



**INTERCITY TRANSIT CONSORTIUM MEETING AGENDA**

**1:30 p.m., Tuesday, March 29, 2016**

**Solano Transportation Authority**

**One Harbor Center, Suite 130**

**Suisun City, CA 94585**

**ITEM**

**STAFF PERSON**

**1. CALL TO ORDER**

Janet Koster, Chair

**2. APPROVAL OF AGENDA**

**3. OPPORTUNITY FOR PUBLIC COMMENT**

(1:30 – 1:35 p.m.)

**4. ELECT CHAIR AND VICE CHAIR FOR 2016**

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

(1:35 – 1:45 p.m.)

**A. Update on STA's Federal and State Funding Priorities**

Jayne Bauer

**6. CONSENT CALENDAR**

Recommendation: Approve the following consent items in one motion.

(1:45 – 1:50 p.m.)

**A. Minutes of the Consortium Meeting of January 26, 2016**

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of January 26, 2016.

**Pg. 5**

**B. Intercity Taxi Scrip Program FY 2015-16 Quarter 2 Report**

Debbie McQuilkin

Recommendation:

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

**Pg. 11**

**CONSORTIUM MEMBERS**

Janet Koster  
(Chair)  
Dixon  
Ride-Ride

Nathan Atherstone  
(Vice Chair)  
Fairfield and  
Suisun Transit  
(FAST)

John Harris  
Rio Vista  
Delta  
Breeze

Mona Babauta  
Solano County  
Transit  
(SolTrans)

Brian McLean  
Vacaville  
City Coach

Matt Tuggle  
County of Solano

Judy Leaks  
SNCI

Liz Niedziela  
STA

Philip Kamhi  
STA Staff

## 7. ACTION FINANCIAL ITEMS

### A. Regional Measure 2 SolanoExpress Funding

Philip Kamhi

#### Recommendation:

Forward a recommendation to the STA TAC and Board to approve \$170,500 of Regional Measure 2 (RM2) funding to be used for SolanoExpress service enhancements and for marketing of new/enhanced service as shown in Attachment A.

(1:50 – 2:00 p.m.)

**Pg. 19**

### B. State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contribution

Philip Kamhi

#### Recommendation:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTa) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2015-16.

(2:00 – 2:05 p.m.)

**Pg. 21**

### C. CARE Evaluators Contract Renewal

Kristina Holden

#### Recommendation:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to execute a one year contract extension with C.A.R.E. Evaluators on an amount not-to-exceed \$213,300.

(2:05 – 2:15 p.m.)

**Pg. 27**

## 8. ACTION NON-FINANCIAL ITEMS

### A. Legislative Update

Jayne Bauer

#### Recommendation:

Forward a recommendation to the STA TAC and Board to take the following positions:

- AB 2170 (Frazier) – Trade Corridors Improvement Fund: federal funds - *support*
- SB 1128 (Glazer) – Commute benefit policies - *support*

(2:15 – 2:25 p.m.)

**Pg. 31**

## 9. INFORMATIONAL ITEMS – DISCUSSION ITEMS

### A. Intercity Paratransit/Taxi Scrip Program – New Service Delivery Model

Richard Weiner,  
Nelson Nygaard

(4:47 – 4:57 p.m.)

**Pg. 55**

- B. Comprehensive Transportation Plan (CTP) Update – Draft Policies Chapter** Robert Macaulay  
(4:57"/"4:62 p.m.)  
**Pg. 83**
- C. Developing Proposed Policies for ADA Recertification** Liz Niedziela  
(4:62"/"4:67p.m.)  
**Pg. 109**
- D. Senior and People with Disabilities Summit III for Transportation** Liz Niedziela  
(4:67"/"4:72 p.m.)  
**Pg. 111**
- E. Mobility Call Center/Transportation Info Depot Monthly Updates** Sean Hurley  
(4:72"/"4:77 p.m.)  
**Pg. 113**

**NO DISCUSSION**

- F. Rio Vista Transit Service Outreach and Analysis** Philip Kamhi  
**Pg. 115**
- G. Summary of Funding Opportunities** Drew Hart  
**Pg. 157**

- 10. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES** Group
- 11. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS** Group

April 2016

- A. Intercity Taxi Scrip New Service Delivery Model Options
- B. Transit Corridor Study Update
- C. Update on Solano Mobility: ADA Assessments and Travel Training
- D. Solano Transportation Study for Senior and People with Disabilities Update
- E. SolanoExpress Quarterly Update
- F. ADA Recertification Policy

May/June 2016

- A. Intercity Funding Agreement for FY 2016-17
- B. SolanoExpress Marketing
- C. STA's Alternative Fuels Policy for SolanoExpress
- D. Discussion of Future Senior and People with Disabilities Services and Programs
- E. Future Bridge Toll Priority for Transit

**12. ADJOURNMENT**

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, April 26, 2016.**

This page intentionally left blank.





**INTERCITY TRANSIT CONSORTIUM**  
**Meeting Minutes of January 26, 2016**

**1. CALL TO ORDER**

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

**Members**

<b>Present:</b>	Janet Koster, Chair	Dixon Read-Ride
	Nathaniel Atherstone, Vice-Chair	Fairfield and Suisun Transit (FAST)
	(By Phone)	
	Kristina Botsford	Solano County Transit (SolTrans)
	Judy Leaks	STA
	Liz Niedziela	STA
	Brian McLean	Vacaville City Coach

**Members**

<b>Absent:</b>	John Harris	Rio Vista Delta Breeze
	Matt Tuggle	County of Solano

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

Mona Babauta	Solano County Transit (SolTrans)
Diane Feinstein	City of Fairfield
Sean Hurley	STA
Philip Kamhi	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Debbie McQuilkin	STA
Mary Pryor	Nancy Whelan Consulting

**2. APPROVAL OF THE AGENDA**

On a motion by Kristina Botsford, and a second by Liz Niedziela, the SolanoExpress Intercity Transit Consortium approved the agenda to include the following change:

- Move Informational Item 8.A, Solano Comprehensive Transportation Plan (CTP) - Transit Element Update: Draft Goal Gap Analysis to Action None Financial Item 7.C.

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

None presented.

## **5. CONSENT CALENDAR**

On a motion by Liz Niedziela, and a second by Kristina Botsford, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A. (6 Ayes)

### **A. Minutes of the Consortium Meeting of December 15, 2015**

#### Recommendation:

Approve the Consortium Meeting Minutes of December 15, 2015.

*Mona Babauta arrived at the meeting.*

## **6. ACTION FINANCIAL ITEMS**

### **A. Solano Intercity Taxi Scrip Program Proposed Fare Change**

Philip Kamhi summarized the public comment process conducted in October 2015 and reviewed the comments received by the STA. He noted that the most frequent comment received was in regard to supplementing the program with support from Travis Air Force Base/Call Center and/or Other Grants. Nine out of 11 comments in this category were specifically addressing Travis Air Force Base/Call Center assistance. He noted that STA staff plans to meet with the TAFB Call Center to discuss transportation options.

#### Recommendation:

Forward a recommendation to the STA TAC and Board to approve the following modifications to the Solano Intercity Taxi Scrip Program, effective on July 1, 2016:

1. Increase the cost of scrip booklets from the current level of \$15 for \$100 worth of scrip to:
  - o \$40 for \$100 worth of scrip for non-low income patrons,
  - o \$20 for \$100 worth of scrip for low income patrons,
2. Set the low-income threshold for the discount fare at 138% of the Federal Poverty Level, consistent with the Medi-Cal program.

On a motion by Brian McLean, and a second by Liz Niedziela, the SolanoExpress Intercity Transit Consortium approved the recommendation. (6 Ayes)

### **B. Solano County Future Bridge Toll Priorities for Transit Services**

Philip Kamhi reviewed the proposed priority projects that have a direct link to improving mobility and relieving congestion along the bridge toll corridors. He outlined the projects as the I-80 Goods Movement Corridor Improvements, I-80 Express Lanes, Intermodal/Park-n-Ride/Rail Facilities, and SolanoExpress Capital and Operating. He also identified the proposed categories and level of funding based on a 10-year Expenditure Plan and a 20-year Expenditure Plan. He noted that this list also includes projects pertaining to goods movement (Truck Scales and Interchange), and that the level of funding assumed for the 10 and 20 year horizons are based on the Solano County receiving its fair share of return to source funds.

#### Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Future bridge toll priorities and funding levels as shown in Attachment B and forward this recommendation to MTC for consideration.

After discussion, the Consortium voted to table this item until a future meeting.

### **C. Regional Cap and Trade Funding Prioritization**

Philip Kamhi reviewed and requested comments from the Consortium on the draft letter to MTC requesting to consider the three programmatic categories and potential programming opportunities. He outlined them as Low Carbon Transit Operations Program (LCTOP) Population-based Funding and Affordable Housing and Sustainable Communities (AHSC) focus to include Integrated Connectivity Projects (ICP) projects, as well as Transit Oriented Development (TOD) projects.

Based on input, the Consortium requested to incorporate the following comments to the letter to MTC:

1. The Solano County Transit Operators request clarification on any requirements for investing LCTOP funding in disadvantaged communities within our service area. Two Census Tracts exist in Solano County; Census Tract 6095253500 (encompasses the City of Rio Vista) and Census Tract 6095250701 (South Vallejo).
2. The Solano County Transit Operators requests clarification on MTC's intent to allocate LCTOP population-based funding to Congestion Management Agencies in Solano County.
3. The Solano County Transit Operators requests further clarification on the intent of Cap & Trade funding coming to local agencies to assist with mandated Zero Emission Vehicles (ZEV) pathway.

The Solano County Transit Operators have the following funding priorities:

1. Ensure that all transit vehicles (local and commuter coaches) used to support a countywide transportation network are maintained in a state of good repair, and replaced in a timely manner to avoid compromising public safety
2. As appropriate and practical, transition transit vehicles to alternative fuels/zero emission buses to meet state mandates
3. Improve transit facilities and bus stops to provide safe and convenient accessibility to transit services and for maximizing energy efficiency
4. Other priorities, as identified in the Transit Operator's Short Range Transit Plans (SRTPs).

#### **Recommendation:**

Provide Comments on Draft Comment Letter to MTC (Attachment F).

On a motion by Brian McLean, and a second by Liz Niedziela, the SolanoExpress Intercity Transit Consortium approved the recommendation. (6 Ayes)

### **D. Low Carbon Transit Operations Program (LCTOP) FY 2015-16 Funding**

Philip Kamhi reviewed the list of the LCTOP funding shares and breakdown for Solano County sent by MTC to the Transit Finance Working Group. He noted that based on the STA Board adopted priority, STA staff recommends prioritizing this funding for SolanoExpress Bus Replacement for this year, towards the \$4.2 million deficit. STA staff also recommends distributing at a minimum the same levels of funding that the operators were distributed in FY 2014-15. He also noted that applications for the FY 2015-16 LCTOP program are due to MTC for review today, January 26, 2016.

After discussion, the Consortium requested to modify the recommendation to read as follows:

Recommendation:

Forward a recommendation to the STA TAC and Board to:

- A. Monitor changes to MTC's Cap and Trade framework; and,
- B. Upon MTC framework adoption, return to discuss development of a plan for future distributions of LCTOP funding
- C. Authorize distribution of the FY 2015-16 Low Carbon Transit Operations Program Population-based funding by population share, as follows:
  - City of Dixon: \$19,689
  - City of Fairfield: \$144,227
  - City of Rio Vista: \$8,291
  - SolTrans: \$152,217
  - City of Vacaville: \$98,482
- D. The Cities of Dixon, Vacaville and Rio Vista, agreed to swap their LCTOP funding with SolTrans for TDA funds. The reconciliation will occur through the TDA matrix process for FY-16-17.
- E. Jurisdictions will return with information on how they will utilize the LCTOP funding

On a motion by Liz Niedziela, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved the recommendation as amended. (6 Ayes)

## **7. ACTION NON-FINANCIAL ITEMS**

### **A. Solano Comprehensive Transportation Plan (CTP) - Transit Element Update: Resources**

Robert Macaulay noted that the Transit and Rideshare Committee reviewed this report at their meeting of December 2, 2015, and will review at their January 25, 2016 meeting. He commented that the Committee had no comments on the draft report submitted to them on December 2, 2015, and that any comments received at the January 25, 2016, meeting will be incorporated into the final version provided to the STA Board.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the CTP-Transit Element Resources Chapter as shown on Attachment A.

On a motion by Judy Leaks, and a second by Nathaniel Atherstone, the SolanoExpress Intercity Transit Consortium approved the recommendation. (6 Ayes)

*Nathaniel Atherstone left the meeting at this time.*

### **B. Legislative Update**

Robert Macaulay presented staff's recommendation to support Assemblyman Jim Frazier's comprehensive transportation funding Assembly Bill (AB) 1591.

Recommendation:

Forward a recommendation to the STA TAC and Board to support Assemblyman Jim Frazier's comprehensive transportation funding Assembly Bill (AB) 1591.

On a motion by Mona Babauta, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved the recommendation. (5 Ayes)

**C. Solano Comprehensive Transportation Plan (CTP) -Transit Element Update: Draft Goal Gap Analysis**

Robert Macaulay distributed and reported on the draft Goal Gap Analysis and reviewed the additional changes recommended by the Transit Committee at their January 25<sup>th</sup> meeting. He cited that the Goal Gap Analysis is being presented for an initial review and once it is finalized, the next step will be to develop processes and policies to achieve the goals.

Recommendation:

Forward a recommendation to the STA TAC and Board approve the Solano Comprehensive Transportation Plan (CTP) -Transit Element Update: Goal Gap Analysis as shown in Attachment A.

On a motion by Mona Babauta, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium approved the recommendation. (5 Ayes)

**8. INFORMATIONAL ITEMS – DISCUSSION ITEMS**

**A. This item was moved to Item 8.C - Solano Comprehensive Transportation Plan (CTP) - Transit Element Update: Draft Goal Gap Analysis**

**B. Discussion of Consortium Priorities for One Bay Area Grant (OBAG) Cycle 2 Funding Projects and Programs**

Robert Macaulay noted that STA staff plans to recommend an OBAG 2 process for Solano County that is almost identical to the original OBAG project review and selection process. This includes assessing priority projects identified by the seven cities and the county against the MTC criteria, as well as STA selected criteria such as project deliverability. When STA made its OBAG project selection four years ago, it also identified other potential funding sources for some projects that were not good candidates for the Federal OBAG funds. This included TDA Article 3 and air district funds. STA recommends to follow a similar process for OBAG 2.

STA staff is requesting feedback on this process and plans to meet with all eight member agencies, SolTrans, and each Advisory Committee to discuss OBAG 2 priorities. As noted above, one of the fundamental changes to the OBAG 2 guidelines will be new dates programming, obligation and delivery of projects.

**C. Mobility Call Center/Transportation Info Depot Monthly Updates**

Sean Hurley reported that there has been a steady number of ADA/Mobility inquiries in the month of December 2015. He noted that the call center received a total of 76 calls with 59 of those being ADA/Mobility related. He added that the Call Center assisted 7 walk in customers, had 4 Senior Clipper Sales, and 7 Regional Transit Connection (RTC) applications were processed during this time period.

## **NO DISCUSSION**

### **D. 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 3:00 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, February 23, 2016.**



DATE: March 29, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Debbie McQuilkin, Transit Mobility Coordinator  
RE: Intercity Taxi Scrip Program FY 2015-16 Quarter 2 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 request provides information on the Intercity Taxi Program's performance through Quarter 2 (Q2) of Fiscal Year (FY) 2015-2016 (October 1, 2015-December 31, 2015).

**Discussion:**

The Solano Transportation Authority (STA) staff has completed review of operations in the Second Quarter of FY 2015-2016. The following provides average quarterly program information and FY15-16 Q1 and Q2 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
Taxi Scrip Sold	307	692	1,282	1,185	1,115	1,182	1,201	1,212
Fare Revenue	\$4,609	\$10,373	\$19,228	\$17,771	\$16,729	\$17,734	\$18,015	\$18,180
Passenger Trips	918	1,484	2,411	3,195	2,961	3,206	3102	3169
Cost	\$29,285	\$51,968	\$91,011	\$132,466	\$139,126	\$146,902	\$153,278	\$164,115
Farebox Recovery Ratio	16%	20%	21%	13%	12%	12%	12%	11%

There have been minor increases in service use to the program from FY15-16 between Q1 and Q2.

**Update:**

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.

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

This fare adjustment is projected to improve the program's farebox recovery ratio and increase the supply of taxi scrip to be available next fiscal year. Currently, the taxi scrip sells out every month in every city except for Rio Vista.

The low-income discount fare are 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 have been working with the Solano County Department of Health and Social Services to identify passengers that are eligible for this discount fare. Attachment B contains samples of materials that will be used to inform the public of these changes.

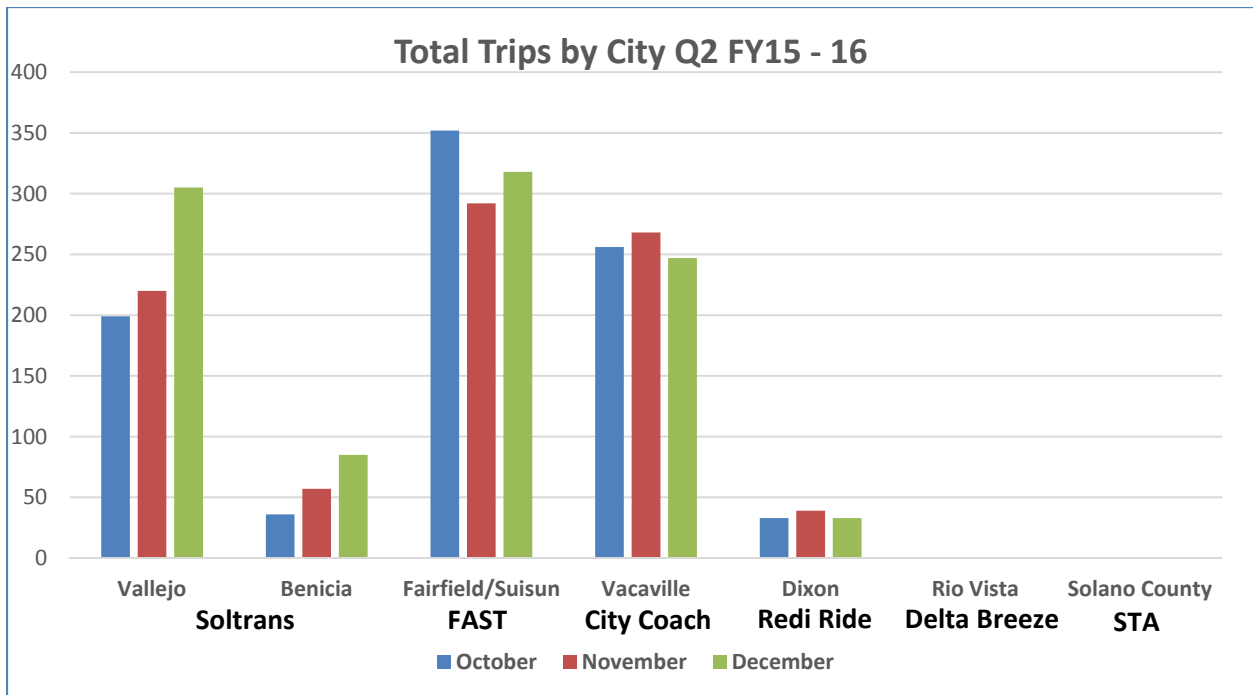
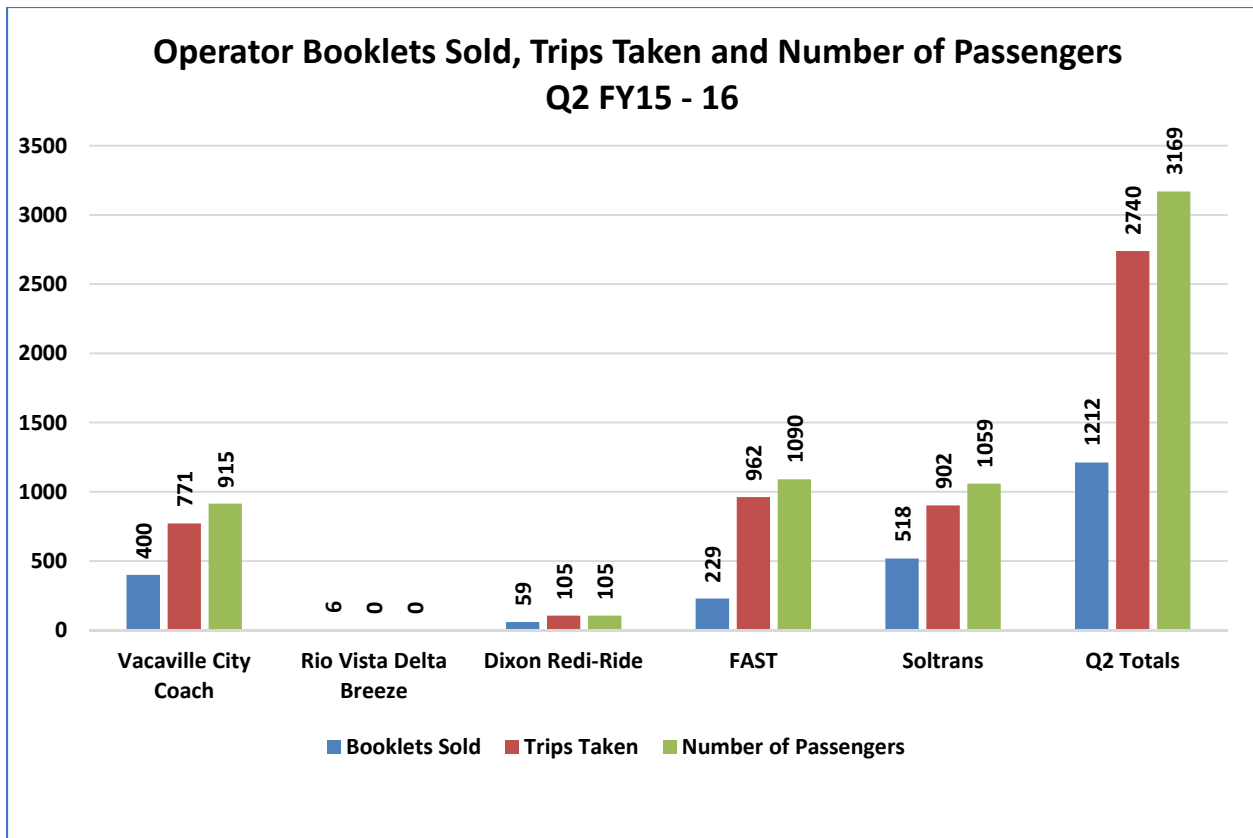
**Recommendation:**

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

**Attachments:**

- A. Intercity Taxi Scrip FY 2015-16 Q2 Data
- B. Sample Fare Change Outreach Materials





**Total Operator Booklets Sold, Trips Taken and Number of  
Passengers  
Q1 and Q2 FY15 - 16 Comparison**



**\*Passengers may exceed trips taken due to shared rides**

## Attention

There will be a Fare Increase Effective July 1, 2016. The cost of the scrip booklets will be:

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

\*The low income discount fare is for ADA certified passengers meeting the criteria for one of these low income programs: Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKS, PG&E Care.

Please call **1-800-535-6883** or email [solanotaxiscrip@sta.ca.gov](mailto:solanotaxiscrip@sta.ca.gov) for more information.

This page intentionally left blank.

# SOLANO COUNTY INTERCITY TAXI SCRIP PROGRAM

(FOR ADA CERTIFIED INDIVIDUALS)



## Fare Change Effective July 1st, 2016

### New Prices

- ▶ \$40 for \$100 worth of scrip for ADA certified individuals
- ▶ \$20 for \$100 worth of scrip for low-income ADA certified individuals\*

\* Those already qualified for the following low-income programs:

Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, and PG&E Care.

If you are interested in qualifying for the low-income discount, contact the Solano Mobility Call Center at 800-535-6883 or email at [solanotaxiscrip@sta.ca.gov](mailto:solanotaxiscrip@sta.ca.gov)

### What does this fare change accomplish?

- ▶ Increases availability of Intercity Taxi Scrip by 25%
- ▶ Financially sustains the program
- ▶ Fare rate remains lower than all other local taxi scrip programs in Solano County
- ▶ Provides capacity to add non-ambulatory service in the future
- ▶ Allows low fare option for low income, ADA certified individuals



Please visit our website or call for more information at:



For document translation please call:

Para la llamada de traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin:

707-399-3239



**800-535-6883**  
**[www.solanomobility.org](http://www.solanomobility.org)**  
**[solanotaxiscrip@sta.ca.gov](mailto:solanotaxiscrip@sta.ca.gov)**

**Español      PROGRAMA DE VALES (SCRIP) DE TAXI INTERURBANO DEL CONDADO DE SOLANO**  
(PARA PERSONAS CERTIFICADAS CONFORME A ADA)

**Cambio de tarifas Vigente a partir del 1º de Julio de 2016**

**Nuevas tarifas**

- \$ 40 por \$100 en vales para las personas certificadas
- \$20 por \$100 en vales para las personas certificadas de bajos ingresos\*

\* Las que ya calificaron para los siguientes programas de bajos ingresos:

Medi-Cal, Ingresos Suplementales de Seguridad, Asistencia General del Condado de Solano, CalFresh, CalWORKs, y PG&E Care.

***Si usted está interesado en calificar para el descuento de bajos ingresos, comuníquese con el Centro de Llamadas de Movilidad de Solano al 800-535-6883 o por correo electrónico a [solanotaxiscrip@sta.ca.gov](mailto:solanotaxiscrip@sta.ca.gov)***

**¿Qué se logra con este cambio de tarifas?**

- Se aumenta la disponibilidad de vales de taxi interurbano en un 25%
- El programa se sostiene financieramente
- Las tarifas siguen siendo más bajas que todos los demás programas de vales de taxi local en el condado de Solano
- Se tiene la capacidad para agregar un servicio no ambulatorio en el futuro
- Permite una opción de tarifa baja para las personas de bajos ingresos certificadas conforme a ADA

**Por favor visite nuestro sitio web o llame para obtener más información al:**

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

**Tagalog      PROGRAMA NG INTERCITY TAXI SCRIP NG SOLANO COUNTY**  
(PARA SA MGA INDIBIDUWAL NA SERTIPIKADO NG ADA)

**Pagbabago sa Pasahe Epektibo sa Hulyo 1, 2016**

**Mga Bagong Presyo**

- \$40 para sa \$100 na halaga ng scrip para sa mga indibiduwal na sertipikado ng ADA
- \$20 para sa \$100 na halaga ng scrip para sa mga indibiduwal na may mababang kita na sertipikado ng ADA\*

\* Iyong mga kuwalipikado na sa sumusunod na mga programa para sa may mababang kita:

Medi-Cal, Supplemental Security Income, Solano County General Assistance, CalFresh, CalWORKs, at PG&E Care.

***Kung interesado kayo na maging kuwalipikado sa diskuwento para sa may mababang kita, kontakin ang Solano Mobility Call Center sa 800-535-6883 o magpadala ng email sa [solanotaxiscrip@sta.ca.gov](mailto:solanotaxiscrip@sta.ca.gov)***

**Ano ang nagagawa ng pagbabagong ito ng pasahe?**

- Nagdaragdag ng paggamit sa Intercity Taxi Scrip ng 25%
- Pinapanatili ang pinansiyal na kakayahan ng programa
- Ang halaga ng pasahe ay nananatiling mas mababa kaysa sa lahat ng iba pang mga programa ng lokal na taxi scrip sa Solano County
- Nagkakaloob ng kakayahan na magdagdag ng non-ambulatory na serbisyo sa hinaharap
- Nagpapahintulot sa opsiyon ng mababang pasahe para sa may mababang kita, mga indibiduwal na sertipikado ng ADA

**Mangyaring bumisita sa aming website o tumawag para sa higit na impormasyon sa:**

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



DATE: March 17, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Philip Kamhi, Transit Program Manager  
RE: Regional Measure 2 SolanoExpress Funding

---

**Background:**

In March 2004, Bay Area voters passed Regional Measure 2 (RM2) raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00. This extra dollar was to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916. Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific capital projects and programs and transit operating assistance eligible to receive RM2 funding. A local match is not required for RM2 funds.

The Bay Area Toll Authority (BATA) is the financial manager for RM2 funds. The Metropolitan Transportation Commission (MTC) is the program and project coordinator, whose responsibilities include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery.

Specific transit services are eligible to receive operating assistance under RM2. These projects and services have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. RM2 funded transit services must be new in total or an incremental increase from existing service. Due to other federal, state and regional requirements, full eligibility for the receipt of RM2 funding is not determined until approval of the funding allocation by MTC.

RM2 legislation (Streets and Highways Code Section 30914(d)) allows for an annual 1.5% escalation for certain transit operating projects through FY 2015-16. Escalation funds were withheld by MTC in FY 2008-09 to ensure that sufficient toll revenue would be available to fund all operating projects at the full level identified in the RM2 legislation. MTC staff believes there are now sufficient RM2 toll revenues to allocate a total of \$1.4 million in escalation funds for eligible transit operating projects. In addition to escalation, MTC staff is applying funding capacity in the Express Bus North category in the amount of \$419,000 that has gone unused since it was withdrawn from regional express bus routes that did not meet RM2 Operating performance standards.

**Discussion:**

Based on this additional RM2 operating funding being available, at the May 2015 Metropolitan Transportation Commission meeting, the Solano Transportation Authority was approved for

\$738,000 in annual RM2 funding to be used for expanded express bus service associated with implementation and the continued enhancements identified in the Solano Transit Corridor Study Phase 1. In the interim, STA staff discussed with MTC plans to allocate this funding to costs associated with the Phase 2 Transit Corridor study, and to implement interim expansions to the SolanoExpress system in partnership with Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) that are synergistic with the Transit Corridor Study Phase 1 service concepts.

At the July 8, 2015 STA Board Meeting, the STA Board approved a recommendation to program \$738,000 of Regional Measure 2 (RM2) funding to be used in FY 2015-16 for the Transit Corridor Study Phase 2 and associated system planning and implementation (\$421,000) and for SolanoExpress interim service expansion on Routes 40, 78, 80 and 90 (\$317,000).

Although the STA Board has authorized the programming of the \$421,000 of RM2 for the Transit Corridor Study Phase 2 and associated system planning and implementation, MTC has requested that the STA use this funding for specific activities. In particular, they will allocate the funding as follows:

- \$130,500 for express bus planning
- \$80,000 for the marketing of new/modified express service
- \$40,000 for implementation related tasks (i.e. mapping)

The remaining \$170,500 of RM2 funding was listed by MTC as To Be Determined (TBD), and is currently available to be used for additional planning and/or operations per the RM2 criteria.

STA staff recommends programming the \$170,500 of remaining RM2 funding to SolTrans for adjustment to their recent SolanoExpress expansion, and for marketing of new/enhanced SolanoExpress service as shown in Attachment A.

**Fiscal Impact:**

STA's SolanoExpress will receive up to \$738,000 of RM2 funding from MTC for FY 2015-16.

**Recommendation:**

Forward a recommendation to the STA TAC and Board to approve \$170,500 of Regional Measure 2 (RM2) funding to be used for SolanoExpress service enhancements and for marketing of new/enhanced service as shown in Attachment A.

Attachment:

- A. RM2 Service Enhancements (To be provided under separate cover.)





DATE: March 17, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Philip Kamhi, Transit Program Manager  
RE: State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contribution

---

**Background:**

State Route (SR) 12 Jameson Canyon carries approximately 30,000 motorists, in either direction, between the southern Napa Valley and the Fairfield/Suisun City areas on a daily basis. Many of the motorists using this portion of SR 12 live in Solano County and work in Napa County. Traffic volumes, congestion and air emissions have continued to increase on this portion of SR 12. In 2014, STA, Napa County Transportation and Planning Agency and Caltrans completed the widening of SR 12 Jameson Canyon from I-80 in Solano to SR 29 in Napa which provides a safer corridor connecting the two counties. To assist in alleviating these issues, Solano Transportation Authority (STA) and Napa Valley Transportation Authority (NVTa) co-sponsored a state grant application for bus service along SR 12 Jameson Canyon connecting the counties of Napa and Solano in 2013.

**Discussion:**

In January 2006, STA and NVTa conducted a SR 12 Transit Study that identified the opportunity for transit service along this corridor. In July 2013, after receiving a Caltrans grant, NVTa, with concurrence of STA, started operating VINE 21 Express Bus service between Downtown Napa, Fairfield Transportation Center and Suisun City Train Depot. This included both NVTa and STA providing some matching funds in support of the grant. Prior to 2013, there was no transit service along this corridor. In Fiscal Year (FY) 2013-14, the annual ridership was 10,668 passenger boardings (an average of 889 passengers per month). In FY 2014-15, the annual ridership increased to 11,696 passenger boardings (an average of 975 passengers per month). Through the first 5 months of FY 2015-16, there have been 5,094 passenger boardings (an average of 1,019 passengers per month).

For FY 2013-14, STA provided a local match contribution of \$22,500, and in FY 2014-15, STA provided a local match contribution of \$30,000. The NVTa is requesting STA to continue financial match funding for FY 2015-16 (Attachment A). Staff is recommending to continue this service and the requested contribution of \$30,000.

**Fiscal Impact:**

The fiscal impact to STA is \$30,000. State Transit Assistance funds (STAF) has already been set aside as part of the STA's FY 2015-16 budget.

**Recommendation:**

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTa) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2015-16.

Attachment:

- A. NVTa Request Letter for Route 21, dated February 17, 2016

This page intentionally left blank.



February 17, 2016

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

RE: Local Contribution Solano-Napa Express: Route 21 to Fairfield/ Suisun City

Dear Daryl:

Thank you for partnering with the Napa Valley Transportation Authority to provide Vine Route 21 bus service along State Route 12 Jameson Canyon connecting the counties of Solano and Napa. STA supported this endeavor by contributing \$30,000 towards operating costs, a critical component to meet the necessary budget in FY2014-15.

Together, we've achieved several positive milestones including:

- Continued funding since program inception
- Decrease in traffic volumes and congestion along SR 12
- Reduction in greenhouse gas emissions
- Improvements in mobility and safety
- Positive growth in passenger since service began on July 1, 2013
- Giving passengers more transportation options

Table 1, below, summarizes ridership by month, fare revenues, farebox ratio, and shows how ridership has consistently grown over the last three fiscal years.

Table1: Ridership Results FY2013-14

Month	Passengers	Farebox Revenues	F/B Ratio
July 2013	569	\$786	5.15%
August 2013	761	\$1,077	6.81%
September 2013	991	\$1,251	8.38%
October 2013	983	\$1,671	9.72%
November 2013	818	\$1,581	10.14%
December 2013	726	\$1,458	9.23%
January 2014	849	\$1,657	10.71%
February 2014	995	\$1,856	13.19%
March 2014	983	\$1,864	7.85%
April 2014	1,136	\$1,873	7.26%
May 2014	1,033	\$1,631	6.43%
June 2014	822	\$1,556	6.41%
STA Contribution		\$22,500	-
<b>TOTALS</b>	<b>10,666</b>	<b>\$40,763</b>	<b>12.19%</b>

\*required ratio for this route is 16% - subsidies count towards meeting the requirement



Table2: Ridership Results FY14-15

Month	Passengers	Farebox Revenues	F/B Ratio
July 2014	907	\$1,268	4.71%
August 2014	1,113	\$2,201	8.22%
September 2014	1,306	\$2,295	8.20%
October 2014	1,246	\$2,178	8.02%
November 2014	951	\$1,763	7.13%
December 2014	849	\$1,644	6.15%
January 2015	797	\$1,663	6.50%
February 2015	953	\$1,226	4.73%
March 2015	876	\$1,444	5.54%
April 2015	941	\$1,676	6.26%
May 2015	973	\$1,656	6.51%
June 2015	784	\$1,492	5.33%
STA Contribution		\$30,000	-
<b>TOTALS</b>	<b>11,696</b>	<b>\$50,506</b>	<b>15.95%</b>

\*required ratio for this route is 16% - subsidies count towards meeting the requirement

Table3: Ridership Results FY15-16 Year-to-Date

Month	Passengers	Farebox Revenues	F/B Ratio
July 2015	897	\$1,739	6.35%
August 2015	797	\$1,623	6.23%
September 2015	1,024	\$1,778	6.81%
October 2015	1,191	\$2,071	7.76%
November 2015	1,185	\$2,139	9.12%
December 2015			
January 2016			
February 2016			
March 2016			
April 2016			
May 2016			
June 2016			
STA Contribution		\$	-
<b>TOTALS</b>	<b>5,094</b>	<b>\$9,350</b>	<b>7.21%</b>

\*required ratio for this route is 16% - subsidies count towards meeting the requirement

Still, more effort will be needed to make the route sustainable. Given the stepped up marketing plan, Vine rebranding, and the introduction of new buses in the spring, we believe that ridership could go up as much as 40% in the coming year. Until that time, we need additional revenues to meet the farebox ratio requirement and support the operating budget. We are requesting that STA contribute \$30,000 towards Route 21 again this year.

We appreciate that your staff has provided its support and revenues to make this route a success. We strongly believe that we can work together to make it a viable option to connect our two counties.

Please contact me at 707-259-8634 or [kmiller@nctpa.net](mailto:kmiller@nctpa.net) or Antonio Onorato at 707-259-8779 or [aonorato@nctpa.net](mailto:aonorato@nctpa.net) if you have any questions or concerns.

Sincerely,



Kate Miller  
Executive Director

cc: Liz Nardelli, STA  
Antonio Onorato/NCTPA

This page intentionally left blank.



DATE : March 15, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Kristina Holden, Transit Mobility Coordinator  
RE: C.A.R.E. Evaluators Contract Extension

---

**Background:**

On April 19, 2013, the Solano Transportation Authority (STA) entered into contract with C.A.R.E. Evaluators for the ADA In-Person Eligibility Program, with a contract expiration date of June 30, 2015. This contract provides in person assessments in each city of Solano County for people that may be eligible for ADA Paratransit and Taxi Scrip services. The contract amount of \$104,172 for Fiscal Year (FY) 2013-14 and \$108,072 for FY 2014-2015, for a total of \$212,244, which was based on an estimated 1,100 assessments per year.

During the first year of the program, FY 2013-14, C.A.R.E. Evaluators completed 1,172 assessments. This was an average of 97 per month and 72 assessments over the estimated total. In FY 2014-15, year two of the program, C.A.R.E. Evaluators completed 1,332 assessments, an average of 111 per month and 97 assessments over the estimated total.

In February 2015, C.A.R.E. Evaluators submitted a letter to STA requesting a contract cost increase. C.A.R.E. requested schedule changes to be implemented by May 2015 that reduces scheduled assessments days in Fairfield, Vacaville and Vallejo by 50%. STA staff was concerned about decreasing the number of assessment days available and causing applicants to wait an unreasonable amount of time. In May 2015, C.A.R.E. Evaluators had been paid \$210,649 of their contracted amount, leaving only \$1,595 for the remaining five months of their contract. In order to control cost, STA staff recommended moving to a per assessment model, at a rate of \$176 per in-person assessment as requested by C.A.R.E. for the remainder of the current contract, and for a limited extension of three (3) months.

In May 2015, the STA Board approved a contract amendment with C.A.R.E Evaluators in the amount of \$93,535 for the ADA In-Person Eligibility Program, expiring June 30, 2015 with a total amount not-to-exceed \$305,679 and authorized the STA Executive Director to negotiate and execute a three month extension with C.A.R.E. Evaluators for an amount not-to-exceed \$57,024.

The contract between STA and C.A.R.E. Evaluators expired on June 30, 2015, and has since been extended with a per evaluation cost of \$178.00 per completed evaluation. After contract discussions and review of service being provided, C.A.R.E. Evaluators lowered their per evaluation cost to \$158.00 per completed evaluation, effective September 2015.

In September 2015, the STA Board approved a contract amendment with C.A.R.E Evaluators for the ADA In-Person Eligibility Program, expiring March 31, 2016 with a total amount not-to-exceed \$119,922.

**Discussion:**

In April 2015, STA staff and transit operators was concerned with the level of customer service being provided at assessment locations. In May 2015, the Fairfield assessment site was moved from the Fairfield Transportation Center to the Fairfield Adult Recreation Center (Senior Center). C.A.R.E. Evaluators hired a new Transit Evaluator in September 2015. The new Transit Evaluator has been a great addition to the C.A.R.E. staff. STA staff has continued to monitor the program closely, visiting all assessment sites at least once a month and maintaining constant contact with C.A.R.E. Evaluators Operations Manager.

STA continues to receive ADA comment cards with positive feedback. All customers that have submitted a comment card have been pleased with the program and customer service provided by C.A.R.E. Evaluators over the phone and in person. If a customer notes they would like to be contacted on their comment card, STA staff contacts them for further feedback. Of all customers contacted there have been no negative comments about the process, and all have said the program and service they were provided met or exceeded expectations.

STA staff is still reviewing alternative program options and assessed the contract with C.A.R.E. Evaluators. After thorough review of options, STA staff recommends extending the contract with C.A.R.E. Evaluators to provide evaluations for the ADA In-Person Eligibility Program. With STA staff closely monitoring and managing the program, the service provided has improved and currently meets expectations outlined in the initial proposal.

**Fiscal Impact:**

Funding is available through Regional Paratransit State Transit Assistance Funds (STAF) already included in the FY 2015-16 and FY 2016-17 budgets.

**Recommendation:**

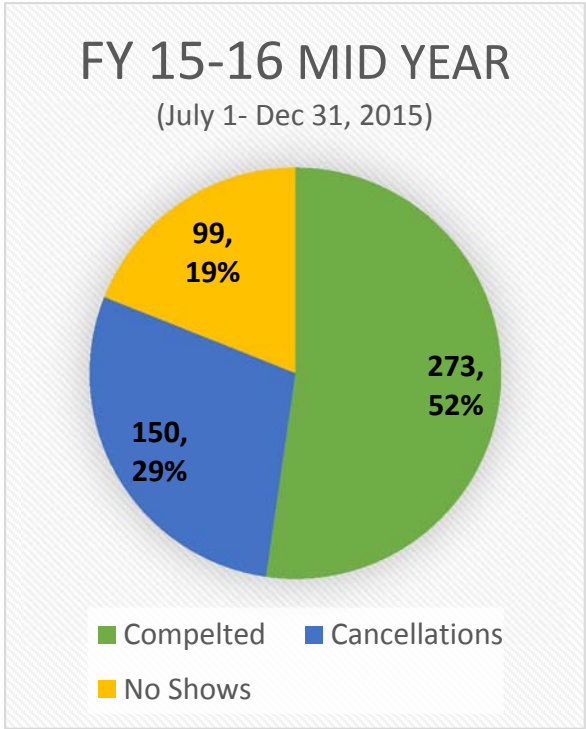
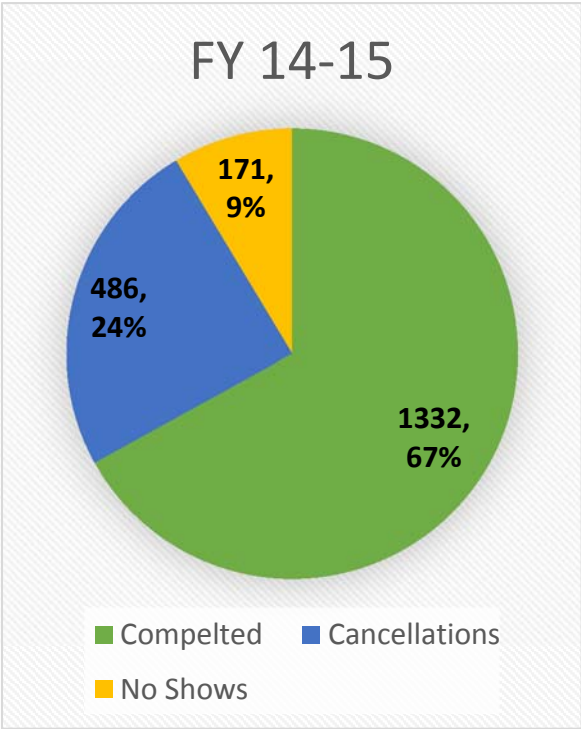
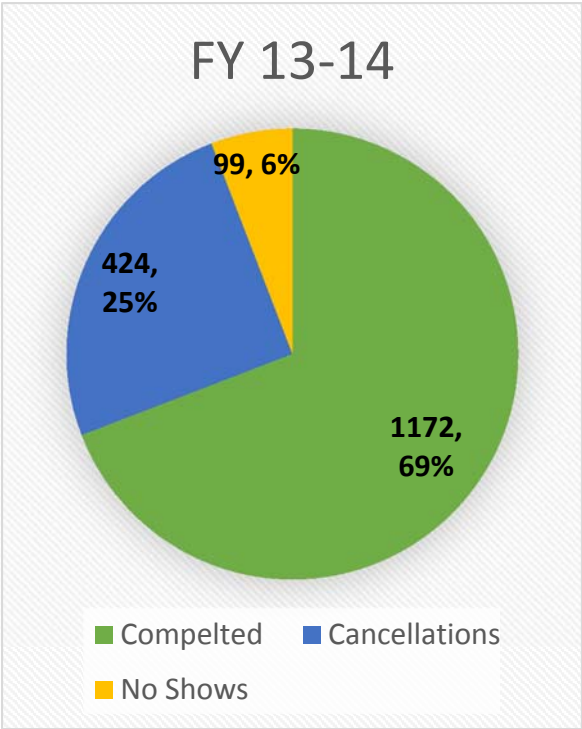
Forward a recommendation to the STA TAC and Board to authorize the Executive Director to execute a one year contract extension with C.A.R.E. Evaluators, based off the rate of \$158 per completed assessment, with an amount not-to-exceed \$213,300.

Attachment:

- A. C.A.R.E. Project Assessments by year



Completed ADA Assessments by Month													
	July	August	September	October	November	December	January	February	March	April	May	June	Total
FY 13-14	107	122	116	112	74	76	87	98	84	117	81	96	1,170
FY 14-15	119	126	119	129	81	78	104	105	113	119	123	117	1,333
FY 15-16	109	100	107	104	87	88	80	88					763



This page intentionally left blank.



DATE: March 21, 2016  
TO: SolanoExpress Intercity Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

---

**Background:**

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

Assembly Bill (AB) 2170 (Frazier) puts federal FAST Act freight dollars in to the TCIF program and removes the requirement that the Commission consult ARB's Sustainable Freight Strategy when allocating TCIF funds. AB 2170 (Attachment C) also clarifies and adds to the types of projects that can be funded with TCIF moneys. Since Solano County has priority projects along the I-80 trade corridor (specifically the I-80/I-680/SR 12 Interchange), staff recommends supporting this bill authored by Solano County's Assemblyman Jim Frazier.

Senate Bill (SB) 1128 authored by Senator Glazier would extend indefinitely the Bay Area commute benefit ordinance requiring covered employers of 50 or more employees to offer commuter benefits that reduce vehicle trips, greenhouse gas emissions, and air pollution. In addition, SB 1128 (Attachments D and E) would authorize an employer to offer commuting by bicycling as an employer paid benefit in addition to using public transit or by vanpool. STA's Solano Napa Commuter Information program has successfully worked with Solano County employers to implement this commute benefit program since 2013. Staff recommends supporting this bill to eliminate its sunset date of 2017.

**Federal Legislative Update:**

Susan Lent, STA's federal lobbyist (with Akin Gump) participated in a workshop with the STA Board on March 9, at which time more information was provided 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 during the Board's visit to Washington DC April 18-20.

**Fiscal Impact:**

None.

**Recommendation:**

Forward a recommendation to the STA TAC and Board to take the following positions:

- AB 2170 (Frazier) – Trade Corridors Improvement Fund: federal funds - *support*
- SB 1128 (Glazer) – Commute benefit policies - *support*

**Attachments:**

- A. State Legislative Update
- B. Federal Legislative Update
- C. AB 2170 Bill
- D. SB 1128 Bill
- E. SB 1128 Fact Sheet



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

February 19, 2016

TO: Board of Directors, Solano Transportation Authority

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

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

---

***Legislative Update***

The last day for bills to be introduced in the second half of the 2015-16 Legislative Session was February 19. We are in the process of reviewing the hundreds of new bills pending before the Legislature and will work with STA staff to identify critical measures on which the STA Board may want to adopt an advocacy position. For information related to active bills on which the STA Board currently has a position, please see the ***Bills of Interest*** sections below. The Legislature will break for its weeklong Spring Recess on March 18.

***STA Board Legislative Visit***

On Monday, February 29, members of the STA Board and staff will travel to Sacramento to meet with members of the Solano County legislative delegation (Senator Wolk and Assembly Members Bonilla, Dodd, and Frazier), policy committee chairs and staff, and state agency & department heads. The purpose of the visit is to provide an update on projects of importance to Solano County, discuss the various transportation funding proposals & the impacts of recent STIP adjustments, and provide feedback to state agencies and departments on existing programs, such as the Affordable Housing and Sustainable Communities Program funded from Cap and Trade revenues.

***Transportation Funding***

As we reported last month, on January 6, the day before Governor Brown released his budget, Assembly Member Jim Frazier (D-Oakley), Chair of the Assembly Transportation Committee, **announced a transportation funding package totaling almost \$7 billion in new investments in highways, local streets & roads, goods movement, and transit.** This bill, AB 1591, which is **supported** by the STA Board, would invest in California's transportation infrastructure by:

- Increasing the excise tax on gasoline by 22.5 cents per gallon (over \$3.3 billion annually) and indexing it against the Consumer Price Index every three years thereafter to be split 50/50 between the state and local transportation authorities for highway maintenance and rehabilitation, after a 5 percent set aside for aspiring self-help counties;
- Increasing the diesel fuel tax by 30 cents a gallon (\$840 million annually), indexing it, and dedicating it to the Trade Corridors Improvement Fund (TCIF);
- Increasing the vehicle registration fee by \$38 annually (\$1.254 billion annually) and directing those funds to road maintenance and rehabilitation;

Tel: 916.446.4656  
Fax: 916.446.4318  
1415 L Street, Suite 1000  
Sacramento, CA 95814

- Imposing an electric vehicle surcharge of \$165 (\$35 million annually) directed to road maintenance and rehabilitation;
- Requiring repayment of outstanding transportation loans (\$879 million one-time) directly to cities and counties for road maintenance;
- Restoring the truck weight fees (\$1 billion annually for STIP, Local Streets and Roads, and the SHOPP; and,
- Allocating cap and trade revenue auctions, as follows:
  - 20% (approximately \$400 million annually) to the TCIF;
  - 10% (\$200 million annually) more for intercity rail and transit, for a total of 20% of the auction proceeds.

The following day, Governor Brown released his proposed 2016-17 budget. The Governor's Proposed Budget doubles down on the need to find a solution to the state's transportation infrastructure crisis and again highlights **his proposal to invest \$36 billion in transportation over the next decade**. The Governor's proposed transportation funding package includes "a combination of new revenues, additional investments of Cap and Trade auction proceeds, accelerated loan repayments, Caltrans efficiencies & streamlined project delivery, accountability measures, and constitutional protections for the new revenues," and would be split evenly between state and local transportation priorities.

The Governor's package focuses on maintenance and preservation, and also includes a significant investment in public transit. Specifically, the proposal includes annualized new revenues as follows:

- *Road Improvement Charge*—\$2 billion from a new \$65 fee on all vehicles, including hybrids and electrics;
- *Stabilize Gasoline Excise Tax*—\$500 million by setting the gasoline excise tax beginning in 2017-18 at the historical average of 18 cents, eliminating the current annual adjustments by the Board of Equalization, and adjusting the tax annually for inflation;
- *Diesel Excise Tax*—\$500 million from an 11-cent increase in the diesel excise tax beginning in 2017-18, adjusted annually for inflation;
- *Cap and Trade*—\$500 million in additional Cap and Trade proceeds for complete streets & transit; and,
- *Caltrans Efficiencies*—\$100 million in cost-saving reforms.

Additionally, the Budget includes a General Fund commitment to transportation by accelerating \$879 million in loan repayments over the next four years. These funds would support additional investments in the Administration's competitive Transit and Intercity Rail Capital Program, trade corridor improvements, and repairs on local roads and the state highway system.

### ***CTC Adopts New STIP Estimate***

On January 20, the California Transportation Commission adopted a funding estimate for the State Transportation Improvement Program (STIP), used to add capacity/make improvements to the state highway system and fund regional priority projects. The Department of Finance produced an updated estimate of 9.8 cents/gallon for the price-based excise tax on gasoline (currently set by the Board of Equalization [BOE] at 12 cents/gallon). The price-based excise tax on gasoline is currently the only source of revenue for the STIP and the new projection, proposed for adoption by the BOE in March, would cut the revenue flowing to the STIP in half, down to approximately \$150 million annually. This estimate resulted in the CTC adopting a 5-year STIP fund estimate that, given the current level of programming in the STIP and the revenue expected to come in, reduced the capacity for projects by \$750 million.

As a result, regional transportation agencies around the state, responsible for programming a portion of the projects in the STIP, would need to deprogram approximately \$565 million in projects, with the state deprogramming the rest. The impact of this on Solano County will be approximately \$6 million. **We are working to encourage the Legislature to act to remedy the action by both BOE and the CTC.**

### ***STA Projected to Decrease***

The first quarter 2015-16 allocations to the State Transit Assistance (STA) Program point to a lower overall program funding level materializing in the current fiscal year than previously expected. Based on the revenue estimates contained in the Governor's proposed 2016-17 Budget, the STA program is projected to finish the current fiscal year at approximately \$299.4 million, \$52 million below the estimate from June 2015 of \$351.5 million. However, *actual first-quarter revenues* into the program are already lower than even that *estimate*, and project out to \$282 million for the current year. In 2016-17, the STA Program is expected to increase slightly to \$315.2 million. The sharp decreases are due to the downward trend in the price of oil and diesel fuel.

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

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

This bill would undo the statutory scheme that allows vehicles weight fees from being 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 Board is in SUPPORT of this bill. ***The STA Board SUPPORTS this bill (Board Action: 7/8/15).***

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

This bill would extend the authorizations for public-private partnerships (P3) as a method of procurement available to regional transportation agencies until January 1, 2030. The existing authority is set to expire on January 1, 2017. ***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 2015, to address issues of deferred maintenance on state highways and local streets and roads. 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; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$3-\$3.5 billion per year. ***The STA Board SUPPORTS this bill (Board Action: 7/8/15).***

### ***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)***



# Akin Gump

STRAUSS HAUER &amp; FELD LLP

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

February 19, 2016

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

During the month of February we reviewed the President's budget proposal and monitored announcements from the Department of Transportation regarding its implementation of the FAST Act, including announcements of discretionary grant opportunities. We also have continued to discuss plans for the upcoming STA board member and staff trip to Washington D.C.

### **Fiscal Year 2017 Budget and Appropriations**

On February 9, 2016, President Obama presented his fiscal year 2017 budget proposal to Congress. The budget proposal includes \$98.1 billion in discretionary and mandatory spending for the Department of Transportation. The budget proposes to provide funding beyond the levels authorized in the FAST Act with revenues generated from a \$10.25 tax per barrel on oil and changes to corporate tax law. The President proposes to use the \$30 billion in additional revenues annually over 10 years to establish a "21<sup>st</sup> Century Clean Transportation Program" that would fund programs to improve the transportation system and reduce carbon emission, including a \$10 billion per year program to fund clean transportation projects and a \$10.5 billion per year program to fund projects to improve transit systems. Revenues generated from the program would also increase funding for existing programs, including an additional \$7.5 billion annually for highways, \$5.8 billion for transit formula grants, \$1.25 billion for the TIGER program, \$3.7 billion for rail safety and high speed rail and \$8 billion for Positive Train Control (PTC) implementation (funded at \$50 million in fiscal year 2016).

The President's proposal was immediately criticized by House and Senate Republican leadership and is not expected to advance in any form. The House and Senate now must develop their own budgets. Congress and the President had reached a two year budget agreement last year to fund fiscal years 2016 and 2017. The agreements increased spending \$30 billion above the sequester level for domestic discretionary programs in fiscal year 2017. Tea Party Republicans have voiced concern about last year's budget agreement and expressed an interest in lower spending in fiscal year 2017. The Republican leadership, however, will attempt to quell these objections and move a budget and separate appropriations bills as quickly as possible so that Congress can pass legislation that funds the federal government in advance of the elections.

Solano Transportation Authority  
February 19, 2016  
Page 2

DOT Secretary Anthony Foxx is scheduled to testify before the House Appropriations Subcommittee on Transportation, Housing and Urban Development on February 24 to answer questions regarding the President's budget proposal for the Department of Transportation. Secretary Foxx is also expected to testify before the Senate appropriations subcommittee. The House and Senate appropriations committees will then develop funding bills.

### **DOT Discretionary Grant Programs**

DOT is expected to call for applications for discretion grant programs within the next several weeks. A notice of funding availability for the National Significant Freight and Highway Projects (NSFHP) program, authorized under the FAST Act to support transformative, nationally and regionally significant highway, rail, port, and intermodal freight projects, is expected to be published later this month. In fiscal year 2016, DOT will award \$800 million for high impact projects that address critical challenges in freight movement, including reducing or eliminating bottlenecks, addressing congested highways, making critical improvements in infrastructure, and improving grade crossings, inefficient intermodal connections and inadequate first and last mile segments. Eligible projects will have an estimated total project cost in excess of \$100 million with a minimum grant award of \$25 million. Ten percent of the funding will be set aside for smaller projects with a minimum grant award of \$5 million. States, Metropolitan Planning Organizations (MPOs), local governments, tribal governments, special purpose districts and public authorities (including port authorities), and other parties will be eligible to apply. To receive an award, projects must demonstrate the potential to generate national or regional economic, mobility, or safety benefits; be cost-effective; and be reasonably expected to begin construction within 18 months.

The notice for the eighth round of TIGER grants is expected to be issued in early March. DOT is authorized to award up to \$500 million for highway and bridge projects; transit projects; passenger and freight rail projects; and port, inland port, and land ports of entry projects that will have a significant impact on the nation, a metropolitan area, or region. Grants will range from \$5 million to \$100 million. There is a 20 percent set aside for grants in rural areas with a minimum award of \$1 million. Priority will be given to projects that require a contribution of federal funds in order to complete an overall financing package and cannot be used for planning projects.

### **Transit Safety Rulemaking**

On February 5, 2016, the Federal Transit Administration (FTA) requested public comment on proposed rulemakings on the National Public Transportation Safety Plan and Public Transportation Agency Safety Plans. The proposed rulemaking would establish requirements for: Public Transportation Agency Safety Plans in accordance with the Moving Ahead for

Solano Transportation Authority  
February 19, 2016  
Page 3

Progress in the 21st Century Act (MAP-21). The proposed rule would require public transit operators to develop and implement Public Transportation Agency Safety Plans based on the Safety Management System approach. FTA requested public comments on the proposed rule, including information related to its benefits and costs, as well as alternative approaches that may more cost-effectively satisfy the statutory requirements and help ensure the safety of public transportation systems. Comments must be received by April 5, 2016.

The proposed rule would establish requirements for: the adoption of Safety Management Systems (SMS) principles and methods; the development, certification, and update of Public Transportation Agency Safety Plans; and the coordination of Public Transportation Agency Safety Plan elements with other FTA programs and proposed rules, as specified in 49 U.S.C. 5329. Public transit systems or states (as applicable) must certify that they have established and implemented a comprehensive Public Transportation Agency Safety Plan. Larger transit providers that are direct recipients of urbanized area formula grants are expected to develop and adopt their own plans with approval by the transit board and certify to FTA that those plans are in place. Smaller providers may have their plans drafted or certified by the State in which they operate.

This page intentionally left blank.

AMENDED IN ASSEMBLY MARCH 15, 2016

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

## ASSEMBLY BILL

**No. 2170**

**Introduced by Assembly Member Frazier**  
*(Coauthor: Senator Hueso)*

February 18, 2016

An act to amend ~~Section~~ *Sections 2192 and 2192.2* of the Streets and Highways Code, relating to transportation.

### LEGISLATIVE COUNSEL'S DIGEST

AB 2170, as amended, Frazier. Trade Corridors Improvement Fund: federal funds.

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes.

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 to be ~~deposited in the Trade Corridors Improvement Fund~~ *allocated for trade corridor improvement projects approved pursuant to these provisions*.

*Existing law requires the commission, in determining projects eligible for funding, to consult various state freight and regional infrastructure and goods movement plans and the statewide port master plan.*

*This bill would delete consideration of the State Air Resources Board's Sustainable Freight Strategy and the statewide port master plan and would instead include consideration of the applicable port master plan when determining eligible projects for funding. The bill would also expand eligible projects to include rail landside access improvements, landside freight access improvements to airports, and certain capital and operational improvements.*

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

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

1 SECTION 1. Section 2192 of the Streets and Highways Code  
2 is amended to read:  
3 2192. (a) (1) The Trade Corridors Improvement Fund, created  
4 pursuant to subdivision (c) of Section 8879.23 of the Government  
5 Code, is hereby continued in existence to receive revenues from  
6 state sources other than the Highway Safety, Traffic Reduction,  
7 Air Quality, and Port Security Bond Act of 2006, ~~including~~  
8 ~~revenues 2006.~~  
9 (2) Revenues apportioned to the state under Section 167 of the  
10 Title 23 of the United States Code from the National Highway  
11 Freight Program, pursuant to the federal Fixing America's Surface  
12 Transportation Act ("FAST Act"; Public Law ~~114-94~~). ~~This~~  
13 ~~114-94) shall be allocated for projects approved pursuant to this~~  
14 ~~chapter.~~  
15 (b) This chapter shall govern expenditure of those ~~other state~~  
16 ~~and federal described in subdivision (a)~~ revenues.  
17 ~~(b)~~  
18 (c) ~~The moneys in the fund from those other sources funding~~  
19 ~~described in subdivision (a)~~ shall be available upon appropriation  
20 for allocation by the California Transportation Commission for  
21 infrastructure improvements in this state on federally designated  
22 Trade Corridors of National and Regional Significance, on the  
23 Primary Freight Network, and along other corridors that have a  
24 high volume of freight movement, as determined by the  
25 commission. In determining the projects eligible for funding, the  
26 commission shall consult the Transportation Agency's state freight  
27 plan as described in Section 13978.8 of the Government Code, ~~the~~  
28 ~~State Air Resources Board's Sustainable Freight Strategy adopted~~

by ~~Resolution 14-2~~, and the trade infrastructure and goods movement plan submitted to the commission by the Secretary of Transportation and the Secretary for Environmental Protection. The commission shall also consult trade infrastructure and goods movement plans adopted by regional transportation planning agencies, adopted regional transportation plans required by state and federal law, and the ~~statewide~~ *applicable* port master plan prepared by the California Marine and Intermodal Transportation System Advisory Council (Cal-MITSAC) pursuant to Section 1730 of the Harbors and Navigation Code, when determining eligible projects for funding. Eligible projects for these funds include, but are not limited to, all of the following:

(1) Highway capacity ~~improvements~~ *improvements*, rail *landside access improvements*, *landside freight access improvements to airports*, and operational improvements to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state's land ports of ~~entry~~ *entry*, *rail terminals*, and seaports, including navigable inland waterways used to transport freight between seaports, land ports of entry, and airports, and to relieve traffic congestion along major trade or goods movement corridors.

(2) Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility through mountainous regions, relocate rail switching yards, and other projects that improve the efficiency and capacity of the rail freight system.

(3) Projects to enhance the capacity and efficiency of ports.

(4) Truck corridor *and capital and operational* improvements, including dedicated truck facilities or truck toll facilities.

(5) Border ~~access~~ *capital and operational* improvements that enhance goods movement between California and Mexico and that maximize the state's ability to access ~~coordinated border infrastructure~~ funds made available to the state by federal law.

(6) Surface transportation and connector road improvements to effectively facilitate the movement of goods, particularly for ingress and egress to and from the state's land ports of entry, airports, and seaports, to relieve traffic congestion along major trade or goods movement corridors.

1     ~~(e)~~

2     ~~(d)~~ (1) The commission shall allocate ~~funds~~ *the funding*  
3 *described in subdivision (a)* for trade infrastructure improvements  
4 ~~from the fund~~ consistent with Section 8879.52 of the Government  
5 Code and the Trade Corridors Improvement Fund (TCIF)  
6 Guidelines adopted by the commission on November 27, 2007, or  
7 as amended by the commission, and in a manner that (A) addresses  
8 the state's most urgent needs, (B) balances the demands of various  
9 land ports of entry, seaports, and airports, (C) provides reasonable  
10 geographic balance between the state's regions, ~~and~~ (D) places  
11 emphasis on projects that improve trade corridor mobility *and*  
12 *safety* while reducing emissions of diesel particulate and other  
13 pollutant ~~emissions~~. *emissions, and reducing other negative*  
14 *community impacts, and (E) makes a significant contribution to*  
15 *the state's economy.*

16     (2) In addition, the commission shall also consider the following  
17 factors when allocating these funds:

18     (A) "Velocity," which means the speed by which large cargo  
19 would travel from the land port of entry or seaport through the  
20 distribution system.

21     (B) "Throughput," which means the volume of cargo that would  
22 move from the land port of entry or seaport through the distribution  
23 system.

24     (C) "Reliability," which means a reasonably consistent and  
25 predictable amount of time for cargo to travel from one point to  
26 another on any given day or at any given time in California.

27     (D) "Congestion reduction," which means the reduction in  
28 recurrent daily hours of delay to be achieved.

29     SEC. 2. *Section 2192.2 of the Streets and Highways Code is*  
30 *amended to read:*

31     2192.2. The commission shall allocate funds made available  
32 by this chapter to projects that have identified and committed  
33 supplemental funding from appropriate local, federal, or private  
34 sources. The commission shall determine the appropriate amount  
35 of supplemental funding each project should have to be eligible  
36 for moneys ~~from the fund~~ based on a project-by-project review  
37 and an assessment of the project's benefit to the state and the  
38 program. Except for border ~~access~~ *capital and operational*  
39 improvements described in paragraph (5) of subdivision ~~(b)~~ *(c)* of  
40 Section 2192, improvements funded ~~with moneys from the fund~~



1 shall have supplemental funding that is at least equal to the amount  
2 of the contribution ~~from the fund.~~ *under this chapter.* The  
3 commission may give priority for funding to projects with higher  
4 levels of committed supplemental funding.

O

This page intentionally left blank.

**SENATE BILL****No. 1128****Introduced by Senator Glazer****(Coauthors: Senators Beall, Hancock, Hill, Leno, and Wolk)**

(Coauthors: Assembly Members Baker, Bonilla, Campos, Chiu, Chu, Dodd, Gordon, Levine, Mullin, Quirk, Mark Stone, Ting, and Wood)

February 17, 2016

An act to amend Section 65081 of the Government Code, relating to transportation.

## LEGISLATIVE COUNSEL'S DIGEST

SB 1128, as introduced, Glazer. Commute benefit policies.

Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Existing law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Existing law makes these provisions inoperative on January 1, 2017.

This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently. The bill would also delete bicycle commuting as a pretax option under the program and instead would authorize a covered employer, at its discretion, to offer commuting by bicycling as an employer-paid benefit in addition to commuting via public transit or by vanpool. The bill would also delete the reporting requirement.

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

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

SECTION 1. Section 65081 of the Government Code is amended to read:

65081. (a) It is the intent of the Legislature to encourage metropolitan planning organizations and local air quality management districts or air pollution control districts to work with local employers to adopt policies that encourage commuting by means other than driving alone. To encourage this, the Legislature hereby establishes a ~~pilot~~ program in that regard in the greater San Francisco Bay Area.

(b) Notwithstanding Section 40717.9 of the Health and Safety Code, the Bay Area Air Quality Management District and the Metropolitan Transportation Commission with respect to the common area within their respective jurisdictions may jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the district and commission to offer all covered employees one of the following choices:

(1) A pretax option: a program, consistent with Section 132(f) of the Internal Revenue Code, allowing covered employees to elect to exclude from taxable wages employee commuting costs incurred for transit passes or vanpool charges, ~~or bicycle commuting~~, up to the maximum amount allowed by federal tax law.

(2) Employer-paid benefit: a program whereby the covered employer offers employees a subsidy to offset the monthly cost of commuting via public transit or by ~~vanpool~~. ~~In 2013, the vanpool, or, in addition, and at the employer's discretion, by bicycle. The~~ subsidy shall be equal to either the monthly cost of commuting via ~~public~~ transit or by vanpool, or seventy-five dollars (\$75), whichever is lower. ~~This~~ *The seventy-five dollar (\$75) amount shall be adjusted annually consistent with the California Consumer Price Index. If the covered employer chooses to offer a subsidy to offset the monthly cost of commuting by bicycle, the subsidy shall be either the monthly cost of commuting by bicycle or twenty dollars (\$20), whichever is lower.*

(3) Employer-provided transit: transportation furnished by the covered employer at no cost, or low cost as determined by the district or commission, to the covered employee in a vanpool or bus, or similar multipassenger vehicle operated by or for the employer.

1 (c) Nothing in this section shall prevent a covered employer  
2 from offering a more generous commuter benefit that is otherwise  
3 consistent with the requirements of the applicable commute benefit  
4 ordinance. Nothing in this section shall require employees to  
5 change their behavior.

6 (d) An employer offering, or proposing to offer, an alternative  
7 commuter benefit on the employer's own initiative, or an employer  
8 otherwise required to offer an alternative commuter benefit as a  
9 condition of a lease, original building permit, or other similar  
10 requirement, if the alternative is not one of the options identified  
11 in subdivision (b), may seek approval of the alternative from the  
12 district or commission. The district or commission may approve  
13 an alternative if it determines that the alternative provides at least  
14 the same benefit in terms of reducing single-occupant vehicle trips  
15 as any of the options in subdivision (b). An employer that offers  
16 an approved alternative to covered employees in a manner  
17 otherwise consistent with this section is not required to offer one  
18 of the options in subdivision (b).

19 (e) The commute benefit ordinance shall provide covered  
20 employers with at least six months to comply after the ordinance  
21 is adopted.

22 (f) An employer that participates in or is represented by a  
23 transportation management association that provides the employer's  
24 covered employees with any of the benefits in subdivision (b), or  
25 an alternative benefit determined by the district or commission  
26 pursuant to subdivision (d) to provide at least the same benefit in  
27 terms of reducing single-occupant vehicle trips as any of the  
28 options in subdivision (b), shall be deemed in compliance with the  
29 regional ordinance, and the transportation management association  
30 may act on behalf of those employers in that regard. The district  
31 or commission shall communicate directly with the transportation  
32 management association, rather than the participating employers,  
33 to determine compliance with the ordinance.

34 (g) A commute benefit ordinance adopted pursuant to this  
35 section shall specify all of the following: (1) how the implementing  
36 agencies will inform covered employers about the ordinance, (2)  
37 how compliance with the ordinance will be demonstrated, (3) the  
38 procedures for proposing and the criteria that will be used to  
39 evaluate an alternative commuter benefit pursuant to subdivision  
40 (d), and (4) any consequences for noncompliance.

1 (h) Nothing in this section shall limit or restrict the statutory or  
2 regulatory authority of the commission or district.

3 (i) ~~On or before July 1, 2016, if the commission and district~~  
4 ~~implement a commute benefit ordinance as provided under this~~  
5 ~~section, the two agencies shall jointly submit a report to the~~  
6 ~~transportation policy committees of each house of the Legislature~~  
7 ~~that includes, but is not limited to, the following elements:~~

8 (1) ~~A description of the program, including enforcement~~  
9 ~~procedures and any sanctions imposed.~~

10 (2) ~~Number of employers complying with the ordinance that~~  
11 ~~did not previously offer a commute benefit consistent with those~~  
12 ~~required by the ordinance.~~

13 (3) ~~Number of employees who stopped driving alone to work~~  
14 ~~in order to take transit or a vanpool, or to commute by bicycle, as~~  
15 ~~a result of the commute benefit ordinance.~~

16 (4) ~~Number of single-occupant vehicle trips reduced per month,~~  
17 ~~week, or day as a result of the commute benefit ordinance.~~

18 (5) ~~Vehicle miles traveled (VMT) and greenhouse gas emission~~  
19 ~~reductions associated with implementation of the commute benefit~~  
20 ~~ordinance.~~

21 (6) ~~Greenhouse gas emission reductions associated with~~  
22 ~~implementation of the commute benefit ordinance as a percentage~~  
23 ~~of the region's greenhouse gas emission target established by the~~  
24 ~~State Air Resources Board.~~

25 (j)

26 (i) The commission shall not use federal planning funds in the  
27 implementation of the commute benefit ordinance.

28 (k)

29 (j) As used in this section, the following terms have the  
30 following meanings:

31 (1) "Covered employer" means any employer for which an  
32 average of 50 or more employees per week perform work for  
33 compensation within the area where the ordinance adopted pursuant  
34 to this section operates. In determining the number of employees  
35 performing work for an employer during a given week, only  
36 employees performing work on a full-time basis shall be counted.

37 (2) "Covered employee" means an employee who performed  
38 at least an average of 20 hours of work per week within the  
39 previous calendar month within the area where the ordinance  
40 adopted pursuant to this section operates.

1 (3) “District” means the Bay Area Air Quality Management  
2 District.

3 (4) “Commission” means the Metropolitan Transportation  
4 Commission.

5 ~~(f) This section shall remain in effect only until January 1, 2017,~~  
6 ~~and as of that date is repealed, unless a later enacted statute, that~~  
7 ~~is enacted before January 1, 2017, deletes or extends that date.~~

O

This page intentionally left blank.



# Senator Steven M. Glazer

## 7th Senate District



# Senate Bill 1128

## Commuter Benefits Program

### Fact Sheet

#### **Background:**

SB 1339 (Yee) of 2012 authorized the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC) to jointly adopt a regional commuter benefits ordinance. This program is successfully reducing vehicle trips, greenhouse gas emissions, and air pollution, while having significant economic benefits for employees and employers. Without legislative action, the program will sunset at the start of 2017.

#### **Bill Summary:**

This bill will eliminate the sunset, now that the pilot program has proven itself. The bill would authorize the continuation of the existing program, which requires Bay Area employers of 50 or more to offer their employees some form of commuter benefit. The employers choose one of the following:

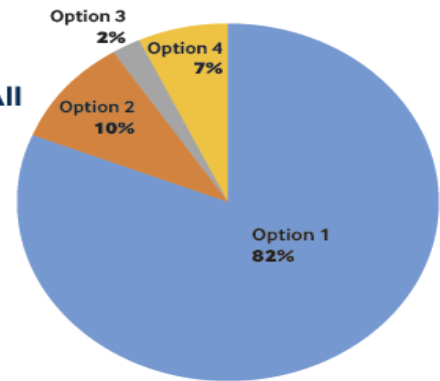
- 1) allow employees to exclude their transit or vanpool expenses from taxable income, up to the maximum amount allowed by federal law (\$255 per month in 2016).
- 2) employer-provided transit subsidy (or transit pass) or vanpool subsidy up to \$75 per month, with future cost-of-living adjustment
- 3) free or low-cost bus, shuttle, or vanpool service operated by or for the employer.
- 4) an alternative employer-provided commuter benefit that is at least as effective in reducing single occupant vehicle trips as any of the other options.

#### **Program Benefits:**

As described in a [comprehensive report to the Legislature](#) the pilot program has resulted in significant benefits already, including the following key results from the program's first 12 months of operation:

- **44,000 employees switched** from driving alone to an alternative mode (e.g., transit, shuttle, vanpool, or bike)
- **4.3 million fewer vehicle trips**, reducing vehicle miles traveled by **86 million miles**
- **35,778 fewer tons of CO<sub>2</sub> emissions**
- **55%** of the 3,910 employers registered with the program are offering commuter benefits for the first time

#### **Commuter Benefits Offered by All Registered Employers**



In addition to these environmental and mobility benefits, the program provides the opportunity for tax savings to both employees and employers. Employers who choose the pre-tax option can save money because federal payroll taxes are not levied on the money employees set aside to pay for transit or vanpooling. Under current federal law allowing up to \$255 per employee per month, employers can cut payroll taxes by as much as \$238 per participating employee per year. Employees in the 25% federal income tax bracket can save up to \$965 per year. These tax savings have significant economic benefits that ripple through the economy.

SB 1128 will help preserve these critical environmental, mobility, and economic benefits into the future.

#### **Support:**

Bay Area Air Quality Management District, co-sponsor  
Metropolitan Transportation Commission, co-sponsor

#### **Opposition:**

None known.

#### **Contact:**

Policy: John Ackler, Legislative Aide  
916.651.4007 or [John.Ackler@sen.ca.gov](mailto:John.Ackler@sen.ca.gov)

Press: Steve Harmon, Communications Director  
916.651.4007 or [Steven.Harmon@sen.ca.gov](mailto:Steven.Harmon@sen.ca.gov)

This page intentionally left blank.



DATE: March 18, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Philip Kamhi, Transit Program Manager  
Richard Weiner, Nelson\Nygaard Consulting Associates  
RE: Intercity Paratransit/Taxi Scrip Program – New Service Delivery Model

---

**Background:**

On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the Solano Transportation Authority from Solano County. The Solano Intercity Taxi Program has been a popular program, with nearly all booklets available selling out each month. Phase II of this program will seek to incorporate non-ambulatory riders. Additionally, Nelson\Nygaard Consulting Associates have analyzed options for a new service delivery model that are being proposed in order to achieve long-term program sustainability. Implementing a new service model would also allow for the incorporation of non-ambulatory passengers to the Intercity Taxi Scrip program.

**Discussion:**

In the attached memo (Attachment A), Nelson\Nygaard Consulting Associates provided a brief history of the Intercity Taxi Program and present ridership patterns and costs. As part of a study conducted when the transition of administrative responsibility transferred from Solano County to the Solano Transportation Authority (STA), one of STA's key program objectives was to ensure the long-term sustainability of the Solano Intercity Taxi Program and address other issues associated with the current program. In this memo, Nelson\Nygaard Consulting Associates presented a variety of options for consideration by the Consortium in order to ensure the long-term sustainability of the Solano Intercity Taxi Program.

In the attached memo (Attachment A), Nelson\Nygaard discuss four service delivery options:

1. Modified taxi scrip
2. Taxicards
3. Centralized reservations
4. Dedicated fleet

Of these four options, Option 1 modified taxi scrip, and Option 4, service using a dedicated fleet (similar to the old Solano Paratransit model), are not sustainable within existing resources and do not address the issue of long-term sustainability. The modified taxi scrip model does not adequately address accessibility for non-ambulatory riders, does not create effective options for controlling costs, and does nothing to reduce the administrative burden of the existing program. A service using a dedicated fleet would not be financially feasible.

Of the two feasible options, Option 2, taxicards, and Option 3, centralized reservations, Nelson\Nygaard recommends centralized reservations. A centralized reservations model would:

- Reduce the administrative burden on transit operators
- Create better accountability and reduce opportunities for misuse of the program
- Establish a more convenient method for customers to pay for trips
- Allow ambulatory riders and wheelchair users to use the same reservations and payment system
- Create multiple options for cost containment such as trip grouping, trip priorities or limits, and multi-tiered fares or surcharges

In comparison, a system based on taxicards would create separate and potentially unequal services for ambulatory and wheelchair users, add significant cost for equipment in taxicabs as well as a need to keep this equipment operating, and involve substantial upfront cost to set up the new system. In addition, there appears to be only one vendor available to provide and administer the taxicard system.

At the August 2015 SolanoExpress Intercity Transit Consortium, the members recommended implementing a centralized reservation model for the Intercity Paratransit/Taxi Scrip Program.

In February 2016, a working group consisting of members of the SolanoExpress Intercity Transit Consortium met and recommended that a draft scope of work be developed for the centralized reservations model. Attachment B provides a draft scope of work for this service model. It is anticipated that after STA Board selection of the preferred service option, actual implementation of this option could occur in 2017.

**Fiscal Impact:**

None at this time.

**Recommendation:**

Informational.

**Attachments:**

- A. Service Delivery Options Memo (5/12/15)
- B. Intercity Taxi Reservations Agent – Draft Scope of Work



## MEMORANDUM

To: Solano Transportation Authority  
From: David Koffman  
Date: May 12, 2015  
Subject: Service Delivery Options for Solano Intercity Paratransit Service

---

### INTRODUCTION

The Solano Intercity Taxi Program allows paratransit eligible individuals to take subsidized taxi trips between all of the cities within the county. The program is open to individuals certified as ADA paratransit eligible by one of the participating transit operators. Booklets containing scrip worth \$100 in taxi rides are sold for \$15 per booklet. Each transit operator sells scrip to its residents who use it to pay for taxi rides between the cities of Solano County. There are nine actively participating taxi companies. The precise number of customers is not known. An analysis of taxi company invoices in 2013 showed 210 distinct users over a three-month period. Making allowance for some infrequent riders, there are probably at least 300 eligible participating individuals.

The taxi companies turn in the scrip that drivers receive from customers to the cities in which they are licensed, along with an invoice for reimbursement. The cities review and approve the taxi company invoices and forward them for payment by STA. At the end of each fiscal year, there is an accounting reconciliation to ensure that each transit operator pays for usage by its riders.

The Solano Intercity Taxi Program provides a valuable service to ADA paratransit eligible residents of Solano County who are able to travel in non-wheelchair accessible vehicles. Over the course of the program's history, ridership has grown significantly and so have costs. The result is that the available quantity of taxi scrip is limited and runs out at most locations most months. While the popularity of the program is a positive sign from the community's perspective, it is clear that the current design is not meeting needs. In addition, wheelchair users who cannot transfer to a standard taxi are completely left out of the program due to the lack of accessible vehicles.

In 2013 the Solano Transportation Authority (STA) hired Nelson\Nygaard Consulting Associates and Nancy Whelan Consulting to conduct a study that documented how riders currently use the program, explored whether there are efficiencies that can be built into the program, and examined if there were alternative service delivery models that could provide the service more efficiently and cost-effectively, while also providing wheelchair-accessibility. The results of the study were delivered as a memorandum to STA that was presented to the STA Board in May 2014.

One of the key purposes of the study was to determine the feasibility of STA adopting administrative responsibility for the program, and how to ensure program sustainability into the future if STA were to take it over. As of January 2015, STA did in fact assume administrative responsibility. STA contracted with Nelson\Nygaard Consulting Associates to provide interim

program management services to: 1) help transition the existing program to STA administration, 2) determine in what ways the program should be modified, and 3) to assist in the transition to a modified program.

The existing program is now being administered by STA and incremental improvements are being implemented. To help with the next step, this memorandum provides an updated analysis of options for longer-term changes. The memorandum includes:

- A brief summary of key data about the existing program
- Analysis of four options for revised service delivery methods. These have been modified from the options presented in the earlier memo, taking advantage of additional information that has become available.
- Analysis of implementation issues

## HISTORY

Solano County has tried multiple methods for providing paratransit service between communities, supplementing the ADA and other paratransit services provided by the transit operators within their own service areas. For several years the City of Fairfield administered a program known as Solano Paratransit that was operated by the same contractor that provided ADA paratransit in Fairfield and Suisun. Solano Paratransit was designed to provide ADA paratransit corresponding to Route 20, between Fairfield and Vacaville, and also countywide intercity service for residents of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and unincorporated areas. This service was discontinued in 2009, after which ADA paratransit service between transit service areas was provided by arranging transfers between the operators' local paratransit services.

In February 2010 a new service, the Solano Intercity Taxi Scrip program, began operations under the leadership of the City of Vacaville Transportation Division. The new service was designed as supplemental, non-ADA service, while ADA paratransit between cities continued to be provided by means of transfers. A Memorandum of Understanding among all of the cities, the County of Solano, and eight participating taxi companies outlined responsibilities under the new program.

The Intercity Taxi Scrip program has been popular and operates with few complaints. However, demand for trips has exceeded the available budget, so that several cities routinely sell their entire monthly allocation of scrip before the end of the month, and some have implemented caps on the amount of scrip that will be sold to each person. In addition, since there are no wheelchair accessible taxis in the county, service is only available for customers who can ride in a standard passenger vehicle. There are also concerns about the degree of accountability and oversight that is possible with the current service design; the cost of very lengthy trips that operate, as is normal in taxi operations, with no shared riding; and a high percentage of trips that are taken by a small number of individuals to a limited number of destinations.

In 2013, the County of Solano agreed to take over administration of the program as part of a plan to transition to a new service concept. The County led a process that produced a draft Request for Proposals for a contractor to implement the new service. The County later determined that it would be more appropriate for STA to administer the existing program and any replacement service. Following a review of alternative service concepts and feasibility, STA agreed to assume responsibility from the County and contracted with Nelson\Nygaard Consulting Associates to

manage the transition process, including implementation of a new program and administration of the existing program.

Since February 2015, the Solano Intercity Taxi Scrip program has operated under STA administration with few changes.

## **RIDERSHIP PATTERNS AND COSTS**

This section provides a statistical snapshot of the Intercity Taxi Scrip Program based on limited data gleaned from three months of 2013 invoices submitted by seven participating taxi companies and from summary data prepared by staff of Solano County.

### **Summary Data**

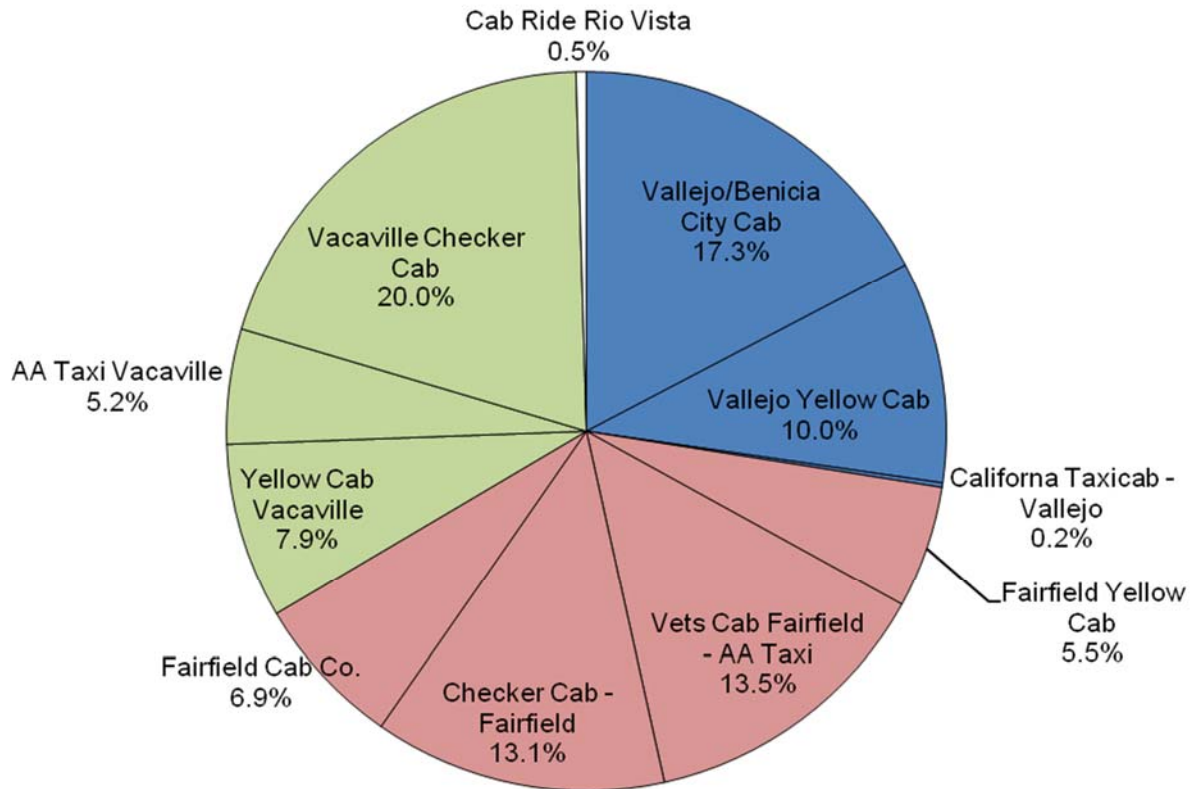
Full-year statistics for 2013-14 were:

Passenger-trips	11,844
Trips	9,948
Cost (paid to taxi companies)	\$397,406
Average trip length	13.4 miles
Average cost per trip	\$39.95
Average cost per mile	\$2.98
Passengers per trip	1.19

The number of passenger-trips and the cost of service has fallen from a peak in 2012-13 when 12,780 passenger-trips were provided at a cost of \$529,865. The 2012-13 peak was a sharp increase from 2011-12 when 9,643 passenger-trips were provided at a cost of \$364,045. Monthly data show that usage had already begun to fall off in the second half of 2012-13 because scrip had to be limited as the program ran up against budget constraints. The Intercity Taxi Scrip Program is still providing more trips at lower cost than the former Solano Paratransit program. In its final year of 2008-09, that program cost \$612,793 to provide 7,557 passenger-trips, at an average cost per passenger-trip of \$81.09.

Of the nine actively participating taxi companies, four, Vacaville Checker Cab, Vallejo-Benicia City Cab, Veterans Cab of Fairfield, and Checker Cab of Fairfield, provide 64% of the trips (see Figure 2). Color coding in Figure 1 indicates the cities in which the companies are based. In 2012-13 companies based in the city pairings of Vallejo and Benicia, Fairfield and Suisun, and Vacaville and Dixon carried about one-third of trips each. In 2013-14, as shown, the share of trip carried by Fairfield companies has grown while the share of trips by Vallejo-Benicia companies has fallen.

**Figure 1      Shares of Taxi Companies**  
(Percentage of Trips in 2012-13)



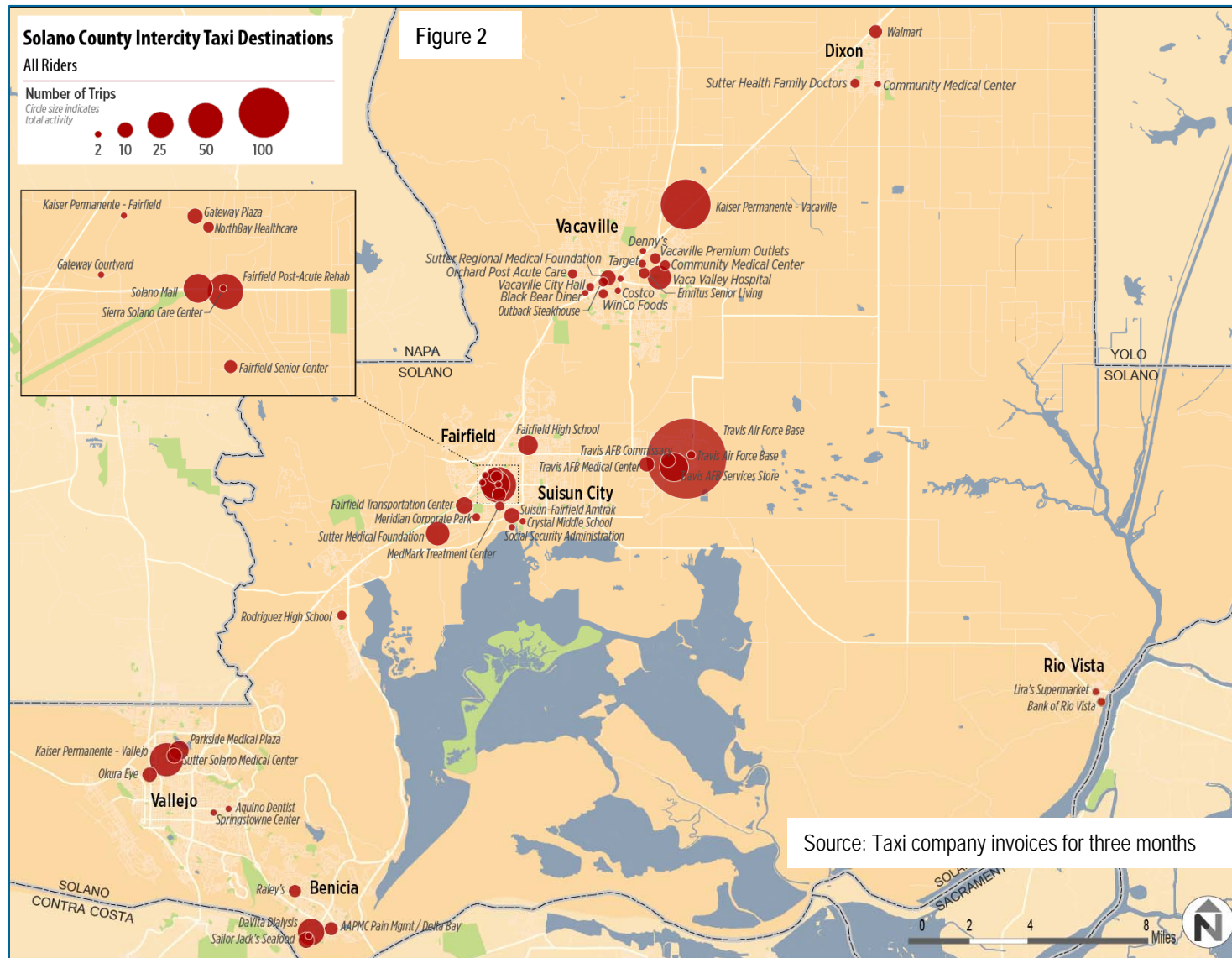
### Common Destinations

The most common non-home destinations of taxi scrip users are locations within Travis Air Force Base, especially one location that houses a call center, and Kaiser Permanente in Vacaville. (Most of the trips to Travis originate in Vallejo and Benicia.) These locations and others are shown in Figure 2. (A “non-home destination” is one that a rider travels to from their home; return trips to home are not shown.) Other popular destinations include the Solano Mall, Sutter Medical Center and various medical offices in Fairfield, the Vaca Valley Hospital, Kaiser Permanente in Vallejo, and DaVita Dialysis in Benicia. The size of the circles represent the number of trips to each location in three months of taxi company invoices.



# Solano Intercity Paratransit Service Options

Solano Transportation Authority

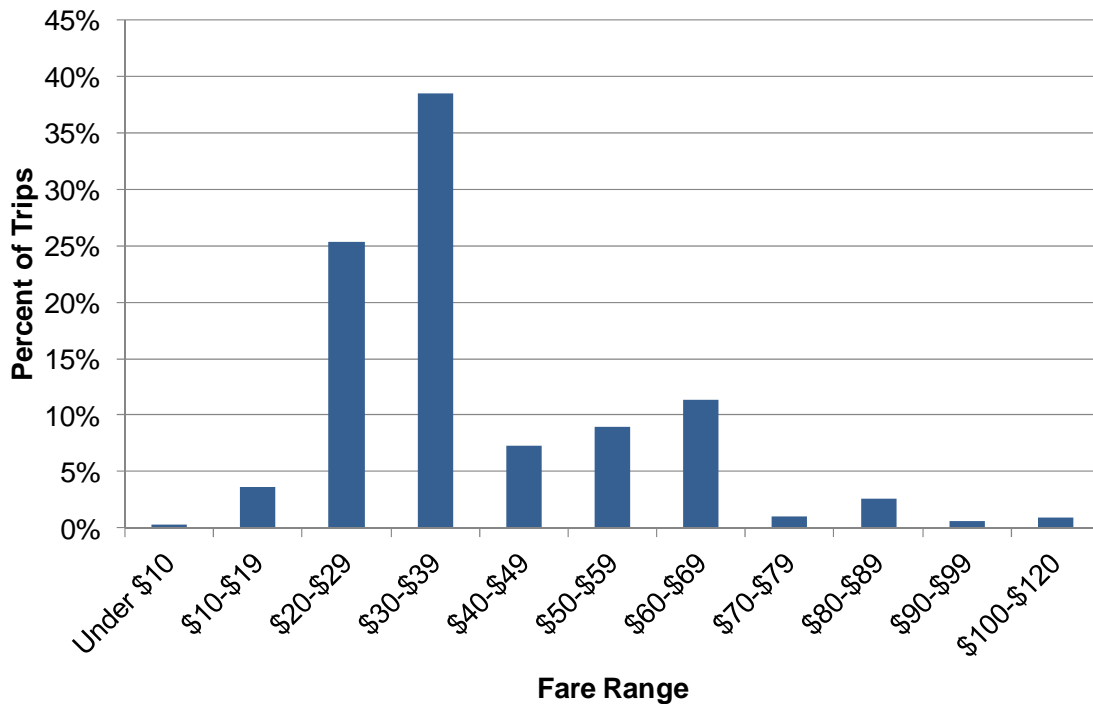


This page intentionally left blank.

## Trip Fares

Most trips have a fare between \$20 and \$39, but there are substantial numbers of trips with fares over \$60. Figure 3 provides detail. Typical trips in the \$20 range (around eight miles) include trips between Vacaville and Travis Air Force Base and between Benicia and Vallejo. Typical trips in the \$30 range (around 12 miles) include some longer trips between Benicia and Vallejo and trips between Vacaville and central Fairfield. Typical trips in the \$60 range (over 20 miles) are those between Vallejo and Fairfield, including Travis Air Force Base.

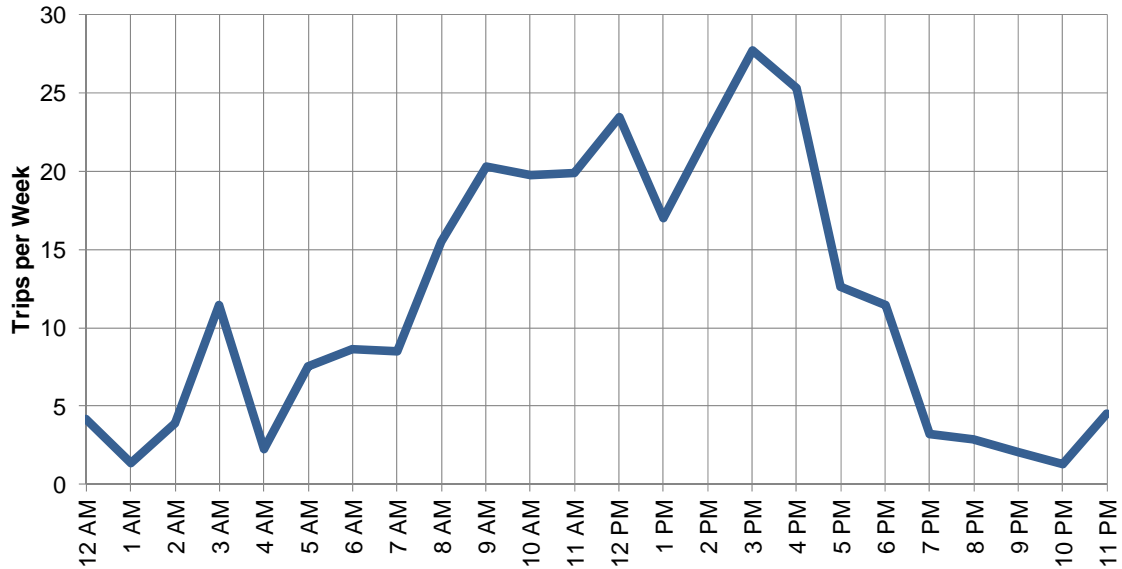
Figure 3 Percent of Trips in Fare Ranges



## Time of Day of Travel

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

Figure 4 Time of Day of Taxi Scrip Trips

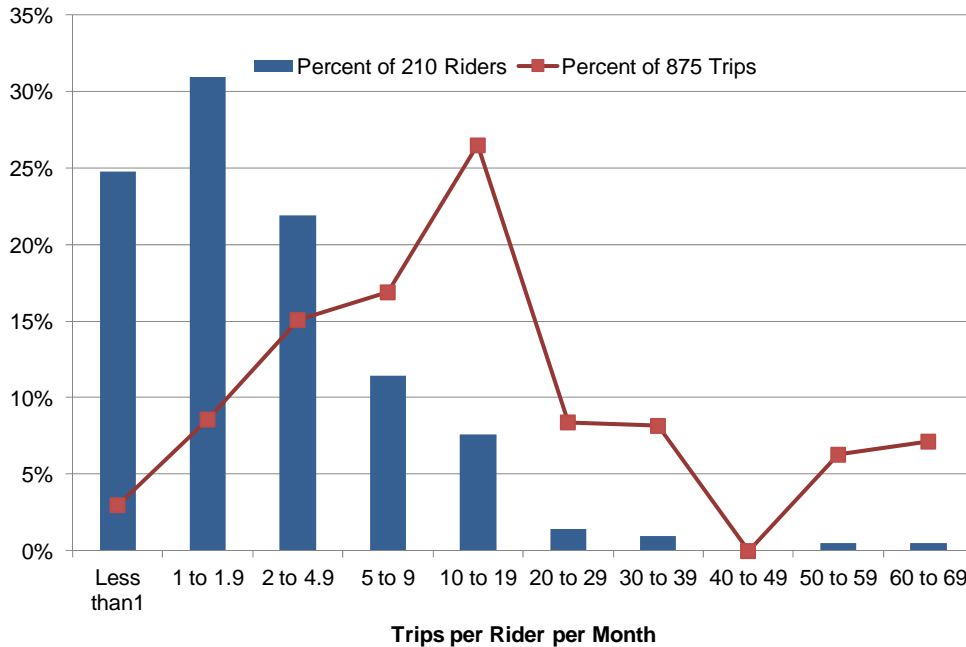


Estimated from taxi company invoices, assuming approximately 1,200 trips per month.

### Frequency of Travel by Riders

A total of 210 distinct individuals used taxi scrip. The average rider made between four and six trips per month, depending on overall trip volumes. Using the actual 875 trips per month represented in the invoices that were analyzed, 56% of riders used the program for less than two trips per month, on average, as shown in Figure 5, accounting for 12% of all trips provided. Since these are one-way trips, this means that a typical scrip purchaser takes one round trip every month or two. About 13% of all trips were taken by two riders who made more than 50 trips per month. Another 16% of trips were taken by five riders who made between 20 and 39 trips per month.

Figure 5 Trips per Rider per Month



## FOUR SERVICE DELIVERY OPTIONS FOR INTERCITY PARATRANSIT SERVICE

Four options for intercity paratransit service in Solano County are analyzed in this section. The four options are:

1. A modified version of the existing Intercity Taxi Scrip Program
2. Replacement of scrip with taxicards
3. Centralized reservations
4. Service using a dedicated fleet of vehicles, similar to the earlier Solano Paratransit program.

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

### Option 1: Modified Taxi Scrip Program

The current service delivery method would be continued, but with some modifications to provide accessible service and contain costs. The first issue considered is how wheelchair accessible service could be added to the taxi scrip program. Two possibilities are: 1) a separate arrangement with wheelchair van providers, and 2) working with one or more taxi companies to develop wheelchair accessible taxi service.

### **Accessible Service by Wheelchair Van Providers.**

There are several private providers of wheelchair van transport in Solano County. These include:

- NorthBay Transit Group, based in Vallejo, operates a fleet of wheelchair vans under the name Meditrans Service. The same company operates several taxi companies in the county.
- AA Medical Transportation, based in Vallejo, provides nonemergency medical transportation using wheelchair vans, sedans, and ambulance-style vehicles for patients who need stretcher/gurney transport of life support during transportation. <http://www.aamedtrans.com/>
- MedXpress, based in Fairfield, provides wheelchair and gurney transportation in Solano County and beyond. <http://www.yelp.com/biz/medxpress-llc-fairfield>
- Murphy Medical Transportation in Fairfield provides nonemergency medical transportation in Solano County and adjacent areas. [www.murphymedicaltransport.com](http://www.murphymedicaltransport.com)

These companies typically serve medical providers, hospitals, nursing homes, and some specialized programs for people with disabilities. In some cases, the transportation is paid for by Medi-Cal, directly or through Partnership Health. Typically, reservations from private-pay clients are also taken. Except for the one company that already participates in the Intercity Taxi Scrip Program, these companies have not been contacted to determine their interest in participating in an intercity paratransit program or the rates they would charge.

Medi-Cal pays providers \$17.65 plus \$1.30 per mile for pre-authorized wheelchair van trips to Medi-Cal covered services. The starting rate increases to \$23.78 at night. Providers are free to charge any rates they wish for other clients. The Medi-Cal rates have not changed in many years (at least since 2002 and probably much longer). The mileage rate is actually less than the rate charged by taxi companies in Solano County. As a result, most companies probably charge much more than the Medi-Cal rates when they can. For example, one company in San Jose advertises rates of \$45 plus \$3.00 per mile. (<http://www.ai4transport.com/rates.html>) For a 13.4-mile trip (the average intercity scrip trip in 2013-14), that would work out to \$85.20.

Currently taxi companies in Solano County charge \$2.25 (the drop charge) plus \$2.75 per mile. In practice, this averaged out to \$2.98 per mile overall in fiscal year 2013-14. Based on experience in Alameda County, accessible service is likely to cost from 50% more to twice as much as conventional taxi service. Based on an average trip cost of \$39.98 in fiscal year 2013-14, wheelchair-accessible trips might be expected to cost between \$60 and \$80 at current rates.

Companies that provide wheelchair van service typically work on a reservations basis. It might be possible to arrange for same-day appointments, but on-demand service of the type provided by taxicabs would probably not be reliably available.

Since none of these providers would use taxi fares, a different method of payment than taxi scrip would need to be established.

### **Wheelchair-Accessible Taxi Service**

It would also be possible to work with taxi companies to have them include accessible vehicles in their fleets. In order to ensure availability that is equivalent to the availability for non-wheelchair users, one company in each jurisdiction would need to have at least two wheelchair accessible vehicles. These vehicles are more expensive to operate than a standard taxicab, but the Americans with Disabilities Act prohibits taxis charging a higher fare for wheelchair accessible service.

However, STA and/or the participating cities could pay a higher rate for trips sponsored under the Intercity Taxi Scrip Program. This rate would have to be set high enough to cover drivers' or companies' added cost to operate these vehicles at other times as well. The companies would also probably require assistance purchasing the accessible vehicles. Since STA would probably want to limit the arrangement to certain companies, some mechanism would be needed to determine which companies would receive the accessible vehicles. It is unknown whether any companies would actually be interested in this arrangement. Finally, the willingness of taxi drivers to operate the accessible vehicles is unknown. All these arrangements would add to the already complicated process of verifying and processing taxi company invoices. This option is theoretically possible but would be extremely difficult to implement in Solano County. It is not recommended.

### **Cost Containment**

There are limited options for cost containment using scrip, but there are some. The purchase price could be increased from the current \$15 for a \$100 book, for example to \$25 or more if necessary. It would also be relatively simple to limit the amount of scrip that any given participant can purchase.

Variable fare structures, as have been discussed in the past, would be more difficult than with other service models. For example, a three-tier fare structure was proposed by the County in 2013, as follows:

Figure 6 Three-Tier Fare Structure Proposal from 2013

Tier	Advance Reservation	Time Period	Rider Payment (Percent of the Meter)
Tier 1	Yes	Mon. – Fri. 9 AM – 5 PM	25%
Tier 2	Yes	Mon. – Fri. 7 AM – 9 AM and 5 PM – 7 PM Sat. 9 AM – 5 PM	50%
Tier 3	Yes	Mon. – Fri. 5 AM – 7 AM and 7 PM – 9 PM	75%
	No	All times	

Source: "Intercity Paratransit in Evolution." presentation by Solano County staff, October 2013

This type of fare structure would be impossible to enforce using a scrip-based system. However, it might be possible to charge a higher amount for scrip purchases over a set monthly limit. This assumes that participants would either buy their scrip from a central location for each jurisdiction, or that there would be a way to track purchases centrally for each jurisdiction.

### **Administrative Simplification**

As long as scrip is retained, opportunities for administrative simplification would be very limited.

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

**Figure 7 Advantages and Disadvantages of Modified Taxi Scrip**

Advantages	Disadvantages
<p>A less significant overhaul of the current program than other options would allow for an easier transition</p> <p>No significant issues for participants due to program changes</p> <p>Cost can be contained by raising prices, limiting scrip purchases, or possibly charging more for purchases over a monthly limit</p> <p>Current reasonable quality of service will be maintained</p>	<p>Does not address issue of current lack of accountability and reliable billing of current taxi companies</p> <p>No significant options for administrative simplification</p> <p>Difficult to control fraud issues</p> <p>Fewer options for cost containment than with other models</p> <p>Issues with developing and administering accessible service:</p> <ul style="list-style-type: none"> <li>• Would need separate accessible service with medical transport providers, with a new payment mechanism, different than taxi scrip</li> <li>• Ability of the available accessible van operators to provide reasonably demand-responsive service is unknown</li> <li>• Theoretically possible to establish wheelchair accessible taxi service, but extremely difficult</li> </ul> <p>Limited ability to modify the fare structure:</p> <ul style="list-style-type: none"> <li>• Very hard to establish higher charges for same-day or off-peak travel</li> <li>• Higher charges for ticket or scrip purchases over set limits are possible, but have administrative issues</li> </ul>

## Option 2: Taxicard Payment System

### How Taxicards Work

A card-based system could replace scrip without fundamentally altering the concept of the taxi scrip program. The same system is currently used in Chicago, Los Angeles, and Baltimore. According to the company that provides this service, MJM Innovations of Baltimore, some much smaller cities also use the system.

Instead of purchasing paper scrip, participants would pay into an account managed by STA with the support of MJM. Each customer would have access to a website where they could replenish their account, or customers could make payments in person or by mail and STA would update the online account. Customers could also review their recent trip history. Each customer would be



issued a card that identifies them and that is used by equipment in each taxicab to contact the MJM server on which the customer's account balance and other information would be kept.

After ordering a taxi and entering the vehicle, a customer would present the card to the driver who would run it through a swipe reader. This operation would trigger communication with the MJM server to verify that the card has sufficient balance for a minimum-length trip and would initiate the process of determining the cost of the trip. At the end of trip, the driver would run the card through the reader again. The rider would pay some flat fare amount set by STA and also any meter amount over a maximum, also set by STA. To illustrate the flexibility in the amounts, Figure 8 shows the flat fare and the maximum that can be charged to the card in three cities.

Figure 8      Taxicard Fare Structures in Three Cities

City	Flat Fare	Maximum per Trip Charged to the Card
Chicago	\$5	\$13.50
Los Angeles	None	\$12
Baltimore	\$3	\$20

STA would probably set the per-trip maximum higher than the cities shown, since taxi fares under the Solano Intercity Taxi program average over \$40 per trip. It would probably be possible to implement a different type of fare structure, for example one that uses a percentage of the meter. This would be similar to the way scrip works.

Taxicards offer a number of advantages compared to scrip. As discussed under "Cost Containment" a variety of fare structure options become feasible. In addition:

- The exact amount can be charged for each trip, rather than an approximation based on available scrip denominations remaining in the customer's booklet.
- As an option, the taxicard can be used as a photo ID, enabling drivers to quickly verify that the person using the card is the registered card holder.

### **The Cost of Taxicards**

Taxicards would eliminate the need to print and distribute scrip, which is budgeted at \$10,000 for 2015-16. However, they would have their own costs, including:

- The cost of the taxicards (\$1 each for a basic card, or \$2 for a photo ID card)
- An initial setup cost exceeding \$10,000 and probably significantly more to program a custom fare structure, plus another \$5,000 initial cost to establish a payment website.
- On-going payments to the vendor of about \$6,000 per year at current trip volumes, plus an additional \$0.50 per trip if trip volumes grow.
- A need for every participating taxicab to have equipment capable of reading the cards and communicating with the MJM server, and that is linked to the meter in the cab. The vendor will provide customized tablets that perform this function for approximately \$500 to \$1,000 per taxicab.

The on-going costs would be comparable to the current costs of scrip. The initial setup cost would probably be on the order of \$20,000, which might be grant fundable. The most difficult cost to cover would be the cost of providing the necessary equipment for each taxicab. Assuming on the

order of 50 cabs operated by all of the companies, this cost could amount to about \$50,000. Taxi companies would probably pay for some of this cost *if the equipment is capability reading credit cards in addition to the special taxicards for the intercity program*. Otherwise the cost would need to be covered by the program. Further, if the only use for the equipment were for the intercity program, keeping all of the tablets operating would be an ongoing task that would require attention from STA or the operators.

### **Cost Containment**

There are more fare structure possibilities using taxicards. Each of them would require some amount of custom programming that would be included by the vendor in the initial setup fee. The fee would be related to the degree of programming difficulty. Potential options and the level of programming difficulty include:

- Different rates for residents of various cities—easy
- Time of day (as in the three-tier proposal)—probably not too hard
- Fares that depend on how many trips the individual has made—unknown
- Variable subsidies depending on distance or zones—possible but harder

Different fares for advance reservations and on-demand trips would not be possible.

### **Administrative Simplification**

The difficulties of processing taxi company invoices, including processing scrip, would be greatly reduced using taxicards. Opportunities for introducing any unauthorized charges would be nearly eliminated and invoices would be pre-verified by the software.

- The cost of printing and distributing scrip would be eliminated,
- Taxi companies would no longer need to accumulate, count, and submit scrip for reimbursement. The companies would prepare their invoices using the program website.
- Program managers (or STA) would no longer need to verify scrip totals and would have improved ability to verify taxi company charges, since a record of each trip is maintained on the program website, showing the taxi company, the driver, the vehicle, the GPS coordinates of the start and end of the trip, the time of trip, and the meter charge.

**Figure 9 Advantages and Disadvantages of a Taxicard System**

Advantages	Disadvantages
Retains the basic structure of how participants interact with taxi companies, easing any transition	Adds significant cost for equipment in taxicabs, as well as a need to keep this equipment operating
Adds some options for containing costs beyond raising prices, probably including time-of-day pricing	Upfront cost of setting up the new system including fees to the system vendor, purchasing and distributing cards to participants
Current reasonable quality of service will be maintained	Continuing administration fees to the system vendor
Adds significant accountability by creating an automatic electronic record of all trips for verifying invoices	Dependence on a single vendor—availability of other vendors is unknown
Should increase the speed and accuracy of billing	Issues with developing and administering accessible service:
Eliminates the cost of scrip printing and distribution issues	<ul style="list-style-type: none"> <li>• Would need separate accessible service with medical transport providers, with a different payment mechanism than taxicards</li> </ul>
Drivers, companies, and programs not would not need to count, store, and deliver scrip	<ul style="list-style-type: none"> <li>• Ability of the available accessible van operators to provide reasonably price demand-responsive service is unknown</li> </ul>
Eliminates issues with control of multiple scrip sales locations	<ul style="list-style-type: none"> <li>• Theoretically possible to establish wheelchair accessible taxi service, but extremely difficult</li> </ul>
Participants can purchase taxi trip credit without needing to travel to a sales location	
Participants can use the exact amount of credit needed for each trip	

### Option 3: Central Reservations

#### How Central Reservations Would Work

In a central reservations model, a **reservations agent** would receive all ride requests from riders, verify eligibility, schedule trips with providers, determine the fare and subsidy for each trip, maintain credit accounts for each rider, and debit these accounts for each trip taken.<sup>1</sup>

A similar model is used by Marin Transit for its Catch-a-Ride taxi subsidy service. Marin Transit's Catch-a-Ride program offers discounted taxi rides to seniors age 80 and older, seniors between 60 and 80 who no longer drive, and paratransit eligible riders. Riders call a scheduling center (operated by MV Transportation from the facility they use to operate ADA paratransit for Santa Rosa) to request a ride. The scheduling center determines the mileage of the trip using Google Maps, which by agreement with the three participating taxi companies determines the amount that will be paid for the trip. (The meter is not used.) This information is provided to the rider at the time of the call. Marin Transit pays up to \$14 or \$18 (depending on the rider's income) and

<sup>1</sup> In the analysis done for STA in April 2014 a "broker model" was described that was similar to the central reservations model described here, but that involved much more extensive responsibilities for the broker.

the rider pays any excess fare. If the trip costs no more than the \$14 or \$18 limit, the trip is free to the rider.

In Solano County, the fare structure would be different, but the concept would be the same. For example, to essentially duplicate the effect of the current scrip program, the following procedure would apply:

- Riders would pay \$15 to establish credit for \$100 worth of taxi trips. (The dollar amounts in this example are for illustration only—the actual amounts are likely to change.)
- When a rider wants to travel, he or she would call the reservations agent and give the desired time, pickup location, and destination, and the taxi company on which the rider wants to travel.
- The reservations agent would check the rider's eligibility and account balance.
- Assuming that the caller is eligible and there is sufficient trip credit in his or her account, the reservations agent would calculate the cost of the trip based on its mileage (measured using an online mapping program) and inform the rider.
- If the rider accepts the calculated cost, the reservations agent would transmit the reservation to the taxi company and debit the rider's account the cost of the trip.
- At the end of the accounting period, the taxi company would submit an invoice for completed trips and be paid the previously-agreed cost of all the trips.
- The reservations agent would also be responsible for conducting spot checks to verify that the reserved trips actually take place, for making adjustments when either the rider or the taxi company reports a no-show or cancellation, and for investigating complaints.

No payment would occur on the vehicle at all. Since riders are used to buying scrip in advance, the concept of paying in advance for trips is already well established. This method allows for maximum flexibility in fare structures. It avoids all issues of handling and reconciling cash or tickets. It allows for third parties to pay for (or sponsor) a rider's travel. It also works for riders with mental or physical disabilities that prevent them from dealing with cash or tickets.

The reservations and accounting task is simple enough that it could easily be managed by any of the contract providers that currently operate ADA paratransit in the county. STA could also consider acting as the reservations agent itself through its Mobility Call Center. In principle, the reservations agent need not be located in Solano County. Marin Transit provides a model for this possibility, since its program is run from a location in Sonoma County.

In Marin's case, MV is responsible for negotiating subcontracts with the participating taxi companies and makes payments to the taxi companies for which it is later reimbursed by Marin Transit. A similar arrangement could be established in Solano County, or STA could make the agreements with the taxi companies and pay them based on an accounting provided by the reservations agent.

### **Accessible Service**

The reservations agent would also take requests for wheelchair accessible service. As in a model based on taxi scrip, separate arrangements would be made with one or more wheelchair van operators, but these arrangements would be transparent to riders. Riders would establish accounts just as for taxi service, and these could be debited using the same formula as for taxi accounts, but the providers would be paid whatever rate was negotiated with them. As noted

earlier, these rates would be substantially higher than taxi rates, potentially on the order of twice as high.

Maintaining account totals in terms of fictitious taxi rates would potentially be confusing, but would have the advantage of flexibility for any riders who do not need a wheelchair van all of the time, so they could mix taxi and wheelchair van trips. As an example, assume following hypothetical rates:

Taxi: \$2.25 + \$2.75 per mile

Wheelchair van: \$30 + \$3.00 per mile

If a rider has an initial trip credit of \$100 and takes a 10-mile trip, *regardless of whether it is taken on a taxi or wheelchair van*, then the rider's account would be charged  $\$2.25 + (10 \text{ miles} \times \$2.75/\text{mile}) = \$29.75$ , leaving \$70.25 trip credit in the rider's account.

If the trip were taken on a taxi, the taxi company would be paid \$29.75. But if the trip were taken on a wheelchair van, the van company would be paid  $\$30 + (10 \text{ miles} \times \$3.00/\text{mile}) = \$60$ . The actual amount paid to the van company would be invisible to the rider. This could be advertised to customers as, "Ride a wheelchair van for the same rate as a taxi."

### **Cost Containment**

An attractive feature of the central reservations model is the possibility of a variety of flexible cost containment measures. With reservations going through a central reservations agent, it is possible to implement:

- Advance reservations
- Trip grouping for efficiency
- Priority for certain types of trips or limits on others
- A flexible fare structure that need not be based on taxi fares
- Surcharges or premium fares for:
  - trips at night or during peak periods
  - same-day reservations
  - trips over a defined monthly allowance per person

### **Administrative Simplification**

There would be no need to distribute scrip, process used taxi scrip, or verify the meter charge for each trip provided by taxicabs. The reservations agent would pre-approve the payment amount for each trip, based on mileage as determined at the time of booking.

While there would no longer need to be process for verify that the correct amounts were charged for each trip, there would still need to be a system to spot any instances of charges being made for trips that never actually occurred. In theory, a participant, working in league with a taxi company, could request unneeded trips and then share in the payment for non-existent service. The reservations agent would have to be on the alert for any unusual patterns of usage. The opportunity for fraud would be similar to one that already exists. Unlike in the current system, however, riders would not be able to request a specific driver, so there would be no opportunity for individual drivers to cheat without the participation of the company as well. In addition, the reservations agent would always have up-to-the-minute records of all trips that have been charged.

Advantages and disadvantages of the brokerage model are summarized below in Figure 10.

Figure 10 Advantages and Disadvantages of Central Reservations

Advantages	Disadvantages
<p>Same as for taxicards:</p> <ul style="list-style-type: none"> <li>• Current reasonable quality of service will be maintained</li> <li>• Adds significant accountability by creating an automatic electronic record of all trips for verifying invoices</li> <li>• Should increase the speed and accuracy of billing</li> <li>• Eliminates the cost of scrip printing and distribution issues</li> <li>• Drivers, companies, and programs would not need to count, store, and deliver scrip</li> <li>• Eliminates issues with control of multiple scrip sales locations</li> <li>• Participants can purchase trip credit without needing to travel to a sales location</li> <li>• Participants can use the exact amount of credit needed for each trip</li> </ul> <p>Procedures for riders to obtain wheelchair-accessible service would be identical to procedures for taxi service</p> <p>Passengers do not need to handle scrip or money, except for trips that cost more than the rider's available credit or any limit on subsidy per trip</p> <p>Riders know in advance the exact cost of each trip</p> <p>Eliminates opportunities to overcharge for trips</p> <p>Allows multiple flexible options for cost containment, such as trip grouping, trip priorities or limits, multi-tiered fares or surcharges</p> <p>A choice of potential contractors is probably available</p>	<p>Uses a relatively new concept that is untested in Solano County</p> <p>Adds costs for a contractor compared to the current taxi-based model</p> <p>ADA paratransit program managers may have concerns about adding to existing contractor responsibilities</p> <p>Response time would probably be somewhat longer than currently, especially for wheelchair accessible service</p> <p>Mileage rates would need to be negotiated with taxi companies</p>



## **Option 4: Dedicated Fleet**

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

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

### **Accessible Service**

The dedicated fleet model would provide wheelchair-accessibility by using a fleet of wheelchair-accessible vehicles dedicated to this service. For the most part, all trips, including trips by ambulatory riders, would be carried by these vehicles. However, for efficiency, some ambulatory trips could be subcontracted to taxicabs.

### **Cost Containment**

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

For the financial analysis, the prior Solano Paratransit program is the most relevant example. Based on actual costs in FY 2009 (the final year of Solano Paratransit), with increases to represent inflation since then, costs per trip on the order of \$97 might be expected. Some cost savings would be possible, but these would mainly come from demand management practices rather than steps that would reduce the cost per trip.

### **Fares and Fare Payment**

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

Advantages and disadvantages of the dedicated fleet model are summarized in Figure 11.

Figure 11 Advantages and Disadvantages of the Dedicated Fleet Model

Advantages	Disadvantages
<p>Simplifies addition of wheelchair-accessible service</p> <p>Allows multiple flexible options for cost containment, such as trip grouping, trip priorities or limits, multi-tiered fares</p> <p>Uses a simple, well-understood model of service delivery</p> <p>Administratively simple, but requires a commitment to service monitoring by a city or transit agency</p>	<p>High cost per trip</p> <p>Unclear if any existing ADA paratransit operators have the capacity to take on additional responsibilities</p> <p>Because of low trip volumes and long distance trips, opportunities for efficient trip scheduling may be limited</p> <p>Same-day response time would probably not be possible for most trips</p>

## FINANCIAL ANALYSIS

### Assumptions

An approximate total cost and cost per trip for each option has been calculated using the following assumptions:

Assumptions that apply to all options:

- Average payment per trip to taxi companies: \$40
- Average payment for wheelchair-accessible trip: \$80
- Percentage of wheelchair-accessible trips: 20%
- Passenger-trips per year: 12,000 (equivalent to about 10,000 vehicle trips)
- Farebox recovery per trip: 30% of taxi cost per trip
- Passengers per vehicle trip: 1.2

Option-dependent costs:

- **Modified scrip:**  
Administrative costs: \$10,000 for scrip printing  
STA staff time: \$40,000 (cost for the contracted Interim Program Manager are not included)
- **Taxicards:**  
Vendor payments and taxicards: \$10,000  
STA staff time: \$30,000
- **Central reservations:**  
Reservations agent contractor: \$30,000 (\$3 per vehicle trip based on \$2.90 paid by Marin)  
STA staff time: \$20,000



- **Dedicated vehicles:**

Operations contract: \$970,000 (\$97 per trip)

STA staff time: \$20,000

## The Role of Fares

All options can accommodate fare increases, and some of them can accommodate more nuanced fare increases that incentivize travel at certain times or advance reservations, or that allow for a lifeline level of usage at lower rates than more frequent trips. Currently scrip purchases recover 15% of the cost of taxi company payments, which is roughly 14% of total program costs. Raising fares would bring more revenue into the program or, equivalently, reduce the net subsidy cost per trip. For example doubling the scrip price to 30% would generate roughly \$60,000 in additional revenue, equivalent to the cost of about 1,600 passenger-trips under the current program design.

A fare increase would also reduce demand for trips, that is the number of desired trips. The experience of 2012-13 demonstrated that there is significant unmet demand at current fare levels. At the peak of demand between October 2012 and February 2013, usage was averaging over 1,200 passenger-trips per month, more than 20% over current constrained levels. Taking into account the added revenue, a doubling of fares would probably just eliminate the current tendency of programs to exhaust their supply of scrip each month with the existing program design.

Adding an accessible van component will add demand (assumed above at about 20% of demand) for trips that will be about twice as expensive per trip as existing taxi trips. With this addition, even a doubling of fares might not be sufficient to balance demand and the amount of service that can be provided within budget limitations.

For the sake of analysis, an average fare of twice the current level has been assumed. This has been calculated as 30% of the cost of an average taxi trip, i.e. twice the current 15% scrip price. No decrease in demand (i.e. trips supplied) compared to current levels has been assumed.

## Results of the Analysis

The results of the calculations are shown in Figure 12. The costs shown are based on fiscal year 2015-16 budgeted costs. The net subsidy cost for an intercity paratransit program is roughly the same whether the program is based on modified scrip, taxicards, or a central reservations agent. The estimated costs are “roughly the same” in the sense that any differences are small compared to the level of uncertainty in the analysis. A program using a fleet of dedicated vehicles, similar to the former Solano Paratransit program, would cost more than twice as much as any other alternative.

All of the options would cost slightly more than the current intercity scrip program. However, the analysis does not take into account the level of effort by staff of the transit operators. Under the current program, they are responsible for oversight of scrip sales; for receiving and counting scrip turned in by taxi companies; and for verifying taxi company invoices. These roles would continue under the modified scrip program, but under taxicard program or a central reservations program, they would be greatly reduced or even eliminated entirely.

## Start-up Costs

In addition to ongoing operating costs, there would be significant start-up costs. Even for the modified scrip program, working out a new payment mechanism for van providers would take a significant amount of staff time. For a central reservations agent, the contract would have start up costs to create procedures and create a database tracking trips and charges. This might cost on the order of \$20,000. By far, the highest level of start-up cost would be incurred for a taxicard system. These costs would include:

Vendor setup	\$20,000
Taxicards	\$600
Initial rider registration (STA staff time)	\$20,000
<u>Taxi in-vehicle equipment</u>	<u>\$50,000</u>
Total	\$90,600

**Solano Intercity Paratransit Service Options**  
Solano Transportation Authority

**Figure 12 Financial Analysis of Options**

	Option				Existing
	Modified Scrip	Taxicard	Central Reservations	Dedicated Vehicles	
Inputs					
Average payment per trip to taxi companies	\$40	\$40	\$40	\$40	\$40
Average payment per accessible van trip	\$80	\$80	\$80	\$80	\$80
Percentage of wheelchair-accessible trips	20%	20%	20%	20%	0%
Trips per year	12,000	12,000	12,000	12,000	12,000
Passengers per trip	1.2	1.2	1.2	1.2	1.2
Farebox recovery (pct. of taxi cost/trip)	30%	30%	30%	30%	15%
Scrip printing	\$10,000				\$10,000
Vendor payments and cards		\$10,000			
Reservations agent			\$36,000		
Operations contract				\$1,164,000	
STA staff time	\$40,000	\$30,000	\$20,000	\$20,000	\$40,000
Transit operator staff	\$0	\$0	\$0		
Results					
Taxi payments	\$320,000	\$320,000	\$320,000		\$400,000
Van company payments	\$160,000	\$160,000	\$160,000	\$1,164,000	0
Admin	\$50,000	\$40,000	\$56,000	\$20,000	\$50,000
Total operating cost	\$520,000	\$520,000	\$536,000	\$1,184,000	\$440,000
Fare revenue	\$120,000	\$120,000	\$120,000	\$120,000	\$60,000
Net subsidy cost	\$410,000	\$400,000	\$416,000	\$1,064,000	\$390,000
Operating cost per trip	\$44.17	\$43.33	\$44.67	\$98.67	\$37.50

## **Intercity Taxi Reservations Agent**

### **Draft Scope of Work**

#### **Overview**

The Intercity Taxi Reservations Agent will operate a centralized reservations and account management system as a mechanism for a taxi subsidy program serving people with disabilities in Solano County. This centralized reservations system will replace the existing system which is based on sale and redemption of scrip that eligible participants use to pay for taxi rides between Solano County cities.

#### **The Existing Taxi Scrip Program**

The current program is known as the Intercity Taxi Scrip Program. The program is available to people who have been certified as eligible for ADA complementary paratransit services provided by the cities of Dixon (Dixon Read-Ride), Benicia and Vallejo (Soltrans), Fairfield (Fairfield-Suisun Transit), and Vacaville (Vacaville City Coach). Eligibility for all of these programs is determined by the countywide Solano County Paratransit Eligibility program administered by the Solano Transportation Authority on behalf of the transit operators. Currently, STA contracts with CARE Evaluators for this program. Eligibility is determined on the basis of inability to use fixed-route public transit due to a disability.

Currently booklets containing scrip worth \$100 in taxi rides are sold for \$15 per booklet. As of July 1, 2016, the price of a \$100 scrip booklet will increase to \$20 for qualifying low-income participants and \$40 for other participants. Each transit operator sells scrip to its residents who use it to pay for taxi rides between the cities of Solano County. Participants call the participating taxi company of their choice to request rides. There are nine actively participating taxi companies.

The taxi companies turn in the scrip that drivers receive from customers to the cities in which they are licensed, along with an invoice for reimbursement. The cities review and approve the taxi company invoices and forward them for payment by STA. At the end of each fiscal year, there is an accounting reconciliation to ensure that each transit operator pays for usage by its riders.

As of January, 2016, participants were making approximately 870 trips per month on the Intercity Taxi Scrip Program. Payments to taxi companies averaged \$35,472 per month. The precise number of customers is not known. The approximate number of ADA paratransit eligible individuals registered to use transit operator ADA paratransit programs is 3,028 as of 3/1/2016. All of these individuals are potential users of the Intercity Taxi Scrip Program. An analysis of taxi company invoices in 2013 showed 210 distinct users over a three-month period. Making allowance for some infrequent riders, there are probably at least 300 eligible individuals actually participating.

#### **Planned Centralized Reservations System**

In the planned centralized reservations system, the central reservations agent would receive all ride requests from riders, verify eligibility, schedule trips with taxi and other

providers, determine the fare and subsidy for each trip, maintain credit accounts for each rider, and debit these accounts for each trip taken.

Presently, no wheelchair accessible service is available under the Intercity Taxi Scrip Program. In the planned system, people who use wheelchairs will be able take trips using accessible taxicabs, if the taxi companies are able to develop this kind of service, or else using wheelchair accessible vans operated by medical transportation companies. Under agreements to be developed with these companies, payment to the companies may, if necessary, be at rates higher than those paid to taxi companies for a similar trip, but the participant's account will be charged at the same rate as a taxi trip.

### **Detailed Requirements**

The central reservations agent will carry out all of the following tasks working in close cooperation with the sponsoring transit operators and the Solano Transportation Authority.

- Work with taxi companies to develop efficient, accurate, and timely methods for transmitting trip requests and receiving and verifying invoices.
- Using registration updates provided by STA and/or CARE Evaluators, maintain a current database of eligible riders.
- Maintain trip credit accounts for all eligible riders. As part of this, receive payment from riders by multiple means:
  - Checks sent by mail
  - Credit card orders through a secure website developed by the agent or arranged through a third party provider
  - Notice of payments made through local jurisdictions

Participants will receive trip credit based on prices and subsidy formulas established by STA. It is expected that the subsidy formula will initially be based on the price for scrip booklets in effect when the centralized program begins. For example, based on current scrip prices, participants would pay \$\_\_\_\_ for \$100 of trip credit.

- Provide account balance information to participants in response to telephone inquiries and via a secure project website.
- Maintain a website with service information and with links to a secure web service for payment and balance information.
- Receive telephone requests for service from riders. For each request, determine caller eligibility, desired taxi or medical transport company, desired pickup time, and desired pickup and dropoff location. Requests may be for immediate service or for service at any time within the next \_\_\_\_ hours specified by the participant. This reservations service must be available at all times between the hours of 6:00 AM and 8:00 PM every day of the year.
- For each trip request, determine the cost of the trip using an online mapping service and rates agreed to with each provider, verify availability of adequate trip credit, and confirm all information with the participant. Determine if the participant is willing ride with another company if needed to ensure timely pickup. (Note: only the distance determined using the online mapping service will be used to determine trip costs—taxi meters or similar in-vehicle equipment shall not be used.)

**Intercity Taxi Reservations Agent  
Draft Scope of Work**

- Telephone systems must be used that ensure that all calls are processed with minimum delay without participants needing to leave messages or wait for call backs. Other than in exceptional circumstances, the process outlined above must be completed in one call.
- Transmit the trip information to the requested provider company and verify availability and estimated time of service. If a delay of more than \_\_\_\_ minutes is expected, and the participant has approved use of an alternative provider, try other providers as needed. Give participants the option of waiting on hold while this process is completed. If the participant declines to wait, call back the participant with any change of pickup time or provider.
- Develop and apply procedures to follow up with participants and provider companies to verify service delivery corresponding to trips that were assigned to each provider company, determine adherence to standards, and identify and resolve any issues.
- Receive, investigate, and resolve rider complaints, including complaints received via STA and the local operators.
- Weekly, prepare a summary of trips and payments due to each provider company, taking into account adjustments for any trips that were not completed as requested and any incentives or disincentive that may be established by STA. Submit these summaries to the taxi companies for review.
- One of two options for invoicing and payment of providers:
  - Option 1: Following verification of the summary by each company send the verified amount due and provide an accounting of the amount paid for reimbursement by STA.
  - Option 2: Receive provider invoices, verify accuracy and fare revenue, and process payment. Bill STA, including supporting detail identifying financial responsibility of each participating local jurisdiction
- Provide monthly reports of operations, service quality, and finances. Reports should include detailed information on customer issues and resolution, analysis of travel patterns, cases of possible program misuse by participants or providers, and steps taken to address any cases of misuse.
- Participate as needed in public meetings and outreach efforts. An average of no more than \_\_\_\_ meetings per year should be assumed.



DATE: March 21, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Robert Macaulay, Director of Planning  
RE: Comprehensive Transportation Plan (CTP) Update – Draft Policies Chapter

---

**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 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 it's 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 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. The adopted Goal Gap Analysis is provided as Attachment A.

**Discussion:**

Policies are specific action statements that implement Goals. 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 are provided as attachment B. 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 sentence. Following the policy, a discussion of the purpose and meaning of the policy is provided. This discussion may run for several paragraphs. Finally, a list of the goals that are advanced by the policy is provided.

Most of the recommended policies implement more than one goal. Attachment C is a matrix that shows which policies implement which element goals.

The goals are in draft form, and will be discussed by the transit and rideshare committee and SolanoExpress Intercity Transit Consortium over the next 4 to 6 weeks. Once comments are received, STA staff will bring the modified policies back for further review. At that time, milestones will also be presented. Milestones are intermediate steps to help STA and its member and partner agencies determine if they are making progress towards achievement of the element goals.

This item is being presented to the Transit and Rideshare Committee on March 28, 2016.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. CTP - Transit and Rideshare Element Goal Gap Analysis
- B. CTP - Transit and Rideshare Element Draft Policies Chapter
- C. CTP - Transit and Rideshare Element Goal and Policy Matrix



## CTP – Transit Element Goals Gap Analysis Draft Revisions

The Transit Element is intended to guide the planning and development of a Solano transit system that will serve Solano County as it is projected to grow and change in the next twenty-five years. The Transit Element's Purpose Statement is to

*"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."*

This aligns with the purpose statement of the CTP which is

*"The 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."*

These Purpose Statements are very broad goals. More specific goals are proposed to provide guidance to decision-making and actions which collectively are designed to achieve the purpose of the Transit Element. The goals vary in that some are general descriptions of the desired overall nature and state of the system, others are aspirational while others are specific and tangible. In order to implement the Purpose of the Solano CTP and the Transit Element of the Solano CTP, the following goals have been ***adopted by the STA for the Transit element***. They are presented in broad categories.

**Measuring Goals.** The following criteria are used to measure the progress on meeting the goals of the Arterials, Highways and Freeways Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

### Provide Rider Convenience and Choice

- 1) Create and operate a transit and rideshare system that provides access to county and regionally significant population centers, employment and civic amenities, focus countywide and regional transit resources to create a transit system to connect these land uses and adapts to changes in demographics.

**Significant Progress** – The countywide intercity transit and rideshare system is primarily focused on the urban areas in Solano County with the largest and most concentrated developments, while still providing connections to smaller or less concentrated communities. This is primarily done through the transportation facilities of regional significance, which are the major bus, rail and ferry terminals that can serve the largest number of people. These facilities are supplemented by park and ride lots that serve both major population or employment centers, and routes most used by Solano commuters.

While the intercity transit network primarily focuses on those commuting to destinations outside of Solano County, it also provides connections within the county, primarily along the I-80 corridor. Phase II of the Transit Corridor Study is seeking to better connect locations within Solano County such as Solano Community College campuses and Solano Mall.

These facilities are also supported by programs that connect transit users to appropriate modes and routes, and help carpool and vanpool users connect to providers. STA and the regional transit providers work with each other to provide the best integration of schedules and destinations for the primary users of the system.

Implementation of an intercity transit and rideshare system is an ongoing effort, and will never truly be completed. This is in part due to the fact that communities and demographics change over time. New housing or businesses are constructed or vacated, new technology makes using different transit and rideshare modes easier, more difficult, or more or less expensive, and people's preferences for mobility change over time as their abilities and preferences change as well as changes in congestion, fuel prices, and other mode options.

- a. Include facilities and programs that directly support Priority Development Areas (PDAs).

**Completed.** STA has designated transit facilities of regional significance, which include all major bus facilities providing intercity bus services, the San Francisco Bay Ferry Vallejo terminal, and the existing and under construction train stations. All of these facilities are located in PDAs. No new express bus, train or ferry facilities are proposed for locations that are outside of PDAs. New park and ride lots are proposed for areas outside PDAs.

- 2) Create a reliable mass transit system that allows passengers of local transit systems to easily and conveniently connect to intercity and regional transit systems.

**Significant Progress** – Integration of the local and intercity transit systems occurs through several different methods. The FAST system, which provides both local and intercity transit bus, is operated by the City of Fairfield. FAST coordinates local and intercity route integration within its own system. FAST services also connect to the Capitol Corridor Suisun City Amtrak station, multiple BART stations, SolTrans, Napa VINE service, the Sacramento bus and light rail RT systems, YoloBus in Davis, and Dixon and Vacaville's local bus systems. FAST also connects to

multiple transit services in Contra Costa County at the BART stations. SolTrans, which provides intercity and local transit to the cities of Benicia and Vallejo, also provides its own internal route timing integration. SolTrans also serves the SF Bay Ferry Terminal, multiple BART stations, and connects to the FAST, Napa VINE and Contra Costa County transit systems. The SolanoExpress Intercity Transit Consortium provides a forum where intercity transit providers can discuss and help coordinate schedules, route location and other coordination issues.

As noted above, the provision of local and intercity transit is an ongoing process that will constantly be adjusted to account for changes in routes and route use, mode preference, and integration with rail and ferry transit services. As a result, this goal will never be Completed.

- 3) Develop and implement programs to coordinate the provision of interregional, intercity and local transit services.

**Significant Progress** – An Intercity Transit Funding (ITF) agreement was initiated in 2006. Although the ITF was initially created to stabilize funding and service for SolanoExpress intercity routes, it has also provided a regular forum to coordinate route service details, connections, and fare changes. Regular Ridership Surveys on SolanoExpress routes are necessary to update the ITF. These Ridership Surveys have often included data collection on local routes that can assist in making decisions.

In 2006 a SolanoExpress marketing campaign was coordinated to introduce the public to newly restructured services and identity as SolanoExpress routes. The SolanoExpress restructuring and identity emphasized the streamlined services between Solano cities and to connections beyond county lines. The marketing campaign also had a component for the (then) Vallejo Ferry. A SolanoExpress website was created to centralize information for intercity services and promotions which has been maintained. FAST and SolTrans also maintain information on the SolanoExpress routes they operate. Subsequently, the SolanoExpress route system has an identity that has been promoted through maps and other promotional materials.

In 2013, fare payment was simplified with the implementation of the Clipper electronic fare card in Solano County. The three major transit operators: FAST, SolTrans, and Vacaville City Coach began to accept Clipper as well as the SF Bay Ferry. Among other benefits, the Clipper card may be used on all these and most other Bay Area regional transit systems and riders no longer need to handle paper transfers and multiple fare instruments. Use of Clipper on some local transit operators remains low while the operators incur the cost of participating. Dixon Redit-Ride, Rio Vista Delta Breeze, and the Capitol Corridor do not accept Clipper.

Transit Trip Planning has improved and become more easily available over the past ten years. Regionally MTC had developed 511.org which compiled transit operator data throughout the

Bay Area and created a convenient centralized on-line location for users to plan their transit trip. The private sector has developed transit trip planning functions into popular features such as Google Map's Google Transit Planning feature as just one example. This raises the awareness of transit and makes it easier for consumers to learn about transit options.

a. Study options for coordination of local and intercity transit.

**Significant Progress** - A countywide Transit Consolidation Study was completed in 2009. Two transit operators (Benicia Transit and Vallejo Transit) consolidated and created a new organization - Solano County Transit (SolTrans) in 2011. SolTrans was formed as a joint powers authority independent from the two cities that had been operating Benicia and Vallejo Transit. SolTrans coordinates its local and intercity services with regional services such as the SF Bay Ferry and BART. Further coordination and consolidation of services remains an option.

MTC directed multi-agency Short Range Transit Plans (SRTP) be prepared at sub-regional levels including Solano County. A Solano Coordinated SRTP was completed for the first time in 2013. This Coordinated SRTP was intended to coordinate interagency service and capital planning. This process was also to identify service improvements, performance objectives and potential service functional and institutional consolidation opportunities.

A countywide I-80/I-680/I-780 Transit Corridor Study update was initiated. Phase I was completed in 2014. The Transit Corridor Study Phase II, which is developing an implementation and operation plan, is currently under development. This study is creating a vision of Solano's intercity transit in the future including its coordination with local and regional transit systems.

b. When requested, support transit operators who are interested in system consolidation.

**Preliminary Proposal:** The STA remains available to support transit operators interested in system consolidation.

4. Ensure mobility by providing services for senior, people with disabilities, and the low-income population.

a. Implement the countywide Mobility Management Plan and the Community Based Transit Plans.

**Significant Progress** – The 2013 countywide Mobility Management Plan was an implementation plan for four programs. The four programs have been implemented.

- 1) One Stop Transportation Call Center. The Mobility Call Center began operating in 2014. It was integrated with the Solano Napa Commuter Information (SNCI) call center and handles calls, mail in and internet

inquiries. In-person queries are handled primarily by its off-site location in the Suisun City Amtrak Station. The Call Center uses, and makes available to the public, a new Solano Mobility website which features a wide range of public, private and non-profit transportation services for seniors, people with disabilities and the low-income population.

- 2) Countywide Travel Training Program. This has been implemented through partnerships with multiple agencies. FAST, SolTrans, and Vacaville City Coach manages their Transit Ambassador programs. In 2015, the STA began contracting with two non-profits (Independent Living Resource Center and Connections for Life) to handle Travel Ambassador services for the balance of the county, long-distance trips and for individuals with cognitive and/or physical disabilities. Travel Training videos, Rider Guides, and other materials were produced.
- 3) Countywide ADA Eligibility Program. A countywide in-person ADA assessment eligibility program was implemented in 2013 via contract. Assessments have been conducted in all jurisdictions on a rotating schedule.
- 4) Older Driver Safety Information Program. An inventory of Older Driver Safety Training Programs was created and presented on the Solano Mobility website. Mobility options for seniors have been presented at Senior Driver Training sessions lead by the California Highway Patrol (CHP) several times a year throughout the county.

Community Based Transportation Plans (CBTPs) have been partially implemented. Several of the Mobility Management programs and activities were also priorities of the CBTPs. There are still some priority projects of the CBTPs that remain to be implemented as funding allows.

- b. To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act (ADA) and other paratransit services countywide as well as alternative delivery options.

**Significant Progress** – ADA Paratransit services have been reviewed, evaluated, and modified in several ways in the past ten years. Service was restructured, new ADA taxi programs were created, and a new ADA assessment process was implemented. The demand for these services has been increasing and is projected to continue to increase. The evaluation and modification of services will need to continue to ensure long-term viability and mobility.

- c. Utilize the Consolidated Transportation Services Agency (CTSA), Solano Seniors and People with Disabilities Transportation Advisory Committee and Paratransit Coordinating Council (PCC) as a one of several venues to guide the identification,

development and evaluation of effective transportation services for seniors and people with disabilities and other mobility programs.

**Significant Progress** – this is another goal that will be difficult to ever actually complete. Use of these Committees to guide the identification, development, evaluation and implementation of transportation services for seniors, people with disabilities, and low-income will be an ongoing process. To the extent that these committees have been established and meet on a regular basis with STA staff support, however, that aspect of the goal has been **Completed**.

5. Implement projects and programs to address the “first mile/last mile” gap faced by transit users.

**Preliminary Proposal** – this is a new proposal, but it addresses a well-known issue with intercity bus, rail and ferry services. Namely, these transit vehicles typically move between specified hubs that may not be immediately adjacent to the residences from which people begin their trips, or the shopping, civic, entertainment or employment centers that are their destinations. The distance between the transit hub and the origins/destinations is known as the first mile/last mile.

Carpool and vanpool riders are much less likely to face this issue, because surface or structure parking is usually close by important destinations. First mile/last mile connections can be provided by a number of alternatives, including bikeshare, local shuttles, taxis, carsharing, effective pedestrian networks and, more recently, transportation network companies (TNCs) such as Lyft or Uber.

6. Seek to increase transit and rideshare usage at a rate faster than the Solano County population growth rate.

**Preliminary Proposal** – this is a new proposal, and replaces a previous goal that sought a quantifiable percentage increase in transit ridership. This new goal seeks to expand ridership at a faster rate than the population growth, which has the benefits of both a net reduction in congestion and a net reduction in per capita GHG emissions. Specific steps to achieve this goal are identified elsewhere in this plan, and in individual focused studies such as the Intercity Transit Corridor Study. Keys to increased transit use include service speed, frequency, dependability and safety, routes that pick people up or drop them off where they live or work or shop, and services that are affordable and easy to use. Keys to increasing ridesharing are that it’s convenient, dependable, flexible, safe and affordable. Capacity of conveniently located park-and-ride lots and other facilities for carpoolers and vanpoolers to meet will be needed. Uncongested HOV/HOT lanes with convenient access will attract longer distance ridesharers by reducing travel time and increasing dependability. Consideration should be given to if and how recently developing vehicle-sharing and TNC-based ridesharing services are to be accommodated.

An important aspect of this goal will be data gathering and analysis. A baseline must first be established, measuring the use of all forms of transit. After this baseline is established,

comparable information must be gathered in future years and measured against population change trend lines in order to determine if transit and rideshare usage is or is not growing faster than the county population. It will also be useful to compare Solano county data against that of nearby similar counties, and that of the Bay Area and Sacramento regions.

7. Ensure system effectiveness by preparing periodic and timely reviews of transit service performance.

**Significant Progress** – This goal is complete, but always incomplete as it is an on-going goal. Transit service performance is measured on a regular basis through a variety of means. Quarterly reporting of ridership, vehicle hours, fare revenue and farebox recovery has been required for the SolanoExpress routes as part of the ITF and is reviewed throughout the year. Annual TDA claims include performance data for local and intercity fixed route and paratransit services. SRTPs performed every few years include performance data for the past and future. The regular ITF Ridership Surveys on SolanoExpress (and sometimes local) routes collect a wide range of ridership and performance data. Operators collect and submit data to NTD (National Transit Database). In the past ten years, a locally administered countywide survey of commuters and how they commute (including the mode they use) was discontinued. Similar, but more limited, data is collected through the American Community Survey which is part of the US Census.

#### **Develop and Maintain Infrastructure**

8. Maintain and develop conveniently located transit and rideshare facilities and policies that support public transit services while leaving opportunities for private sector transit and support services to operate.

**Preliminary Proposal** – Numerous companies in the South Bay’s Silicon Valley provide complimentary private bus services to their campuses for their employees. These are colloquially known as “Google buses” as Google was one of the leaders in this field. These vehicles have the advantage of providing direct connections between employees’ residential areas and work location thus eliminating the first mile/last mile problem. These highly personalized bus services are delivered at no cost to the employee and do not use public funds. They do usually use public facilities as gathering locations in residential areas such as park and rides or transit facilities. In 2015, at least one known employer (South San Francisco’s Genentech) operated an employee bus route from Solano County. The SSF Genentech campus is a difficult location to reach by public transit (multiple transfers would be needed) and the employer operated luxury buses make the trip much more convenient. The ability for private services to supplement the public services is a valuable contribution to efforts to improve mobility, reduce congestion, and reduce GHG emissions.

9. Continue to build upon Solano residents' high rate of commuter carpool and vanpool participation by identifying convenient park and ride lot locations, constructing or expanding park and ride lots, and implementing an Express Lane system on major freeways.  
**Significant Progress** – As identified in the State of the System, Solano County residents have the highest rate of car/vanpooling in the Bay Area. STA and the member agencies have built a number of carpool facilities around the county, and have identified locations for additional facilities. These carpool facilities are typically identified in Freeway Corridor Studies. In addition, transit facilities also act as park-and-ride and vanpool meeting locations.

STA has also prioritized extension and completion of the express lane network in locally adopted plans and in our requests for funding in regional plans such as Plan Bay Area.

- a. Continue to provide innovative rideshare services through Solano Napa Commuter Information.  
**Significant Progress** - The Solano Napa Commuter Information program has been providing rideshare services throughout this period. Services and outreach have evolved with technology improvements and integration with multi-modal marketing and outreach.
- b. Increase the inventory of park and ride spaces.  
**Significant Progress** – The inventory of park and ride spaces has increased with the construction of Oliver Rd and Red Top Rd PNRs in Fairfield, the Vacaville and Vallejo Transit Centers, and improvements to the Curtola PNR. One PNR was lost (Green Valley). All PNRs are well used and often at capacity especially those located at transit facilities. Additional PNRs are planned for the future.
- c. Construct park and ride lots in areas that are currently underserved.  
**Significant Progress** – Two PNRs were constructed in Fairfield where the FTC had been, and continues, to lack capacity for all users (public and private bus, carpool, vanpool).
- d. Monitor developments and best practices in both the private and public sectors that encourage shared rides and evaluate how they may impact carpooling and vanpooling services for commuters and others in Solano County.  
**Preliminary Proposal** – There has been rapid growth and change in recent years in the field of shared mobility. This includes not only transportation network companies such as Lyft, Uber and others but also carsharing, bikesharing and private transit services. Much of this is a result of the proliferation of smart phone technology and applications and greater interest by the private sector in the transportation field. One result has been a change in direction regionally by MTC in how SNCI will be delivering services and funded in the future. Monitoring private sector and adjusting to new regional funding policies will be necessary.

10. Focus transit and rideshare infrastructure investments into Transit Facilities of Regional Significance. "Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train



stations, maintenance yards, guideways, and the roadways used by transit vehicles, “Regional Significant” means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. Transit Facilities of Regional Significance are:

- a. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.

Significant Progress – Suisun City Amtrak Station is fully functioning with public and private transit service, ample parking, taxi service, bike lockers, and along pedestrian and bicycle routes. The Fairfield/Vacaville train station is nearing completion with nearby major roadway improvements initiated in 2015 and an expected station opening in 2017. In Dixon, pedestrian separation improvements have been made in the area of a potential future train station in downtown Dixon. On-time performance of the Capitol Corridor has been very good, though some concerns remain as freight train traffic is projected to increase, track access in the Suisun wetlands must be preserved in changing conditions, and potential train delays due to bridge risings across the Carquinez Straits.

- b. All ferry facilities, including terminals, channels, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.

Significant Progress: Until 2012, Solano’s ferry facilities in Vallejo were managed by City of Vallejo/Vallejo Transit. Then and in accordance with State legislation, WETA (or the SF Bay Ferry) assumed management of the Vallejo to San Francisco ferry service and ownership of the ferry capital. WETA manages the Vallejo Ferry Terminal, dredges the channel, maintains the dock and has been moving and expanding the ferry maintenance and fueling facility located on Mare Island.

- c. Bus stations providing all of the following services:

- i. Routes to destinations outside Solano County or between two or more cities in Solano County
- ii. Peak hour headways of 1 hour or less

Significant Progress: Funding has constructed, expanded, and improved several bus stations in the past ten years. The Vacaville Transit Center and the Vallejo Transit Center and nearby waterfront shared parking structure were built. Curtola PNR is being improved. Some facilities need further improvement and new facilities are projected to be constructed and will need further investment.

- d. Maintenance and parking facilities for busses providing services identified in a, b or c above.

Significant Progress - Funding was secured to renovate the SolTrans bus maintenance facility for local and SolanoExpress bus fleet and the project was completed in 2015. The FAST maintenance facility for SolanoExpress buses may require renovation in the future.

- 11. Improve safety by reducing accidents and injuries (motorists, pedestrians, bicyclists and others) in the vicinity of significant transit facilities, develop a strategic plan to address the issue.

**Significant Progress** – In 2012, STA adopted its Safe Routes to Transit Plan. This Plan identified

the most common hazards and locations for transit riders in and around five Transit Facilities of Regional Significance. Issues identified with these centers are common to all transit centers, and the recommended improvements provide a template for any other locations. When existing Transit Facilities of Regional Significance are improved, safety measures from the Safe Routes to Transit Plan can then be incorporated. Likewise, when new transit centers are built, appropriate safety features can be incorporated.

- a. Quantify, and periodically update, accident statistics for roads, trails and intersections within ¼ miles of Transit Facilities of Regional Significance. **Preliminary Proposal – STA has not yet established a data gathering plan for this or other safety issues.**
- b. Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan. **Completed.**

12. Implement effective paratransit services.

**Significant Progress** – Paratransit services have evolved and changed over the past several years. Paratransit services have been restructured to be more efficient, increase capacity and improve mobility. Improvements in some areas are still necessary. Services continue to be evaluated and service changes implemented to meet increasing demands.

### Help Improve Air Quality

13. Reduce air pollutant emissions related to transit and rideshare by developing and implementing the Solano County Alternative Fuel and Infrastructure Plan.

**Significant Progress** – the STA alternative fuels and infrastructure as plan was adopted in 2013. STA has subsequently assisted SolTrans and the City of Dixon in preparing specific studies regarding the location of compressed natural gas fueling facilities for fleet vehicles. Implementation of the ideas from the alternative fuels and infrastructure plan will be an ongoing process.

- a. Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clean transit vehicles.

**Preliminary Proposal** – The SolanoExpress vehicle replacement funding plan includes funding for alternative fuel (Compressed Natural Gas) vehicles. Transit operators will need continued support in identifying and obtaining funds for alternative fuel local and support vehicles.

14. Assist transit operators who wish to upgrade fixed facilities to be more energy efficient.

**Preliminary Proposal** – Facilities being renovated in 2015 included new energy- efficient features. Additional facilities could be upgraded to be more energy efficient.

## Fund Vehicles, Facilities and Services

15. Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure.

**Significant Progress** – this has been in large part accomplished. A funding plan has been developed and approved by the STA Board for the upcoming replacement of aging SolanoExpress vehicles. Local bus replacements have been funded through various funding plans and sources such as 5307, TDA, and Prop 1B Revenue-based funds. This will be an on-going goal as vehicles and facilities will need to be continued to be replaced, repaired and maintained.

16. Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance.

**Preliminary Proposal** – Funding plans have been developed and implemented to complete a renovation of the SolTrans maintenance facility and the expansion the Curtola Park and Ride. Expansion and construction of additional facilities will be needed in the future.

17. To facilitate informed service and investment decisions, provide decision-makers with timely, accurate and sufficient information.

- a. Ensure the transit corridor studies are conducted and kept up-to-date for all major transit corridors including I-80/I-680/I-780, SR12, SR29 and SR 37.

**Significant Progress** – an updated I-80/I-680/I-780/SR-12 Transit Corridor Study Phase I was approved by the STA Board in 2014. The next phase is under development.

- b. Conduct countywide ridership surveys every two- three years.

**Significant Progress** – Countywide ridership surveys have been conducted every two-three years. Four have been conducted since 2006. These are required under the ITF agreement but have also provided a wealth of other information on the SolanoExpress routes and on local routes when they have been included in the survey.

18. Make investment decisions in partnership with regional mass transit providers, including local partners such as local transit providers, the Capitol Corridor Joint Powers Authority (CCJPA) and Water Emergency Transit Authority (WETA) and regional partners such as BART, MTC and Caltrans.

**Completed** – STA monitors the agendas of WETA, MTC, and participates in the Capitol Corridor JPA staff working group. STA Board members also sit on the CCJPA and SolTrans boards of directors. Caltrans and MTC staff regularly attend STA TAC and other committee meetings. SolanoExpress operators FAST and SolTrans staff, along with the other Solano transit operators, are part of the SolanoExpress Intercity Transit Consortium. This is an on-going goal.

**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 debark 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.

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.

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.

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.

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.

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 Solano express routes.

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.

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 toll collection, and will seek early implementation of electronic toll 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.

Solano County is not likely to be the leader in adopting some form of electronic fare collection. The technical support staff and capital expenditure for leading such a program is beyond Solano County transit providers' resources. By actively monitor and partnering with regional providers such as MTC, Solano County can be prepared to be an early adopter of such systems.

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.**

Discussion - STA helped provide legal and technical advice to the Vallejo Transit and Benicia Breeze transit services when they merged in 2010. This merger has led to improved service delivery and greater efficiency for both communities, and for Solano Express buses operated by Soltrans. 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.

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.**

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.

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.

Some of the data, such as on-time performance and farebox recovery, can be reported on to the Consortium on a monthly basis, and to the STA Board on an annual basis. Other data that takes time and expense to gather, such as passenger satisfaction, only needs to be gathered and reported on a two- to three-year cycle.

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 as 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.

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 Solano Express operators, cities and STA to then make timely funding decisions.

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 crashes 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 crash 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 crash data, and to use that data to help prioritize funding decisions.

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

**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.

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.

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.

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.

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.

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.

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 that 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.

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.

This Policy helps implement Goal 9.a.

	Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	Goal																								
1	Create and operate a transit and rideshare system that provides access to county and regionally significant population centers, employment and civic amenities, focus countywide and regional transit resources to create a transit system to connect these land uses.	X	X					X																	
1.a	Include facilities and programs that directly support the Priority Development Areas (PDA).	X	X					X																	
2	Create a reliable mass transit system that allows passengers of local transit systems to easily and conveniently connect to intercity and regional transit systems.		X		X			X																	
3	Develop and implement programs to coordinate the provision of interregional, intercity and local transit services				X	X	X																		
3.a	Study options for coordination of local and intercity transit.						X																		
3.b	When requested, support transit operators who are interested in system consolidation.						X																		
4	Ensure mobility by providing services for senior, people with disabilities, and the low-income population .			X	X			X					X	X	X	X	X								
4.a	Implement the countywide Mobility Management Plan and Community based Transit Plans			X	X								X												
4.b	To ensure long term viability and mobility, evaluate existing delivery of Americans with Disabilities Act (ADA) and other paratransit services countywide as well as alternative delivery options.			X	X								X			X									
4.c	Utilize the Consolidated Transportation Services Agency (CTSA), Solano Seniors and People with Disabilities Transportation Advisory Committee and Paratransit Coordinating Council (PCC) as a one of several venues to guide the identification, development and evaluation of effective transportation services for seniors and people with disabilities and other mobility programs.			X	X																				
5	Implement projects and programs to address the "first mile/last mile" gap faced by transit users		X					X										X							
6	Seek to increase transit and rideshare usage at a rate faster than the Solano County population growth rate.	X	X						X	X					X	X	X	X							
7	Ensure system effectiveness by preparing periodic and timely reviews of transit service performance.			X	X				X		X				X										
8	Maintain and develop conveniently located transit and rideshare facilities and policies that support public transit services while leaving opportunities for private sector transit and support services to operate.			X	X					X								X							

	Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
9	Continue to build upon Solano Residents' high rate of commuter carpool and vanpool participation by identifying convenient park and ride lot locations, constructing or expanding park and ride lots, and implementing an Express Lane system on major freeways.	X									X														
9.a	Continue to provide innovative rideshare services through Solano Napa Commuter Information.																			X					
9.b	Increase the inventory of park and ride spaces.	X									X														
9.c	Construct park and ride lots in areas that are currently underserved.	X									X														
9.d	Monitor developments and best practices in both the private and public sectors that encourage shared rides and evaluate how they may impact carpooling and vanpooling services for commuters and others in Solano County.			X							X							X							
10	Focus transit and rideshare infrastructure investments into Transit Facilities of Regional Significance. "Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards, guideways, and the roadways used by transit vehicles, "Regional Significant" means connecting Solano County, and its communities with the greater northern California region, or connecting communities within Solano County. Transit facilities of Regional Significance: all passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA plan. All Ferry Facilities, including terminals, channels, maintenance docks and fueling stations, current or planned, identified in an adopted STA plan. Bus stations providing all of the following services: routes to destinations outside of Solano County or between two or more cities in Solano County and Peak hour headways of 1 hour or less. Maintenance and parking facilities for busses providing services as identified above.	X	X					X			X														
11	Improve safety by reducing accidents and injuries (motorists, pedestrians, bicyclists and others) in the vicinity of significant transit facilities, develop a strategic plan to address the issue	X										X													
11.a	Quantify, and periodically update, accident statistics for roads, trails and intersections within 1/4 mile of TFRS.											X													
11.b	Establish a priority list for improvements to reduce accidents and injuries in the SR2T Plan.											X													
12	Implement effective paratransit Services			X	X								X	X											
13	Reduce air pollutant emissions related to transit and rideshare by developing and implementing the Solano County Alternative Fuel and Infrastructure Plan.		X																X						

	Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
13.a	Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clean transit vehicles	X																	X						
14	Assist transit operators who wish to upgrade fixed facilities to be more energy efficient.	X																	X						
15	Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure.	X																	X						
16	Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance.	X	X								X								X						
17	To facilitate informed service and investment decisions, provide decision-makers with timely, accurate and sufficient information,			X					X		X		X	X	X										
17.a	Ensure the transit corridor studies are conducted and kept up to date for all major transit corridors including I-80/I-690/I-780, SR12, SR29 and SR37.								X		X														
17.b	Conduct countywide ridership surveys every two to three years.								X		X														
18	Make investment decisions in partnership with regional mass transit providers, including local partners such as local transit providers, the Capitol Corridor Joint Powers Authority (CCJPA) and Water Emergency Transit Authority (WETA) and regional partners such as BART, MTC, and Caltrans.		X																						

This page intentionally left blank.





DATE: March 17, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Developing Proposed Policies for ADA Recertification

---

**Background:**

During the Solano County Coordinated Short Range Transit (SRTP) conducted in 2012, Metropolitan Transportation Commission (MTC) recommended that the Solano County Coordinated SRTP examine five specific areas of coordination:

1. Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation
2. Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;
3. Enhanced Transit Coordination of Capital Planning;
4. Enhanced Coordination of Transit Service Planning; and
5. Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.

The Eligibility Determination of ADA Paratransit was included in the Request for Proposals for the Solano Mobility Management Plan and in the contract with Paratransit Inc. for this work. The STA, in collaboration with the Transit Operators and advisory committees, worked together in developing an in-person eligibility and certification process that will make more precise ADA eligibility determinations. The program launched July 1, 2013. The lengthy paper-based application process was replaced with a more personalized in-person process where a qualified professional interviews applicants and, if needed, assesses the applicant's physical and functional ability to use fixed route transit. The process became more applicant friendly by eliminating the requirement for the Medical verification from a health care professional. Also, ADA eligibility assessment centers are located in each city throughout Solano County, and complimentary paratransit rides to and from the assessment center are provided for the applicant upon request.

The primary goals of Solano Countywide In-Person ADA Eligibility and Certification process was to ensure an accurate and consistent eligibility process in completed countywide for paratransit service to those in actual need of the service and to promote alternative transportation modes for people who may be able to use fixed route and other transportation options.

**Discussion:**

ADA eligibility certification is valid for three years. July 2016 will complete the three year operating the Solano Countywide In-Person ADA Eligibility Program. This means that everyone currently in the system would have been through the in-person eligibility process. Those individuals that received their ADA eligibility in July 2013 will need to be recertified beginning in July 2016.

According to the Mid-Year ADA In-Person ADA Eligibility Report, 17% of the assessments are recertifications. STA staff is working with Nelson and Nygaard to develop some policies and procedures to make this process cost effective and easier on the consumers. STA staff will provide the proposed draft policy and procedures to the Consortium in April for review, comments, and approval.

**Recommendation:**

Informational.



DATE: March 17, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Senior and People with Disabilities Summit III for Transportation

---

**Background:**

The Solano Transportation Authority (STA) in partnership with the Metropolitan Transportation Commission (MTC), County of Solano and the Senior Coalition of Solano County hosted two countywide Senior and Disabled Transportation Summits in 2009.

At the first summit, a public forum was provided for seniors, people with disabilities and other members of the public to voice their concerns and mobility challenges. At the second Summit, the dialogue continued and solutions to the challenges in our transportation services and programs were proposed and discussed. There were approximately 100-130 people attending each Summit. The transit operators provided free transportation to and from the summits on fixed route buses and paratransit trips. There were approximately 30 request for transportation for the last summit. Out of the 30, eight were paratransit users. Four passengers were from Fairfield, 10 from Vacaville (seven were from the same location) and 15 from Vallejo.

**Discussion:**

STA will be holding Summit III on Friday, May 6<sup>th</sup> at the Joseph A Nelson Community Center in Suisun City. STA is requesting the Transit Operators to provide complementary trips to and from this event. Solano Mobility Call Center can take the reservations and then work with the transit operators to arrange transportation.

**Recommendation:**

Informational.

This page intentionally left blank.



DATE : March 29, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Sean Hurley, Call Center Supervisor  
RE: Mobility Call Center/Transportation Info Depot Monthly Updates

---

**Background:**

The Solano Napa Commuter Information (SNCI) 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** opened in November 2014. The main objective in having staff at the Suisun-Fairfield Train Depot is to provide the public with transportation information and mobility options.

**Discussion:**

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

For the month of February 2016, the call center received a total of 128 calls with 86 of those being ADA/Mobility related. The Call Center also assisted 17 walk in customers and processed ten (10) Regional Transit Connection (RTC) applications.

**Transportation Info Depot**

For the Month of February 2016, staff has:

- Assisted 141 patrons with transit information
- Sold 5 Clipper Cards

**Recommendation:**

Informational.

Attachment:

- A. Call Center/Info Depot Activity Chart

Call Center/Info Depot Activity	15-Oct	15-Nov	15-Dec	16-Jan	16-Feb	FY 15/16 Totals
<b><u>Emergency Ride Home</u></b>						
New Employees	9	4	5	1	4	37
New Employers	0	0	0	0	1	1
Trips Taken	1	2	4	1	5	26
<b><u>Bucks for Bikes</u></b>						
New Applications	2	3	2	1	1	11
Incentives Awarded	0	1	1	0	4	8
Follow up Surveys sent	0	16	1	4	1	30
<b><u>Train Depot Activity</u></b>						
Amtrak	305	257	271	237	116	2051
Greyhound	63	45	63	41	20	471
General Transit Questions	17	22	23	22	7	153
Trip Planning	27	15	25	17	4	129
RTC Questions	1	0	3	2	2	11
Clipper Questions	5	2	4	3	2	29
Other - Taxi, Misc	3	3	11	6		35
<b>Totals:</b>	<b>421</b>	<b>344</b>	<b>400</b>	<b>328</b>	<b>141</b>	<b>2869</b>
<b><u>Mobility Call Center Telephone Calls</u></b>						
ADA Paratransit Eligibility	33	39	37	46	56	322
RTC Questions	18	24	10	23	12	157
Adult Clipper Questions	4	6	2	6	1	27
Senior Clipper Questions	2	2	1	2	2	17
Senior Trip Planning	1	5	1	1	0	18
Transit Training - Trainer	0	2	1	1	1	5
Transit Training - Trainee	0	3	0	2	1	8
Taxi Scrip Local	13	12	11	25	16	127
Taxi Scrip InterCity	12	8	0	14	16	82
Materials Mailed	2	5	3	7	8	39
<b><u>Calls Referred to Outside Agencies</u></b>						
* NonProfit	4	2	3	5	8	43
* Private	2	1	5	5	5	29
*Transit Agency	0	1	2	3	2	8
<b>Totals:</b>	<b>89</b>	<b>105</b>	<b>76</b>	<b>140</b>	<b>128</b>	<b>861</b>
<b>Call Center Customer Walk-In Totals:</b>	<b>12</b>	<b>17</b>	<b>7</b>	<b>30</b>	<b>17</b>	<b>130</b>
<b><u>Clipper Cards Sales</u></b>						
Senior	10	3	0		1	22
Adult	9	6	0	6	4	63
Youth	0	0	0			2
<b>Totals:</b>	<b>19</b>	<b>9</b>	<b>0</b>		<b>5</b>	<b>81</b>
<b><u>RTC Apps processed to Date</u></b>	<b>26</b>	<b>21</b>	<b>7</b>	<b>13</b>	<b>10</b>	<b>114</b>
<b><u>Bike Link Cards Sold</u></b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>



DATE: March 17, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Philip Kamhi, Transit Program Manager  
RE: Rio Vista Transit Service Outreach and Analysis

---

**Background:**

In order to improve transit service in Rio Vista and promote the financial sustainability of the Rio Vista Delta Breeze system, STA applied for a Transportation Planning Grant to fund a Rio Vista Transit Service Outreach and Analysis study for the Rio Vista Delta Breeze service. The Rio Vista Transit Outreach and Analysis project proposed to ensure that target populations are knowledgeable of the existing resources and to analyze if the available resources meet the current demand. If the current services are not correctly structured to meet the needs, then the demands need to be established to develop a framework for implementation. This study was intended to solicit input from Rio Vista residents and potential riders of the Delta Breeze residents, then determine gaps in services, and finally develop a framework for implementing service to better fit the needs of the community. The final product is intended to be a “roadmap” to enhance transit services and programs within available resources to better meet the needs of a larger percentage of Rio Vista residents. In 2014 Caltrans approved the grant application, and through RFP, Transportation Management & Design, Inc. (TMD) was awarded the contract.

**Discussion:**

The Rio Vista Outreach and Analysis project began in September 2015. Attachment A to this report is the Rio Vista Transit Service Outreach and Analysis study, as presented and accepted by the Rio Vista City Council at the March 15, 2016 meeting. The report includes: a description of potential service changes and the public’s opinion of these options; an evaluation of these service options based upon established criteria; a proposed service plan; and implementation and marketing strategies. The item that was presented to the Rio Vista City Council did not recommend specific approval of any of the strategies mentioned in the plan. Specific modifications in the route and/or fare structure will be formally reviewed and approved by the Rio Vista City Council after a public hearing process. It is likely that staff will begin this process this spring with the potential goal of July 1, 2016 implementation.

**Fiscal Impact:**

Informational.

**Recommendation:**

Informational.

Attachment:

- A. Rio Vista Transit Service Outreach and Analysis

This page intentionally left blank.



# Rio Vista Transit Service Outreach and Analysis

## Recommended Strategies and Marketing Plan

March 2016



*Prepared by:*



# Table of Contents

Introduction .....	3
Proposed Service Strategies and Solutions.....	5
Proposed Service Plan and Fare Structure.....	17
Implementation Plan .....	23
Marketing Plan.....	25
Conclusion.....	36

# List of Figures and Tables

Figure 1: If you had \$100, how much would you invest in each service option? .....	10
Figure 2: Service Options Ranked by Preference, Average Score.....	11
Figure 3: Service Options Ranked by Preference, Percent of First-Choice Responses .....	11
Figure 4: Do you agree with only operating Route 50 on Mondays, Wednesdays, and Fridays? .....	12
Figure 5: Which days would you want to use your preferred service choice? .....	12
Figure 6: What time of day would you like to use Extended Dial-a-Ride Hours? .....	13
Figure 7: What time of day would you like service to BART/eBART? .....	14
Figure 8: Proposed Route 52 Alignment.....	19
Figure 9: Current Printed Passenger Information Guide .....	29
Figure 10: e-Tran Printed Information Example .....	28
Figure 11: Current Website Home Page .....	29
Figure 12: Trinity Transit Website Example .....	34
Table 1: Service Option Scoring .....	15
Table 2: Current and Proposed Service.....	17
Table 3: Proposed Fare Structure .....	22

Table 4: Cost and Revenue Implications of Service Changes.....	24
Table 5: Revenue Implications of Fare Increases.....	24

## Introduction

The Rio Vista Transit Service Outreach and Analysis project is a study aimed at identifying existing gaps in Rio Vista Delta Breeze’s service delivery and developing solutions to better meet the transit needs of Rio Vista’s residents. This Final Study provides a service and implementation plan for Delta Breeze, concluding the project. The report includes: a description of potential service changes and the public’s opinion of these options; an evaluation of these service options based upon established criteria; a proposed service plan; and implementation and marketing strategies.

### Service Area Overview

The City of Rio Vista is located in Solano County at the western border of the Sacramento River Delta. The City is isolated, with the nearest development 16 miles south in Antioch, 18 miles northwest in Fairfield and Vacaville, and 25 miles east in Lodi.

Today the City of Rio Vista totals 7.1 square miles and has a population of about 7,450<sup>1</sup>. A majority of population growth in Rio Vista took place between 2000 and 2010, with the construction of the Trilogy development, a gated 55-and-older residential community. Between 2000 and 2010, the population grew by 2,800 people, and the percentage of the population over the age of 55 increased from 31 percent to 55 percent.

Rio Vista’s development is primarily suburban and auto-centric; even the densest areas of the City are characterized by single-family homes. Downtown Rio Vista is built on a grid network and is walkable with good pedestrian infrastructure. However, SR 12, which runs straight through the center of town, presents a major barrier to walkability between the two halves of the downtown area. Outside of downtown, Rio Vista is not walkable: recent and planned development lack adequate pedestrian and bike amenities, and no biking or pedestrian infrastructure exists on the two-mile stretch of SR 12 between downtown and Trilogy. There is also limited road connectivity: many roads between downtown and Trilogy are unfinished; Trilogy has limited entry points; and roads within Trilogy are long, winding, and missing sidewalks.

### Overview of Services

Transit service in Rio Vista began in July 1980 with a dial-a-ride service known as Rio Vista Transit. In 2006, the service was rebranded as Rio Vista Delta Breeze and deviated fixed route service began. Delta Breeze is managed by the Transit Manager, who reports to the City Manager, and it is currently operated by Transportation Concepts. The Transportation Concepts contract expires in 2017, at which point Delta Breeze will need to renew the contract with Transportation Concepts, find another

---

<sup>1</sup>2013 American Community Survey, 5-Year Estimate.

contractor, or join with another transit service provider. A 20 to 25 percent increase in driver wages is expected in 2017.

Today Delta Breeze operates three deviated fixed route services in Solano County and one dial-a-ride service within the City of Rio Vista:

**Route 50** travels from Rio Vista to Suisun City and Fairfield, providing Rio Vista residents with connections to medical facilities, shopping destinations such as Walmart and Solano County Mall, and transit services at Suisun City Train Depot and Fairfield Transportation Center. The route operates two outbound trips each weekday from Rio Vista, the first at 7:30 AM and the second at 12:00 PM. The 7:30 AM trip drops off passengers in Suisun and Fairfield and makes a second loop to pick them back up before returning to Rio Vista. Route 50 makes three inbound trips, returning to Rio Vista at 11:16 AM, 2:20 PM, and 7:00 PM (the last trip of the day does not operate in revenue service outbound). The service operates along a fixed route, but riders can pay extra for an off-route deviation.

**Route 51** is a general dial-a-ride service for Rio Vista and Isleton. Service operates between 9:30 AM and 1:30 PM, and reservations must be made at least 30 minutes in advance.

**Route 52** operates one trip per day to and from the Antioch Park & Ride lot and the Pittsburg/Bay Point BART station. The morning trip departs Rio Vista at 5:15 AM to arrive at the BART station at 6:25 AM, and the evening trip leaves the BART station at 6:00 PM, arriving Rio Vista at 7:15 PM.

**Route 54** operates on Wednesdays and serves a different destination each week. Reservations for the service must be made at least a day in advance. Destinations are as follows:

Week 1	Fairfield and Suisun City
Week 2	Vacaville
Week 3	Antioch/Pittsburg
Week 4	Lodi
Week 5	Vacaville

The service acts as a general public door-to-door dial-a-ride service that will serve all destinations within the city limits of the destination city. The bus departs Rio Vista at 9:30 AM, arriving at the destination city by 10:30 AM. The bus remains in the destination city picking up and dropping off passengers at their requested destinations, charging a dollar for all additional stops. The bus leaves the destination city at 1:30 PM to return to Rio Vista by 2:00 PM.

## Transit Connections

Delta Breeze connects to several other transit operators at transit centers and stops throughout Solano and eastern Contra Costa County:

- Fairfield Transportation Center: FAST and VINE

- Solano Town Center (in Fairfield): FAST and SolTrans
- Suisun City Train Depot: VINE, FAST, Greyhound and Amtrak Capitol Corridor
- Antioch: The County Connection, Tri Delta Transit (and future eBART)
- Pittsburg/Bay Point BART Station: Tri Delta Transit, BART (and future eBART)

Route 54 connects to additional transit services, varying depending on the destination city of the week.

- Lodi: GrapeLine and San Joaquin RTD
- Vacaville: Vacaville City Coach, FAST, and YoloBus

# Proposed Service Strategies and Solutions

## I. Introduction

Input from 28 riders and 68 community members as well as analysis of the existing transit service, city demographics, and relevant government planning documents led to the development of the Review of Existing Conditions and Summary of Transit Gaps reports. In this first round of outreach, participants were asked about their knowledge of Delta Breeze service, the frequency with which they used the system and why they did not ride more often, and the locations to which they travel for different trip purposes. The key findings from these reports helped to identify areas for transit reinvestment. These reinvestment strategies were shared with the public in a series of pop-up events and further feedback was collected through surveys at events, on-board, and online ((reaching 36 riders and community members). The final service plan incorporated public feedback and identified which of the proposed strategies and solutions best meet the mobility needs of Rio Vista’s residents while also allowing Delta Breeze to maintain its financial stability.

## II. Summary of Proposed Strategies and Solutions

### Service Strategies

Several design strategies were followed while developing proposed service options for Rio Vista:

**Invest in Success:** Delta Breeze should look to investing in services with higher performance with higher ridership demand to better meet the city’s mobility needs with the same amount of financial resources. Dedicating resources to low-performing services diverts resources away from services that could benefit more riders. They are also costly for Delta Breeze to operate, with high operating costs and low return in passenger revenue.

**Maximize Efficient Use of Resources:** Current Delta Breeze resources are split between serving destinations in Pittsburg/Antioch (Route 52) and Fairfield/Suisun City (Route 50), which

is difficult to manage financially and results in fewer trip options for riders. Each of these destinations are 20+ miles away from the heart of Rio Vista. Delta Breeze therefore dedicates considerable resources traveling long distances to either of these key activity centers. Currently, Routes 50 and 52 serve completely different trip purposes. Route 52 (Pittsburg/Antioch) serves commuters transferring to BART trains. Route 50 (Fairfield/Suisun City) serves riders needing to access medical facilities, social services, or shopping opportunities. Consolidating trip purposes onto a single route would allow Delta Breeze to operate more trips on a route alignment that satisfies all riders' trip needs. This would benefit both riders and Delta Breeze by reducing the amount of resources dedicated to traveling the distance between Rio Vista and the nearest destination. Since BART, and future eBART, stations, cannot be moved, consolidating trip purposes in Antioch would allow Delta Breeze to provide more flexibility in trip options for riders.

**Maintain Financial Sustainability:** Service options were examined within the constraints of existing financial and capital resources to ensure service levels can be maintained into the future. Following the previous two strategies will help Delta Breeze maintain financial sustainability by optimizing the use of current resources to maximize ridership and passenger revenue.

## Proposed Service Options

The transit gaps analysis helped to identify four possible areas where these resources could be reinvested to better serve the needs of Rio Vista residents.

### More Service to BART/eBART

In early outreach efforts, improved connections with regional services (such as BART and Amtrak) was listed as the number one attribute that would encourage community members to use public transit service. In response to the question "if you were to use the bus, where would you ride it to most often," the Pittsburg/Bay Point BART Station, combined with locations in the BART service area,<sup>2</sup> was the most common response by community members. More service to BART was also mentioned consistently in response to the "additional comments" open-ended question. Current service operations provide one inbound and one outbound trip from the Pittsburg/Antioch BART station each day, limiting riders' travel options. Increased service to BART would allow riders more flexibility in their travel schedules and make Delta Breeze more attractive to potential users.



<sup>2</sup> BART Service Area includes destinations such as Fremont, Walnut Creek, and San Francisco.

This service option would add as many trips as possible to the eBART station once service begins in May 2018. An entire roundtrip trip from Trilogy to the Antioch eBART station will take about two hours and 40 miles.

#### **Extended Span on Route 51: Rio Vista Dial-a-Ride**

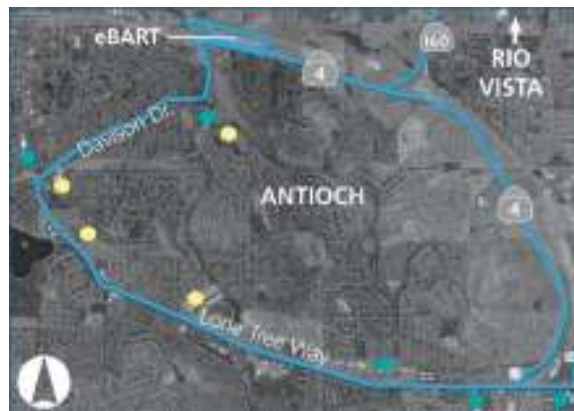
While Rio Vista is an auto-centric, low-density community, most riders are transit dependent, meaning that they cannot easily travel within Rio Vista when Delta Breeze is not operating. The gap analysis determined that there was a high demand for more transit service hours, particularly between the hours of 9:00 AM – 12:00 PM and between 3:00 PM – 7:00 PM. Dial-a-Ride service currently operates from 9:30 AM to 1:30 PM and does not meet demand during late afternoon hours. Several written comments were received asking for later Dial-a-Ride service. Assuming an extra hour of Dial-a-Ride service will operate similarly to current service, the extra hour would add about 13 miles of service per day.



#### **New Route to Antioch**

Although most medical and shopping trips from Rio Vista currently end in Fairfield, there are many medical and shopping destinations in Antioch as well. By shifting resources from Fairfield to Antioch, Delta Breeze could provide better service frequency to eBART and regional destinations, as well as better frequency to destinations meeting the daily basic needs of Rio Vista residents.

The Antioch route would travel from Rio Vista to the eBART station, then travel in a loop along Davison Drive, Lone Tree Way, and Highway 4. The route would serve eBART again before heading back to Rio Vista.



A round trip would take just under three hours and about 55 miles. Because it is not practical to operate one loop per day (passengers could be dropped off but would not be able to return home) there are two options for this service: either two trips would need to be provided each day the route operates, or the bus would need to layover for about an hour at the eBART station and make the loop along Lone Tree a second time before returning to Rio Vista (similar to how the first trip of Route 50 currently operates in Fairfield). Operating only one trip with a layover would utilize fewer resources; however it does not provide as many trip options for Rio Vista residents and limits the amount of time they can spend in Antioch.



### New Route to Travis Air Force Base

Travis Air Force Base was identified as a destination for shopping and medical services and was specifically requested in multiple open-ended answers in the Community Survey. 14 percent of respondents reported receiving medical treatment at Travis Air Force Base and lack of service to this destination was identified as a gap in Delta Breeze's service coverage.

This service option would add one roundtrip trip a week to Travis Air Force Base, taking about four and a half hours and 58 miles per week. The Delta Breeze operator would need to layover at the base and wait for riders to be finished with their medical appointments or their shopping. Riders could access the David Grant Medical Center, the Commissary, and other destinations on base as well as between Base and Rio Vista.





## Service Reallocation Tradeoffs

In order for Delta Breeze to remain financially sustainable given current and projected funding levels, any investment in transit service must be countered by a reallocation of existing service. The following services were recommended for reallocation in order to afford some of the identified service improvements:

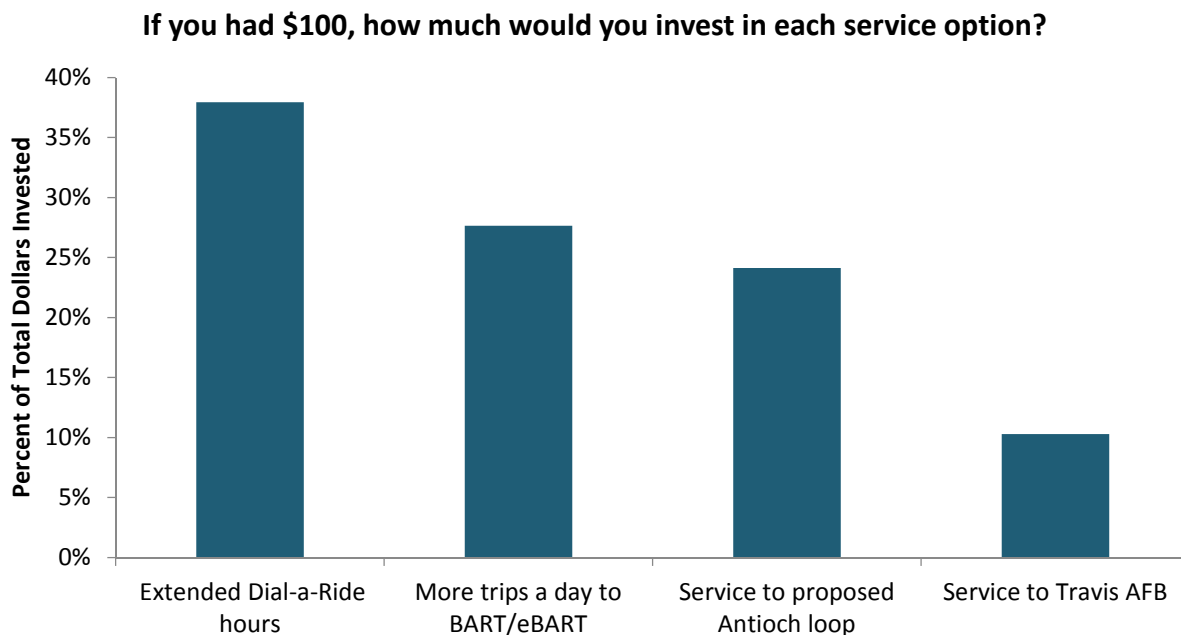
- **Route 54 (Delta Shuttle):** Route 54, which operates on Wednesdays and travels to a different destination every week, is the lowest performing route. Route 54 carries the least number of passengers per service day (about four) and has by far the highest subsidy per passenger (\$52.70). Because the route travels long distances between Rio Vista and surrounding cities, and because the route functions as a Dial-a-Ride service in both Rio Vista and the destination city, it is expensive to operate with such low ridership. The route does not meet Delta Breeze performance standards for ridership per hour, ridership per mile, or farebox recovery. Proposed recommendation is to discontinue this service.
- **Route 50 (Fairfield/Suisun City) Tuesday and Thursday Service:** Route 50 currently makes three trips every weekday to Fairfield and Suisun City from Rio Vista. Ridership on Route 50 accounts for roughly one-third of Delta Breeze ridership; however, it fails to meet performance standards for ridership per hour, ridership per mile, and farebox recovery. While Route 50 provides an important connection for Rio Vista residents to shopping destinations and medical appointments, such as dialysis, many of these trip purposes can be met by providing service to Antioch. Because dialysis appointments typically take place on Monday, Wednesday, and Friday it is proposed that Route 50 continue to operate on these days. Proposed recommendation is to reinvest resources from Route 50 on Tuesdays and Thursdays and use this resources to provide increased frequency to eBART and destinations in Antioch.
- **Route 52 (Pittsburg/Antioch) Service to Bay Point BART Station:** Route 52 currently operates between Rio Vista and the Pittsburg/Bay Point BART station. A one-way trip between Trilogy and BART takes 70 minutes and 30 miles, whereas a roundtrip between Trilogy and the future eBART station in Antioch takes 50 minutes and 20 miles. Because Delta Breeze operates two trips per day and the bus deadheads in one direction, shortening the route to eBART would save about 80 minutes and 40 miles per day. Proposed recommendation is to terminate Route 52 service at the future eBART station once its opens (expected May 2018).

## Public Opinions on Service Options

To receive feedback from the public on these proposed service options, Rio Vista conducted a survey of community members and current riders. Survey participants were given information on current system performance, results from the transit gaps analysis, and an overview of the four reinvestment options (see Appendix I). Surveys were distributed on-board Delta Breeze buses and at pop-up events at the Senior Center, Middle School, City Hall, Lira's Market, and the Third Thursday event on Main Street. Surveys were provided in English and Spanish and could be filled out on paper or online. In total 36 survey responses were received: 11 from riders on-board Delta Breeze; 11 from pop-up events; and 14 from the online survey. The following analysis is based on all survey responses and excludes "No

Response” answers. Some questions that allowed respondents to select multiple choices resulted in answer totals that exceeded 100 percent.

The first question asked participants to allocate \$100 among the four service options. Extended Dial-a-Ride hours received the highest percentage of money invested (40 percent) while service to Travis Air Force Base received the least (10 percent, less than half of any other option).



**FIGURE 1: IF YOU HAD \$100, HOW MUCH WOULD YOU INVEST IN EACH SERVICE OPTION?**

When asked to rank the service options by preference (1 being most preferred, and 4 being least preferred), a similar trend emerged. Extended Dial-a-Ride hours received the best average score (1.8) and the highest percentage of first-choice responses (48 percent); while service to Travis Air Force Base received the worst average score (3.3) and the lowest percentage of first-choice responses (10 percent). More trips a day to BART/eBART and service to the proposed Antioch loop received similar scores (2.3 and 2.4 respectively); however, service to the Antioch loop received a very low number of first choice responses (10 percent). The average score of each option is shown in Figure 2, and the percent of first-choice responses is shown in Figure 3.

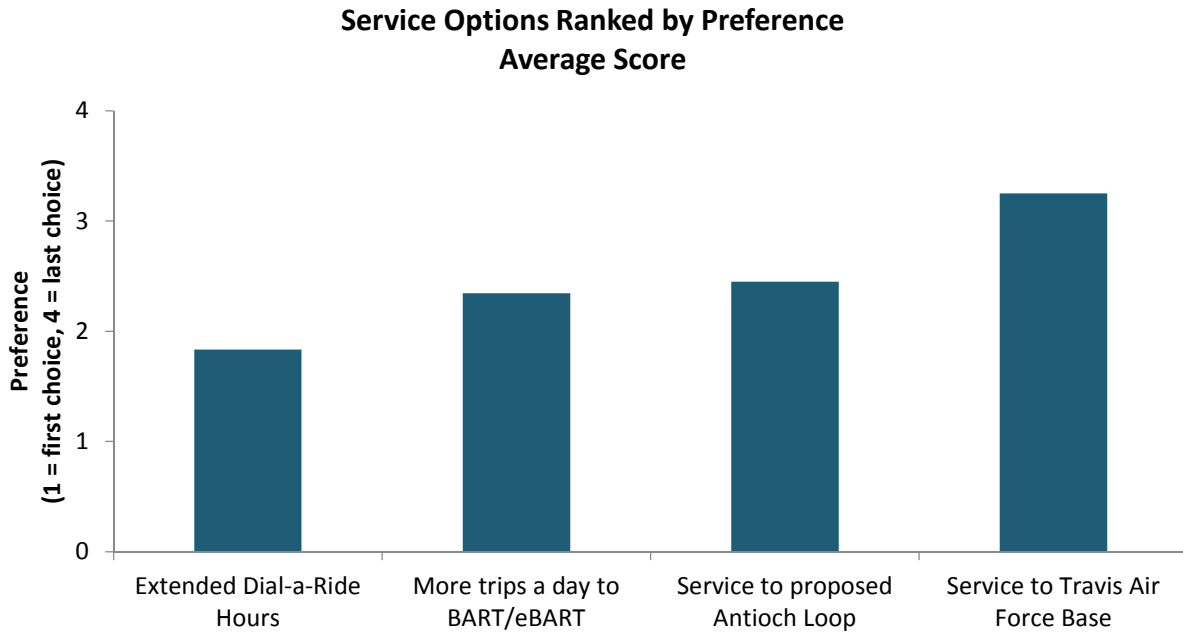


FIGURE 2: SERVICE OPTIONS RANKED BY PREFERENCE, AVERAGE SCORE

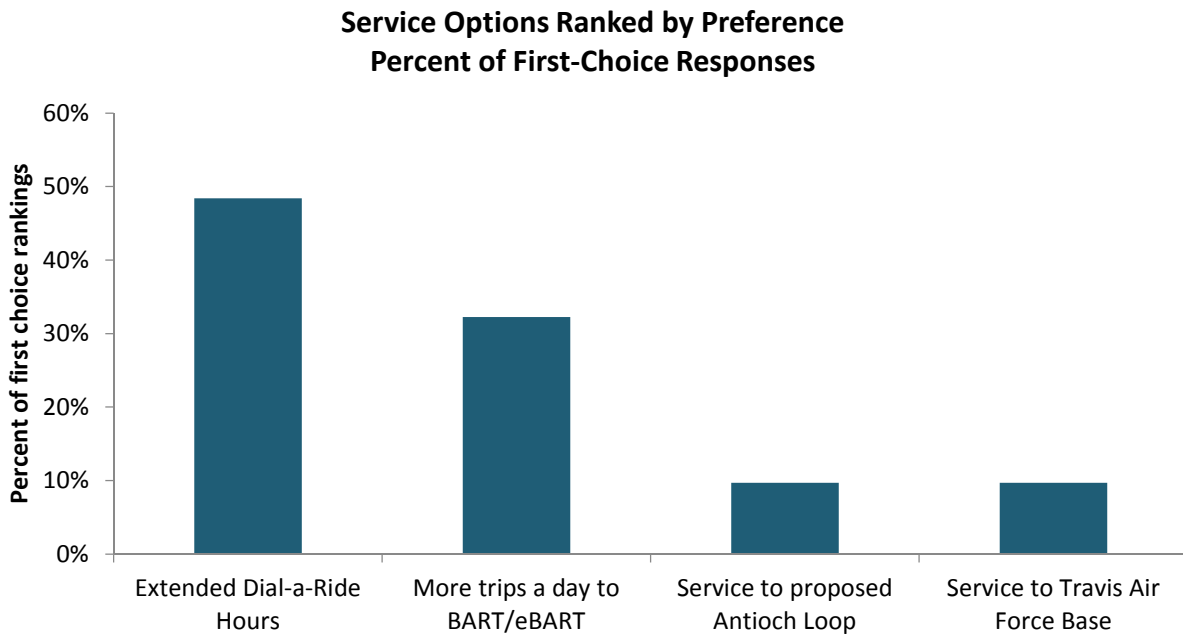
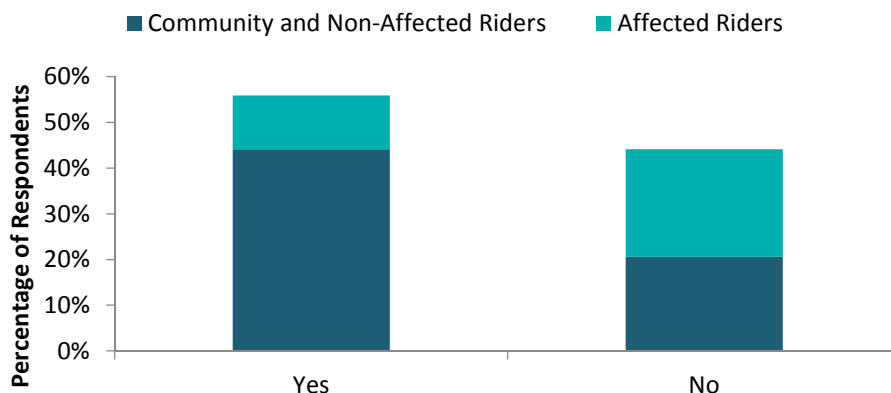


FIGURE 3: SERVICE OPTIONS RANKED BY PREFERENCE, PERCENT OF FIRST-CHOICE RESPONSES

Participants had a split opinion on reallocating service from Fairfield/Suisun (Route 50) on Tuesdays and Thursdays in order to provide more service to Antioch and eBART; 56 percent were in favor of this

change, while 44 percent were opposed. Two-thirds of participants who use Route 50 on Tuesday or Thursday were not in favor of the change because they cannot change their travel schedules.

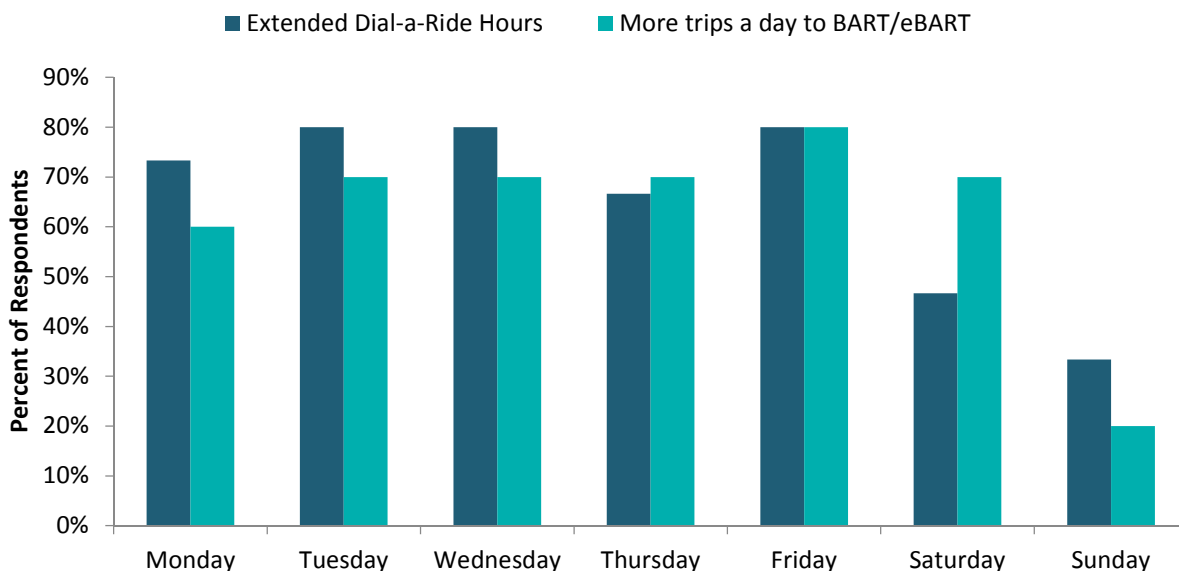
**Do you agree with only operating Route 50 on Mondays, Wednesdays, and Fridays if Delta Breeze can provide more trips to BART/eBART and destinations in Antioch?**



**FIGURE 4: DO YOU AGREE WITH ONLY OPERATING ROUTE 50 ON MONDAYS, WEDNESDAYS, AND FRIDAYS?**

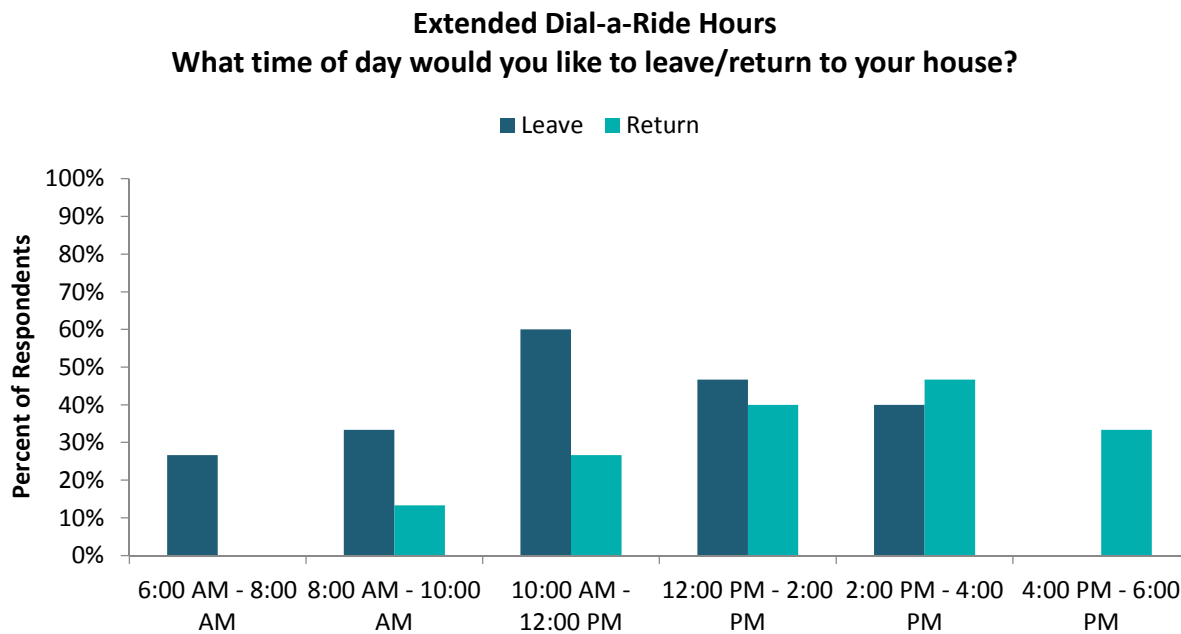
Based on the responses to these questions, extended Dial-a-Ride service and more trips to BART/eBART were the two most preferred options. Demand is highest for both of these options on weekdays, with no strong preference for a specific day.

**Which days would you want to use your preferred service choice?**

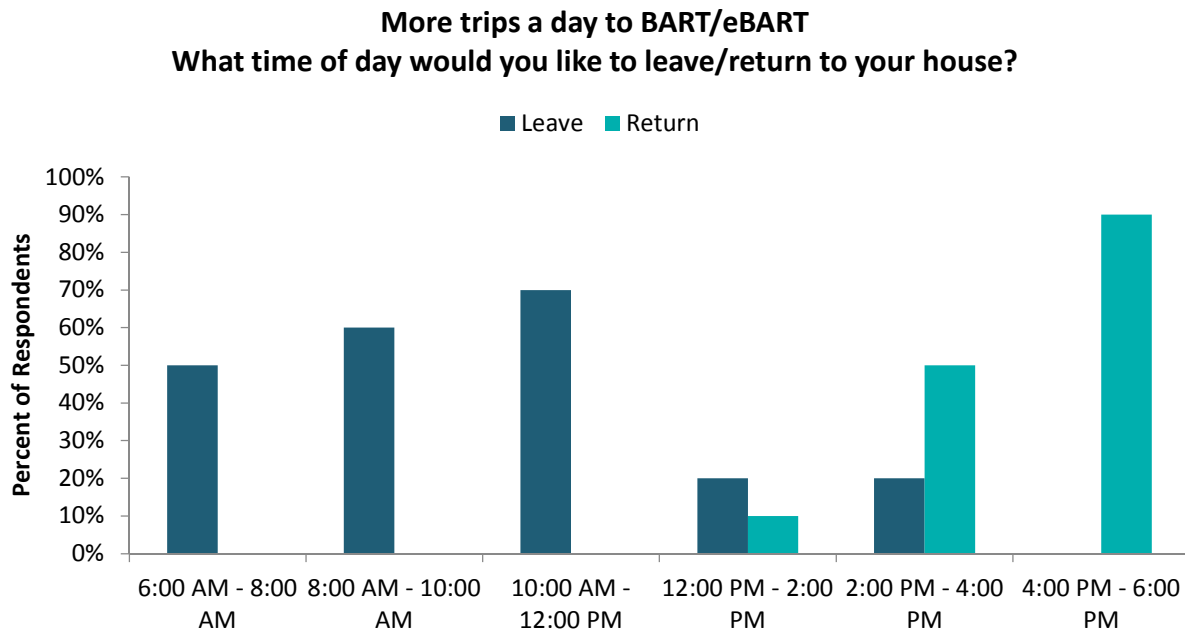


**FIGURE 5: WHICH DAYS WOULD YOU WANT TO USE YOUR PREFERRED SERVICE CHOICE?**

Survey participants also indicated the time of day they wished to use the service to leave and return to their homes. There was a clear demand for Dial-a-Ride service later in the day, particularly between 2:00 and 4:00 pm (as shown in Figure 6). Participants also indicated a preference for service to BART/eBART in the later morning hours between 10:00 am and 12:00 pm, and returning between 4:00 and 6:00 pm (as shown in Figure 7).



**FIGURE 6: WHAT TIME OF DAY WOULD YOU LIKE TO USE EXTENDED DIAL-A-RIDE HOURS?**



**FIGURE 7: WHAT TIME OF DAY WOULD YOU LIKE SERVICE TO BART/eBART?**

#### IV. Evaluation Criteria

In order to evaluate the feasibility of each service option, several evaluation criteria were developed. Utilizing these criteria, the four service options ranked in the following way: more trips a day to BART/eBART received the best score, followed by extended Dial-a-Ride hours, service to Antioch, and service to Travis Air Force Base. The evaluation criteria were as follows:

- Community response (survey results).
- Number of people benefitting from the service.
- Number of current riders impacted by the service.
- Cost of providing service per rider gained.

The Table 1 shows how well each service option scored relative to the other options. The more complete the circle, the higher the relative score.


TABLE 1: SERVICE OPTION SCORING

Reinvestment Options	Community Response	Number of people benefitting	Number of current riders impacted	Cost of providing service per rider
More trips a day to BART/eBART				
Extended Dial-a-Ride hours				
Service to Antioch				
Service to Travis AFB				

**More trips a day to BART/eBART:** This service option received the highest ranking among the evaluation criteria. While it received the second highest score for community response, it is estimated that the greatest number of people would benefit from the service because of the high ridership on existing Route 52 trips and the high demand for connections to BART (identified in the earlier round of community outreach). When eBART opens, Delta Breeze can shorten the route to Antioch, saving about 7 hours and 200 miles per week. Utilizing these hours and miles to reinvest in more service to eBART would minimally impact current riders because riders can still reach their destinations around the same time and on the same Delta Breeze trip by transferring to eBART and BART. The cost of providing service for each additional rider is relatively low (estimated to be about \$8.75 based on FY 2014-2015 costs<sup>3</sup>); Route 52 currently has the highest farebox recovery ratio, and adding this service will help raise system-wide farebox recovery.

**Extended Dial-a-Ride Hours:** Extended Route 51 hours received the second highest ranking. This service option received the best community response during the second round of outreach; however, it is estimated that relatively few people would benefit from this service: the current Route 51 serves approximately three passengers per hour; and Dial-a-Ride services are limited in the number of individual trips they can provide. Extending Dial-a-Ride hours by a half hour each day would require two and a half hours per week, which could be reallocated from the terminated Route 54. Route 54 serves about four passengers per week, so the impact to existing riders is low (an extra half hour of Dial-a-Ride would serve about seven passengers per week (three per hour)). The cost of providing service per additional rider is relatively high, as is typical with Dial-a-Ride services; the current cost per passenger is about \$20, and it is estimated that additional service would be about the same cost. There is a high demand for Dial-a-Ride service later into the afternoon than currently available (service currently ends at 1:30 pm), however Delta Breeze does not have the resources to provide all day service. The current service hour between 12:30 and 1:30 pm is underutilized, and this hour could be reinvested at another time in order to serve more passengers.

<sup>3</sup> This is based off of a cost per round-trip of \$140 and an average of eight riders per direction per trip



**Service to Antioch:** Service along the proposed Antioch loop received the second lowest score. While it received only a slightly lower percentage of dollars invested and average score than service to eBART, very few participants chose service to Antioch as their first choice. Although this service option was less popular in recent outreach, it is estimated that the number of people benefitting from the service would be high based on prior community outreach, the number and variety of destinations served, and because the service would be combined with eBART connections (which would likely generate substantial ridership). The cost per passenger of providing service would be average: the cost per trip would be about \$263, assuming the bus completes two loops around Lone Tree Way and has one hour of layover time at the eBART station. This route; however, would cause a large impact on existing riders because resources would need to be diverted from Route 50: providing daily service along the Lone Tree loop in Antioch would require a minimum of 20 hours per week, which would only be possible if Route 50 service on Tuesday and Thursdays was discontinued; Route 50 carries one-third of Delta Breeze passengers, and ridership is not significantly lower on Tuesdays and Thursdays. When asked if they agreed with replacing Route 50 service on Tuesdays and Thursdays with service to Antioch, two-thirds of participants who use Route 50 on Tuesday or Thursday were not in favor of the change. Despite the two high scoring attributes, it was concluded that operating the proposed new route in Antioch is not in the best interest of Delta Breeze or its riders due primarily to the impact on current ridership and the transit gap that would be created by reducing service to Fairfield.

**Service to Travis Air Force Base:** Adding a new route to Travis Air Force Base received the lowest score of the four service options. Very few members of the public ranked this option highly, and the number of people benefitting from the service is expected to be low as passengers would need to be veterans or active-duty members of the military in order to utilize the services on Base. Operating this service as a standalone route would only directly impact current Route 54 riders because of the reallocation of resources, but it would indirectly impact current riders by using resources that could generate more ridership elsewhere in the system. If Travis Air Force Base became a deviation to Route 50 instead of becoming a new stand-alone route, the impact to existing riders would be high because a deviation would add roughly a half hour in travel time between Rio Vista and Fairfield, a huge inconvenience to on-board passengers. The cost of providing service per rider would be the highest of all service options as a result of the long trip distance and few expected riders (one trip would cost about \$270).



# Proposed Service Plan and Fare Structure

## I. Service Plan

Based on the results of the review of existing conditions, transit gap analysis, and evaluation criteria scores of service options, it is recommended that Delta Breeze make the following changes to existing service in order to increase ridership and better meet transit needs of Rio Vista's residents:

- Extend Route 51 Dial-a-Ride service hours each weekday by half an hour each day, splitting up current service hours to better meet travel demand in the late afternoon hours.
- Add one roundtrip each weekday to Route 52 after eBART opens around 10:00 AM to meet travel demand for late-morning service to eBART. At the same time, terminate Route 52 at the eBART station and no longer provide service to the Bay Point/Pittsburg BART Station.
- Discontinue Route 54 due to low ridership and performance.


Table 2 summarizes proposed daily Delta Breeze service operations.

TABLE 2: CURRENT AND PROPOSED SERVICE

Route	Current Service	Proposed Service
Route 50 Fairfield/Suisun City	3 trips daily	3 trips daily
Route 51 Rio Vista Dial-a-Ride	9:30 AM – 1:30 PM daily	9:30 AM – 12:30 PM and 3:00 PM – 4:30 PM daily
Route 52 eBART/BART	2 trips daily	3 trips daily
Route 54 Delta Shuttle	9:30 AM – 1:30 PM Wednesdays	Discontinued

### New Routing in Trilogy

It is recommended that intercity routes complete an entire loop of Summerset Drive in the Trilogy development. A majority of deviations to Routes 50 and 52 occur within the Trilogy development. Currently, the routes only operate along half the loop through Trilogy, a long walk for residents living on the other half of the development. Completing an entire loop through Trilogy would put the bus in closer walking distance to more residents, reducing the need for as many off-route deviations. Deviations add travel time, causing longer and unreliable travel times for other passengers. If a passenger pays for a deviation, the bus must leave Summerset Drive and travel along neighborhood streets to locations that are within walking distance of the main road. It would be more efficient if these passengers walked to Summerset Drive instead of requesting a deviation. Because deviations are limited to a certain amount per trip, reducing the amount of deviations in Trilogy will free up deviations



elsewhere along the route, increasing ridership potential. In order for Trilogy residents to have the most convenient access to the bus (and to encourage fewer deviation requests), it is recommended that Delta Breeze continue to allow passengers to flag down a bus anywhere along the Summerset Drive loop. Passengers can still request deviations at an additional cost, consistent with ADA regulations.

### **Route 50**

No major changes are recommended to this route other than following the new Trilogy routing. Based on public outreach, passengers depend on this route to reach medical facilities in Fairfield and value the connections to shopping and other destinations. In order to improve the efficiency of Route 50 in the future, it is recommended that Delta Breeze collect time performance data by stop in order to evaluate the current schedule. It is likely possible to reduce the time between several time points so that the bus does not have to wait at stops, and some stops may be made “on-request only,” allowing the bus to skip portions of the route that riders rarely use. Delta Breeze could save several service hours per week by optimizing the schedule, as well as slightly speed up the travel time for Route 50 passengers.

### **Route 51**

It is recommended that Delta Breeze add a half-hour of service to Route 51 each weekday and split up current service hours to better meet travel demand. Dial-a-Ride service would be provided between 9:30 am and 12:30 pm, and from 3:00 to 4:30 pm (service would be cancelled from 12:30 to 1:30 pm). Providing service from 3:00 to 4:30 pm gives riders the opportunity to participate in longer activities during the day and has the potential to draw student riders after school.

### **Route 52**

When eBART opens (anticipated May 2018) Route 52 should be shortened from the Pittsburg/Bay Point BART Station to the Antioch eBART Station (located at the current Antioch Park and Ride stop). This new routing alignment is shown below in Figure 8.

FIGURE 8: PROPOSED ROUTE 52 ALIGNMENT



It is also recommended that a late-morning trip around 10:00 AM be added at this time. As more funding becomes available, Delta Breeze should look to increasing service between Rio Vista and eBART. Survey respondents want to be able to return home from eBART in the afternoon, so a trip sometime between 2:00 PM and 4:00 PM would meet this need. The suggested trips for Route 52 are summarized below:

#### **Trip 1: Early Morning**

This trip should be coordinated with eBART schedules so passengers can transfer to the same 6:32 AM BART train they transfer to now. This trip will continue to deadhead on the return trip from the eBART station.

#### **Trip 2: Late Morning**

This trip will begin around 10:00 am in Trilogy and follow the new routing, looping Summerset Drive. The bus will leave Rio Vista around 10:30 and arrive the eBART station around 11:00. This trip operates in revenue service in both directions, and will bring any passengers from eBART back to Rio Vista. The bus will leave eBART after a short amount of recovery time (around 11:10), returning to Rio Vista (Front and Main) at 11:40 and then continuing to Trilogy on request.

### **Trip 3: Evening**

The evening trip will be coordinated with the eBART schedule so that passengers may transfer from the same BART train they use today, arriving at Pittsburg/Bay Point at 5:47 pm. The trip will now operate in revenue service outbound from Rio Vista beginning at Front and Main (the outbound trip will only pick up at Front and Main and will not accommodate any deviations: passengers may utilize the additional hour of Dial-a-Ride service to arrive at this stop)

### **Future Trip 4: Afternoon**

A high percentage of community members expressed a desire for service between 2:00 and 4:00 pm. When financial resources are available (possibly from reallocating resources from Route 50 in the future as the regional destination focus shifts to Antioch) it is recommended that a round trip be added during this timeframe. Providing four connections to Antioch eBART every day will offer Rio Vista residents flexibility in their travel options.

### **Route 54**

Due to the poor ridership and high cost of Route 54, it is recommended that this route be discontinued.

### **Service to Destinations in Antioch**

This service option scored low across evaluation criteria, and it is not recommended that Delta Breeze establish a route serving destinations in Antioch at this time. Tri Delta Transit operates bus service throughout Antioch, including between the eBART station and Lone Tree Way where this service option was proposed to operate. It is recommended that Delta Breeze advertise transfer opportunities from Route 52 to Tri Delta service on marketing materials. Tri Delta honors transfers from Delta Breeze, so Rio Vista residents can use these services at no additional cost.


### **Service to Travis Air Force Base**

This service option scored low across evaluation criteria, and it is not recommended that Delta Breeze establish a route serving Travis Air Force Base at this time. Rio Vista residents wishing to travel to Travis Air Force Base may take Route 50 to Fairfield and transfer to Fairfield and Suisun Transit (FAST) to complete their trip.

## **II. Fare Structure**

The current Delta Breeze fare structure is not well optimized for revenue generation (see Table 4 on the next page for current fares). 43 percent of passenger revenue comes from fare passes, so it is important that passes are priced correctly. From September 2014 to June 2015, Delta Breeze sold 160 discounted Monthly InterCity Passes, two full-price and 24 discounted 10-Ride CityPasses, and 15 discounted 10-Ride InterCity passes. No regular fare monthly passes were sold during this time.

**One-Way Fares:** The one-way fares are well-priced for the types of service that Delta Breeze provides. The only recommendation is to increase the local (internal Rio Vista) discounted fare from \$0.75 to \$1.00. This still meets the requirement of having the discounted fare be half the cost of the full-price fare.



**10-Ride Passes:** It is recommended that the 10-Ride passes be discontinued. The current cost of the 10-ride pass is equivalent to the base fare multiplied by ten, with no discount given to riders for buying in bulk. Without this discount, the 10-Ride pass does not offer a benefit to riders. It also further complicates an already complex fare structure.

**Monthly Passes:** Current monthly pass costs are severely underpriced. The discounted Monthly InterCity Pass is the most frequently purchased pass (an average of 16 are sold each month), because they offer the best deal to riders. The average Delta Breeze rider uses the discounted Monthly InterCity Pass 34 times a month. At a cost of \$45.00, this means the average cost per trip is only \$1.31. This is less than half of the cost of the discounted one-way intercity fare. The low cost of the monthly pass allows riders to use Delta Breeze service at very little cost, and does not provide Delta Breeze with the revenue it needs to maintain service operations.

An acceptable cost for monthly passes can be calculated by multiplying the round-trip fare by the number of weekdays during the month and then providing a discount of 15 to 20 percent. The discount accounts for the fact that passengers may not ride every day and to provide an incentive to purchase the monthly pass. Using an average weekday count of 21 weekdays per month, each month has a total of 42 potential roundtrips, for a total intercity fare cost of \$252 at full-price and \$126 at half-price. With around a 20 percent discount, the intercity fare costs should be \$200 for full-price and \$100 at half price. This is more than twice the current cost of monthly passes.

Increasing the Monthly InterCity Pass from \$90 to \$200 at full price and \$45 to \$100 is unrealistic. That being said, Delta Breeze should work to gradually increase the cost of the monthly passes to get nearer to these target costs and to meet the minimum farebox recovery ratio goal of ten percent. Generally, a three percent ridership decrease can be expected with a ten percent increase in fares. However, riders would still have the option of paying the regular cash fare, which is not recommended to change. Delta Breeze may lose a few riders, but because the ridership market is so transit-dependent and base fares are not changing, this loss is not expected to be significant.

Recommendation is to increase the Monthly InterCity Pass to \$120 for full-price and \$60 for half-price starting in July 2016.

TABLE 3: PROPOSED FARE STRUCTURE

Delta Breeze Fares		
Local Fares (Route 51: within Rio Vista)	Current	Proposed
One-Way Local	\$2.00	\$2.00
One-Way Local Discounted	\$0.75	\$1.00
10-Ride City Pass	\$20.00	Discontinued
10-Ride City Pass Discounted	\$7.50	Discontinued
Intercity Fares (Routes 50, 52, and 54)	Current	Proposed
One-Way Intercity	\$6.00	\$6.00
One-Way Intercity Discounted	\$3.00	\$3.00
10-Ride Intercity	\$60.00	Discontinued
10-Ride Intercity Discounted	\$30.00	Discontinued
Monthly Intercity	\$90.00	\$200.00 long-term \$120.00 short-term
Monthly Intercity Discounted	\$45.00	\$100.00 long-term \$60.00 short-term
Deviations	\$1.00	\$1.00



## Implementation Plan

The recommended changes to Delta Breeze service will be implemented over the next three years, in conjunction with fare structure changes and a marketing plan. Prior to making any service or fare adjustments, Delta Breeze will conduct a public hearing process to inform the public about the system modifications. Service changes will be implemented along the following timeline:

### **Year 1, FY 2016-2017**

Discontinue Route 54, expand Route 51 Dial-a-Ride service hours, and introduce new routing in Trilogy.

### **Year 2, FY 2017-2018**

No recommended service changes.

### **Year 3, FY 2018-2019**

Shorten Route 52 to eBART in Antioch, and add a roundtrip trip to eBART beginning around 10:00 am.

### **Future**

Work to shift the focus of the system to destinations in Antioch. Antioch contains similar services as Fairfield, but with the added benefit of region-wide connections through eBART. When financial resources allow, a fourth trip per day should be added to Route 52.

TABLE 4: COST AND REVENUE IMPLICATIONS OF SERVICE CHANGES

	Past FY 2014-2015	Current FY 2015-2016	Year 1 FY 2016-2017	Year 2 FY 2017-2018	Year 3 FY 2018-2019
Service Changes	None	None	Add half hour of Dial-a-Ride; Discontinue Route 54	None	Add one daily trip to eBART
Operating Cost	\$316,627	\$329,600	\$329,714	\$355,131	\$378,019
Total Cost <sup>4</sup>	\$417,714	\$417,100	\$419,514	\$447,625	\$473,288
Total Revenue <sup>5</sup>	\$28,975	\$29,378	\$30,051	\$32,027	\$40,366
Farebox Recovery	6.9%	7.0%	7.2%	7.2%	8.5%

### Farebox Recovery Implications

Farebox recovery is expected to increase with a change in the fare structure. Fare structure recommendations are to increase both the Monthly InterCity Passes and the discounted Dial-a-Ride fare by 33 percent at the beginning of Fiscal year 2016-2017. Annual revenue and farebox recovery ratio are projected below in Table 5, assuming that the same service changes are implemented and no ridership is lost due to the fare increase. The recovery ratio rises above the 10 percent threshold in Fiscal Year 2018-2019 with the introduction of eBART service. In the long-term monthly pass prices should continue to increase, further raising revenue and the recovery ratio.

TABLE 5: REVENUE IMPLICATIONS OF FARE INCREASES

	Past FY 2014-2015	Current FY 2015-2016	Year 1 FY 2016-2017	Year 2 FY 2017-2018	Year 3 FY 2018-2019
Total Revenue	\$28,975	\$29,378	\$37,518	\$40,153	\$51,249

<sup>4</sup> Both operating costs and overhead costs are based on existing contracts and financial plans and are assumed to increase at three percent per year. Does not include depreciation costs or one-time payments. It is assumed that there will be a three dollar increase to operator wages in FY 2017-2018.

<sup>5</sup> Total revenue is based off of an assumed ridership growth rate of two percent per year with the current fare structure. This is a conservative estimate given the rate of population growth in Rio Vista. Revising fare structure and implementing the Marketing Plan will likely result in even higher revenues.



Farebox Recovery	6.9%	7.0%	8.9%	9.0%	10.8%
------------------	------	------	------	------	-------

## Marketing Plan

The marketing plan is a vital part to the implementation of the Delta Breeze service plan. Not only do existing riders need to be informed about changes to the system, but the community needs to be educated about the system in general. The Summary of Transit Gaps identified that there is an information barrier preventing people from using Delta Breeze; 44 percent of community members either did not know about the service at all, and 46 percent said they did not use the service because information was difficult to understand. Marketing Plan attempts to resolve this information gap in order to increase overall ridership.

### I. Marketing Objectives

The main goal of the Marketing Plan is to increase the ridership of Delta Breeze. This can be accomplished by following several key objectives and strategies:

#### **Increase Transit Accessibility for Non-Riders**

In any transit system, lack of knowledge about the service is a common challenge to increasing ridership. In outreach efforts, about 46 percent of community respondents did not use Delta Breeze because information about the service is difficult to understand, and several community members specifically requested clearer information (such as better schedules and maps) and better schedule distribution. It is important that Delta Breeze provide easy-to-understand marketing materials in order to improve ridership, and, as Rio Vista continues to grow, Delta Breeze will need to consistently educate new community members about the transit system.

#### **Increase Awareness and Visibility of Delta Breeze**

Eye-catching branding of physical assets (such as buses and bus stops) is a powerful tool for transit systems to increase visibility in the community. About 44 percent Rio Vista Community Survey respondents do not ride because they did not know about the service. Increasing the visibility of the Delta Breeze service will improve community awareness of the system, leading to more ridership.



### Target Specific Market Segments

Certain demographic groups are more likely to use transit than others, and by tailoring service to the specific needs of individual groups, Delta Breeze can effectively meet the needs of Rio Vista residents, thereby encouraging new ridership.

### Create Partnerships with Local Organizations

Local community organizations, medical facilities, social services, and schools can serve as advocates for public transportation within a community. These advocates can reach a large segment of the population, just by promoting public transit use among their constituents.

## II. Market Segments

Based off of demographic analysis in the Summary of Transit Gaps Report, information on how riders currently utilize the system from an on-board survey, and information on community preferences from a community survey, the Rio Vista population can be broken down into several market segments which have a high potential market demand for transit services.

### Senior Citizens

Senior citizens represent a majority of Rio Vista's population and have specific mobility needs. Seniors tend to take transit more than other demographic groups and account for most of the current Delta Breeze ridership, especially as they become unable or unwilling to drive. Delta Breeze serves the Senior Citizen market segment well by offering a reduced fare



and providing service to Fairfield tailored around medical appointment times, however the system could better serve seniors by adding mid-day trips to Antioch and by making information about Delta Breeze easier to understand.

## Youth

There are about 390 residents between the ages of 10 and 17 in Rio Vista, totaling around five percent of the total population. Youth tend to utilize transit more than the rest of the population because they are independent enough to ride transit but not yet old enough to drive or do not yet have access to their own vehicle. Until the end of the 2012-2013 school year, Delta Breeze had a contract with the River Delta Unified School District to operate Route 51 for extended hours in the evening and to allow students to ride at less than the full fare. During this time, an average of about 400 students used the service per month, roughly 20 each school day, indicating a demand for after-school transportation options. By providing an hour of Dial-a-Ride service from 3:30 to 4:30pm Delta Breeze can break into this market segment again (although service was previously offered later, from 4:30 to 6:30 pm). Youth could also utilize the bus service during the summer for recreational purposes. Delta Breeze could further encourage ridership from this market segment by partnering with and distributing information at local schools and by offering a discounted youth pass.

## Commuters

Commute travel is a growing market segment for Delta Breeze, as shown by the ridership increase on Route 52 to BART. As Bay Area job opportunities and the Rio Vista population both continue to grow and trips to eBART are added, this will likely become a larger proportion of Delta Breeze ridership. It is important that Delta Breeze maintain services allowing riders to commute to nine-to-five jobs and continue to offer incentives for regular commuters (through a monthly pass that is cheaper than individual tickets).

## Long Distance Travel

Because of Rio Vista's small size, residents must travel outside of the City to access most basic services, entertainment, and workplaces. The proximity of San Francisco and the Bay Area region as a whole makes it a popular destination for Rio Vista residents.

Improved connections with regional services (such as BART and Amtrak) was identified as the number one attribute that would encourage community members to use public transit service. In response to the question "if you were to use the bus, where would you ride it to most often," the Pittsburg/Bay Point BART Station, combined with locations in the BART service area,<sup>6</sup> was the most common response by community members.

Long distance travelers may make trips less frequently than regular commuters, but represent a significant portion of the transit market demand in Rio Vista.

## III. Passenger Information

Providing user-friendly information is key to enabling potential riders to utilize the system. Community members expressed frustration at the difficulty of understanding current system information. Delta Breeze can improve both printed and online information in order to make them easier to understand.

---

<sup>6</sup> BART Service Area includes destinations such as Fremont, Walnut Creek, and San Francisco.

## Printed Information

Printed bus service information can be easily distributed to ridership-generating centers (such as schools, the senior center, and the Trilogy clubhouse) to help increase the visibility of Delta Breeze services. Because the printed information may be the first media a rider sees introducing them to the transit service, it is important that the information is descriptive and easy to understand.

### Current Printed Information

Current Delta Breeze printed information (shown in Figure 9) does not effectively communicate the services that Delta Breeze provides. The font is very small and difficult to read, the layout is confusing (and results in information being hidden along the crease-lines when folded), and there are no maps showing how the routes operate.

The font used for route schedules page is much too small to easily read. Routes 51 and 54 are described in small font below the schedules for Routes 50 and 52; these are easy to miss when scanning the page for information on available services. Additionally, the hours for Route 51 are listed separately by day, even though the hours are the same every weekday; this may cause confusion among potential riders, and the service appears more complicated to understand than it actually is.

Critical information is missing from the printed rider's guide, making it difficult for a potential rider to learn how to use the system simply from reading the guide. The guide does not describe how to catch the bus – there are no descriptions of what Delta Breeze bus stop signs look like or the process of making a deviation request. The guide simply directs readers to a phone number to learn more about making deviation reservations. There are no maps of the individual routes; maps not only help riders conceptualize the transit system, but can also help pinpoint the exact location of bus stops. While the guide provides a fare structure chart, it does not explain where passes may be purchased or what forms of payment are accepted on board the bus.

### Recommended Printed Information Elements

Delta Breeze printed system information should include the following:

- An eye-catching front cover that clearly communicates the Delta Breeze brand.
- A color-coded system map showing the route alignments and stop locations in Rio Vista and other destination cities.
- Schedules for each route, highlighting stops where riders may transfer to other transit systems (Fairfield and Suisun Transit, Tri Delta Transit, and BART).
- Fare chart and information on how to purchase one-way tickets and monthly passes.
- General information about Delta Breeze (contact information, how to ride, etc.).
- Information about countywide programs, if space allows.

The e-Tran Rider's Guide (Figure 10) contains many of these elements. Route schedules and maps are clear and easy to read; information is provided about county transportation programs and how to ride; there is detailed information about pass types, rates, and sales locations.

FIGURE 9: CURRENT PRINTED PASSENGER INFORMATION GUIDE

**Service Operated by City of Rio Vista's Delta Breeze Buses:**

**Rio Transit Information:** (707) 374-2878  
Mon-Fri 8:30 am - 5:00 pm. Service available to general public.

**Route 50 Solano/Fairfield:**  
SR 12 Bypass, Mon - Fri, 4 trips per day, fixed schedule with limited deviation by recreation.

**Route 51 Rio Vista/Solano (SR 12 Bypass):**  
General Public does not board Delta Breeze buses within city limits of Rio Vista, and to and from the City of Ukiah. Mon - Fri 9:00 am - 1:00 pm.

**Route 52 Pittsburg (BART):**  
Bypass, Mon - Fri, one round trip daily, fixed schedule with limited deviation by recreation.

**Route 54 Wednesday: Special Delta Shuttle:**  
Destinations vary by week to Fairfield, Solano City, Vacaville, Antioch/Pittsburg, and Luck. Contact Transit Information for reservations.

**ADA Paratransit:**  
Rio Vista Delta Breeze offers priority service for ADA certified paratransit passengers on its Delta Breeze service.

**City of Rio Vista Transit Administration:** (707) 374-4329 or (707) 374-2878. Mon - Thurs, 9 am - 5 pm for comments, complaints, suggestions and questions about bus of service scheduling schedules and route information.



**Solano County InterCity Taxi Scrip:**  
Service provided by local taxi cab operators. Check with Taxi company for fares and requirements:

Fairfield/Solano City		Vacaville/Bloom	
Company	City Taxi	Company	City Taxi
Phone	(707) 432-0999	Phone	(707) 432-0999
Address	1001 4th Ave	Address	1001 4th Ave

**CoGo-Cab:** service, same day transportation between cities within Solano County. Must possess ADA certification. Passengers pay 17% of the cost of a one-way trip by using scrip. Passengers must be ambulatory or able to enter and exit a taxi with or without assistance. Mobility devices must easily fit in the trunk of the cab. Scrip available for purchase at City of Rio Vista Transit Department only to Rio Vista residents. Scrip value is limited and subject to passenger change. See ADA certification below.

**ADA Certification Process:**  
Solano County transit agencies, including the City of Rio Vista, participate in Federal Americans with Disabilities Act (ADA) Eligibility Program as of July 2003. A qualified professional interviews applicants and, if needed, assesses the applicant's physical and functional ability to use fixed route transit. Medical verification from a health care professional is not required.



**Other Programs:**

**Regional Transit Connection (RTC) Discount Card:**  
The RTC Discount Card is available to qualified persons with disabilities as proof of eligibility. It receives discount fares on fixed route, rail and ferry systems throughout the San Francisco Bay Area. The RTC Program does not apply to paratransit services. The Solano Mobility Call Center accepts applications at One Harbor Center, Suite 100, Solano City, during regular business hours (Mon-Fri, 9am-5pm). Call 800-535-6883 for information. A \$3 application fee is required.

**Clipper Senior Card:**  
Adults 65 and over are eligible for a free Senior Clipper card, which provides discounts on monthly passes, ride books, tickets, cash value fares and transfers. The City of Rio Vista accepts applications at City Hall only.



**Solano Napa Commuter Information (NCCI) office:**  
personnel assist customers for weekday morning Solano Napa Commuter and neighboring cities. NCCI provides FREE information on trip planning, morning commuter transportation, ride-sharing and vanpool services. For your transit trip planning needs, call Mon - Fri, 9am - 5 pm.

**City of Rio Vista Transit Services**

>>>>



**DELTA BREEZE**

[www.riovistacity.com/transit](http://www.riovistacity.com/transit)  
707-374-2878

800-535-6883

[www.commuterinfo.net](http://www.commuterinfo.net)

**SOLANO-NAPA COMMUTER INFO**

July 1, 2015



General Fare Chart			
Fare Category	General Fare	Discount Fare	Station Only
			St. Jo & St. Jo Deviated ROUTES
Delta Breeze Fares within Rio Vista and Inland <sup>1</sup>			\$1.00
One Way Fare	\$4.00	\$3.75	
48-Hour City Pass	\$10.00	\$9.50	
Delta Breeze Fares to within Fairfield, Salinas City, Artocho, Pittsburg, La Gr and Yarrville <sup>2</sup>			
One Way Fare	\$6.00	\$5.70	
48-Hour InterCity Pass	\$10.00	\$9.50	
Monthly InterCity Pass	\$20.00	\$19.00 <sup>3</sup>	
University Routes 50, 54 & 54 Deviations			\$1.50 General \$1.00 Student & Disabled
Transfers to other transit systems			Free
General Fare: Ages 9-94, 100% ADA			
Discount Fare: Age 21, senior and older, Persons with Disabilities, ADA eligible passengers and Medicare Card Holders.			
<sup>1</sup> This fare is valid for one pick-up or drop-off. Each pick-up requires full fare to be paid. This fare is also valid for service to transit connections along State Routes also between Artocho and State Route 42.			
<sup>2</sup> This fare is valid to Artocho, Pittsburg/Key Point, EART Station, La Gr, Yarrville, Salinas City or Fairfield.			

Delta Breeze Fares (1) Express Deviated to Fairfield											
Fare Data						Station Only					
From	To	From	To	From	To	From	To	From	To	From	To
St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo
\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
Delta Breeze Fares (2) Express Deviated to Rio Vista											
Fare Data						Station Only					
From	To	From	To	From	To	From	To	From	To	From	To
St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo
\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
Delta Breeze Fares (3) Express Deviated to Pittsburg/Key Point											
Fare Data						Station Only					
From	To	From	To	From	To	From	To	From	To	From	To
St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo
\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
Delta Breeze Fares (4) Express Deviated to Artocho											
Fare Data						Station Only					
From	To	From	To	From	To	From	To	From	To	From	To
St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo	St. Jo
\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

FIGURE 10: E-TRAN PRINTED INFORMATION EXAMPLE

**COMMUTER GUIDE**



**9 Routes from Elk Grove  
to Downtown Sacramento  
and Rancho Cordova**



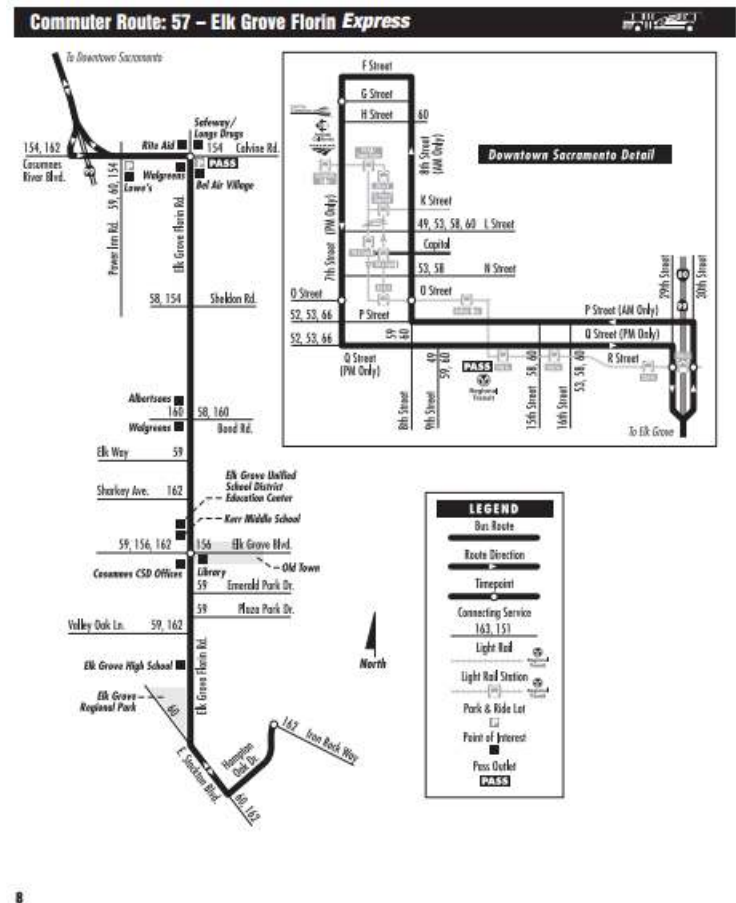


Sacramento Region  
Travel Info

**(916) 68E-TRAN**      **www.e-tran.org**

**TDD/TTY: 711**

**EFFECTIVE OCTOBER 27, 2011**



**Commuter Route: 57 – Elk Grove Florin Express**

Monday – Friday: AM Northbound to Downtown Sacramento						Monday – Friday: PM Southbound to Elk Grove					
Iron Road Way at Hampton Oak Dr.	Elk Grove Florin Rd. at Elk Grove Blvd.	Colmae Rd. at Elk Grove Blvd. (PR at 1st Ave)	29th St. LRT Sta. (20th St. at 18 St.)	8th St. at O St. Light Rail Station	7th Street at G Street	7th Street at G Street	7th St. at O St. (8th & O St. Sta.)	29th St. LRT Sta. (20th St. at 18 St.)	Elk Grove Florin Rd. at Colmae Rd. (PR at 1st Ave)	Elk Grove Florin Rd. at Elk Grove Blvd.	Iron Road Way at Hampton Oak Dr.
5:50	5:56	6:09	6:39	6:50	6:55	4:05	4:10	4:20	4:45	4:54	5:10
6:15	6:22	6:35	6:59	7:10	7:15	4:35	4:40	4:50	5:15	5:24	5:40
6:35	6:42	6:55	7:24	7:35	7:40	5:05	5:10	5:20	5:45	5:54	6:10

Commuter routes do not operate on weekends or Federal holidays.

## Online Information

Although only one-quarter of existing riders utilize the Delta Breeze website for transit information, it is likely that many potential riders would utilize the internet when seeking out initial information about transit services. Providing user-friendly information online is critical to attracting new riders.

### Current Website

Delta Breeze's current website is not very user-friendly. The home page does little to describe the system, and one must utilize the sidebar links to find out more (when accessing the website on a smartphone, the user must scroll all the way to the bottom of the page to find these links). The "Schedules" page provides a very confusing description of Delta Breeze service: only routes 51 and 54 are described, one must look at the PDF of the printed information in order to learn about Routes 50 and 52 (and this does not display properly when accessed on a smartphone); some information is conflicting (stating that reservations must be made 30 minutes in advance at the top of the page, and 24 hours in advance further down the page); and some information does not belong on the schedules page (such as rules on board the bus). Other pages suffer from similar design and content issues.




FIGURE 11: CURRENT WEBSITE HOME PAGE

### Recommended Website Elements

The Delta Breeze home page should include two key elements to introduce riders to the system:

- A system map, with links to more information about each route.
- A GoogleMaps-powered trip planner



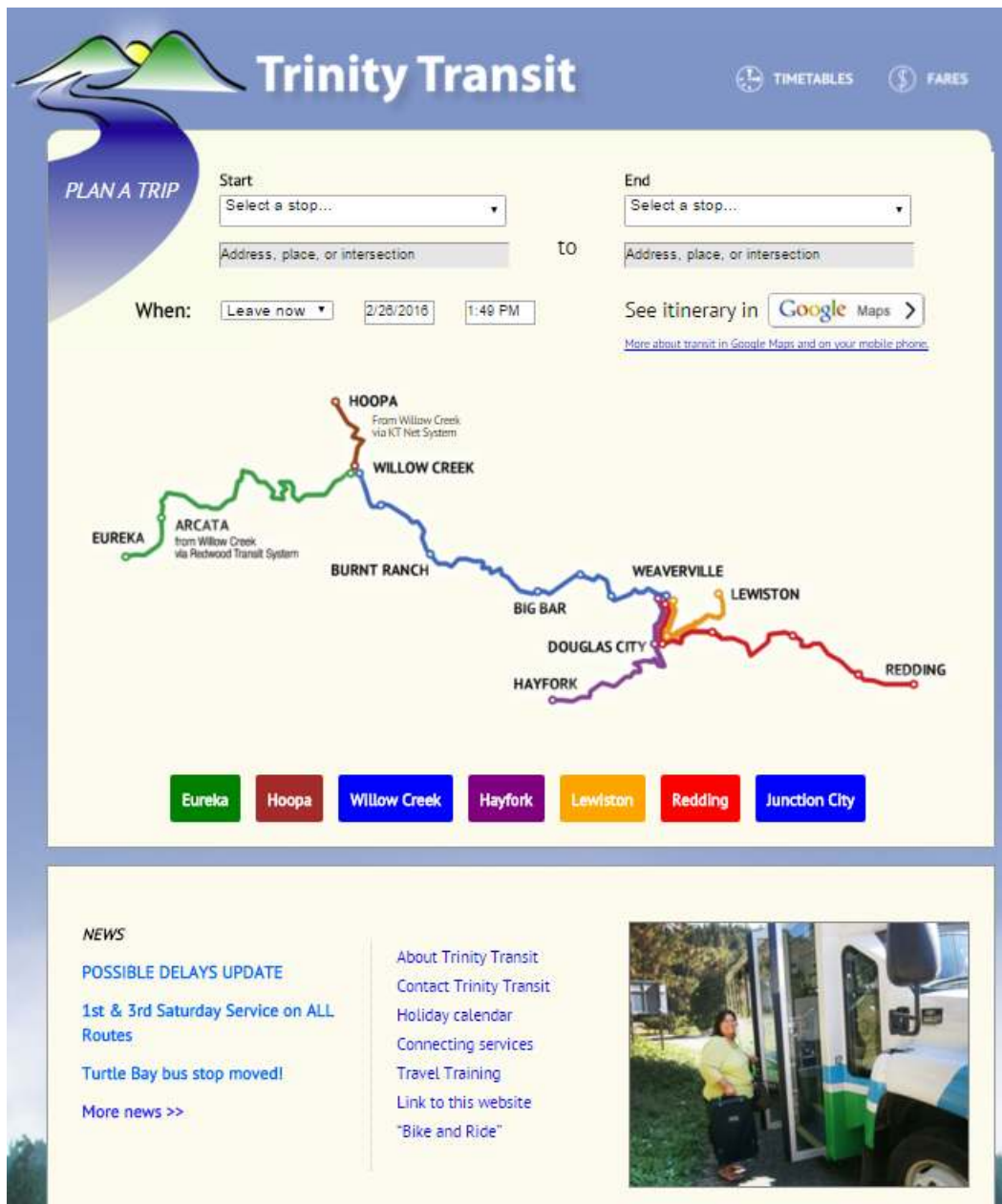


Other Delta Breeze pages should be reorganized so that it is quick and easy to find information. All pages should be designed for users of multiple web browsers and devices, and allows those utilizing screen-reading text-to-audio programs to interpret the writing. For example, schedules should be displayed in text on the webpage in addition to the printable PDF version. In addition to reorganizing existing content, Delta Breeze can add several features to better educate and engage current and potential riders, such as:

- Detailed route maps should be created, showing specific bus stop locations, bus flag-down route segments, and deviation areas.
- Detailed trip plans should be created for common destinations, such as San Francisco, Travis Air Force Base, medical and shopping destination in Antioch, and more. These should include instructions on how to transfer to connecting transit services (such as transfer times and fares due, if any).
- Travel training tools should be made available online: this is an easy way for other organizations to help inform potential riders (or for potential riders to educate themselves) about the system. This may include PowerPoint or video presentations on how to use Delta Breeze (covering topics from navigating the website and trip planning to boarding the bus).
- Passengers should be able to sign up to receive service alerts. Providing service information to registered email addresses can be a very effective passenger information tool. Delta Breeze could provide information on future transit studies, service and fare changes, and daily service alerts.
- A tool could facilitate online reservations for Dial-a-Ride or deviations. Providing this function online could make it easier for community members to plan their travel, especially if they can see which times the Dial-a-Ride service is busy, or which trips have reached their deviation limit. An online tool may also be easier for those with a hearing impairment who have difficulty scheduling reservations over the phone.
- Social media marketing can provide up-to-date information and further engage riders. Many transit agencies use platforms such as Facebook and Twitter to post service alerts or receive feedback from riders. One resident requested that Delta Breeze advertise transit services on Nextdoor, a website that creates social networks for communities. The Rio Vista Police Department regularly provides updates on Nextdoor and other social media sites.

The Trinity Transit website (Figure 12) incorporates several of these design elements. The homepage features a GoogleMaps trip planner and a simplified interactive system map. News and service announcements are posted on the homepage, directly underneath the map. Links above the system map direct to fares and schedules; links below the system map provide access to travel training, connecting transit services, and other information. Clicking a route on the interactive map brings you to the schedule page for that route.

FIGURE 12: TRINITY TRANSIT WEBSITE EXAMPLE



## IV. Partnerships

In order to educate the community about transit options and attract new riders, it is important that Delta Breeze form partnerships with local organizations. Delta Breeze should conduct travel training sessions with the employees at these organizations so that they can educate their clients about transit services; Delta Breeze should also provide these organizations with travel training materials and printed rider information (including flyers/schedules for distribution as well as eye-catching posters, signage, or other marketing materials).

- **Trilogy:** Because the Trilogy development accounts for such a large percentage of Rio Vista residents and both current and potential Delta Breeze ridership (about 60 percent of boardings in Rio Vista on Routes 50 and 52 occur within Trilogy), it is important to establish and maintain a relationship with management and residents. Attempts to schedule public outreach events at Trilogy as part of this project were met with resistance, despite the fact that residents could benefit from increased service. A strong partnership with Trilogy could potentially lead to additional funding for Delta Breeze. One possibility is the development of an agreement between the two parties where Trilogy residents would pay an annual fee to Delta Breeze in exchange for being able to ride transit service for free all year. This agreement would generate additional revenue for Delta Breeze while encouraging frequent use of service by Trilogy residents because their fares are pre-paid.
- **Sutter Medical Foundation:** The current partnership between Sutter and Delta Breeze helps patients reach their medical care while providing increased revenue for Delta Breeze. This partnership should be maintained as it is mutually beneficial for both organizations. Sutter could assist Delta Breeze by promoting Delta Breeze services in its offices and providing patients with transit-related information.
- **Rio Vista Senior Center:** The Senior Center serves as a social gathering place for many Rio Vista seniors. Delta Breeze should coordinate with the Senior Center to ensure that activities are aligned with the bus schedule and that attendees are encouraged to use Delta Breeze to get to the Senior Center.
- **Schools:** As Delta Breeze expands to offering afternoon Dial-a-Ride service, it is important to inform the schools about the services available. In turn, the schools can inform both parents and students about available services and the benefits of using Delta Breeze.
- **Solano Transportation Authority (STA):** STA offers several programs which provide mobility or help community members learn about their mobility options: the Solano Napa Commuter Information provides free trip planning assistance through a call center and online, as well as vanpool ride-matching services; the standardized ADA certification process provides an in-person assessment and certification for all transit providers in the county; a travel training program, which offers online information, group orientation sessions, and individual on-bus training programs; and the Intercity Taxi Scrip program allows qualified ADA community members to pre-purchase taxi scrip (coupons which may be redeemed with taxi operators in place of cash fare) for an 85 percent fare discount, which may be used for travel within the county when public transit is not available.
- **Other Transit Providers:** Delta Breeze should promote transfers to other transit operators for locations not currently served by Delta Breeze. It is also important to maintain the free transfer partnership with other agencies to reduce the complication of utilizing different services.

## Conclusion


The Rio Vista Transit Service Outreach and Analysis project conducted public outreach in Rio Vista and detailed analysis of Delta Breeze service in order to develop Existing Conditions and Summary of Transit Gaps reports. The findings from these reports led to the development of potential service alternatives, which were presented to the public in order to receive feedback. This Final Report identified which of the proposed strategies and solutions best meet the mobility needs of Rio Vista's residents while also allowing Delta Breeze to maintain its financial stability.

A brief description of each of the recommendations is provided below:

- Route 50 will complete an entire loop along Summerset Drive in Trilogy beginning in FY 2016-2017, and Delta Breeze will work to streamline the schedule.
- Route 51 will be rescheduled, and a half hour of service will be added. Dial-a-Ride service will be available from 9:30 to 10:30 am and from 3:00 to 4:30 pm beginning in Fiscal Year 2016-2017.
- Route 52 will complete an entire loop along Summerset Drive in Trilogy beginning in FY 2016-2017. In FY 2018-2019 (or when eBART begins operating), Route 52 will be shortened to the Antioch eBART station and a third trip will be added. In the future a fourth trip should be added when additional funding becomes available.
- Route 54 will be eliminated at the beginning of Fiscal Year 2016-2017.
- Delta Breeze will encourage Rio Vista residents to shift their medical and shopping trips from Fairfield to Antioch in order to eventually provide a more efficient service once eBART opens.
- Monthly pass rates will increase by 33 percent at the beginning of FY 2016-2017 and will continue to increase in the future.
- Delta Breeze will employ an aggressive marketing strategy in order to attract potential riders. This will include an update of passenger information materials, partnerships with local organizations, and targeted marketing to specific markets.

Additionally, Delta Breeze should monitor system performance as these service and fare changes are implemented. It is important to continue to track daily ridership, vehicle hours and miles. Pass sales and fare payment methods should be recorded to monitor community responses to the fare increase in order to determine if it is feasible to further increase the cost of monthly passes in the future. If possible, Delta Breeze should record the locations of Dial-a-Ride pickups and drop-offs (and continue to record deviation locations); this information can identify key areas to serve and inform routing decisions as well as marketing partners.

Prior to the opening of eBART in 2018, Delta Breeze should conduct a review of the impact of these changes as well as further public outreach. Specifically, Delta Breeze should investigate if the current demand for eBART service in the late morning and early afternoon is still present and if the demand for shopping and medical trips to Fairfield is still higher than the demand for trips to Antioch. The results

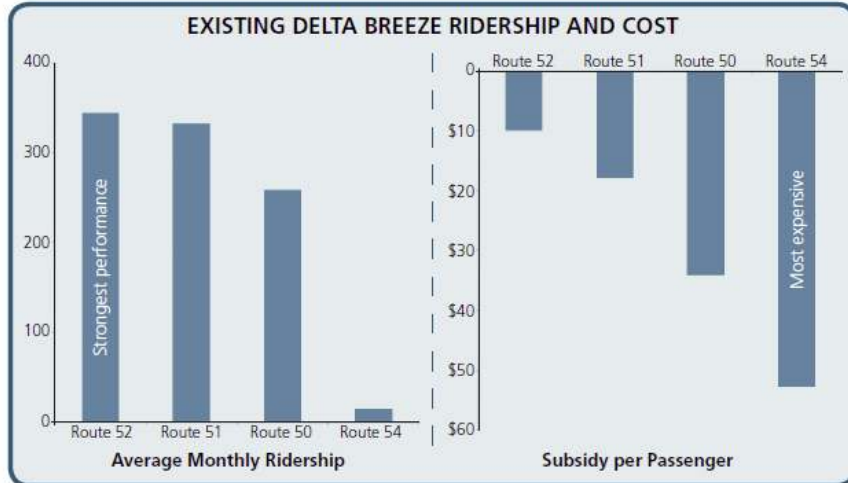


from this analysis can further inform the structure of eBART service as well as other decisions such as the continuation of/modifications to the marketing plan, further increases in fare costs, and service changes to other routes.

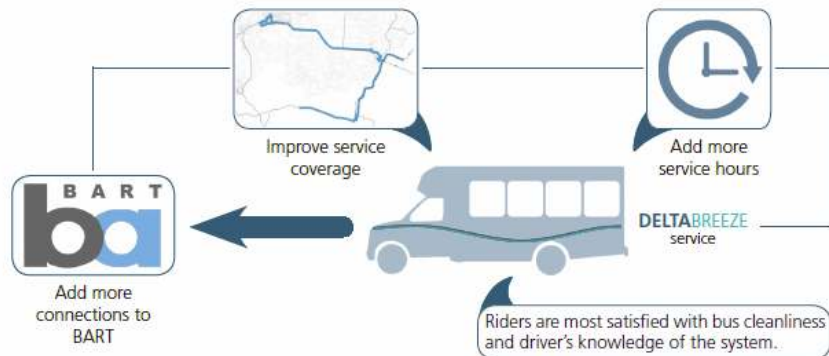
This page intentionally left blank.



# Appendix I: Outreach Materials



## WHAT WE HEARD



## TRANSIT GAPS SUMMARY

- There is demand for increased service to BART, the highest demand is between 9:00 AM – 12:00 PM.
- There is demand for longer service hours. No trips leave Rio Vista between 7:30 AM and 12:00 PM.
- Residents want service to Travis Air Force Base, as 14% of survey respondents say they get medical treatment at this facility.
- Resources are split to providing service to Pittsburg/BART and Fairfield. Shifting focus to one area may be able to provide better frequency and flexibility for riders.



## PRELIMINARY STRATEGIES

- Reinvest resources from under-utilized routes to address transit gaps and provide improved frequency and flexibility.
- Consolidate destinations (BART/eBART, medical, and shopping facilities) on to a single route to increase frequency of service.

## REINVESTMENT OPTIONS



Rio Vista Delta Breeze wants your input on the proposed service options. Please fill out the enclosed survey to provide your feedback. Additional comments are greatly welcomed.

This page intentionally left blank.





DATE: March 22, 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>	No Deadline
6.	Yolo-Solano Air Quality Management District Clean Air Funds	<b>\$332,000</b>	March 25, 2016
<b>State</b>			
1.	Transit and Intercity Rail Capital Program (TIRCP)	<b>\$200 million</b>	April 5, 2016
<b>Federal</b>			
1.	Transportation Investment Generating Economic Recovery (TIGER)	<b>\$500 million</b>	April 29, 2016

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

This page intentionally left blank.

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Regional Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$15 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Graciela Garcia ARB (916) 323-2781 <a href="mailto:ggarcia@arb.ca.gov">ggarcia@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/oq/aqip/cvrp.htm">http://www.arb.ca.gov/mspr/oq/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> <a href="mailto:cchi@mtc.ca.gov">cchi@mtc.ca.gov</a>	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	
<b>Yolo-Solano Air Quality management District (YSAQMD) Clean Air Funds</b>	Jim Antone YSAQMD (530) 757-3653 <a href="mailto:jantone@ysaqmd.org">jantone@ysaqmd.org</a>	March 25, 2016	\$332,000	The purpose of the Clean Air Funds Program is to provide financial incentives for reducing emissions from the mobile sources of air pollution within the Yolo-Solano Air Quality Management District (YSAQMD).	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>Transit and Intercity Rail Capital Program (TIRCP)</b>	Ezequiel Castro Branch Chief (916) 654-8012	April 5, 2016	<b>\$200 million</b>	Provide grants from the Greenhouse Gas Reduction Fund to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California.	Fairfield/ Vacaville Train Station	<a href="http://www.dot.ca.gov/hq/MassTrans/tircp.html">http://www.dot.ca.gov/hq/MassTrans/tircp.html</a>