much more within Solano jurisdictions’ control.

One way to help fill the first mile gap is to reduce its size, i.e. to help people who want to use transit have an opportunity to live near a transit stop. The PDA program and several State Cap and Trade grant programs help support local land use decisions that encourage the placement of residences near major transit stops.

The other way to fill the gap is to make movement for bicyclists and pedestrians within it more convenient. STA’s Safe Routes to Transit (SR2T) plan addresses access issues in close proximity to transit stops (and finds that the most dangerous spot is where pedestrians cross a public street). Because the Countywide Bicycle and Countywide Pedestrian plans are developed with input from the bicycling and walking communities, they are the best place to address ease and safety of use for these modes near transit centers.

In addition, STA works with regional transit providers and local jurisdictions to provide additional secure bike storage facilities at their local terminals. This also helps improve the convenience of using bicycles to access the transit system.

Finally, the access and safety improvements that implement this Policy also help implement the Complete Streets policy in the Arterials, Highways and Freeways element. That makes the Policy supportive of multiple Solano CTP elements.

**Policy Performance Measurements and Milestones – Preparation of initial and updated STA Countywide Bicycle and Pedestrian Plans, and PDA Plans are the measurements for this policy. The milestones for this policy are completed Plans.**

**Are the applicable Plans kept current and used to implement projects, including first mile/last mile gap fill projects? If so, the policy is being implemented.**

This Policy helps implement Goals 1, 1.a, 2, 5 and 10.

**T&R Policy 8 – Require transit providers receiving funds administered by STA to submit performance reports. At a minimum, these reports will include farebox recovery, total ridership, on-time performance and surveyed passenger satisfaction.**

Discussion – The minimum data needed by SolanoExpress decision makers on the effectiveness of the system consists of farebox recovery, total ridership, on-time performance and passenger satisfaction. There are additional data that are traditionally gathered, and those efforts should also continue.

An annual report of this data will not only provide a snapshot in time as to system performance, but also allow changes over time to be seen and used to measure system performance and the effectiveness of the investment decisions made by the STA Board and the operators of SolanoExpress bus systems.

An example of the effectiveness of this approach is seen in the Capitol Corridor’s decade-long systematic improvement. Ridership surveys of Capitol Corridor and other train passengers showed that passengers most valued a system that was convenient to their origin and destination, and had frequent and reliable service. While station locations were relatively fixed (few opportunities exist for new or relocated stations) and passenger train frequency is largely dictated by freight rail schedules, the Capitol Corridor could make investments that improved on-time performance and reduced operating cost. As a result of this focus on measuring and reporting on performance, and making investments that impact performance, the Capitol Corridor is, as of early 2016, number one in on time performance, number three in ridership and number three in overall customer satisfaction in the entire Amtrak System.

Policy Performance Measures and Milestones - Transit operators receiving funds administered by STA to submit on-time performance, farebox recovery data monthly for Consortium and to the STA Board annually. They may combine this with other reporting requirements. Customer satisfaction is to be measured less frequently, but no less than every three years and submitted to the STA. This may be as part of another study such as the multi-agency passenger survey with the submittal of these reports the milestones have been met.

Are performance measures being reported to the STA Board on a regular basis? If so, this policy is being implemented.

**The access and safety improvements that implement this Policy also help implement the Complete Streets policy in the Arterials, Highways and Freeways element. That makes this Policy supportive of multiple Solano CTP elements.**

This Policy helps implement Goals 6, 7, 17, 17.a and 17.b.

**T&R Policy 9 – STA shall not adopt policies that exclude private providers from offering or providing transit services as long as they do not interfere with the provision of public transit, and shall seek to ensure that policies requiring private providers to pay for use of public facilities are**

**reasonable related to the burden borne by those public facilities.**

Discussion – Private transit providers can come in a variety of forms, as outlined in the Transit and Rideshare State of the System report. These providers can deliver important supplements to the public mass transit system; supplements that are usually focused on a narrow portion of the transit-using public. By accommodating these private providers and seeking only to cover costs reasonably associated with their use of public facilities, the publically-available mass transit system can more effectively focus on the general transit-using population.

**Policy Performance Measurements and Milestones – Inventory private transportation services at public transit facilities and update it no less than every three years. Evaluate if and how private operations complement or inhibit public transit operations and any physical impacts on the facility. Determine if any operational or policy changes should be considered to maintain public transit level of service at the performance standards established by the 2015 SolanoExpress Transit Corridor Plan. Completing initial and subsequent inventory reports will meet milestones and implement this policy.**

This Policy helps implement Goals 6 and 8.

**T&R Policy 10 – Provide funding for and conduct transit studies for all major intercity transit corridors. Each study will be updated no less frequently than every 6 years.**

Discussion – Bus and ridesharing trips in Solano County usually move along a major highway corridor. I- 80 is the lynchpin of Solano freeway and highway transit routes. Other major routes include I-680 into Contra Costa, Alameda and Santa Clara counties, SR 12 through Solano County, SR 29 into Napa and SR 37 into Marin and Sonoma counties, although most transit trips on these corridors at some point connect with I-80. The best way to identify specific capital and operational issues is to conduct a detailed look at the operation of a specific corridor.

Corridor studies typically explore two major areas: capital facilities, and operations and maintenance of vehicles and facilities. Corridor plans often use financial and operational models to examine the best location and timing of investments. These corridor plans provide the sort of detailed, prioritized recommendations that allow SolanoExpress operators, cities and STA to then make timely funding decisions.

**Policy Performance Measurements and Milestones- Conduct an intercity transit corridor study at least once every six years. Completion of the study(ies) will be the milestone.**

**Are all applicable studies less than 6 years old? If so, the policy is being implemented.**

This Policy helps implement Goals 7, 9, 9.b, 9.c, 10, 16, 17, 17.a and 17.b.

**T&R Policy 11 – STA will develop a standard methodology of collecting and reporting on auto, bicycle and pedestrian collisions within ¼ mile of TFORS, and will report those statistics on an annual basis.**

Discussion – When STA updated the Solano Travel Safety Plan in 2015, one of the challenges discovered was the variety of methods used to collect and report safety and collision data. This makes it difficult to identify, on a countywide basis, those areas most deserving of additional investment to improve safety. This policy calls on STA to act as a central clearinghouse for collision data, and to use that data to help prioritize funding decisions.

**Policy Performance Measurements and Milestones - The data gathered to implement this Policy will also help identify issues related to the Active Transportation and Arterials, Highways and Freeways Elements. That makes this Policy supportive of multiple Solano CTP elements. The milestone will be the development of a standard methodology and annual reporting of the collision statistics.**

This Policy helps implement Goals 11, 11.a and 11.b.

**The data gathered to implement this Policy will also help identify issues related to the Active Transportation and Arterials, Highways and Freeways Elements. That makes this Policy supportive of multiple Solano CTP elements.**

**T&R Policy 12: To meet the mobility needs of the ambulatory and non-ambulatory ADA certified individuals and to ensure long-term viability of existing and new programs, evaluate ADA services (paratransit and intercity taxi programs) on at least an annual basis.**

Discussion – Over the past several years, the provision of ADA intercity services has changed and new services have been implemented. The popularity of some services has strained their long-term viability. Other services still need to be developed to better serve the non-ambulatory ADA certified individuals. Implemented services should be monitored, evaluated and modified as needed. Outreach to ambulatory and non-ambulatory ADA certified individuals to understand and address their most urgent transportation needs will be important as part of the evaluation of existing services and the development on new services.

**Policy Performance Measurements and Milestones - Regularly evaluate ADA paratransit service and ADA intercity taxi programs. This evaluation should include ridership, productivity, operational and financial performance at minimum. Outreach to ambulatory and non-ambulatory ADA certified individuals and related stakeholders, to determine mobility gaps and to participate in prioritization of strategies to address gaps in these services at least every 3 years. A short and long-term action plan is to be developed. Milestones will be met by the regular review of ADA services and the less frequent outreach and completion of action plans.**

This Policy helps implement Goals 4, 4.a, 4.b, 12 and 17.

**T&R Policy 13: Evaluate and modify currently implemented ADA in-person assessment model to improve convenience for new and recertifying applicants and to improve efficiencies on at least an annual basis.**

Discussion: STA coordinates the ADA certification process countywide. A contractor schedules and assessments, coordinates with transit operators for those in need of ADA paratransit service, conducts the assessments and tracks activity. Assessments are scheduled in all seven Solano cities on a rotating basis at least monthly. In some cities multiple assessment days are held to meet demand. Re- certifications have been conducted in the same manner as original certifications.

There has been interest expressed in holding assessments in locations with a concentration of ADA certification applicants such as skilled nursing facilities. If carefully selected, these on-site assessment sessions would be more convenient for applicants by reducing the need to travel and more efficient for the contractor and transit operator as there would be a reduction in “no shows” and arrangement of ADA paratransit rides would be reduced.

Recertification every three years is a requirement. The specifics of the recertification process should be reviewed to identify opportunities to streamline it for both applicants’ convenience and the service delivery efficiency. Some applicants’ original certification may be based on disabilities that prevent their use of fixed-route transit indefinitely. A simplified recertification process would be warranted in these situations.

**Policy Performance Measurements and Milestones - At least annually evaluate the ADA assessment process to determine if modifications should be made to improve the process for applicants and/or transit operators. Milestones will be met with the completion of the annual evaluations.**

This Policy helps implement Goals 4, 12 and 17.

**T&R Policy 14: Conduct a study, or studies, to identify the transportation needs of Solano seniors, people with disabilities, and the low-income population. Update the study or studies no less frequently than every 6 years.**

Discussion - With a rapidly growing senior population, the countywide Transportation Study for Seniors and People with Disabilities from 2011 should be updated. This study involved significant public outreach which should continue with future updates. Five Community Based Transportation Plans were conducted in the past fifteen years; these focused on outreaching to local communities to identify the transportation needs of the low-income population followed by identifying and prioritizing solutions. Many, but not all, priority projects from these studies have been implemented. More current outreach and study of these groups should be done to address the changes in these groups, the community, and the differing strategies available now and in the future.

**Policy Performance Measurements and Milestones - Update of Transportation Study for seniors, people with disabilities and the low-income population at least every 6 years. Milestones will be the**

completion of the study at least once every 6 years.

This Policy helps implement Goals 4, 6, 7 and 17.

**T&R Policy 15: Partner, and outreach to, a diversity of community stakeholders such as public, private and non-profit organizations serving seniors, people with disabilities, and the low-income population.**

Discussion – The mobility needs of seniors, people with disabilities and the low-income population are specialized and diverse. Meeting the mobility needs of these groups is important to address their quality of life that is inherently challenged. Understanding those needs will depend upon partnering with organizations that already work with these groups and understand their challenges with mobility. The recently formed CTSA and other committees include these partnerships. These and additional partnerships will also facilitate outreach to these consumers. Outreach and other direct contact with these populations will be a valuable tool in planning, promoting, and assessing services.

Policy Performance Measurements and Milestones – Identify current stakeholders and the degree of their diversity. Establish target to expand stakeholder diversity and outreach to achieve this. Establish a process to maintain diverse stakeholder group from the community as it changes over time. Milestones are creation of existing stakeholder diversity inventory, establishment of goal, outreach, expansion of diverse stakeholders, and process to maintain this.

This Policy helps implement Goals 4, 4.b and 6.

**T&R Policy 16: Use technological advances to improve communication with consumers of mobility management services.**

Discussion – The solanomobility.org website created a centralized information resource with a wide range of mobility and program information for seniors, people with disabilities and the low-income. With search functions and layering of information, a substantial amount of information is relayed to the user in a simpler format than if printed. While printed materials are still made available, the website's Find Your Ride, Travel Training, and Older Driver Safety Information functions are examples of a technology advancement that has facilitated the dissemination of information to consumers. The website needs to be kept updated with current information, features and functionality to meet the changing needs of its users and capabilities of electronic communication. The website is a resource to other organizations and links between websites reconfirmed. Other forms of technological communications should be reviewed, evaluated and considered as additional ways to reach consumers for both disseminating information as well as for collecting information and input.

Policy Performance Measurements and Milestones - The solanomobility.org is to be current. There should be regular review of technological advances that could improve communication with consumers of mobility management services. Milestones would be periodic review of technology

advances and an evaluation of what has been, or could be, incorporated as well as accuracy of [solanomobility.org](http://solanomobility.org).

This Policy helps implement Goals 4 and 6.

**T&R Policy 17: Regularly monitor a wide variety of information sources regarding innovations in private and public ‘shared mobility’ resources, including mobile applications, vehicle sharing transportation network companies and on-call vehicles. Incorporate new and developing mobility options and technology into STA plans.**

Discussion – Transit and rideshare services between hubs is designed to efficiently move large numbers of riders long distances. Riders arriving from, or traveling to, the many locations in the areas surrounding a transit hub often find this portion of the trip inconvenient or impossible. These locations may be employment, residential, community services, medical facilities, shopping and more. This is the “first mile/last mile” gap. Local transit, walking, bicycling, driving alone and other options are available to varying degrees at Solano transit hubs. A countywide study could identify and prioritize transit/rideshare hub “first mile/last mile” gaps, identify existing and potential strategies, explore newer and advancing alternatives such as bikeshare programs, carsharing, shuttles, taxis, transportation network companies (TNCs), self-driving vehicles and other options, work with the community to evaluate strategies for potential implementation.

**Policy Performance Measurements and Milestones – STA should develop an understanding, monitor and share the newly developing shared mobility and other new technology-based transportation alternatives. With the involvement of the community, prepare a study to identify and prioritize transit/rideshare hubs’ “first mile/last mile gaps”, identify existing and potential strategies to address the gaps including newer and advancing technologies and programs. Milestones will be met with the consideration of incorporating these new technology-based transportation alternatives for “first mile/last mile” gap closure or other purposes.**

This Policy helps implement Goals 5, 6, 8 and 9.d.

**T&R Policy 18 – STA will provide notice to SolanoExpress vehicle operators when it is aware of the availability of funds than can be used for clean transit vehicles and infrastructure, and will use support for clean transit vehicles and infrastructure as a ranking criteria when allocating such funds.**

Discussion – While full of transit vehicles are very efficient in regards to air pollutant emissions per passenger mile when compared to single occupant cars, they do still produce important amounts of air pollution, including greenhouse gas emissions. The California Air Resources Board (CARB) has requirements for transition of public transit vehicle fleets to zero emission vehicles. STA has adopted an alternative fuels plan which supports conversion of all types of public vehicle fleets to low or zero emission vehicles. This includes both vehicle replacement and modification of support infrastructure such as fueling and maintenance facilities.

STA can help member and partner agencies accelerate this transition to clean vehicles and fuels by ensuring that they are aware of funding opportunities. STA can also write letters of support for those agencies seeking funding and furthering the goal of STA plans and policies.

When STA programs funds, such as BAAQMD TFCA program manager funds, it can use support for low and zero emission vehicles as a criteria to help identify which projects will be funded. While there may be other considerations, prioritizing clean fuel vehicles and facilities makes it more likely that they will be fully funded and delivered.

**Policy Performance Measurements and Milestones –The collection and notification to transit operators of funds that may be used for clean transit vehicles and infrastructure will be a measurement as well as incorporating in STA ranking criteria for fund allocation the support for clean vehicles/infrastructure. Milestones will be met with the regular notification of clean vehicle/infrastructure funding opportunities and incorporation of clean vehicle/infrastructure in ranking criteria for fund allocations.**

This Policy helps implement Goals 13, 13.a, 14, 15 and 16.

**T&R Policy 19 – STA will continue to fund a ridesharing program such as Solano Napa Commuter Information (SNCI).**

Ridesharing support is critical to maintaining and advancing carpool and vanpool formation and use. STA, in partnership with the Napa Valley Transportation Agency, has used SNCI to provide these and other ride matching and trip planning activities.

With MTC’s 2015 decision to stop providing direct funding for county ridesharing programs, this function becomes more difficult to support. Due to its value and the large number of carpool and vanpool users in Solano and Napa counties, however, STA will continue to provide this service in some form. At the same time, STA will monitor developments in private ridematching services, especially mobile applications that make both formal and casual carpool formation fast and convenient for users.

**Policy Performance Measurements and Milestones – Funding a rideshare program such as SNCI at an operational level would be the milestone for meeting this goal.**

This Policy helps implement Goal 9.a.



DATE : June 20, 2016  
TO: Solano Express Intercity Transit Consortium  
FROM: Sean Hurley, Call Center Supervisor  
RE: Mobility Call Center/Transportation Info Depot Monthly Updates

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**Background:**

The STA's Solano Napa Commuter Information (SNCI) Program expanded their services to include the **Solano Mobility Call Center** in February 2014. In addition to providing commuters and Solano/Napa county employers with information on a variety of transit services and incentive programs, the Mobility Call Center provides seniors and people with disabilities various mobility information. The **Transportation Info Depot**, at the Suisun-Fairfield Train Depot opened in November 2014. The main objective in having staff at the Suisun-Fairfield Train Depot is to provide the public with expanded access to transportation information and mobility options.

**Discussion:**

***Solano Mobility Call Center and Transportation Info Depot***

For the month of May 2016, the Call Center received a total of 318 calls with 174 of those being ADA/Mobility related. The Call Center also assisted 14 walk in customers and processed twelve (12) Regional Transit Connection (RTC) applications. The call center also sold twelve (12) Clipper cards.

**Transportation Info Depot**

The Call Center has temporarily relocated back to the STA offices at One Harbor Center, during the months of February-May, due to the construction upgrade of the Suisun-Fairfield Amtrak Station building. The estimated date for the train station remodel completion is July. This has had an impact on the number of in person visits.

**Recommendation:**

Informational.

Attachment:

- A. Call Center Activity Chart

Call Center/Info Depot Activity	15-Dec	16-Jan	16-Feb	16-Mar	16-Apr	16-May	FY 15/16 Totals
<b><u>Emergency Ride Home</u></b>							
New Employees	5	1	4	0	3	1	41
New Employers	0	0	1	0	0	0	1
Trips Taken	4	1	5	1	2	1	30
<b><u>Bucks for Bikes</u></b>							
New Applications	2	1	1	4	3	3	21
Incentives Awarded	1	0	4	1	1	2	12
Follow up Surveys sent	1	4	1	3	0	3	36
<b><u>**Train Depot Activity</u></b>							
Amtrak	271	237	116	19	13	5	2088
Greyhound	63	41	20	11	5	4	491
General Transit Questions	23	22	7	25	45	61	284
Trip Planniing	25	17	4	19	28	23	199
RTC Questions	3	2	2	5	0	18	34
Clipper Questions	4	3	2	0	0	2	31
Other - Taxi, Misc	11	6		14	77	31	157
<b>Totals:</b>	<b>400</b>	<b>328</b>	<b>141</b>	<b>93</b>	<b>168</b>	<b>144</b>	<b>3274</b>
<b><u>Mobility Call Center Telephone Calls</u></b>							
ADA Paratransit Eligibility	37	46	56	55	49	56	482
RTC Questions	10	23	12	30	21	13	221
Adult Clipper Questions	2	6	1	3	0	7	37
Senior Clipper Questions	1	2	2	3	0	2	22
Senior Trip Planning	1	1	0	4	3	0	25
Transit Training - Trainer	1	1	1	0	0	0	5
Transit Training - Trainee	0	2	1	3	2	3	16
Taxi Scrip Local	11	25	16	17	19	24	187
Taxi Scrip InterCity	0	14	16	21	13	49	165
Materials Mailed	3	7	8	7	5	13	64
<b>Totals:</b>	<b>66</b>	<b>127</b>	<b>113</b>	<b>143</b>	<b>112</b>	<b>167</b>	<b>1224</b>
<b><u>Calls Referred to Outside Agencies</u></b>							
* NonProfit	3	5	8	10	5	4	62
* Private	5	5	5	5	4	0	38
*Transit Agency	2	3	2	8	5	3	24
<b>Totals:</b>	<b>76</b>	<b>140</b>	<b>128</b>	<b>166</b>	<b>126</b>	<b>174</b>	<b>1348</b>
Call Center Customer <b><i>Walk-In Totals:</i></b>	<b>7</b>	<b>30</b>	<b>17</b>	<b>50</b>	<b>40</b>	<b>14</b>	<b>234</b>
<b><u>Clipper Cards Sales</u></b>							
Senior	0		1	0	1	0	23
Adult	0	6	4	0	8	12	83
Youth	0			0	2	0	4
<b>Totals:</b>	<b>0</b>		<b>5</b>		<b>11</b>	<b>12</b>	<b>28</b>
<b><u>RTC Apps processed to Date</u></b>	<b>7</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>9</b>	<b>12</b>	<b>146</b>
<b><u>Bike Link Cards Sold</u></b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>

Note: No Clipper sales from Feb 12th through 4/10 Due to machine being relocated

\*\*Call Center temporarily relocated due to Depot construction.



DATE: June 15, 2016  
 TO: SolanoExpress 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</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>\$443,000</b>	May 25, 2016
<b>State</b>			
1.	Active Transportation Program	<b>\$240 million</b>	June 15, 2016
<b>Federal</b>			

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<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>

<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<sup>1</sup></b>						
<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>\$110,000</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	

\*New Funding Opportunity

\*\*STA staff, Drew Hart, can be contacted directly at (707) 399-3214 or [dhart@sta.ca.gov](mailto:dhart@sta.ca.gov) 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>Active Transportation Program (ATP)</b>	Drew Hart STA (707) 399-3214	June 15, 2016	<b>\$240 million</b>	The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as biking and walking.	N/A	<a href="http://www.catc.ca.gov/programs/ATP.htm">http://www.catc.ca.gov/programs/ATP.htm</a>