



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
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INTERCITY TRANSIT CONSORTIUM MEETING AGENDA

1:30 p.m., Tuesday, April 26, 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. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

(1:35 – 1:45 p.m.)

5. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.

(1:45 – 1:50 p.m.)

A. Minutes of the Consortium Meeting of March 29, 2016

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of March 29, 2016.

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6. ACTION FINANCIAL ITEMS

A. None.

CONSORTIUM MEMBERS

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

7. 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 2742 (Nazarian) – Public private Partnerships - *support*
- SB 824 (Beall) – Low Carbon Transit Operations Programs - *support*

(1:50 - 1:55 p.m.)

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B. Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element Chapter Policies

Robert Macaulay

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Transit and Rideshare Element Policies Chapter provided as Attachment A.

(1:55 - 2:00 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

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

Daryl Halls

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

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B. Comprehensive Transportation Plan (CTP) Public Outreach Update – Summary of Transit Comments

Robert Macaulay

(2:05 - 2:10 p.m.)

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C. STA Memorandum of Understanding (MOU) with Taxi Operations for Solano County Intercity Taxi Scrip

Philip Kamhi

(2:10 - 2:15 p.m.)

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D. Transit Corridor Study Phase 2 Update

Jim McElroy

(2:15 - 2:20 p.m.)

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E. Fiscal Year (FY) 2016-17 Intercity Funding Agreement and FY 2014-15 Reconciliation

Mary Pryor

(2:20 - 2:25 p.m.)

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F. Developing Proposed Policies for ADA Recertification

Liz Niedziela

(2:25 - 2:30 p.m.)

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G. Intercity Taxi Scrip Program Rider's Guide Update
(2:30 - 2:35 p.m.)
Pg. 161

Debbie McQuilkin

**H. Proposed Pilot Commuter Benefits Program in Yolo/Solano Air
Quality Management District**
(2:35 - 2:40 p.m.)
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Judy Leaks

NO DISCUSSION

I. Mobility Call Center/Transportation Info Depot Monthly Updates
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Sean Hurley

J. Summary of Funding Opportunities
Pg. 179

Drew Hart

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

Group

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

May 2016

- A. Intercity Taxi Scrip New Service Delivery Model
- B. Transit Corridor Study Update – Performance Measure
- C. SolanoExpress Quarterly Update
- D. Approval of Intercity Funding Agreement for FY 2016-17
- E. SolanoExpress Marketing
- F. STA's Alternative Fuels Policy for SolanoExpress

June 2016

- A. Solano Transportation Study for Senior and People with Disabilities Update
- B. Update on Solano Mobility: ADA Assessments and Travel Training
- C. Discussion of Future Senior and People with Disabilities Services and Programs
- D. Future Bridge Toll Priorities for Transit

11. ADJOURNMENT

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for
1:30 p.m. on Tuesday, May 17, 2016.

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INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of March 29, 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	Nathaniel Atherstone, Vice Chair	Fairfield and Suisun Transit (FAST)
Present:	<i>(By phone)</i>	
	John Harris	Rio Vista Delta Breeze
	Kristina Botsford	Solano County Transit (SolTrans)
	Judy Leaks	STA
	Liz Niedziela	STA
	Brian McLean	Vacaville City Coach

Members

Absent:	Janet Koster, Chair	Dixon Rendi-Ride
	Matt Tuggle	County of Solano

Also Present (In Alphabetical Order by Last Name:

Michael Abegg	Solano County Transit (SolTrans)
Diane Feinstein	City of Fairfield
Sean Hurley	STA
Philip Kamhi	STA
David Koffman	Nelson Nygaard
Robert Macaulay	STA
Johanna Masiclat	STA
Debbie McQuilkin	STA
Mary Pryor	Nancy Whelan Consulting

2. APPROVAL OF THE AGENDA

On a motion by Liz Niedziela, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved the agenda.

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. ELECT CHAIR AND VICE CHAIR FOR 2016

On a motion by Liz Niedziela, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium voted Nathaniel Atherstone as Chair for 2016.

On a motion by Judy Leaks, and a second by Kristina Botsford, the SolanoExpress Intercity Transit Consortium voted Liz Niedziela as Vice Chair for 2016.

5. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

Robert Macaulay provided an update on comments received from the three Solano County's Streets Need Fixing telephone town hall meetings. He explained that the comments will be provided to the committee in the near future.

Liz Niedziela announced that the Metropolitan Transportation Commission (MTC) has provided their resolutions for the 5311 Applications. She explained that the amount of money that the STA Board approved was over \$366,000 along with additional funds for Intercity Bus Replacement.

Jayne Bauer provided an update on Federal Funding. She explained that the STA will be pursuing priorities for the FAST Lane Freight and Bus Hub Facilities. She encouraged those interested in submitting a funding request to contact Philip Kamhi.

6. CONSENT CALENDAR

On a motion by Nathaniel Atherstone, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Items A and B. (6 Ayes)

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

Recommendation:

Approve the Consortium Meeting Minutes of January 26, 2016.

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

Recommendation:

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

7. ACTION FINANCIAL ITEMS

A. Regional Measure 2 SolanoExpress Funding

Philip Kamhi outlined the allocation of the programming of \$421,000 of RM2 for the Transit Corridor Study Phase 2. He noted that 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.

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.

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

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

Philip Kamhi reviewed staff's recommendation 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.

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.

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

C. CARE Evaluators Contract Renewal

Liz Niedziela noted that 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 for one year in an amount not-to exceed \$213,300 based off the rate of \$158 per completed assessment.

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.

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

8. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Jayne Bauer reviewed the two bills staff is recommending for support positions; Assembly Bill (AB) 2170 (Frazier) – Trade Corridors Improvement Fund: federal funds and Senate Bill (SB) 1128 (Glazer) – Commute benefit policies

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*

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

9. INFORMATIONAL ITEMS – DISCUSSION ITEMS

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

David Koffman, Nelson Nygaard, noted that 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. He reviewed the draft scope of work for the new service model for the Intercity Paratransit/Taxi Scrip Program. He added that it is anticipated that after STA Board selection of the preferred service option, actual implementation of this option would occur in 2017.

B. Comprehensive Transportation Plan (CTP) Update – Draft Policies Chapter

Robert Macaulay provided an update to the development of the draft Transit and Rideshare Element Policies that implement the Goal Gap Analysis. He distributed and reviewed the draft policy with highlighted changes recommended by the Transit and Rideshare Committee. He requested that any additional changes be submitted to him by April 12, 2016. He noted that once all the comments have been compiled, STA staff will bring the modified policies back for further review.

C. Developing Proposed Policies for ADA Recertification

Liz Niedziela noted that STA staff is working with Nelson and Nygaard to develop some policies and procedures to make the ADA recertification process more cost effective and easier on the consumers. The members reviewed and provided comments to the proposed draft policy and procedures.

D. Senior and People with Disabilities Summit III for Transportation

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

E. Mobility Call Center/Transportation Info Depot Monthly Updates

Sean Hurley reported that 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

NO DISCUSSION

F. Rio Vista Transit Service Outreach and Analysis

G. Summary of Funding Opportunities

10. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

Group

11. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

12. 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, April 26, 2016.**



DATE: April 18, 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) 2742 was introduced in February by Assemblymember Nazarian) as "Transportation projects: comprehensive development lease agreements". AB 2742 is identical to ABX1-2 (Bi-Partisan Public Private Partnership (P3) Bill) introduced in the Transportation Extraordinary Session by Assemblyman Perea and 21 Assemblymembers (including The Honorable Jim Frazier), for which the STA Board approved a support position in July 2015. AB 2742 would extend the sunset date to January 1, 2030, and authorize the Department of Transportation and regional transportation agencies to enter into Public Private Partnerships (P3s) for certain transportation projects beyond January 1, 2017. AB 2742 is currently supported by the California Transportation Commission, Los Angeles County Metropolitan Transportation Authority and Santa Clara Valley Transportation Authority among others.

This bill would maintain a critical tool for California to rebuild its transportation infrastructure, improve California's transportation commerce, and therefore improve its economy. STA 2016 Legislative Priority #2 supports "legislation that encourages public private partnerships and provides low cost financing for transportation projects." Staff recommends a support position on AB 2742.

Senator Jim Beall introduced **Senate Bill (SB) 824: Low Carbon Transit Operations Program**. This bill would create greater flexibility in the Low Carbon Transit Operations Program (LCTOP) to allow, among other things, a recipient transit agency to: retain its funding share over multiple years for use in a subsequent fiscal year; and, loan, transfer and/or pool its funding share with other recipient transit agencies within its region. This bill would also allow a recipient transit agency to apply for a Letter of No Prejudice. SB 824 is currently supported by Santa Clara Valley Transportation Authority (sponsor), California Transit Association and Central Contra Costa Transit Authority, among others.

LCTOP is one of the programs funded by Cap and Trade proceeds with the purpose of greenhouse gas reduction. STA 2016 Legislative Platform II Climate Change/Air Quality supports that STA “participate in the implementation of Plan Bay Area, the Bay Area’s Sustainable Communities Strategy, and ensure that locally-beneficial projects and programs are contained in the SCS” as well as “support legislation providing infrastructure for low, ultra-low and zero emission vehicles.” STA staff recommends a support position on SB 824.

Federal Legislative Update:

Susan Lent, STA’s federal lobbyist (with Akin Gump) continues to research and provide more information on the federal funding opportunities for STA’s priority projects. This guidance will shape the STA Board’s discussions with federal legislators and agency staff.

Fiscal Impact:

None.

Recommendation:

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

- AB 2742 (Nazarian) – Public private Partnerships - *support*
- SB 824 (Beall) – Low Carbon Transit Operations Programs - *support*

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. AB 2742 Bill
- D. SB 824 Bill



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

March 31, 2016

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

The Legislature reconvened from its Spring Recess on March 28 and immediately began policy committee hearings on legislation introduced in 2016. Each house has until April 22 to refer fiscal bills to the appropriations committees for further action. The Legislature will break for Summer Recess on July 1. For information related to active bills on which the STA Board currently has a position, please see the ***Bills of Interest*** sections below.

STA Board Legislative Visit

On February 29, the Solano Transportation Authority Board visited Sacramento to meet with members of the Solano County legislative delegation, legislative staff, and members of Governor Brown's administration. Authority Board members held a series of meetings to discuss important projects to Solano County (e.g., Jepson Parkway, Fairfield-Vacaville Intermodal Station, Vallejo TOD, Napa Vine Trail, Highway 37, freight improvements) and transportation funding as it relates to the reduction in gasoline excise tax revenues, the need to find additional revenue sources at the state level, and Solano County's pending 5-year general tax measure (a portion of which would fund transportation projects in the County). Board members met with Senator Lois Wolk, Assembly Member Bill Dodd, Assembly Transportation Committee Chair Jim Frazier, staff from Assembly Member Bonilla's Office, and staff from the Senate Transportation and Housing Committee. Each member/office noted the importance of the projects Solano Transportation Authority is undertaking and provided a unique perspective on transportation funding, specifically in regard to the Legislature's ability to find the supermajority needed to raise new revenues.

Additionally, Board members discussed transportation funding, the Cap and Trade program, and the aforementioned projects with the Governor's Office, California State Transportation Agency Secretary Brian Kelly and staff with the Strategic Growth Council. Board members received feedback from both agencies on specific projects STA is considering in the Transit and Intercity Rail Capital Program (CalSTA) and the Affordable Housing and Sustainable Communities Program (SGC), including the Fairfield-Vacaville Intermodal Station, Vallejo Station Phase B, and the Napa Vine Trail gap closure. Both state agencies believe the projects would be a good fit for Cap and Trade funding, but STA will need to find ways to better fit these projects into the different programs by looking at ways to increase GHG reductions. Throughout the day's meetings, the action of the Authority Board to come to Sacramento

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and make the case for more transportation funding was lauded by the County's legislative delegation and members of the Administration.

FASTLANE Project

For the last several weeks, we have been working with STA staff on including the I-80/I-680/SR-12 interchange project as part of Caltrans' application for funding through the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program. Caltrans is allowed to submit three projects for funding in year one of the program, which makes available \$800 million in federal funding in fiscal year 2016. Proposals are due to the Federal Department of Transportation by April 1. Phase 1 of the I-80/I-680/SR-12 interchange project is currently underway. The FASTLANE grant, if awarded, would fund approximately \$124 million of the \$207 million needed for completing Phases 2 and 3 of the project; MTC and Caltrans would commit the remaining \$83 million.

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.**

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.

However, to date there has been no substantive progress made in the Legislature on moving either of these proposals, nor on generating consensus around any other transportation funding proposal.

Special Session Bills of Interest

ABX1 1 (Alejo) Vehicle Weight Fees

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

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

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

ABX1 24 (Levine and Ting) Bay Area Transportation Commission

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

SBX1 1 (Beall) Transportation Funding

This bill, like the author's SB 16, would increase several taxes and fees, beginning in 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).***

AB 2170 (Frazier) Trade Corridors Improvement Fund

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

AB 2742 (Nazarian) Public Private Partnerships

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

SB 824 (Beall) Low Carbon Transit Operations Program

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

SB 1128 (Glazer) Bay Area Commute Benefit Policy

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

Akin Gump

STRAUSS HAUER & FELD LLP

M E M O R A N D U M

March 28, 2016

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

During the month of March Susan Lent participated in a Solano Transportation Authority Board Workshop to discuss potential funding sources for STA capital projects. We also monitored developments with the Department of Transportation and in Congress relevant to STA.

Fiscal Year 2017 Budget and Appropriations

The House and Senate recessed until April 4 without adopting a budget resolution governing fiscal year 2017 spending. The House Budget Committee approved a budget resolution on March 16 that adhered to the level of spending agreed to by Congress and the President last December - \$551 billion for defense spending and \$518.5 billion for domestic programs, but the resolution has stalled, because of concern that it would not pass in the full House. Tea Party Republicans are opposed to the increase in domestic spending under the agreement. The Leadership is in negotiations to guarantee a gradual reduction in entitlement spending in exchange for conservative support for the resolution. In March, the Senate Republican Leadership indefinitely postponed action on a resolution due to the conflict within their caucus.

The appropriations committees are proceeding without a budget resolution and may move forward with allocations to the subcommittees and mark-up the individual appropriations bills even if no agreement is reached. However, House Speaker Paul Ryan (R-WI) has stated that he will not bring the appropriations bills to the floor if the House does not adopt a resolution. Appropriations Committee staff are projecting that the Committees will continue to advance the bills during the spring and summer, but anticipate that most government programs will be funded by a continuing resolution from the end of the fiscal year on September 30 until after the elections.

Discretionary Grant Programs

In February, DOT issued Notices of Funding Availability for the new FASTLANE program and for another round of TIGER grants, as well as other discretionary programs.

On February 26, DOT solicited applications for the FASTLANE program authorized by the FAST Act to fund critical freight and highway projects across the country. The FAST Act authorizes \$800 million in funding for the FASTLANE program in fiscal year 2016, with 25

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March 28, 2016
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percent reserved for rural projects, and 10 percent for smaller projects. Awards will be made to 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 must have an estimated total project cost in excess of \$100 million and request 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 obligate the funds by September 30, 2019.

On February 23, DOT issued its Notice of Funding Availability for the eighth round of TIGER grants. The grant program will focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for urban and rural communities. 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. The minimum grant is \$5 million and the maximum is \$100 million. Grants may be used for up to 80 percent of the costs of a project located in an urban area. 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. Applications are due by April 29.

On March 11, DOT announced availability for credit assistance through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. Under TIFIA, the DOT provides secured (direct) loans, lines of credit, and loan guarantees to public and private applicants for eligible surface transportation projects. New eligibility in the FAST Act includes loans for Transit Oriented Development. The FAST Act authorized \$1.435 billion in funding over 5 years, including \$275 million in fiscal year 2016. Potential applicants have been invited to submit a letter of interest. DOT requested comment on revisions to the regulation required under the FAST Act, which include modifications to the terms and conditions of the loans. The deadline for comments is April 11, 2016.

On February 25, the Environmental Protection Agency (EPA) announced the availability of \$26 million in grant funding to establish clean diesel projects aimed at reducing emissions from the nation's existing fleet of diesel engines. EPA is soliciting proposals nationwide for projects that significantly reduce diesel emissions and exposure, especially from fleets operating in areas

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designated as nonattainment areas. Priority will be given to projects that engage and benefit local communities and applicants that demonstrate their ability to promote and continue efforts to reduce emissions after the project has ended. Eligible applicants include regional, state, local or tribal agencies, or port authorities with jurisdiction over transportation or air quality. For Region 9 (which includes California, Arizona, Hawaii, Nevada, American Samoa, Guam, Northern Mariana Islands), EPA is requesting proposals between \$500,000 and \$4,400,000. Applications must be received by April 26.

On March 22, the Federal Highway Administration (FHWA) called for proposals for \$60 million to be awarded in cooperative agreements under the Transportation and Congestion Management Technologies Deployment Program (ATCMTD). The funding is intended to be used to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. State departments of transportation, local governments, transit agencies, metropolitan planning organizations are eligible to apply under the program. Projects funded under this initiative will deploy advanced transportation and congestion management technologies, including: Advanced traveler information systems; Advanced transportation management technologies; Infrastructure maintenance, monitoring, and condition assessment; Advanced public transportation systems; Transportation system performance data collection, analysis, and dissemination systems; Advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications, technologies associated with autonomous vehicles, and other collision avoidance technologies, including systems using cellular technology; Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems; Electronic pricing and payment systems; and Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals. Applications are due by June 6.

Status of Programs Authorized Under the FAST Act

As we previously reported, the FAST Act made significant reforms to the environmental review and permitting process and to innovative financing programs.

Many of the FAST Act's environmental streamlining provisions are self-executing, meaning that they went into effect when the legislation was signed into law in December. The provision that would allow a project to satisfy the federal environmental law (NEPA), by complying with the state law (CEQA) cannot go into effect until DOT issues a rulemaking and approves states to participate in the program. We will advise you when DOT issues the notice of proposed rulemaking.

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The FAST Act also directed DOT to establish a new National Surface Transportation and Innovative Finance Bureau within the Department. This Bureau will administer the TIFIA loan program and is tasked with identifying ways to expedite the environmental review process. The Obama Administration has indicated that it will not establish this new Bureau before the end of the President's term. We will follow developments since it will be important for the port to develop relationships with this Bureau if it pursues a TIFIA loan for any road extensions or improvements.

DOT established an April 25 deadline for public comment on the draft National Freight Strategic Plan (NFSP) in order to issue a fully compliant National Freight Strategic Plan in final format by the end of July 2016, under a notice published on March 10. DOT was required to develop the NFSP under MAP-21 and to identify major trade gateways and national freight corridors, best practices to mitigate the impacts of freight movement on communities, strategies to improve freight intermodal connectivity, as well as identify bottlenecks on the national freight network. The plan was issued on October 18, 2015. The FAST Act ordered revisions to the plan to make it multimodal in scope, link it to the new National Multimodal Freight Network (NMFN), created under the FAST Act, and also requires the NFSP to include an identification of corridors providing access to major areas for manufacturing, agriculture, or natural resources. DOT also announced that a separate Federal Register notice will be published and public comment requested on or about June 1, 2016 to establish an Interim NMFN.

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

ASSEMBLY BILL**No. 2742****Introduced by Assembly Member Nazarian**

February 19, 2016

An act to amend Section 143 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2742, as introduced, Nazarian. Transportation projects: comprehensive development lease agreements.

Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017.

This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030. The bill would include within the definition of “regional transportation agency” the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.

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

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

SECTION 1. Section 143 of the Streets and Highways Code is amended to read:

143. (a) (1) “Best value” means a value determined by objective criteria, including, but not limited to, price, features, functions, life-cycle costs, and other criteria deemed appropriate by the department or the regional transportation agency.

(2) “Contracting entity or lessee” means a public or private entity, or consortia thereof, that has entered into a comprehensive development lease agreement with the department or a regional transportation agency for a transportation project pursuant to this section.

(3) “Design-build” means a procurement process in which both the design and construction of a project are procured from a single entity.

(4) “Regional transportation agency” means any of the following:

(A) A transportation planning agency as defined in Section 29532 or 29532.1 of the Government Code.

(B) A county transportation commission as defined in Section 130050, 130050.1, or 130050.2 of the Public Utilities Code.

(C) Any other local or regional transportation entity that is designated by statute as a regional transportation agency.

(D) A joint exercise of powers authority as defined in Chapter 5 (commencing with Section 6500) of Division 7 of Title 1 of the Government Code, with the consent of a transportation planning agency or a county transportation commission for the jurisdiction in which the transportation project will be developed.

(E) *The Santa Clara Valley Transportation Authority established pursuant to Part 12 (commencing with Section 100000) of Division 10 of the Public Utilities Code.*

(5) “Public Infrastructure Advisory Commission” means a unit or auxiliary organization established by the Transportation Agency that advises the department and regional transportation agencies in developing transportation projects through performance-based infrastructure partnerships.

(6) “Transportation project” means one or more of the following: planning, design, development, finance, construction, reconstruction, rehabilitation, improvement, acquisition, lease,

1 operation, or maintenance of highway, public street, rail, or related
2 facilities supplemental to existing facilities currently owned and
3 operated by the department or regional transportation agencies
4 that is consistent with the requirements of subdivision (c).

5 (b) (1) The Public Infrastructure Advisory Commission shall
6 do all of the following:

7 (A) Identify transportation project opportunities throughout the
8 state.

9 (B) Research and document similar transportation projects
10 throughout the state, nationally, and internationally, and further
11 identify and evaluate lessons learned from these projects.

12 (C) Assemble and make available to the department or regional
13 transportation agencies a library of information, precedent,
14 research, and analysis concerning infrastructure partnerships and
15 related types of public-private transactions for public infrastructure.

16 (D) Advise the department and regional transportation agencies,
17 upon request, regarding infrastructure partnership suitability and
18 best practices.

19 (E) Provide, upon request, procurement-related services to the
20 department and regional transportation agencies for infrastructure
21 partnership.

22 (2) The Public Infrastructure Advisory Commission may charge
23 a fee to the department and regional transportation agencies for
24 the services described in subparagraphs (D) and (E) of paragraph
25 (1), the details of which shall be articulated in an agreement entered
26 into between the Public Infrastructure Advisory Commission and
27 the department or the regional transportation agency.

28 (c) (1) Notwithstanding any other provision of law, only the
29 department, in cooperation with regional transportation agencies,
30 and regional transportation agencies, may solicit proposals, accept
31 unsolicited proposals, negotiate, and enter into comprehensive
32 development lease agreements with public or private entities, or
33 consortia thereof, for transportation projects.

34 (2) Projects proposed pursuant to this section and associated
35 lease agreements shall be submitted to the California Transportation
36 Commission. The commission, at a regularly scheduled public
37 hearing, shall select the candidate projects from projects nominated
38 by the department or a regional transportation agency after
39 reviewing the nominations for consistency with paragraphs (3)

1 and (4). Approved projects may proceed with the process described
2 in paragraph (5).

3 (3) The projects authorized pursuant to this section shall be
4 primarily designed to achieve the following performance
5 objectives:

6 (A) Improve mobility by improving travel times or reducing
7 the number of vehicle hours of delay in the affected corridor.

8 (B) Improve the operation or safety of the affected corridor.

9 (C) Provide quantifiable air quality benefits for the region in
10 which the project is located.

11 (4) In addition to meeting the requirements of paragraph (3),
12 the projects authorized pursuant to this section shall address a
13 known forecast demand, as determined by the department or
14 regional transportation agency.

15 (5) At least 60 days prior to executing a final lease agreement
16 authorized pursuant to this section, the department or regional
17 transportation agency shall submit the agreement to the Legislature
18 and the Public Infrastructure Advisory Commission for review.
19 Prior to submitting a lease agreement to the Legislature and the
20 Public Infrastructure Advisory Commission, the department or
21 regional transportation agency shall conduct at least one public
22 hearing at a location at or near the proposed facility for purposes
23 of receiving public comment on the lease agreement. Public
24 comments made during this hearing shall be submitted to the
25 Legislature and the Public Infrastructure Advisory Commission
26 with the lease agreement. The Secretary of Transportation or the
27 chairperson of the Senate or Assembly fiscal committees or policy
28 committees with jurisdiction over transportation matters may, by
29 written notification to the department or regional transportation
30 agency, provide any comments about the proposed agreement
31 within the 60-day period prior to the execution of the final
32 agreement. The department or regional transportation agency shall
33 consider those comments prior to executing a final agreement and
34 shall retain the discretion for executing the final lease agreement.

35 (d) For the purpose of facilitating those projects, the agreements
36 between the parties may include provisions for the lease of
37 rights-of-way in, and airspace over or under, highways, public
38 streets, rail, or related facilities for the granting of necessary
39 easements, and for the issuance of permits or other authorizations
40 to enable the construction of transportation projects. Facilities

1 subject to an agreement under this section shall, at all times, be
2 owned by the department or the regional transportation agency,
3 as appropriate. For department projects, the commission shall
4 certify the department's determination of the useful life of the
5 project in establishing the lease agreement terms. In consideration
6 therefor, the agreement shall provide for complete reversion of the
7 leased facility, together with the right to collect tolls and user fees,
8 to the department or regional transportation agency, at the
9 expiration of the lease at no charge to the department or regional
10 transportation agency. At the time of the reversion, the facility
11 shall be delivered to the department or regional transportation
12 agency, as applicable, in a condition that meets the performance
13 and maintenance standards established by the department or
14 regional transportation agency and that is free of any encumbrance,
15 lien, or other claims.

16 (e) Agreements between the department or regional
17 transportation agency and the contracting entity or lessee shall
18 authorize the contracting entity or lessee to use a design-build
19 method of procurement for transportation projects, subject to the
20 requirements for utilizing such a method contained in Chapter 6.5
21 (commencing with Section ~~6800~~ 6820) of Part 1 of Division 2 of
22 the Public Contract Code, other than Sections ~~6802, 6803, and~~
23 ~~6813 of that code, if those provisions are enacted by the Legislature~~
24 ~~during the 2009-10 Regular Session, or a 2009-10 extraordinary~~
25 ~~session; 6821 and 6822 of that code.~~

26 (f) (1) (A) Notwithstanding any other provision of this chapter,
27 for projects on the state highway system, the department is the
28 responsible agency for the performance of project development
29 services, including performance specifications, preliminary
30 engineering, prebid services, the preparation of project reports and
31 environmental documents, and construction inspection services.
32 The department is also the responsible agency for the preparation
33 of documents that may include, but need not be limited to, the size,
34 type, and desired design character of the project, performance
35 specifications covering the quality of materials, equipment, and
36 workmanship, preliminary plans, and any other information deemed
37 necessary to describe adequately the needs of the department or
38 regional transportation agency.

39 (B) The department may use department employees or
40 consultants to perform the services described in subparagraph (A),

1 consistent with Article XXII of the California Constitution.
2 Department resources, including personnel requirements, necessary
3 for the performance of those services shall be included in the
4 department's capital outlay support program for workload purposes
5 in the annual Budget Act.

6 (2) The department or a regional transportation agency may
7 exercise any power possessed by it with respect to transportation
8 projects to facilitate the transportation projects pursuant to this
9 section. The department, regional transportation agency, and other
10 state or local agencies may provide services to the contracting
11 entity or lessee for which the public entity is reimbursed, including,
12 but not limited to, planning, environmental planning, environmental
13 certification, environmental review, preliminary design, design,
14 right-of-way acquisition, construction, maintenance, and policing
15 of these transportation projects. The department or regional
16 transportation agency, as applicable, shall regularly inspect the
17 facility and require the contracting entity or lessee to maintain and
18 operate the facility according to adopted standards. Except as may
19 otherwise be set forth in the lease agreement, the contracting entity
20 or lessee shall be responsible for all costs due to development,
21 maintenance, repair, rehabilitation, and reconstruction, and
22 operating costs.

23 (g) (1) In selecting private entities with which to enter into
24 these agreements, notwithstanding any other provision of law, the
25 department and regional transportation agencies may utilize, but
26 are not limited to utilizing, one or more of the following
27 procurement approaches:

28 (A) Solicitations of proposals for defined projects and calls for
29 project proposals within defined parameters.

30 (B) Prequalification and short-listing of proposers prior to final
31 evaluation of proposals.

32 (C) Final evaluation of proposals based on qualifications and
33 best value. The California Transportation Commission shall
34 develop and adopt criteria for making that evaluation prior to
35 evaluation of a proposal.

36 (D) Negotiations with proposers prior to award.

37 (E) Acceptance of unsolicited proposals, with issuance of
38 requests for competing proposals. Neither the department nor a
39 regional transportation agency may award a contract to an

1 unsolicited bidder without receiving at least one other responsible
2 bid.

3 (2) When evaluating a proposal submitted by the contracting
4 entity or lessee, the department or the regional transportation
5 agency may award a contract on the basis of the lowest bid or best
6 value.

7 (h) The contracting entity or lessee shall have the following
8 qualifications:

9 (1) Evidence that the members of the contracting entity or lessee
10 have completed, or have demonstrated the experience, competency,
11 capability, and capacity to complete, a project of similar size,
12 scope, or complexity, and that proposed key personnel have
13 sufficient experience and training to competently manage and
14 complete the design and construction of the project, and a financial
15 statement that ensures that the contracting entity or lessee has the
16 capacity to complete the project.

17 (2) The licenses, registration, and credentials required to design
18 and construct the project, including, but not limited to, information
19 on the revocation or suspension of any license, credential, or
20 registration.

21 (3) Evidence that establishes that members of the contracting
22 entity or lessee have the capacity to obtain all required payment
23 and performance bonding, liability insurance, and errors and
24 omissions insurance.

25 (4) Evidence that the contracting entity or lessee has workers'
26 compensation experience, history, and a worker safety program
27 of members of the contracting entity or lessee that is acceptable
28 to the department or regional transportation agency.

29 (5) A full disclosure regarding all of the following with respect
30 to each member of the contracting entity or lessee during the past
31 five years:

32 (A) Any serious or willful violation of Part 1 (commencing with
33 Section 6300) of Division 5 of the Labor Code or the federal
34 Occupational Safety and Health Act of 1970 (Public Law 91-596).

35 (B) Any instance where members of the contracting entity or
36 lessee were debarred, disqualified, or removed from a federal,
37 state, or local government public works project.

38 (C) Any instance where members of the contracting entity or
39 lessee, or its owners, officers, or managing employees submitted

1 a bid on a public works project and were found to be nonresponsive
2 or were found by an awarding body not to be a responsible bidder.

3 (D) Any instance where members of the contracting entity or
4 lessee, or its owners, officers, or managing employees defaulted
5 on a construction contract.

6 (E) Any violations of the Contractors' State License Law
7 (Chapter 9 (commencing with Section 7000) of Division 3 of the
8 Business and Professions Code), including, but not limited to,
9 alleged violations of federal or state law regarding the payment of
10 wages, benefits, apprenticeship requirements, or personal income
11 tax withholding, or Federal Insurance Contributions Act (FICA)
12 withholding requirements.

13 (F) Any bankruptcy or receivership of any member of the
14 contracting entity or lessee, including, but not limited to,
15 information concerning any work completed by a surety.

16 (G) Any settled adverse claims, disputes, or lawsuits between
17 the owner of a public works project and any member of the
18 contracting entity or lessee during the five years preceding
19 submission of a bid under this article, in which the claim,
20 settlement, or judgment exceeds fifty thousand dollars (\$50,000).
21 Information shall also be provided concerning any work completed
22 by a surety during this five-year period.

23 (H) If the contracting entity or lessee is a partnership, joint
24 venture, or an association that is not a legal entity, a copy of the
25 agreement creating the partnership or association that specifies
26 that all general partners, joint venturers, or association members
27 agree to be fully liable for the performance under the agreement.

28 (i) No agreement entered into pursuant to this section shall
29 infringe on the authority of the department or a regional
30 transportation agency to develop, maintain, repair, rehabilitate,
31 operate, or lease any transportation project. Lease agreements may
32 provide for reasonable compensation to the contracting entity or
33 lessee for the adverse effects on toll revenue or user fee revenue
34 due to the development, operation, or lease of supplemental
35 transportation projects with the exception of any of the following:

36 (1) Projects identified in regional transportation plans prepared
37 pursuant to Section 65080 of the Government Code.

38 (2) Safety projects.

39 (3) Improvement projects that will result in incidental capacity
40 increases.

1 (4) Additional high-occupancy vehicle lanes or the conversion
2 of existing lanes to high-occupancy vehicle lanes.

3 (5) Projects located outside the boundaries of a public-private
4 partnership project, to be defined by the lease agreement.

5 However, compensation to a contracting entity or lessee shall
6 only be made after a demonstrable reduction in use of the facility
7 resulting in reduced toll or user fee revenues, and may not exceed
8 the difference between the reduction in those revenues and the
9 amount necessary to cover the costs of debt service, including
10 principal and interest on any debt incurred for the development,
11 operation, maintenance, or rehabilitation of the facility.

12 (j) (1) Agreements entered into pursuant to this section shall
13 authorize the contracting entity or lessee to impose tolls and user
14 fees for use of a facility constructed by it, and shall require that
15 over the term of the lease the toll revenues and user fees be applied
16 to payment of the capital outlay costs for the project, the costs
17 associated with operations, toll and user fee collection,
18 administration of the facility, reimbursement to the department or
19 other governmental entity for the costs of services to develop and
20 maintain the project, police services, and a reasonable return on
21 investment. The agreement shall require that, notwithstanding
22 Sections 164, 188, and 188.1, any excess toll or user fee revenue
23 either be applied to any indebtedness incurred by the contracting
24 entity or lessee with respect to the project, improvements to the
25 project, or be paid into the State Highway Account, or for all three
26 purposes, except that any excess toll revenue under a lease
27 agreement with a regional transportation agency may be paid to
28 the regional transportation agency for use in improving public
29 transportation in and near the project boundaries.

30 (2) Lease agreements shall establish specific toll or user fee
31 rates. Any proposed increase in those rates not otherwise
32 established or identified in the lease agreement during the term of
33 the agreement shall first be approved by the department or regional
34 transportation agency, as appropriate, after at least one public
35 hearing conducted at a location near the proposed or existing
36 facility.

37 (3) The collection of tolls and user fees for the use of these
38 facilities may be extended by the commission or regional
39 transportation agency at the expiration of the lease agreement.
40 However, those tolls or user fees shall not be used for any purpose

1 other than for the improvement, continued operation, or
2 maintenance of the facility.

3 (k) Agreements entered into pursuant to this section shall include
4 indemnity, defense, and hold harmless provisions agreed to by the
5 department or regional transportation agency and the contracting
6 entity or lessee, including provisions for indemnifying the State
7 of California or the regional transportation agency against any
8 claims or losses resulting or accruing from the performance of the
9 contracting entity or lessee.

10 (l) The plans and specifications for each transportation project
11 on the state highway system developed, maintained, repaired,
12 rehabilitated, reconstructed, or operated pursuant to this section
13 shall comply with the department's standards for state
14 transportation projects. The lease agreement shall include
15 performance standards, including, but not limited to, levels of
16 service. The agreement shall require facilities on the state highway
17 system to meet all requirements for noise mitigation, landscaping,
18 pollution control, and safety that otherwise would apply if the
19 department were designing, building, and operating the facility.
20 If a facility is on the state highway system, the facility leased
21 pursuant to this section shall, during the term of the lease, be
22 deemed to be a part of the state highway system for purposes of
23 identification, maintenance, enforcement of traffic laws, and for
24 the purposes of Division 3.6 (commencing with Section 810) of
25 Title 1 of the Government Code.

26 (m) Failure to comply with the lease agreement in any significant
27 manner shall constitute a default under the agreement and the
28 department or the regional transportation agency, as appropriate,
29 shall have the option to initiate processes to revert the facility to
30 the public agency.

31 (n) The assignment authorized by subdivision (c) of Section
32 130240 of the Public Utilities Code is consistent with this section.

33 (o) A lease to a private entity pursuant to this section is deemed
34 to be public property for a public purpose and exempt from
35 leasehold, real property, and ad valorem taxation, except for the
36 use, if any, of that property for ancillary commercial purposes.

37 (p) Nothing in this section is intended to infringe on the authority
38 to develop high-occupancy toll lanes pursuant to Section 149.4,
39 149.5, or 149.6.

1 (q) Nothing in this section shall be construed to allow the
2 conversion of any existing nontoll or nonuser-fee lanes into tolled
3 or user fee lanes with the exception of a high-occupancy vehicle
4 lane that may be operated as a high-occupancy toll lane for vehicles
5 not otherwise meeting the requirements for use of that lane.

6 (r) The lease agreement shall require the contracting entity or
7 lessee to provide any information or data requested by the
8 California Transportation Commission or the Legislative Analyst.
9 The commission, in cooperation with the Legislative Analyst, shall
10 annually prepare a report on the progress of each project and
11 ultimately on the operation of the resulting facility. The report
12 shall include, but not be limited to, a review of the performance
13 standards, a financial analysis, and any concerns or
14 recommendations for changes in the program authorized by this
15 section.

16 (s) Notwithstanding any other provision of this section, no lease
17 agreement may be entered into pursuant to the section that affects,
18 alters, or supersedes the Memorandum of Understanding (MOU),
19 dated November 26, 2008, entered into by the Golden Gate Bridge
20 Highway and Transportation District, the Metropolitan
21 Transportation Commission, and the San Francisco County
22 Transportation Authority, relating to the financing of the U.S.
23 Highway 101/Doyle Drive reconstruction project located in the
24 City and County of San Francisco.

25 (t) ~~No A lease agreements may~~ *agreement shall not* be entered
26 into under this section on or after January 1, ~~2017~~: 2030.

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AMENDED IN SENATE APRIL 11, 2016

AMENDED IN SENATE MARCH 15, 2016

SENATE BILL

No. 824

Introduced by Senator Beall

January 7, 2016

An act to amend Section 75230 of, and to add Section 75231 to, the Public Resources Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 824, as amended, Beall. Low Carbon Transit Operations Program.

Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.

Existing law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, for expenditures to provide transit operating or capital assistance consistent with specified criteria. Existing law provides for distribution of available funds under the program by a specified formula to recipient transit agencies by the Controller, upon approval of the recipient transit agency's proposed expenditures by the Department of Transportation.

This bill would authorize a recipient transit agency that does not submit a project for funding under the program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would allow a recipient transit agency to loan or transfer its funding share in any particular fiscal year to another recipient transit agency within the same region, to pool its funding share with those of

other recipient transit agencies, or to apply to the department to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority, as specified. The bill would also allow a recipient transit agency to apply to the department for a letter of no prejudice for ~~a capital project or component of a capital project~~ *any eligible expenditures under the program* for which the department has authorized a disbursement of funds, and, if granted, would allow the recipient transit agency to expend its own moneys and to be eligible for future reimbursement from the program, under specified conditions. The bill would also require a recipient transit agency to provide additional information to the department to the extent funding is sought for capital projects.

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 75230 of the Public Resources Code is
2 amended to read:
3 75230. (a) The Low Carbon Transit Operations Program is
4 hereby created to provide operating and capital assistance for transit
5 agencies to reduce greenhouse gas emissions and improve mobility,
6 with a priority on serving disadvantaged communities.
7 (b) Funding for the program is continuously appropriated
8 pursuant to Section 39719 of the Health and Safety Code from the
9 Greenhouse Gas Reduction Fund established pursuant to Section
10 16428.8 of the Government Code.
11 (c) Funding shall be allocated by the Controller on a formula
12 basis consistent with the requirements of this part and with Section
13 39719 of the Health and Safety Code, upon a determination by the
14 Department of Transportation that the expenditures proposed by
15 a recipient transit agency meet the requirements of this part and
16 guidelines developed pursuant to subdivision (f), and that the
17 amount of funding requested is currently available.
18 (d) A recipient transit agency shall demonstrate that each
19 expenditure of program moneys allocated to the agency reduces
20 greenhouse gas emissions.
21 (e) Moneys for the program shall be expended to provide transit
22 operating or capital assistance that meets any of the following:

(1) Expenditures supporting new or expanded bus or rail services, new or expanded water-borne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities. A recipient transit agency may use program moneys for the costs to operate new or expanded service in the fiscal year in which the service is first implemented, and in any subsequent fiscal year if the agency can demonstrate that additional reductions in greenhouse gas emissions can be realized.

(2) Expenditures that directly enhance or expand transit service to increase mode share.

(3) Any other expenditure for which the recipient transit agency can demonstrate that the expenditure reduces greenhouse gas emissions.

(f) For recipient transit agencies whose service areas include disadvantaged communities as identified pursuant to Section 39711 of the Health and Safety Code, at least 50 percent of the total moneys received pursuant to this chapter shall be expended on projects or services that meet requirements of subdivision (d) and benefit the disadvantaged communities, consistent with the guidance developed by the State Air Resources Board pursuant to Section 39715 of the Health and Safety Code.

(g) The Department of Transportation, in coordination with the State Air Resources Board, shall develop guidelines that describe the methodologies that recipient transit agencies shall use to demonstrate that proposed expenditures will meet the criteria in subdivisions (d) and (f) and establish the reporting requirements for documenting ongoing compliance with those criteria.

(h) Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code does not apply to the development of guidelines for the program pursuant to this section.

(i) A recipient transit agency shall submit the following information to the Department of Transportation before seeking a disbursement of funds pursuant to this part:

(1) A list of proposed expense types for anticipated funding levels.

(2) The documentation required by the guidelines developed pursuant to this section to demonstrate compliance with subdivisions (d) and (f).

(j) For capital projects, the recipient transit agency shall also do all of the following:

(1) Specify the phases of work for which the agency is seeking an allocation of moneys from the program.

(2) Identify the sources and timing of all moneys required to undertake and complete any phase of a project for which the recipient agency is seeking an allocation of moneys from the program.

(3) Describe intended sources and timing of funding to complete any subsequent phases of the project, through construction or procurement.

(k) Before authorizing the disbursement of funds, the Department of Transportation, in coordination with the State Air Resources Board, shall determine the eligibility, in whole or in part, of the proposed list of expense types, based on the documentation provided by the recipient transit agency to ensure ongoing compliance with the guidelines developed pursuant to this section.

(l) The Department of Transportation shall notify the Controller of approved expenditures for each recipient transit agency, and the amount of the allocation for each agency determined to be available at that time of approval.

(m) A recipient transit agency that does not submit a project for funding in a particular fiscal year shall retain its funding share, and may accumulate and utilize that funding share in a subsequent fiscal year for a larger expenditure. The recipient transit agency shall specify the number of fiscal years that it intends to retain its funding share and the expenditure for which the agency intends to use these moneys. There shall be no limit on the number of fiscal years that a recipient transit agency may retain its funding share.

(n) A recipient transit agency may, in any particular fiscal year, loan or transfer its funding share to another recipient transit agency within the same region for any identified eligible expenditure under the program, in accordance with procedures incorporated by the Department of Transportation in the guidelines developed pursuant to this ~~section~~ *section, which procedures shall be consistent with the requirement in subdivision (f).*

(o) A group of recipient transit agencies may, in any particular fiscal year, enter into an agreement to pool the respective funding

1 shares of each member of the group for any identified eligible
2 expenditure under the program, in accordance with procedures
3 incorporated by the Department of Transportation in the guidelines
4 developed pursuant to this ~~section~~. *section, which procedures shall*
5 *be consistent with the requirement in subdivision (f).*

6 (p) A recipient transit agency may apply to the Department of
7 Transportation to reassign any savings of surplus moneys allocated
8 under this section to the agency for an expenditure that has been
9 completed to another eligible expenditure under the program. A
10 recipient transit agency may also apply to the Department of
11 Transportation to reassign to another eligible expenditure any
12 moneys from the program previously allocated to the agency for
13 an expenditure that the agency has determined is no longer a
14 priority for the use of those moneys.

15 (q) The recipient transit agency shall provide annual reports to
16 the Department of Transportation, in the format and manner
17 prescribed by the department, consistent with the internal
18 administrative procedures for use of fund proceeds developed by
19 the State Air Resources Board.

20 (r) The Department of Transportation and recipient transit
21 agencies shall comply with the guidelines developed by the State
22 Air Resources Board pursuant to Section 39715 of the Health and
23 Safety Code to ensure that the requirements of Section 39713 of
24 the Health and Safety Code are met to maximize the benefits to
25 disadvantaged communities as described in Section 39711 of the
26 Health and Safety Code.

27 (s) The audit of public transportation operator finances already
28 required under the Transportation Development Act pursuant to
29 Section 99245 of the Public Utilities Code shall be expanded to
30 include verification of receipt and appropriate expenditure of
31 moneys from the program. Each recipient transit agency receiving
32 moneys from the program in a fiscal year for which an audit is
33 conducted shall transmit a copy of the audit to the Department of
34 Transportation, and the department shall make the audits available
35 to the Legislature and the Controller for review on request.

36 SEC. 2. Section 75231 is added to the Public Resources Code,
37 to read:

38 75231. (a) A recipient transit agency under the program created
39 pursuant to Section 75230 may apply to the Department of
40 Transportation for a letter of no prejudice for a capital project or

1 ~~for any component of a capital project~~ *any eligible expenditures*
2 *under the program* for which the department has authorized a
3 disbursement of funds. If approved by the department, the letter
4 of no prejudice shall allow the recipient transit agency to expend
5 its own moneys for the ~~project or any component of the project~~
6 *expenditures* and to be eligible for future reimbursement from
7 moneys available for the program.

8 (b) The amount expended under subdivision (a) shall be
9 reimbursed by the state from moneys available for the program if
10 all of the following conditions are met:

11 (1) ~~The project or project component expenditures~~ *expenditures* for which
12 the letter of no prejudice was requested ~~has~~ *have* commenced, and
13 ~~the any regional or local expenditures expenditures, if applicable,~~
14 have been incurred.

15 (2) The expenditures made by the recipient transit agency are
16 eligible ~~expenditures~~ under the program. If expenditures made by
17 the recipient transit agency are determined to be ineligible, the
18 state has no obligation to reimburse those expenditures.

19 (3) The recipient transit agency complies with all legal
20 requirements for the ~~project, expenditures,~~ including the
21 requirements of the California Environmental Quality Act (Division
22 13 (commencing with Section ~~21000~~)). *21000*)), *if applicable*.

23 (4) There are moneys in the Greenhouse Gas Reduction Fund
24 designated for the program that are sufficient to make the
25 reimbursement payment.

26 (c) The recipient transit agency and the Department of
27 Transportation shall enter into an agreement governing
28 reimbursement as described in this section. The timing and final
29 amount of reimbursement shall be dependent on the terms of the
30 agreement and the availability of moneys in the Greenhouse Gas
31 Reduction Fund for the program.

32 (d) The Department of Transportation, in consultation with
33 recipient public transit agencies, may develop guidelines to
34 implement this section.

O



DATE: April 13, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element
Chapter Policies

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 its purpose statement, which is:

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

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

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

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

- Intercity bus service, primarily called Solano Express and delivered by Fairfield and Suisun Transit (FAST) and Solano Transit (Soltrans)
- Intercity rail provided by the Capitol Corridor
- Ferry service provided by San Francisco Bay Ferry (formerly WETA)

- Vanpools and carpools coordinated and tracked by STA's Solano Napa Commuter Information program
- Paratransit and Mobility Management services

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

Discussion:

Policies are specific action statements that implement Goals. 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 updated Transit and Rideshare Element policies are provided as attachment A. 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. This includes identifying Transit and Rideshare goals that advance the Goals of other Elements of the Solano CTP.

This item was presented to the Transit and Rideshare Committee on March 28, 2016, and to the Consortium on March 29, 2016. All comments received since those meetings have been incorporated into the Policies chapter provided as Attachment A.

Both the Committee and Consortium discussed Policy 6 regarding transit system consolidation and coordination. Based upon the direction of the Committee, an additional sentence was added, and is underlined below

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

Consortium members expressed some concern about this policy, but as of the date of this staff report have not recommended any alternative language.

STA staff is now drafting Performance Measures and Milestones for the Goals.

- Performance measures are the 'units of measure' for policy implementation. For example, if a goal is to increase the percentage of residents using transit faster than the rate of population growth, the performance measures would be percentage of trips using transit, population growth and economic growth.
- Milestones are specific occurrences. For example, if a policy is to provide annual reports on the performance of the express bus system, a milestone would be delivery of the annual report to the STA Board

These will be provided in draft form to both the Transit and Rideshare Committee and the Consortium at their May meetings.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Transit and Rideshare Element Policies Chapter provided as Attachment A.

Attachment:

- A. CTP – Updated Transit and Rideshare Element Policies Chapter

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T&R Policy 1 – STA will continue to focus its investments in maintaining [Grab your reader’s attention with a great quote from the document or use this space to emphasize a key point. To place this text box anywhere on the page, just drag it.]

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 and vanpools.

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 San Francisco Bay Ferry (formerly the Water Emergency Transportation Agency) 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, with approximately 20% of the trips on the Capitol Corridor and 80% on the ferry system. 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, San Francisco Bay Ferry 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 San Francisco Bay Ferry meetings by STA staff is now occurring. Because the service locations for Capitol Corridor trains and San Francisco Bay Ferry 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 and/or improve coordination and efficiency. On an annual or more frequent basis, STA will query Solano County and other partner transit agencies regarding the options and benefits regarding transit operator consolidation and/or improved coordination and efficiency.

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

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

T&R Policy 7 – STA's Countywide Bicycle and Pedestrian Plans, and PDA Plans financially supported by STA, will identify access improvements around Transit Centers of Regional Significance and local transit centers in order to help fill the "first mile/last mile" gap. STA will support the purchase of

Solano Express buses with adequate bicycle storage features. STA will support expansion of bike sharing projects throughout the Bay Area, including in Solano County

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

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

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

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

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

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

This Policy helps implement Goals 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 quarterly 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: capitol 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.

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

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. In addition, as transit vehicle occupancy decreases, the amount of pollution per passenger mile goes up, sometimes to the point where transit vehicles are emitting more air pollutants than single occupancy vehicles. 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.

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DATE: April 15, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: STA's Draft Overall Work Plan (OWP) for Fiscal Years (FY) FY 2016-17
and 2017-18

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority plans, projects and programs. These tasks provide the foundation for the STA's Overall Work Plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year Overall Work Plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2015-16 and FY 2016-17 included a list of 41 priority projects, plans and programs.

Over the past 15 years, the STA's OWP has evolved. The emphasis in the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role in partnership with Solano's multiple transit operators. The past eight years, STA has initiated and is now managing several mobility programs designed to improve mobility and access for seniors, people with disabilities, low income residents, and school age children and their parents traveling to and from school.

STA's planning activity includes the update of its Comprehensive Transportation Plan, and the Intercity Transit Corridor Study. The STA's project development activities include completing environmental documents, designing projects, conducting right of way activities, and managing construction. In 2009, the STA's eight member agencies approved an update and modification to the STA's Joint Powers Agreement that authorized the STA to perform all aspects of project development and delivery, including right of way functions for specified priority projects, such as the Suisun Parkway (North Connector), the Jepson Parkway, State Route (SR) 12 Jameson Canyon, the I-80 Eastbound Cordelia Truck Scales Relocation, Phase 1 of the I-80/I-680/SR 12 Interchange, Dixon's Pedestrian Underpass Project, Benicia's Bus Hub Project, and SR 12/Church.

In addition to planning and projects, STA also manages various programs including the Solano Napa Commuter Information (SNCI) Program, the Solano Safe Routes to Schools (SR2S) Program, Solano Abandon Vehicles Abatement (AVA) Program, 3 SolanoExpress Transit Routes and Marketing of SolanoExpress, SNCI's Guaranteed Ride

Home Program and its commuter call center, the Lifeline Program (targeted for lower income communities), Mobility Management Programs such as Countywide In-Person American's with Disabilities Act (ADA) Eligibility Program, and the Transportation Planning and Land Use Solutions (T-Plus) Program that has evolved into the assessment and planning of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs).

In the past year, the US Congress and President finally authorized a Federal a five year Transportation Authorization Bill called Fixing America's Surface Transportation Act or the "FAST Act". What remains unclear and woefully underfunded is State funding for transportation infrastructure. This continues to overshadow the funding of transportation projects and programs in California. Seven years ago, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF) for one year. In recent years, the State Transportation Improvement Program (STIP) has had little or no new funds to be programmed or allocated by the California Transportation Commission (CTC). The 2014 STIP for Solano County contained slightly over \$9 million for new capacity projects when historically \$20 to \$25 million would be available over this same timeframe. The 2016 STIP has now been obliterated with no new programming capacity and Solano County's existing STIP funds (from the 2014 STIP programming cycle) has been delayed for the Jepson Parkway (\$33 million) for a project ready to go to construction.

Three years ago, the State of California combined several state grant programs into the Active Transportation Program, a state- wide competitive grant program that funds bike, pedestrian, and Safe Routes to School programs and projects. The relatively new Cap and Trade Revenues are being allocated through a variety of competitive grants programs with only a modest amount of funding being dedicated by formula for transit. Last year, the Governor highlighted the importance of addressing the State's backlog of highway maintenance projects. The League of California Cities, California State Association of Counties (CSAC), and the California Transportation Commission (CTC) has also highlighted the significant backlog of local road maintenance needs. STA provided the Solano Pothole Report that highlights the status and critical funding shortfall facing our local streets and roads now and in the future.

Eight years ago, the federal government authorized American Recovery and Reinvestment Act (ARRA) funds that provided a one-time infusion of federal funds for shovel ready projects and transit operations and capital. Solano County took advantage of these ARRA funds to deliver some critically needed and ready to go projects such as McGary Road, the State Park Road Overpass in Benicia, and some street overlay projects. In addition, the ARRA funds provided two years of critically needed transit operating and capital funds which helped offset the one year loss of STAF.

In 2014, MTC added a fifth year to the One Bay Area Grant (OBAG) federal cycle without any new federal funds added. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Plan.

Discussion:

Attached for review is the STA's Draft OWP for FY's 2016-17 and 2017-18. The plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved in FY 2015-16

PROJECT DELIVERY/COMPLETE PROJECTS/NEAR TERM CONSTRUCTION PROJECTS

Based on the Budget for FY 2015-16 and FY 2016-17, the following OWP projects are currently fully funded and are currently under construction this year or slated to begin construction in FY 2016-17, with construction to be concluded during the next two to three years.

- SR 12 East Safety Project – SR 113 to Rio Vista – Caltrans
- Jepson Parkway – Fairfield and Vacaville (Segments 1 and 2) – Fairfield/Vacaville/STA
- I-80/I-680/SR 12 Interchange/Green Valley Interchange – Initial Construction Package 1 – Caltrans STA

There are several projects that are currently in the project development phase with a specific project development phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- I-80/I-680/SR 12 Interchange – Packages 2 and 3 (design underway) - STA
- I-80 Westbound Truck Scales – STA (environmentally cleared)
- I-80 Express Lanes (HOT Lanes) – Conversion of HOV Lanes to Express Lanes from Red Top Road to Air Base Parkway and the New Express Lanes from Air Base Parkway to I-505 (project design underway) - STA
- Fairgrounds 360 Access Project – I-80/Redwood Parkway – Fairgrounds Drive (environmental document completed – developing funding plan for design – County/Vallejo/STA
- SR 12/Church (environmental studies underway) – STA/Rio Vista
- SR 37 (Caltrans/UC Davis Sea Level Rise study underway and MOU Formed) – STA/SCTA/NVTA/TAM/Caltrans

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the current two year budget.

- I-80 Express Lanes Project – Carquinez Bridge to 37 (environmental document)
- Jepson Parkway – remaining segments
- North Connector – West Segment

TRANSIT CENTERS

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are either in construction or moving through the project development stage into construction. The agency sponsor for each of these transit projects is one of the cities or Solano County Transit (SolTrans), the transit joint powers authority, as part of the transfer of assets to the new agency. Four of the projects under construction were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities and/or SolTrans are delivering the projects.

There are four transit projects that are funded and under construction:

- Transit Center at Curtola/Lemon Street – Phase 1 – under construction - SolTrans
- Benicia Industrial Transit Facility –under construction – Benicia
- Suisun Amtrak Station Upgrade – under construction – Suisun City

- Fairfield/Vacaville Train Station – under construction - Fairfield

Several of these projects are initial phases of larger planned transit projects that are not fully funded. The larger, long range transit centers are as follows:

- Vacaville Intermodal Station – Phase 2
- Vallejo Station – Phase B
- Fairfield Transit Center
- Dixon Rail Station
- Transit Center at Curtola/Lemon Street – Phases 2 and 3
- Fairfield/Vacaville Rail Station – Phase 2

STA PLANNING ACTIVITIES

The following planning studies are currently underway, funded in the currently proposed budget, and scheduled to be concluded in FY 2016-17.

- Comprehensive Transportation Plan Update - Transit and Rideshare Element and Arterials, Highways and Freeways Element
- Intercity Transit Corridor Study (SolanoExpress) – Phase 2 – Operational Plan and Coordinated SRTPs
- Five Priority Development Area studies
- Solano Priority Conservation Area Plan

The following plans are scheduled to be considered as part of the two year work plan.

- Solano Water Transit Service Study
- Emergency Responders and Disaster Preparedness Study
- SR 37 Corridor Evaluation – Sea Level Rise & Tolling
- Solano Seniors and People with Disabilities Mobility Plan

STA serves as the lead agency for the following programs and each of these programs are funded in the currently proposed budget, but in several instances the funding for the program is short term and dependent on continuing grant funding.

- Safe Routes to School Program
- Abandoned Vehicle Abatement Program
- Congestion Management Program
- Countywide Traffic Model and Geographic Information System
- Transportation for Livable Communities (TLC) and T-Plus Programs (Transportation Sustainability Program)
- Implementation of Countywide Bicycle Plan Priority Projects
- Implementation of Countywide Pedestrian Plan Priority Projects
- Clean Air Fund Program and Monitoring
- STA Marketing/Public Information Program
- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Mobility Call Center/Solano Napa Commuter Information (SNCI)
- Mobility Management Program
- Solano Highway Improvement Partnership (SoHIP)
- Regional Traffic Impact Fee (RTIF) Program

Some of the major program milestones this past fiscal year include the following:

- The Solano Mobility Management Call Center handled 554 calls FY 2014-15; Last 12 Months (April 15-March 16) 54 1299 Calls

- The Solano Mobility Management Website received 14,609 views
- Completion of Second Year of In-Person ADA Eligibility Program with 1,332 individuals assessed and only 2% denied for ADA service
- The Start Up of 5 New Vanpools by the SNCI Program in FY 2015-16 through March and coordination with 213 vanpools
- Start-up of the Transportation Info Depot at Historic Suisun Amtrak Station with 6156 customers served
- Approved for 2nd State Active Transportation Grant for Safe Routes to Schools
- Approved for California Energy Commission Grant for EV Readiness in Solano County
- Completion of Second Annual RTIF Report, RTIF Revenues Passed \$2 million milestone and two projects funded by RTIF now under construction and third project scheduled to start construction in FY 2016-17
- Completion of Update of Solano Travel Safety Study
- 5th Year of STA's Local Preference Policy Implementation
- CTP Public Outreach Effort reached over 58,000 residents and over 2,132 provided public comments
- STA completed first year (FY 2014-15) of managing Solano Intercity Taxi Program which provided 12,825 passenger trips
- Developed five travel training programs and developed transit rider guides for four transit operators

Recommendation:

Informational.

Attachment:

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

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**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16-17 and FY 2016-17-18
(Pending STA Board Approval: June 10, 2015, 2016)**

CATEGORY	PROJECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	FY 2016-17	FY 2017-18	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Projects	1.	<u>I-80/I-680/SR 12 Interchange</u> A. Manage Construction of Initial Construction Package (ICP) B. Seek Funding and Build Logical Components <u>Status:</u> <ul style="list-style-type: none"> Package 1 (Initial Construction Package (ICP)) in construction Construction began Spring 2015 Identification of 7 construction packages has been completed. Packages 2 and 3 are in design. Geometric Approval Drawings pending Caltrans approval. Securing Funding for Packages 2 and 3 on-going task. Federal FASTLANE Grant Submitted for PC 2 and 3 Initial Utility Relocation PC 2 Underway <u>Milestones:</u> ICP Under Construction Contract Began <u>Estimated Completion Date (ECD):</u> ICP Construction to Finish 2016	STA	\$9M TCRP \$50M RM2 \$50.7 M Tolls \$24 M TCIF \$11 M STIP	X	X		By Construction Package: #1) \$111 M #2) \$61 M #3) \$176 M #4 – 7) \$403	Projects Janet Adams

SOLANO TRANSPORTATION AUTHORITY
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STA Lead – Projects	2.	<p><u>I-80/4-680 Express Lanes</u></p> <p>A. Convert Existing I-80 HOV Lanes to Express Lanes (Red Top Rd to Air Base Pkwy) – Segment 1</p> <p>B. I-80 Air Base Pkwy to I-505 – Segment 2</p> <p>C. I-80 Carquinez Bridge to SR 37 – Segment 3</p> <p>D. I-680</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Draft Environmental Document Spring 2015 (Segments 1 & 2) • Funding for Design of Segment 2 pending BATA/BAIFA Approval • Seeking construction funding for Segment 2 • Seeking funding for environmental document – Segment 3 • MTC lead for Integrator <p><u>Milestones:</u></p> <p>PSR - COMPLETED</p> <p>Draft ED Spring 2015 <u>COMPLETED</u> (Segments 1 & 2)</p> <p><u>Design for Segments 2 & 3 Initiated</u></p> <p><u>ECD:</u></p> <p>PA/ED August 2015 <u>(Segments 1 & 2)</u></p> <p>PS&E – July 2016 <u>Jan 2018</u> Segment 1</p> <p>PS&E – October 2017 <u>Jan 2018</u> Segment 2</p> <p>CON – Spring 2018 Segment 1 <u>(pending funding)</u></p> <p>CON – Summer-Fall <u>2018</u> Segment 2 (pending funding)</p>	STA PA/ED Design	\$16.4 M Bridge Tolls \$17.8 M BAIFA Funds for PS&E Segments 1 and 2	✗	X		A. \$30 M B. \$130M C. \$8 M (PA/ED)	Projects Janet Adams
STA Lead Projects	3.	<p><u>I-80 Cordelia Truck Scales</u></p> <p>1. EB Truck Scales</p> <p>2. WB Truck Scales</p> <p><u>Status:</u></p>	STA PA/ED Design Caltrans	\$49.8 M Bridge Tolls \$49.8 M TCIF	✗			\$100.6 M WB Scales (\$170 M): PS&E \$15.2 M	Projects Janet Adams

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OVERALL WORK PLAN (OWP)
FY 2015-16-17 and FY 2016-17-18
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		<ul style="list-style-type: none"> Construction EB completed December 2013. Work with Caltrans to close out contract. Work with consultant to complete work and initiate the maintenance period. Form Working Group for WB Scales Advocate for funding WB Scales Proposed WB Scales to be included in new RTP as Freight Priority Project Working with MTC to have WB included in Regional Goods Movements Plan (est. Aug 2015) Prepared to Submit for Federal FASTLANE Grant 2017/18 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Added WB Truck Scales to State Freight Plan (December 2014) EB Awarded ENR's California 2014 Best Project (Highways/Bridges) EB Awarded Intelligent Transportation Society of America (ITS America) 2014 Best of ITS Awards Added WB Scales to MTC Regional Goods Movement Plan. <p><u>ECD:</u> State Adopted State Freight Plan (includes WB Scales) - Dec 2014 Working Group Initial Meeting - Est Summer 2015</p>	<ul style="list-style-type: none"> R/W Con 					R/W \$37.65 M CON \$117.15 M	
<u>STA Lead – Projects</u>	<u>4.</u>	<u>Managed Lanes Implementation Plan</u> <u>Transportation projects that support facilities such as transit hubs and park and ride lots in an effort to attract and support a greater capacity of express lane users and Solano Express Bus riders.</u>	<u>MTC STA</u>	<u>Regional OBAG 2</u>		<u>X</u>			<u>Projects Robert Guerrero</u>
		<p><u>Status:</u></p> <ul style="list-style-type: none"> STA staff continued participation on MTC MLIP Working Group Clarifying Solano MLIP project definitions as part of the STA's Transit Corridor Study (Phase 2) 							

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16-17 and FY 2016-17-18
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			<u>Milestones:</u> <ul style="list-style-type: none">STA Board approved MLIP Priorities on July 8, 2015 <u>ECD:</u> <ul style="list-style-type: none">MTC MLIP Plan anticipated to be completed Fall 2016MLIP projects to be considered in OBAG 2STA Board Workshop to identify MLIP Capital Priorities as part of Transit Corridor Study Phase 2							
STA Lead – Studies <u>Projects</u>	4. <u>5.</u>	<u>I-80 Corridor Management Freeway Performance Initiative (FPI)</u> This includes; ITS Elements, Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features). <u>Status:</u> <ul style="list-style-type: none">Construction completed I 80 for FPI elements from State Route (SR) 37 to I 505. (Phase 2)<u>Implemented Phase 2 Ramp Metering - COMPLETED</u>Phase 1 implemented one year ago, staff to provide one year report to Board (June 2015)STA working with SoHIP to implement Phase 2 of the I 80 Ramp Metering – Initiation Planned for September 2015<u>One Year Implementation Plan Phase 2 – June 2017</u> <u>Milestones:</u> <ul style="list-style-type: none">One Year Anniversary Phase 1 Ramp Metering – COMPLETEDPhase 2 Implementation – Planned September 2015<u>COMPLETED</u>Soundwall Retrofit Policy – COMPLETED <u>ECD:</u> Implementation Plan Phase 2 – Spring 2015	Caltrans STA MTC	Regional SRTP and State SHOPP Funds	✕	X		N/A	Projects Robert Guerrero	

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		Phase 2 Ramp Metering Implementation – September 2015 <u>One Year Study – June 2017</u>							
STA Lead - Projects	5-6	<p>SR 37 Improve SR 37 between I-80 in Solano County and SR 101 in Marin County to address Sea Level Rise and reduce congestion.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> In process of developing partnership with Napa/Sonoma/Marin counties In process of developing a MOU with these partners established between Napa/Sonoma/Marin/Solano TA on December 2015 Created SR 37 Project Leadership Team, SR 37 Executive Steering Committee and SR 37 Policy Committee. In process of developing the definition of the Project <u>SR 12 Corridor Financial Opportunities Analysis RFP distributed.</u> SR 37 MOU working to define the scope of the corridor project. In process of Seeking funding to develop environmental documents and <u>to initiate a Project Study Report for corridor.</u> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <u>SR 12 Corridor Financial Opportunities Analysis Consultant Selected and project commences June 1, 2016</u> <p><u>ECD:</u></p> <ul style="list-style-type: none"> <u>SR 12 Corridor Financial Opportunities Analysis estimated completion - January 2017</u> 			X	X			Projects Janet Adams Robert Guerrero

SOLANO TRANSPORTATION AUTHORITY
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STA Lead – Projects	6.7.	<u>Redwood Parkway – Fairgrounds Drive Improvement Project</u> Improve I-80/Redwood Rd IC, Fairgrounds Dr, SR 37/Fairgrounds Dr. IC <u>Status:</u> <ul style="list-style-type: none"> • Draft Environmental document – Document – COMPLETED • Regional Air Quality Conformity Analysis – COMPLETED • Funding needed for project design and construction • Scoping out Initial Construction Package Design Scope/Fee <u>in partnership with County and Vallejo</u> <u>ECD:</u> Final ED – July 2015	STA PA/ED	Federal Earmark	✗	X		\$65M	Projects Janet Adams
STA Co-Lead Projects	7.8.	<u>SR 12 West (Jameson Canyon)</u> Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project built with 2 construction packages. <u>Status:</u> <ul style="list-style-type: none"> • Construction – COMPLETED • Working to close out construction contracts • Implementing off-site mitigation <u>Milestones:</u> <ul style="list-style-type: none"> • Awarded APWA 2015 Project of the Year Over \$75 Million • Awarded ASCE 2015 Engineering Excellence Award • Nominated for CTF Project of the Year 2015 <u>ECD:</u>	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark	✗			\$134 M	Projects Janet Adams NCTPA Caltrans

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		Construction Closeout – 2017 COMPLETED Mitigation Implementation – 2017/18							
STA Lead – Projects	8.9.	<p>State Route (SR) 12 East SR 12 Corridor (I-80 to I-5). A. STA Future SHOPP Priorities a. SR 12/SR 113 Intersection b. Somerset to Druin shoulders (Gap Closure) B. SR 12/Church Road PSR a. PSR completed, Summer 2010 b. Initiated PA/ED for SR 12/Church Rd. in partnership with the City C. Monitor new construction between Azavedo to Somerset</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Caltrans has initiated the environmental document on the SR 12/113 intersection improvements. STA initiated SR 12/Church environmental document <u>in partnership with Rio Vista</u> STA proceeding with advocacy for <u>Caltrans Programmed</u> Gap Closure <u>as Long Lead SHOPP Project</u> <u>STA to work with Caltrans to include elements of Rio Vision in Long Lead SHOPP Project.</u> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Construction started on segment between Azavedo to Somerset <u>COMPLETED</u> SR 12-/Church Rd ED Initiated <p><u>EDC:</u> SR 12-/Church Rd Draft ED – 2017 <u>Late 2016</u> <u>Construction of SR 12/113 Intersection Improvements to begin 2019</u></p>	CT CT STA CT	SHOPP Rio Vista – Fed Earmark	✕	X		\$8 M \$15M \$7-9 M	Projects Janet Adams Robert Guerrero

**SOLANO TRANSPORTATION AUTHORITY
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STA Co-Lead Plans	9-10.	<p>SR 29 MIS Corridor Coordination Corridor Major Investment Studies Improve SR 29 for both transit and capital safety/efficiency investments.</p> <p>A. Create a partnership to fund and develop a corridor transit plan STA to work with City of Vallejo to implement HSIP and SR2S Projects along corridor to improvement safety.</p> <p><u>Status:</u></p> <ul style="list-style-type: none">The City of Vallejo and NCPTA both prepared documents regarding the future of SR 29. A comprehensive Corridor plan, agreed to by all parties, has not been created.STA intends to begin the Phase II Transit Corridor Study in FY 15-16.The updated Caltrans Highway Design Manual provides for roadway standards and exceptions that are more applicable to Vallejo than previous HDM versions.STA submitted Caltrans Planning Grant for SR 29 MIS, this grant scope includes transit element for the corridor, but was not awarded funding. has received a HSIP and SR2S grants at various intersections along the corridor. The City will begin construction in 2016 on HSIP project and 2017 for SR2S project. <p><u>Milestones:</u></p> <ul style="list-style-type: none">MOU creating partnershipFunding and initiation of studyCompletion of study <p><u>EDC:</u> Capital Investments Completed - 18 to 24 months</p>	City of Vallejo SolTrans NCPTA NVT		✕	X			Planning/Projects Robert Macaulay Philip Camhi Programs: Liz Niedziela



Solano Transportation Authority
...working for you!

SOLANO TRANSPORTATION AUTHORITY OVERALL WORK PLAN (OWP)

FY 2015-16-17 and FY 2016-17-18
(Pending STA Board Approval: June 10, 2015, 2016)

STA Co-Lead Projects Program	10-11.	<u>Regional Measure 2 (RM 2) Implementation (Capital)</u> A. Vallejo Station The Transfer Center —COMPLETED Phase A —COMPLETED Phase B —Post Office relocation advancing and fully funded. B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal) <u>Status:</u> 1. Vacaville Transportation Ctr Phase 1 —COMPLETED 2. Curtola —Construction expected to finish Fall 2015. 3. Benicia Bus Hub —Construction expected to begin 2015 C. Rail Improvements 1. Capitol Corridor Track Improvements —COMPLETED 2. Fairfield Vacaville Rail Station a. Rail Station Phase 1 Construction began D. Develop Future Bridge Toll Project Priorities • Fairfield/Vacaville Intermodal Station, Phase 2 • Fairfield Transportation Center (FTC) • Vallejo Station Parking Phase B • Express Lanes • I 80/I 680/SR 12 Interchange • I 80 WB Truck Scales E.D. Update marketing public information hand-outs for all RM 2 projects. <u>Milestones:</u> A. <u>Vallejo Station:</u> <u>The Transfer Center - COMPLETED</u> <u>Phase A – COMPLETED</u> <u>Phase B – Post Office relocation advancing and fully funded.</u>	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC	Update marketing sheets for all RM 2 projects	X	X	\$28 M \$20 M \$25 M	Projects Janet Adams Anthony Adams
								Jayne Bauer/ Daniel Coffeen

SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 20~~15~~-16-17 and FY 20~~16~~-17-18
(~~Pending~~ STA Board Approval ~~dated~~: June ~~10, 2015~~8, 2016)

		<p><u>B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal)</u></p> <p><u>Status:</u></p> <p><u>1. Vacaville Transportation Ctr Phase 1 – COMPLETED</u></p> <p><u>2. Curtola - COMPLETED</u></p> <p><u>3. Benicia Bus Hub – Construction Underway</u></p> <p><u>C. Rail Improvements</u></p> <p><u>1. Capitol Corridor Track Improvements - COMPLETED</u></p> <p><u>2. Fairfield Vacaville Rail Station</u></p> <p><u>a. Rail Station Phase 1- Construction Underway</u></p> <p><u>b. Rail Station Phase 2 – STA/FF submitted Cap and Trade Grant in April 2016</u></p> <p><u>EDC:</u></p> <p><u>A. Vallejo Station Phase B Post Office Relocation – 2017</u></p> <p><u>B. Benicia Bus Hub – 2016</u></p> <p><u>C. Fairfield Vacaville Train Station Phase 1 - 2017</u></p>							
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SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16-17 and FY 2016-17-18
(Pending STA Board Approval: June 10, 2015, 2016)

STA Co-Lead Projects Program	12.	<u>Develop Future Bridge Toll Project Priorities</u> <ul style="list-style-type: none"> <u>A. Transit Facilities</u> <ul style="list-style-type: none"> <u>Fairfield/Vacaville Intermodal Station, Phase 2</u> <u>Fairfield Transportation Center (FTC)</u> <u>Vallejo Station Parking Phase B</u> <u>B. Highway Facilities</u> <ul style="list-style-type: none"> <u>I-80 Express Lanes</u> <u>I-80/I-680/SR 12 Interchange</u> <u>I-80 WB Truck Scales</u> <p><u>Milestones:</u> <u>STA Board approved the priorities for future bridge toll projects in Solano County.</u></p>	STA Vallejo Fairfield		X	X			Projects: Janet Adams
	13.	<u>City of Dixon – West B Street Undercrossing</u> <u>Construct new pedestrian undercrossing to replace existing at grade RR</u> <p><u>Status:</u></p> <ul style="list-style-type: none"> <u>Construction completed summer 2014. In process of closing out construction contract and UPRR obligations</u> <p><u>Milestones:</u> <u>ED – COMPLETED</u></p>	STA	\$1M City of Dixon \$1.2M STIP TE \$975k TDA Swap \$2.5M OBAG				\$7M	Projects Janet Adams

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			<u>PS&E – COMPLETED</u> <u>R/W COMPLETED</u> <u>CON – COMPLETED</u> <u>ECD:</u> <u>Construction Closeout 2016</u>							
STA Co-Lead – Projects	12,143 :	<u>143</u> :	Jepson Parkway Project A. Vanden Rd. (Segments 2A and 2B) B. Leisure Town Rd. (Segments 1 and 3) C. Walters Rd. Extension <u>Status:</u> <ul style="list-style-type: none">● FF and VV lead for design, design to be completed by June 2015● STA lead for R/W, R/W Certification June 2015● STA lead for EIS Re-Validation, to be completed by June 2015● Construction scheduled to start in FY 2015-16 (\$38M STIP) – (Fairfield/Vacaville Segments)● FF Funding Agreement update for Segment 1, pending● New VV Funding Agreement for Segment 3, pending● STA/FF/VV working on Jepson Project implementation in concert with the Train Station implementation. Transferred \$2.4 M of work from Train Station Project to Jepson Pkwy Project <u>Milestones:</u> PA/ED- COMPLETED STA MOUs with Fairfield, Vacaville and County – COMPLETED Funding Agreements (Phase 1 & 2) – COMPLETED/UPDATE IN PROGRESS Concept Plan Update – COMPLETED PS&E Segments 1 and 2A - COMPLETED R/W Segments 1 and 2A - COMPLETED	STA Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local	✕	X		\$185 M	Projects Janet Adams

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		<u>ECD:</u> <u>PS&E (Segments 1A and 2): June 2015</u> <u>R/W (Segment 1 and 2): June 2015</u> <u>Beg Con: FY 2015-2016-16-17 (Segments 1A and 2A)</u>							
STA Co-Lead Projects	13, 154	<u>Travis Air Force Base Access Improvement Plan (South Gate)</u> A. South Gate Access (priority) <u>Status:</u> <ul style="list-style-type: none"> County lead coordinating with City of Suisun City, and Travis AFB for South Gate implementation Environmental Document - COMPLETED R/W - COMPLETED Construction - INITIATED <u>EDC:</u> <u>PA/ED: Complete</u> <u>PS&E: Complete</u> <u>Beg R/W: Complete</u> <u>Beg Con: 2015-Completion Expected in 2016</u>	STA Funding lead County Implementing lead	\$3.2M Federal Earmark (2005) South Gate Fully Funded	✗	X		South Gate \$3M	Projects Janet Adams Robert Guerrero
STA Monitoring – Programs	14, 156	<u>Monitor Delivery of Local Projects/Allocation of Funds</u> A. Monitor and manage local projects. B. Develop Pilot Solano Project <u>Online Tracker (SPOT)</u> Management Webtool <u>(SPOT)</u> C. Implement OBAG Projects D. Implement PCA Project <u>Status:</u> <ul style="list-style-type: none"> Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. Monitor OBAG project implementation 	STA	STIP-PPM STP	✗	X		N/A	Projects Anthony Adams

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		<ul style="list-style-type: none"> • Monitor SR2S project implementation • Aid Agencies, as needed, in development of Funding Strategies for projects with shortfalls • Monitor pilot PCA project • Participate in PDT's for projects to insure successful delivery <p><u>ECD:</u></p> <ul style="list-style-type: none"> • FY 2014-15 and FY 2015-16 • <u>Completion estimated April 2016</u> • <u>SPOT activities will be ongoing</u> 							
STA Lead Studies	15,167	<p>Private Public Partnerships (P3) Feasibility Study to consider options for P3 within the County for I-80 transit centers. Study to consider a range of options for this financing/delivery of capital projects.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Scope updated to add 4 transit facilities increasing total to include 10 transit facilities • Phase 2 work based on recommendations from Feasibility Study at Curtola Transit Facility in partnership with SolTrans. COMPLETE, SP+ O&M firm acquired • Initiating Phase 2 P3 implementation with the City of Fairfield for FTC and FF/VV train station O&M P3 feasibility <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Feasibility Study – COMPLETED • <u>Phase 2 Implementation Curtola – COMPLETE</u> • <u>Initiated Dixon Park and Ride P3 Feasibility Study</u> • Phase 2 FF-FTC and/or FF/VV Train Station potential 2015-16 <p><u>EDC</u></p> <ul style="list-style-type: none"> • <u>Dixon Park and Ride P3 Feasibility Study estimated completion- June 2016</u> 	STA	\$100,000 Phase 2 \$25,000 SolTrans	✕	✕		\$24,000	Projects Robert Guerrero

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STA Lead - Studies	16,17 18	<p><u>Solano County Annual Pothole Report</u> Semi-Annual report on countywide rating roadways (mapped by street/by jurisdiction), summary of annual investments in roadway infrastructure and summary of financial shortfall.</p> <p><u>Status</u></p> <ul style="list-style-type: none"> The first Solano County Pothole report was completed in December 2014 2nd Solano County Pothole report draft currently being developed Subsequent updates to the Pothole Report are anticipated bi-annually <p><u>ECD</u></p> <ul style="list-style-type: none"> 2016 Solano County Pothole Report estimated completion in September 2016 <p><u>Status:</u> The first annual report was completed in 2014. This will be an annual report that is anticipated to be adopted by the STA Board by Dec.</p>	STA	PPM	✕	X		\$12,500	Projects Anthony Adams
STA Lead – Program	17,18 19	<p><u>Regional Traffic Impact Fee (RTIF) Program</u></p> <ul style="list-style-type: none"> Working Group Coordination Strategic Implementation Plan (SIP) Annual Reporting Fund Distribution <p><u>Status:</u></p> <ul style="list-style-type: none"> Revenue Estimates Forecast completed and will be updated annually. SIPs will be updated annually Development of Funding Sign underway 	STA	PPM/RTIF	✕	X			Projects Robert Guerrero

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		<ul style="list-style-type: none">● RTIF Working Groups coordinating to update SIPs and develop RTIF funding agreements (as necessary)● Throughout FY 2014-15 \$780,000 revenue collected; \$2.435 Million collected to date; with \$1.079 Million Disbursed to project● 2nd Annual Report to be completed by October 2015 <p><u>Milestones:</u></p> <ul style="list-style-type: none">● 3rd Annual Report to be completed in October 2016● Potential update for the Nexus Study/AB 1600 Study for Working Group District 5 (City of Dixon and Solano County) –November 2016● Update RTIF Revenue Forecast – July 2016● (Add Green Valley OC) – COMPLETED January 2015● Implementation Policies – COMPLETED October 2014● First Annual Report submitted to County October 2014. <p><u>ECD:</u> <u>RTIF Program is a five-year program and administrative tasks will continue to be ongoing until the program expires.</u></p>							
STA Lead – Planning	18.1920.	<p><u>Comprehensive Transportation Plan Update (CTP)</u> Adopted chapters – Introduction, Land Use, Past Achievements, Active Transportation.</p> <p><u>Arterials, Highways and Freeways</u> <u>Status:</u></p> <ul style="list-style-type: none">● Project list being updated● Goals and State of the System being have been updated● Gap Analysis drafted● AHF Committee meeting every 6 weeksreconvened● Annual Pothole Report has been approved	STA	STP TDA STAF	✕	X	<u>X</u>		Planning Robert Macaulay/



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		<p>Active Transportation <u>Status:</u></p> <ul style="list-style-type: none"> Adopted <p><u>New Chapters</u></p> <ul style="list-style-type: none"> Equity New Technologies and Services <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Periodic updates of constituent plans: bike, pedestrian, sustainable communities, alternative fuels, safe routes <p>Transit and Rideshare <u>Status:</u></p> <ul style="list-style-type: none"> Project List being updated Draft State of the System completed, Goal revision and Goal Gap Analysis being drafted <u>Goals, State of the System, Gap Analysis and Resources chapters completed</u> <u>Policies, Milestones and Performance chapter drafted</u> <u>T&R Committee meeting every 6 weeksreconvened</u> <p>Public Outreach</p> <ul style="list-style-type: none"> Website established <u>Public Outreach Meetings in 2015 and 2016</u> <u>Telephone Town Halls coordinated</u> <u>Follow-up to Public Comments completed</u> <p><u>Milestones as of 4/13/16:</u> <u>58,410 Total participants (surveys, email, phone, town hall meetings)</u> <u>2,132 Public Comments</u></p>								<p><u>Ryan Dodge</u></p> <p>Elizabeth Richards</p> <p>Jayne Bauer/ Daniel Coffeen</p>
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		<ul style="list-style-type: none"> Periodic updates of constituent plans: bike, pedestrian, sustainable communities, alternative fuels, safe routes <p>ECD: <u>Bike and Pedestrian projects to be updated</u> Active Transportation - COMPLETED Transit and Rideshare - FALL 2015 <u>Summer July 2016</u> Arterials, Highways and Freeways - DEC 2015 <u>Summer September 2016</u> Final Document - DEC Fall <u>October 2016</u></p>							
STA Co-Lead	1921.	<p>Regional Transportation Plan Update/Sustainable Communities Strategy Regional Transportation Plan that is updated every four years by MTC. STA adds projects and programs to plan and completes outreach for regional plan.</p> <p>Status: <ul style="list-style-type: none"> Call for Projects -- <u>Issued Summer 2015</u> OBAG 2 <u>Criteria released</u> </p> <p>Milestones: <ul style="list-style-type: none"> Plan Bay Area adopted July 2013 Develop STA priority project list with CTP adoption in FY 15-16 <u>Major project evaluation March – May 2017</u> <u>OBAG 2 Project Selection – 2nd half 2016</u> MTC public outreach plan drafted. First <u>Second</u> Solano meeting May 2015 <u>June 2016</u>. Next SCS due to be adopted in summer <u>to be adopted in summer 2017</u>. </p> <p>ECD: New RTP/SCS – scheduled for July 2017 adoption <u>OBAG 2 project selection – December 2016</u></p>	MTC/STA	STP	✕	X	<u>X</u>		Planning Robert Macaulay

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STA Lead – Planning	2022.	<u>Priority Development Area and Priority Conservation Area Planning and Implementation</u> A. <u>Coordinate</u> Development of PDA Plans for cities of Benicia, Dixon and Rio Vista B. Assist cities of Fairfield and Suisun City in developing their own PDA Plans C. Develop Priority Conservation Areas (PCAs) assessment/implementation plan <u>Status:</u> <ul style="list-style-type: none"> PDA Planning underway. Fairfield and Suisun City plans drafted PCA Assessment Plan stakeholder committee formed; consultant selected and performing work Plan drafted, ready for Board approval. <u>Milestones:</u> <ul style="list-style-type: none"> PDA Planning Grants have STA/City funding agreements; consultant selection under way under contract; Planning work to be completed first half of 2016 2017 Draft PCA Plan to be completed 2015 2016 <u>ECD:</u> <ol style="list-style-type: none"> PDA Fairfield/Suisun - May-Dec 2016 PDA Benicia/Dixon/Rio Vista - March 2016 2017 PCA - December 2015 June 2016 	STA	Regional TLC CMAQ STP Planning	✗	X	<u>X</u>	\$1.5 M \$75,000	Planning Robert Macaulay Drew Hart
STA Lead – Programs	2023.	<u>Congestion Management Program (CMP)</u> <u>Status:</u> Bi-annual CMP update due in FY 2013. next CMP due in 2015.	STA	STP Planning	✗		<u>X</u>		Planning Robert Macaulay

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		<p>State legislation (AB 2098) may significantly alter CMP process Completed in 2016. Next update due in 2017</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> CMP Update for 2015 has been initiated; completed; MTC direction pending. CMAAs monitoring AB 1098 legislation that may change CMP standards <p><u>ECD:</u> FY Sept 2015-2017</p>							
STA Lead – Programs	2224.	<p>Implementation of Countywide Bicycle Plan Priority Projects Implement the Countywide Bicycle Plan. Periodically update as projects are completed, regional priorities change or funding changes.</p> <p><u>Status of Tier 1 Projects:</u></p> <ul style="list-style-type: none"> A. Fairfield- Vanden Road (Jepson Parkway) Class II - included in Jepson Parkway design B. Pleasants Valley Rd Class II - not funded <u>Construction summer 2016</u> C. Suisun Valley Farm to Market - seeking ATP funding <u>First phases to be constructed summer 2016; seeking funds for remaining phases</u> D. Suisun City Driftwood Drive – IN DESIGN <u>Construction summer 2016</u> E. Dixon West B Undercrossing – COMPLETED F. <u>Rio Vista Highway 12 Crossing – Construction summer 2016</u> G. <u>Vacaville Rocky Hill Trail – Construction summer 2016</u> G. <u>Vallejo Bay Trail/Vine Trail – Feasibility Study complete; seeking ATP funds summer 2016</u> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Bike signs and way finding signs – Phase 1 signs acquired, being installed in Suisun City, Vallejo, Benicia. 	<p>Fairfield Vacaville STA County</p> <p>Suisun City STA</p> <p><u>Rio Vista</u> <u>Vacaville</u> <u>Vallejo/STA</u></p>	TDA Article 3; Bay Area Ridge Trail	✕	X		\$85,000	Planning Drew Hart

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		<ul style="list-style-type: none"> Countywide Bicycle Plan project list - priority list being updated summer of 2015 New bicycle counters acquired and being used to provide use information <p><u>ECD:</u> Deliver Phase 1 Wayfinding Signs - FY 2015-16 Complete and implement Phase 2 Wayfinding Signs Plan - FY 2015-16</p>							
STA Lead – Programs	2325.	<p><u>Countywide Pedestrian Plan and Implementation Plan</u> Implement the Countywide Pedestrian Plan. Periodically update as projects are completed, regional priorities change or funding changes. Support PDA implementation.</p> <p><u>Status of Tier 1 Projects:</u> A. <u>East Tabor Ave Crossing (Fairfield) – applied for 2015 ATP funds (not funded)</u> Dixon Safe Routes Jacobs Intermediate School B. <u>West Texas Street Gateway (Fairfield) - applied for 2015 ATP funds (not funded)</u> Downtown Vallejo Streetscape – partly funded C. <u>Suisun Valley Farm to Market – phase 1 received funds, environmental review is pending, remaining project in phases seeking ATP funding</u> D. <u>Driftwood Drive (Suisun City) - funded</u> New pedestrian counters acquired and being used to provide use information E. <u>Elmira Road Bike Path (Vacaville) – right-of-way purchase and environmental review needed</u> F. <u>Rocky Hill Trail (Vacaville) – funded</u> G. <u>Bay Trail/Vine Trail Gap Closure – applying for ATP funds (2016)</u></p>	STA	TDA-ART3 OBAG RM 2 Safe Routes to School	✕	X			Planning Ryan Dodge

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		<p><u>Milestones:</u></p> <ul style="list-style-type: none"> ● Dixon West B Street Project COMPLETED ● Countywide Pedestrian Plan project list - priority list being-updated summer of 2015 <p><u>ECD:</u></p> <p>Pursue funding for priority projects - FY 15-16-17, FY 15-16</p>							
STA Lead – Programs	2426.	<p><u>STA Marketing/Public Information Program</u></p> <p>A. STA-Agency Websites and Facebook pages</p> <p>B. Events</p> <p>C. Quarterly Newsletter and Annual Report</p> <p>D. Project Fact Sheets and Public Outreach</p> <p>E. Annual Awards Program</p> <p>F. Legislative Booklets and Lobby Trips</p> <p>G. Legislative Advocacy</p> <p>H. Marketing Programs: STA/SolanoExpress/SNCI/SolanoExpress/SR2S</p> <p>I. SNCI website and Facebook page</p> <p>J. SR2S website and Facebook page</p> <p>J. K. Solano Mobility website and Facebook page</p> <p>K. L. SolanoExpress website and Facebook page</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> ● New website in design for SolanoExpress and Mobility Management. ● Multiple website editors update agency websites ● STA, SR2S, and SNCI Facebook pages being maintained. ● In-house individual project <u>fact</u> sheets developed on as-needed basis. ● STA Annual awards hosted every November ● Updated Legislative Priorities & Platform ● <u>Annual state and federal lobbying trip/materials</u> ● <u>STA Events Committee assists with all STA events</u> 	STA	TFCA Gas Tax Sponsors	X	X			<p>Planning Jayne Bauer Daniel Coffeen</p> <p><u>Philip Kamhi</u> <u>Judy Leaks</u></p>

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		<ul style="list-style-type: none"> Assist with planning/implementation of Transportation Summit III (SPWDT) FY 2015-16 Release 25th Anniversary edition of STA Annual Report FY 2015-16 <p><u>FY 2016-17:</u></p> <ul style="list-style-type: none"> Implement SolanoExpress Marketing Campaign Implement SSCI Marketing Campaign Implement Constant Contact for stakeholder communication (\$1,000) Create new websites for STA, SSCI and SR2S (\$70-100K) Assist with planning/implementation of Rail-Volution Mobile Workshop <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Ribbon Cutting for Dixon West B Street Project Ribbon Cutting SR 12 Jameson Canyon Ribbon Cutting for I 80 EB Truck Scales Groundbreaking for I 80/I 680/SR 12 Interchange Project Ribbon Cutting Rio Vista Waterfront Promenade Groundbreaking Benicia Bus Hub 25th Anniversary 2014-5 Awards Program in Vallejo Benicia Implemented new websites for Solano Mobility and SolanoExpress Website editors monthly meetings Interviewed/hired/supervised high school intern Implemented SolanoExpress Marketing Campaign Launched facebook pages for Solano Mobility and SolanoExpress Launched Instagram page for SR2S Implemented facebook contest campaign for SolanoExpress Implemented CTP 2040 webpage and survey Implemented Mail Chimp and Survey Monkey tools Implemented public input campaign for Local Streets and Roads Coordinated with Caltrans on joint project media/public communications 						
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STA Lead – Programs	2527.	<u>Clean Air Fund Program and Monitoring</u> A. BAAQMD/TFCA B. YSAQMD Board approved Funding Priorities for SNCI, SR2S, Alternative Fuels, and Climate Action Initiatives FY 2014-15 funding: A. YSAQMD - 10 projects for \$420,332,000 <u>available for FY 16-17</u> B. BAAQMD: <ul style="list-style-type: none"> Solano Commute Alternatives Outreach Solano Community College Bus Voucher Program <u>Status:</u> Allocated annually. STA staff monitors implementation of TFCA funds until project completion.	STA YSAQMD	TFCA Clean Air Funds	✗			\$295,000 <u>\$340,000</u> Annually <u>FY 16-17</u> (TFCA) \$340,332,000 <u>FY 16-17</u> 15-16 <u>16-17</u> (YSAQMD Clean Air)	Planning Drew Hart
STA Co-Lead Programs	2628.	<u>Solano Climate Action Program</u> Develop <u>and update</u> county-wide greenhouse gas emission inventory, GHG emission reduction plans for energy sector, and GHG emission reduction and implementation plans for non-energy sectors. <u>Fund implementation programs</u> <u>Status:</u> <ul style="list-style-type: none"> All PG&E and SGC funded work has been COMPLETED <u>STA has obtained a California Energy Commission grant for EV readiness</u> 	STA	PG&E and SGC grants	✗		<u>X</u>	PG&E Grant \$285,000 SGC Grant \$275,000	Planning Robert Macaulay <u>Drew Hart</u>

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STA Lead – Programs	2729.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></p> <ol style="list-style-type: none"> 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Evaluation 6. Engagement 7. Funding of Program 8. Plan implementation <p><u>Status:</u></p> <ul style="list-style-type: none"> • Implement Plan Update findings • Update and maintain SR2S website and Facebook <u>and Instagram</u> pages • Coordinate SR2S Community Task Forces and SR2S Advisory Committee • Work with <u>Solano</u> Public Health to conduct -Educational and Encouragement events like school assemblies, bike rodeos, walk and roll events • Expand SR2S Program to incorporate middle school and high school components. • Monitor the -implementation of selected <u>OBAG 1</u> engineering projects from SR2S Plan update • <u>Continue Walking School Bus implementation</u> • at 56 elementary schools • <u>Continue implementation of monthly and weekly Walking Wednesday initiative</u> • Continue to seek additional grant funds to fund elements of <u>for</u> SR2S Program <u>implementation</u> • Implement the 2nd 3rd Public Safety Enforcement Grant with the Cities of Rio Vista and Vacaville • Develop a robust evaluation system of SR2S program • Introduce a Walking Wednesday initiative at selected schools • <u>Implement enhanced WSB program utilizing ATP funding</u> 	STA	CMAQ TFCA-PM YSAQMD BAAQMD TDA <u>FHWA-SRTS</u> ATP	✕	X	<u>X</u>	\$1.5 M Encouragement, Education and Enforcement <u>\$2.7M</u> <u>Engineering</u>	Transit/SNCI <u>Sarah Fitzgerald</u> <u>Judy Leaks</u> <u>Betsy Beavers</u> <u>Karin Bloesch</u> <u>Tiffany Gephart</u>
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		<ul style="list-style-type: none"> Presented 5 proclamations to SR2S Champions As of March 2015, 4360 schools have held 15980 events attended by 13,824,345 children/students 414 schools with 11,086,430 students participated in International Walk to School Day in October 2015. This marks the first year a For the second year in a row, all cities and school districts in Solano County participated. 2738 schools participated in October 2015 Travel Surveys. Goal, goal is 40 Travel Surveys for May. Developed online survey form to pilot. Survey is now available online. At A Glance SR2S Program Guide and marketing materials updated and distributed at outreach events Completed SR2S Enforcement Grant Round 2 with the Cities of Rio Vista and Vacaville Completed the update of the online mapping tool for WSB routes <p>ECD:</p> <ul style="list-style-type: none"> SR2S OBAG 1 Engineering Projects (Rio Vista, Suisun City, and Vacaville and Vallejo) completed by 2016 SR2S OBAG 1 Engineering Projects (Dixon, Vallejo) completed by 2017 SR2S ATP Cycle 2 Engineering Projects (Benicia and Vallejo) complete by 2019 							
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STA Lead – Studies	2830.	<p><u>Countywide Transit Coordination</u> STA works with MTC and transit operators to implement countywide and regional transit coordination strategies.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Develop Countywide Coordination SRTP • Implement Enhanced Transit Coordination Strategies <ul style="list-style-type: none"> ○ -Standardized fare structure ○ -Transit capital planning ○ Alternative Fuels Policy/Strategy ○ -Transit Service planning • I-80/I-680/I-780/SR12 Transit Corridor Study Update Phase 2 • Select service option for Solano Express from Transit Corridor Study • Rio Vista Transit Service Outreach and Analysis <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • SolanoExpress Service Option - Completed • Update Solano Express Capital Plan – Completed • Implement Clipper – Completed • Rio Vista Transit Service Outreach and Analysis – Completed • SRTP Drafts being reviewed by Operators • I-80/I-680/I-780/SR12 Transit Corridor Study Update – Completed <p><u>ECD:</u> Countywide Coordinated SRTPs - March-September 2016 Enhance Transit Coordination Strategies- Ongoing I-80/I-680/I-780/SR12 Transit Corridor Study Update – October 2015 I-80/I-680/I-780/SR12 Transit Corridor Study Update Phase 2 – March-June 2016 Implement SolanoExpress Service Changes – July 2017 Alternative Fuels Policy/Strategy – July 2016 I-80/I-680/I-780/SR12 Transit Corridor Study Update Phase 2 – June 2016</p>	STA/ Dixon/ Fairfield/ Rio Vista/ Solano County/ SolTrans/ Vacaville	MTC/STAF STAFSTAF STAF	✕ ✕ ✕ ✕	X X X <u>X</u>		\$550,000	Transit Liz Niedziela Phili p Kamhi
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STA Lead – Program	2931.	<p><u>Lifeline Program</u> Lifeline Transportation Program supports projects that address mobility and accessibility needs in low-income communities throughout the Solano County.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • <u>Call for Projects 2017-18</u> • Project Selection • Monitor Projects <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Call for Projects- Completed • Monitoring Lifeline Projects • <u>STAF Operating – SolTrans Route 1 and 85, 2, 85 FAST Route 30 Saturday Service and FAST Route 20, Faith in Action Volunteer Driver Program, Intercity Taxi Scrip Program, FAST Local Taxi Scrip Program</u> and E. Tabor Sidewalk Crossing • <u>JARC Operating FAST Route 20, 30 and FAST Local Taxi Scrip. SolTrans Route 2.</u> • <u>Prop 1B Capital –SolTrans (3)</u> Replacement buses and Dixon Rendi-Ride (1) replacement bus • <u>Solano Community College has initiated an effort to assess an increase in the student fees to provide a reduced-fare transit pass for students.</u> <p>•</p> <p><u>ECD:</u> Lifeline Funding <u>Fifth-Fourth</u> Cycle- Estimated FY 2017-18-15 – FY 2018-196-17</p>	STA/MTC	STAF	✕	X		\$17,000	Transit Liz Niedziela

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STA Lead - Programs	3032.	<p><u>FTA 5311</u> In Solano County, STA programs the 5311 funding. These funds are used for transit capital and operating purposes for services in non-urbanized areas.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Call for Projects in Nov/Dec • Project Selection • Monitor Projects <p><u>Milestones:</u> 5311 funds were programmed for FY 2016-17-14 and FY 2014-15-7-18-Completed Operating funds were programmed for Dixon, FAST Rt. 30, Rio Vista and SolTrans Rt. 85</p> <p><u>ECD:</u> 5311 Funding for FY 2015-16-17 - Estimated June 2017</p>	STA/MTC	FTA 5311	✕	X		\$900,000	Transit Liz Niedziela
STA Lead – Programs	3133.	<p><u>Paratransit Coordination Council and Seniors and People with Disabilities Transportation Advisory Committee</u> STA to staff and provide administrative support to advisories committees that advocate and address transportation needs for seniors, people with disabilities and low-income individual, build community awareness and support, and locate funding sources to meet those needs.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Proposed development of CTSA • Mobility Management Programs being developed 	STA	STAF	✕			\$50,000 \$30,000	Transit Liz Niedziela Kristina Holden

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		<ul style="list-style-type: none"> • <u>Solano Transportation Study for Seniors, People with Disabilities and Low-Income Update</u> • Review Mobility Guide for Seniors and People with Disabilities • Operators TDA Claims Review • Score FTA 5310 applications • Recommended projects for OBAG funding <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • PCC Work (Board May-April 20152016) • FTA 5310 call for projects and PCC subcommittee scoring of projects - Completed • PCC TDA claim review for FY 20142015-15-16 - Completed <ul style="list-style-type: none"> • PCC Brochure 2013- Completed • Updated Mobility Brochure for Seniors and People with Disabilities - March 2015 - Completed <p><u>ECD:</u></p> <p>PCC Work plans - 2016-2017 and 20172018 FTA 5310 call for projects - 2016 and 20172018 TDA Claim Review – FY 2015-162016-17 and 2016-172017-18 <u>Solano Transportation Study for Seniors, People with Disabilities and Low-Income Update – June 2017</u></p>							
STA Lead – Programs	3234.	<p><u>SolanoExpress/Intercity Coordination</u></p> <p>Coordinate to implement recommended strategies as identified in the Countywide studies and agreements.</p> <ul style="list-style-type: none"> • Manage Intercity Transit Consortium • Monitor Route 20, 30, 40, 78, 80, 85, 90 	STA	TDA RM2 STAF	✕				Transit Philip Kamhi



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SOLANO TRANSPORTATION AUTHORITY OVERALL WORK PLAN (OWP)

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			<ul style="list-style-type: none"> Funding Agreement Update RM2 Transit Operating Fund Coordination Solano-Express Intercity Transit Marketing Intercity Ridership Study Update TDA Matrix - Reconciliation and Cost Sharing Development of multi-year funding plan Development of Intercity Bus <u>Capital</u> Replacement Plan Marketing implementation of Clipper <u>Manage SolanoExpress Facebook</u> <p><u>Status:</u></p> <ul style="list-style-type: none"> <u>Manage Intercity Transit Consortium - ongoing</u> Solano-Express Intercity Transit Marketing - in process/<u>ongoing</u> <ul style="list-style-type: none"> Intercity Transit Funding Group Development - <u>ongoing</u> <u>TDA Matrix - Reconciliation and Cost Sharing to be approved June 2015-16 and 2016-17 and 2017-18</u> <u>2016-17 Intercity Ridership Survey</u> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Solano-Express Capital Bus Replacement Plan Developed - Completed 2014 Intercity Ridership Survey Completed Intercity Transit Funding agreement updated FY 2014-15 Completed Implement Clipper November 2014<u>RM2 Service Interim Expansion – Completed</u> <u>TDA Matrix - Reconciliation and Cost Sharing 2015-16 – Completed</u> <u>Created SolanoExpress Facebook Page - Completed</u> <p><u>EDC:</u></p> <p>Development of Transit Capital Plan July 2015</p> <p><u>Intercity Transit Funding agreement updated - June 2016</u></p>					X X X X X X	X X X X X X		
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		<ul style="list-style-type: none"> Intercity Transit Funding agreement updated - June 2017 SolanoExpress Expansion Marketing – June 2016 								
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STA Lead – Programs	3335.	<p><u>Solano County Mobility Management Programs</u></p> <ul style="list-style-type: none"> ● Implement <u>Support and Monitor</u> Mobility Management Programs: <ul style="list-style-type: none"> ● <u>Countywide ADA In-Person Eligibility Program</u> ● <u>Travel Training Program</u> ● Solano Mobility Call Center ● <u>Senior Safe Driving</u> ● <u>Solano Mobility Website</u> ● Monitor Programs ● CTSA Implementation ● Update Solano Transportation Study for Seniors and People with Disabilities <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Coordinate and Evaluate and Analyze <u>report on Countywide ADA In-Person Eligibility Program</u> ● Coordinate <u>Support Transit Operators with Travel Training programs with Transit Operators and non-profit providers</u> ● <u>Provide outreach on all Solano Mobility Programs and Call Center services</u> ● Provide updated <u>Update Senior Safe Driving Information on Solanomobility.org and in partnership with California Highway Patrol’s Age Well Drive Smart Program provide information on transportation alternative and programs</u> ● <u>Conduct Outreach at community events and organizations throughout Solano County</u> ● Implementation of Ambassador Program with coordination with Transit operators on travel training ● Partner with non profits for one on one travel training (Independent Living Resource Center and Connections for Life) ● Evaluate In Person Eligibility Program 	STA/ County/ Transit Operators	JARC/STAF/ OBAG/NEW FREEDOM	✕	X		\$800,000	Transit Tiffany Gephart Kristina Holden
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STA Lead Program	3436.	<p><u>Intercity Taxi Scrip Program</u> Implementation of the Intercity Mobility Management Program will be completed with a variety of tools.</p> <p>A. Develop and Implement Phase 2 on Intercity Taxi/Paratransit Program</p> <p>Status:</p> <ul style="list-style-type: none"> • Monitoring program - ongoing • Implementation of Phase 2 to begin Summer 2015 - developing • Implementation of improvements to current Taxi Script Program – ongoing • Develop online program information (website) - ongoing <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Transition Intercity Taxi Scrip Program from Solano County to STA – Completed • Interim program management by consultant - Completed • Fare Change – Completed • Develop service options for phase 2 – Completed <p><u>ECD:</u></p> <ul style="list-style-type: none"> • Implementation of Phase 2 – 2017 • MOU with Taxi Operators – June 2016 • MOU with Jurisdictions Transit Operators – June 2016 • MOU with Solano County for Low-Income Fare Eligibility – June-May 2016 	STA	TDA	X	X			Transit Philip Kamhi Debbie McQuilkin
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STA Lead – Programs	3537.	<u>Solano Solano Commuter Information/Mobility Call Center</u>	STA			✕	✕		\$600,000700,000	Transit/SNCI Judy Leaks
		<u>Commuter Program</u> A. <u>Customer Service Program-Call Center, Display Racks, website/facebook</u> B. <u>Vanpool Program</u> C. <u>Employer Outreach/Support Program</u> D. <u>Employer Commute Challenge Promotion</u> E. <u>Incentives Program</u> F. <u>Emergency Ride Home (ERH) Program</u> G. <u>Campaigns/Events – Bike to Work Promo</u> H. <u>Coordination with Napa County</u> I. <u>College Coordination</u> <u>Call Center</u> A. <u>Provide personalized assistance for traveling around Solano, Napa and neighboring counties</u> B. <u>Provide information about transportation resources for seniors and people with disabilities</u> C. <u>Process Regional Transit Connection Discount cards to qualified individuals with disabilities</u> D. <u>Sell Clipper and Senior Clipper cards</u> E. <u>Provide information regarding ADA certification</u> F. <u>Provide information about and sell reduced-fare Taxi Scrip</u> G. <u>Sell Bikelink cards</u> <u>Solano Napa Commuter Information (SNCI) Program</u> A. <u>Customer Service Program-Call Center, Display Racks, website/facebook</u> B. <u>Vanpool Program</u> C. <u>Employer Outreach/Support Program</u> D. <u>Employer Commute Challenge Promotion</u>								
										Debbie MeQuilkin Paulette Cooper Sean Hurley

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		<p>E. Incentives Program F. Emergency Ride Home (ERH) Program G. Campaigns/Events Bike to Work Promo H. Coordination with Napa County I. College Coordination</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Continue to deliver overall rideshare services to Solano and Napa employers and general public Start 258 new vanpools and provide support to all vans with origin/destinations in Solano and Napa counties. Contract with a vanpool vendor to provide vehicles for new van starts. Administer the Napa Vanpool Subsidy Program. Direct the Napa and Solano Employer Commute Challenges; redesign/modify the Commute Challenges to increase efficiencies. Provide Assist-employers in Solano and Napa counties assistance to implement commute alternative programs like the with 50+ employees comply with requirements of the Bay Area Commuter Benefits Program. Encourage them to select Option 4 as a way to comply, with a goal to expand and sustain participation in SNCI's Employer Program. Continue to implement the recommendations per the Marketing Evaluation and Assessment to increase public awareness of program Redesign the Commuter Information website by changing the focus to employer assistance and vanpooling while incorporating general commuter information into Solano Mobility website. Coordinate efforts to implement a "Last-Mile Shuttle" from the Suisun City Amtrak Depot to a nearby business/work center. Incorporate Mobility Management calls (from seniors, people with disabilities, and low income) into the SNCI Call Center (transit and trip planning) to become the Solano Mobility Call Center. Design and implement transportation information center at the Suisun City train station in partnership with the City of Suisun City. 							
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		<ul style="list-style-type: none"> Develop and implement a feedback and evaluation system to assess/analyze promotions, events, etc. <u>through surveys.</u> Implement a Transit Incentive pilot program that coincides with the launch of Clipper in Solano County Coordinate efforts with Solano Community College with a goal to encourage an overall commute alternative plan at the school Provide personalized assistance for traveling around Solano, Napa and neighboring counties Provide information about transportation resources for seniors and people with disabilities Process Regional Transit Connection Discount cards to qualified individuals with disabilities Sell Clipper and Senior Clipper cards Provide information regarding ADA certification Provide information about and sell reduced-fare Taxi Scrip <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Implemented Bike to Work campaign. There were <u>17-16</u> Energizer Stations in Solano County and <u>9-12</u> stations in Napa that <u>nearly 800-700</u> cyclists visited. Completed the <u>seventh-ninth</u> Solano Commute Challenge with <u>40-27</u> employers and <u>747-430</u> employees participating; and the <u>second-fourth</u> Napa Commute Challenge with <u>24-19</u> employees and <u>171-214</u> employee participants. 27 new vans were started to/from Solano/Napa counties <u>through April 2014</u> and SNCI <u>supported supports</u> 193 vanpools Solano Community College has implemented initiated an effort to assess an increase in the student fees to provide a reduced fare transit pass for students, a pilot program to provide significantly reduced fare passes to students who use transit to get to the school. Incorporated Mobility Management calls (from seniors, people with disabilities, and low-income) into the SNCI Call Center (transit and trip planning) to become the Solano Mobility Call Center. 							
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		<ul style="list-style-type: none"> Established the Transportation Info Depot, a transportation information center, at the Suisun City train station in November 2014. Marketed the launch of Clipper in Solano County Continued the implementation of the Bay Area Commuter Benefits Program; added 31 new employers. 							
STA Co-Lead Projects	3638.	<u>Capitol Corridor Rail Stations/Service</u> <u>Status:</u> A. Fairfield/Vacaville Train Station: First phase Fairfield/Vacaville station expected to begin construction 2015 <u>under construction</u> . Staff working with Fairfield on completing funding plan for Phase 1. Phase 2 funding plan to be developed this year. additional phases, including seeking Cap and Trade funding. B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. funding plan for downtown crossing improvements C. Update Solano Passenger Rail Station Plan; draft plan released for public review <u>plan adopted</u> . D. Monitor Vallejo's Rail Service Plan for Mare Island E. Suisun/Fairfield Train Station Upgrade <u>under construction</u> <u>ECD:</u> Updated Solano Passenger Rail Station Plan in June 2015 <u>adopted</u> . Fairfield/Vacaville Station construction began <u>under way</u> Suisun/Fairfield Train Station Upgrade to begin FY 2015-16 <u>under way</u>	City of Fairfield City of Dixon STA City of Vallejo City of Suisun City	RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds STAF, PPM STP Planning, Vaca TDA, CCJPA CMAQ, TDA Article 3, STAF MTC Rail Program	✗ ✗ ✗ ✗ ✗			\$68 M FF/VV Station \$125,000 \$66,050 \$600,000	Planning/Projects Janet Adams Robert Macaulay
STA Monitoring Projects	3739.	<u>WETA Ferry Support and Operational Funds</u> A. Vallejo Station B. Maintenance Facility Phase I & II C. A. _____ Ferry Service <u>Status:</u>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2	✗			\$65M \$10.8M \$0.5M	Projects Janet Adams Transit

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		<ul style="list-style-type: none"> Monitor project schedule and phasing plan for Vallejo Station. Assist Vallejo in effort to relocate post office to facilitate Phase 2 Phase I of the Maintenance Facility are funded. Support and market Vallejo ferry service Potential development of advisory committee Ongoing Coordination and Support <p><u>Milestone</u> Reappointment of Anthony Intintoli – 2014 Main ground breaking on Ferry Maintenance Facility – May 2014 Provided feedback on WETA's SRTP and Strategic Plan – 2016</p>		RTIP Funding Plan TBD					Liz Niedziela Philip Kamhi
STA Lead – Programs	3840.	<p>Countywide Traffic Model and Geographic Information System</p> <ul style="list-style-type: none"> A. Develop 2040 network, land uses and projections consistent with Plan Bay Area B. Maintenance of Model, C. Approve Model User Agreements as submitted D. Periodically convene STA Model TAC D.E. Update consultant contract and funding agreement with NVT <p><u>Status:</u></p> <ul style="list-style-type: none"> Convene Model TAC New Activity-based Model prepared and ready for adoption and use Adopt new traffic model. Perform validation counts <p><u>Milestones:</u></p> <ul style="list-style-type: none"> New Activity Based Model in April 2015. Conduct validation counts in spring of 2015 conducted in spring 2015 Model adoption in summer 2016 <p>ECD: Model update for Plan Bay Area consistency end of FY 2015-16.</p>	STA, NCTPA STA STA	Funded by OBAG	✕	X		\$150,000 \$24,000	Planning Robert Macaulay Ryan Dodge

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STA Lead – Programs	3941.	<u>Abandoned Vehicle Abatement Program</u> <u>Status:</u> Ongoing – 4, 035-099 vehicles abated in FY 2013-14 2014-15, \$ 510,113 377,823.25 distributed countywide, average cost per abatement, \$ 126 92.	STA	DMV	✕	X		FY 2013-14 2014-15 \$ 510,113 377,823 countywide distribution	Projects/ Finance Judy Kowalsky
STA Lead – Planning	4042.	<u>New or Updated Countywide Plans</u> Water Transportation Plan – new Airport surface access plan – new Safety and Adaptability Plan	STA	OBAG STAF	✕	X			Planning/ Robert Macaulay Drew Hart Ryan Dodge
STA Lead - Planning	4143.	<u>Bay Trail Vine Trail Alignment StudyProject</u> <u>Status:</u> <ul style="list-style-type: none"> ● Consultant work completed ● Action by City of Vallejo pending Adopted <u>Feasibility Study completed by STA</u> ● <u>Seeking ATP funds to implement</u> <u>Milestones:</u> <ul style="list-style-type: none"> ● STA Board approval April 2015 ● Applications for implementation funding being prepared <u>ECD:</u> May 2015 2016	STA, City of Vallejo	ABAG Bay Trail Vine Trail Partnership	✕			\$100,000	Planning: Drew Hart

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STA Lead Program	<p><u>4244.</u> <u>Develop and Implement Title IV Program</u> Translation of Documents (Vital and Informational) Annual Monitoring Translator Services</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <u>Title IV Plan Approved by Caltrans – COMPLETED</u> <u>Add Title IV to websites, with complaint form – COMPLETED</u> <u>Establish phone translation service - COMPLETED</u> <u>Establish document translation service – COMPLETED</u> <u>Translate Vital Documents – COMPLETED</u> <u>Translate Informational Documents – ON-GOING</u> <u>Annual Reporting – First Annual Report June 2015</u> <p>On-Going Requirement as STA directly receives FTA Funding</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <u>Translation of Documents (Vital and Informational) - ongoing</u> <u>Annual Monitoring - ongoing</u> <u>Translator Services- ongoing</u> <u>Title VI Plan 2017 Update – in Process</u> <p><u>EDC:</u></p> <ul style="list-style-type: none"> <u>Title VI Plan 2017 Update – June 2017</u> 								<p>Agency-Wide:</p> <p><u>Anthony Adams, Coordinator</u> <u>Liz Niedziela</u> <u>Judy Leaks</u> <u>Sarah Fitzgerald</u> <u>Robert Macaulay</u> <u>Janet Adams</u> <u>Johanna Masielat</u> <u>Philip Kamhi</u></p>
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<u>STA Lead – Programs</u>	<u>435.</u>	<u>Consolidated Transportation Services Agency</u> <u>A. Design and Fund Develop Mobility Management Programs</u> <u>B. Non-Profit Coordination</u> <u>1. Partnership with non profits for one on one travel training</u> <u>(Independent Living Resource Center & Connections for Life)</u> <u>2. Partnership with non-profit to provide medical trips for seniors</u> <u>(Faith in Action)</u> <u>C. Current CTSA Programs</u> <u>3. Ambassador Program and Transit Training</u> <u>4. Mobility Management Website</u> <u>5. Solano Mobility Call Center</u> <u>6. Senior Safety Driver Program Information</u> <u>7. In-Person ADA Eligibility</u> <u>8. Faith in Action Volunteer Driver Program</u> <u>D. CTSA Work Plan</u> <u>E. Update Solano Transportation Study for Seniors, People with</u> <u>Disabilities and Low Income</u> <u>F. Explore and Assess Future Mobility Programs</u> <u>1. Vehicle Share Program for Non-Profit</u> <u>2. Golden Pass for Seniors</u> <u>3. Volunteer Driver Program</u> <u>4. Uber/Lyft Type Program</u> <u>Status:</u> ▪ <u>CTSA Designation through September 2017</u>	<u>STA</u>	<u>STAF/5310/OBAG</u>	<u>X</u>	<u>X</u>		<u>\$1,000,000</u>	<u>Transit</u> <u>Liz Niedziela</u>
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			<p>Partnership with non-profits for one-on-one travel training (Independent Living Resource Center & Connections for Life)</p> <p>Partnership with non-profits to provide medical trips for seniors (Faith in Action)</p> <p>Milestones:</p> <ul style="list-style-type: none"> CTSA Designation (July 2013) – Completed CTSA Work Plan (January 2016) - Completed Contracts with Independent Living Resource Center and Connections 4 Life executed May 2015 Contract with Faith in Action executed July 2015 <p>Estimated Completion Date:</p> <p>CTSA Work Plan 2017 and 2018</p> <p>Update Solano Transportation Study for Seniors, People with Disabilities and Low Income June 2017</p>							
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STA Lead – Programs	446.	Travel Safety Plan <u>Status:</u> <u>Plan updated and completed – next step to focus on Emergency Responder Plan in Coordination with Three Primary Hospitals</u> <u>StatusMilestone:</u> <ul style="list-style-type: none"> Approved by STA Board January 2016 	STA		X				Planning Ryan Dodge
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DATE: April 14, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Public Input Update and Public Agency Responses

Background:

The Solano Comprehensive Transportation Plan (CTP) is STA's foundational planning document. The STA was last updated the CTP in 2005. The CTP sets STA's priorities for all modes of surface transportation including highways, transit, rail, ferry, rideshare, bikes and pedestrian. The STA Board authorized a complete update of the Solano CTP in 2010. STA delayed CTP until completion of the Regional OneBayArea Plan by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Committee (MTC). Since that time, STA has adopted the introduction, past achievements and land use chapters, and the Active Transportation Element. The remaining Elements to be completed are the Transit and Rideshare and Arterials, Highways and Freeways.

Discussion:

In 2015, STA began public outreach on the remaining Elements of the CTP. STA planning staff provided presentations and received public comments at 23 community meetings, ranging from the Benicia Planning Commission to the Fairfield/Suisun City Hispanic Chamber of commerce to RioVision. The meetings were structured around the question "Where do you want to go, and how do you want to get there?" The presentations reached an estimated 400 participants, and received a total of 159 public comments. STA also authorized a public opinion poll in 2015.

In October 2015, the STA Board authorized expanding this public input effort through a consultant contract in an effort to obtain a greater level of public input and engagement on STA's transportation issues and priorities. In February 2016, STA sent out more than 50,000 mailers to Solano residents requesting feedback on transportation issues and priorities and inviting them to participate in 3 Telephone Town Halls and completed a survey. Those Telephone Town Hall events occurred on February 8, 9 and 16.

Between the two efforts, STA reached 58,410 residents with over 2,400 participants in the 3 town halls and STA has received 2,132 public comments as of April 15, 2016. This total amount of public participation exceeds STA's public involvement numbers for the past five years.

Attachment A shows the most recent summary of the issues identified in the public outreach. The largest single category is concern about the maintenance of local streets, followed by local street safety and then mobility for seniors and people with disabilities.

Of the 2,132 public comments received, 1,370 have information that allows STA and/or others to provide a reply. As of April 14, STA had replied to 1,190 comments (87%). STA has identified 532 with comments specific to issues in the county or one of the 7 cities. At the Consortium meeting, STA staff will provide each transit operators with a summary of public comments pertaining to their transit service.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Summary of Public Input and Responses (to be provided at the meeting.)



DATE: April 17, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
RE: Solano County Intercity Taxi Scrip Program Memorandum of Understanding (MOU)

Background:

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

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

Discussion:

Both MOUs are out of date and need to be updated. STA Staff is currently working with legal counsel to update the two MOU's:

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

The update of these MOU's will include updating the program managing agency to the STA, incorporating the most up-to-date program information and regulations, and incorporating federal clauses.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: April 20, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
Jim McElroy, Project Manager
RE: Transit Corridor Study Phase 2 Update

Discussion:

The last report to the Consortium on this item was on December 4, 2015. At that time, staff shared the preliminary results of the outreach efforts. Since that time, we have:

1. Refined the list of implementation issues.
2. Received a draft implementation plan from our project consultant (Attachment A).
3. Reviewed the draft plan and proposed that we follow a somewhat different implementation or phased approach (Attachment B) that retains peak period Route 90 service in the first phase.
4. Prepared plans to bring on a specialist in scheduling and operations planning to develop a set of draft schedules and to identify allocation of equipment and operating costs; and, to further validate operational viability, initially based on the phased approach.
5. Set Board Workshops on service planning and capital planning.
6. Recommended delay of proposed implementation date by one year to approximately July 2017.

At the meeting an overview of the above items; and, will be provided and feedback from the consortium members is requested.

Fiscal Impact:

Proposed service changes are intended to be constrained within existing and planned resources for SolanoExpress service.

Recommendation:

Informational.

Attachments:

- A. Draft Consultant Corridor Study Implementation Plan
- B. Draft Corridor Study Phasing Approach

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Interim Report: Solano Express - Transit Corridor Study

ARUP

Subject STA SRTP & Corridor Plan Implementation Project

Date February 16, 2016

Job No/Ref 244602-00

Introduction

In late 2014, and after extensive study and discussion, Arup and the Solano Transportation Authority completed the I-80/I-680 Transit Corridor Study. This study reviewed the existing operation of the Solano Express Routes 20, 30, 40 78, 80 and 90. The basic recommendation was to reduce the number of individual routes and, in turn, increase the frequency of service on the remaining routes.

This Interim Report documents the most recent steps leading to implementation of the recommendations.

Solano Express Transit Corridor Study

1. Review of Prior Work and Status

STA engaged Arup to evaluate the performance of the existing Solano Express services and provide recommendations for further evaluation. Arup, working closely with the STA staff, as well as the transit operators (SolTrans and FAST), and the Intercity Consortium, in late 2014 recommended a basic all-day three route system, with an additional peak hour service linking Fairfield and Vacaville to Sacramento.

The proposed routing consisted of three all-day, frequent routes, designated by color:

- Davis via Interstate 80 and Interstate 680 to the Walnut Creek BART Station (Yellow).
- Suisun City via Highway 12, Interstate 80, Highway 37 and then Mare Island Way and Curtola Parkway to Interstate 80 and the El Cerrito del Norte BART Station (Red)
- Vallejo Ferry Terminal via Curtola Parkway, Interstate 780, Military Way (Benicia) and then via Interstate 680 to the Walnut Creek BART Station (Blue)

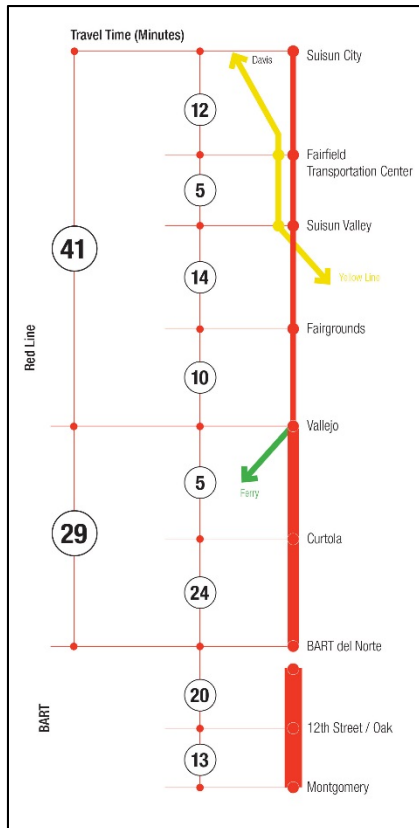


Figure 2- Proposed Red Line –
Suisun-Fairfield-Vallejo-delNorte
BART

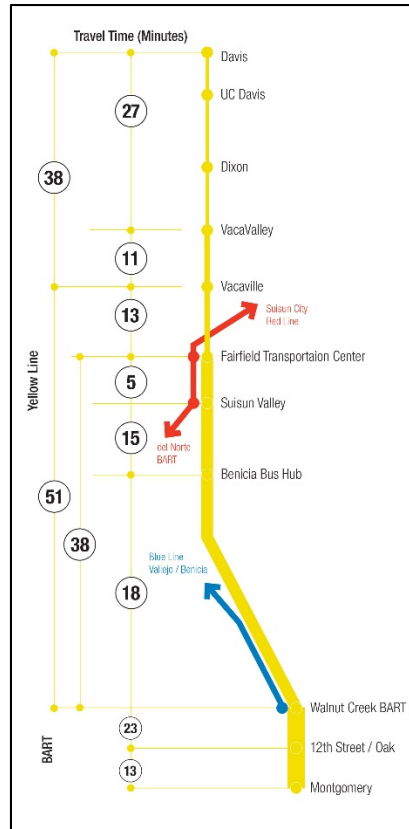


Figure 1 - Proposed Yellow Line –
Davis-Dixon-Vacaville-Fairfield-
Benicia--Walnut Creek BART

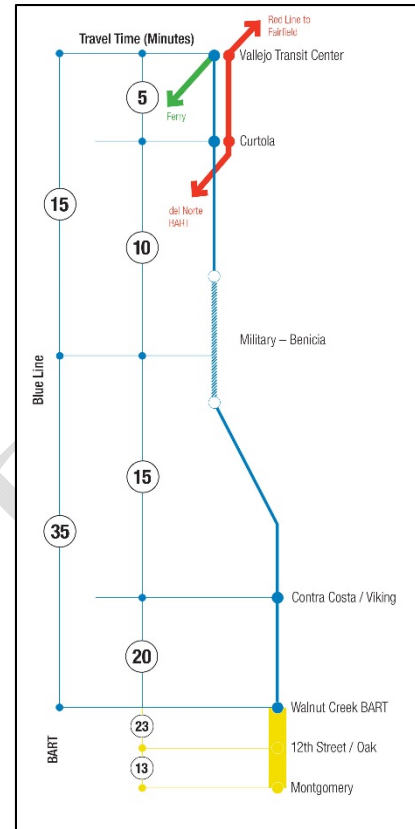


Figure 3- Proposed Blue Line –
Vallejo-Benicia-Walnut Creek
BART

The overall objective was to create a simple, easily understood, useful regional service that met financial performance standards, using the following service design guidance:

- BART-like service design
- Ability to travel from Solano County city to Solano County city quickly, primarily on the freeway.
- Good connections to Vallejo Ferry, and BART, and Sacramento.
- Access to UC Davis and local colleges.
- Frequent service throughout the day and into the evening.
- Minimum 35 mph operation.

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Service to Davis became all-day – an increase from the current limited peak service – while Sacramento service continued to focus on the peak commute hours.

In addition to the service elements, the proposal also identified key station access points to provide opportunities for passengers to enter the system:

- A new freeway station between adjacent to Interstate 80, near Solano College Fairfield, and between Fairfield Transportation Center and Suisun Valley Road. The proposed location – Suisun Parkway at Kaiser Drive – provides access to Solano College and business park from the Suisun to BART and Davis to Walnut Creek BART lines.
- Upgrades to Fairfield Transportation Center and Curtola Park and Ride, as well as new freeway-adjacent stops in Benicia, and on I-680.

Finally, the study also recommended upgrading buses themselves to high-capacity double deck vehicles now in service in metropolitan Toronto and metropolitan Seattle, and being considered in suburban New York, or some faster loading and unloading vehicles.

These recommendations affect passengers in the following ways:

- Fairfield passengers accessing BART must use Walnut Creek BART instead of El Cerrito del Norte BART.
- More service would be provided between Fairfield and Vacaville to BART than the current service.
- The fare from Walnut Creek to Oakland and San Francisco is higher than from El Cerrito del Norte.
- Current over-the-road high-step highway coaches would be phased out in favor of low-floor double deck buses or other fast loading vehicles.

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2. Outreach Comments and Results

During late 2015, STA staff and consultants conducted several public meetings, and also solicited comments from riders, FAST and SolTrans staff, and the Intercity Consortium. In general, these comments can be summarized as follows:

Public Meetings:

Reliability – Existing Service:

On time reliability issues identified on current Route 30 (to Sacramento)

On time performance issues related to congestion on current Route 90

Impacts – Proposed Service:

Additional commute time for Fairfield to Berkeley passengers, as these passengers will now be connecting to BART in Walnut Creek and then transfer at MacArthur Station.

Higher BART fare at Walnut Creek versus El Cerrito del Norte for passengers destined for Oakland and San Francisco.

Transfer required by current Route 85 users to access the Solano Mall; lack of evening local connecting service to allow Solano Mall workers to return to Vallejo at Mall closing time

Walnut Creek BART lacks AC Transit bus redundancy that is present at El Cerrito del Norte (i.e., BART strike).

Reliability – Proposed Service:

Concern that proposed Fairfield Transportation Center to Walnut Creek travel cannot be made in the planned 38 minutes.

Stakeholders and Operators

Proposed Service:

Concern that recommendation overstates demand to Davis and doesn't address either the Sacramento market or Davis to Sacramento traffic congestion.

Level of service deficiencies to Vacaville and Solano Community College campus in Vacaville.

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3. Market Assessment and Travel Market Forecasts

The Transit Corridor Study responded to forecast changes in demographics and travel demand, as identified in regional studies. These forecasts, and the region's responses, were documented in Plan Bay Area, adopted by MTC and the Association of Bay Area Governments (ABAG).

Plan Bay Area Regional demographics and travel demand (originally adopted in 2013) continue to be the regional travel forecasts, as new forecasts are still being researched. The current forecasts accommodate another 2.1 Bay Area million residents and 1.1 million jobs by 2040. Solano County is designated to accommodate 27,000 residential units over 30 years (about 4% of the Bay Area total) and about 47,500 new jobs (a bit more than 4% of the Bay Area total).

As identified in the Transit Corridor Study, the vast majority of Solano County travel is local – the Solano-Napa travel model identifies about one million intra-Solano trips, of which about two-thirds are purely local – starting and ending in the same city. However, there are still about 224,000 Solano city-to-city trips, plus more than 150,000 daily trips out of the county.

Table 1- Current Daily Trips

Solano to:	Total Daily Trips 2012	Percent Share
Internal, within Solano cities	670,000	63%
Intra-Solano, non-local	224,000	21%
Sacramento	39,200	4%
Contra Costa	57,500	5%
Alameda	24,600	2%
Napa	25,600	2%
San Francisco	17,900	2%

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Based on the Plan Bay Area forecasts, future year Solano County AM peak period “intercity” trips are projected to as follows:

Table 2 - Forecast Daily Peak Period Trips

Market	2030 AM Peak Period Trips	Growth 2010- 2030
Solano to San Francisco	6,400	13%
Solano to I-80 Corridor (including Oakland)	17,000	19%
Solano to I-680 Corridor (including Central Contra Costa)	20,000	20%
Solano to Davis/Sacramento	11,000	-1%
Intra-county (Non-Local)	89,000	40%
Source: Solano-Napa Travel Model, 2012.		

Past trends – including current intercity bus ridership – suggest good regional bus service can attract riders. Forecasts indicate travel growth into a strong central Contra Costa County corridor (Concord, Pleasant Hill and Walnut Creek) as well as continued transit competitive markets into Oakland and San Francisco. While the Sacramento market has little forecast growth from Solano County, there is an opportunity to serve a dense job area downtown (total Sacramento city job market exceeds 200,000). There also is forecast significant increases in travel between Solano County cities, just as there is significant travel between East Bay cities, some of which is served by BART.

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4. Service Design – Adopted Goals and Objectives

The service design principles, which favor a simple, understandable route system with higher service levels on fewer routes, derive from the adopted Goals and Objectives for the study and approved by the STA Board on September 11, 2013, and are unchanged from the Study:

Table 3 - Adopted Service Design Standards

Benchmark	Standard
<i>Service Design Requirements</i>	
Connects Solano County cities	Yes
Connects to regional transit	Yes
Meets unmet transit needs	Yes
User friendly	15 minutes frequency peak/ 94% on time/reliability
Speed (mph average)	35
<i>Service Productivity Benchmarks</i>	
Passengers per vehicle revenue hour	25.0
Passengers per trip	15.0
Passengers per vehicle revenue mile	1.0
Peak corridor demand (Load factor) (hourly demand/capacity)	85.0%
Capacity utilization (passenger miles/seat miles)	35.0%
<i>Cost Efficiency Benchmarks</i>	
Cost per vehicle revenue hour	\$125.00
Cost per vehicle revenue mile	\$5.00
Cost per revenue seat mile	\$0.10
<i>Cost Effectiveness Benchmarks</i>	
Subsidy per passenger trip	\$3.50
Revenue per revenue seat mile	\$0.04
Farebox recovery ratio	50%

5. Recommended Service Design – Changes from 2014 Study

The Transit Corridor Study (2014) suggested a three-route all-day system, with a peak hour only service to Sacramento, as follows:



Figure 4- Recommended (2014) Route Structure

Based on comments from stakeholders, passengers and the public, the following changes to the Transit Corridor Study routings are proposed:

- Prioritize all-day Sacramento service, ~~downgrade-continue but reduce~~ Davis access: Stakeholders identified Sacramento as a stronger all-day market; ridership counts verify that the current ridership to Sacramento is much stronger than to Davis (150 boardings in Sacramento versus less than 20 in Davis).
- Protect travel time from Fairfield to BART: Concern was expressed that I-680 near Walnut Creek has severe congestion in the morning, resulting in longer travel times overall for trips to Oakland and San Francisco than via I-80 and BART del Norte.

As a result, the proposed Yellow Line will be extended to operate as a basic service from Sacramento to Walnut Creek BART via Vaca Valley and Vacaville and Fairfield. This routing provides the continuous link to the Solano College Fairfield and Vacaville campuses developed in the Transit Corridor Study. A peak period branch service to Davis will operate separately, and not be combined with the all-day Sacramento service.

In addition, in the morning peak period, to ensure that passenger travel to Oakland and San Francisco is fast and reliable, between 630am and 830am Yellow Line service will divert to North Concord BART southbound (westbound) only and then continue to the all-day Walnut Creek BART terminal. This will allow passengers destined for Oakland and San Francisco to board BART earlier, and have a faster overall trip by avoiding the worst traffic conditions on I-680 in Pleasant Hill and Walnut Creek; all trips would still terminate at Walnut Creek allowing both direct access to Central Contra Costa jobs and access to other transit services at the Walnut Creek BART hub.

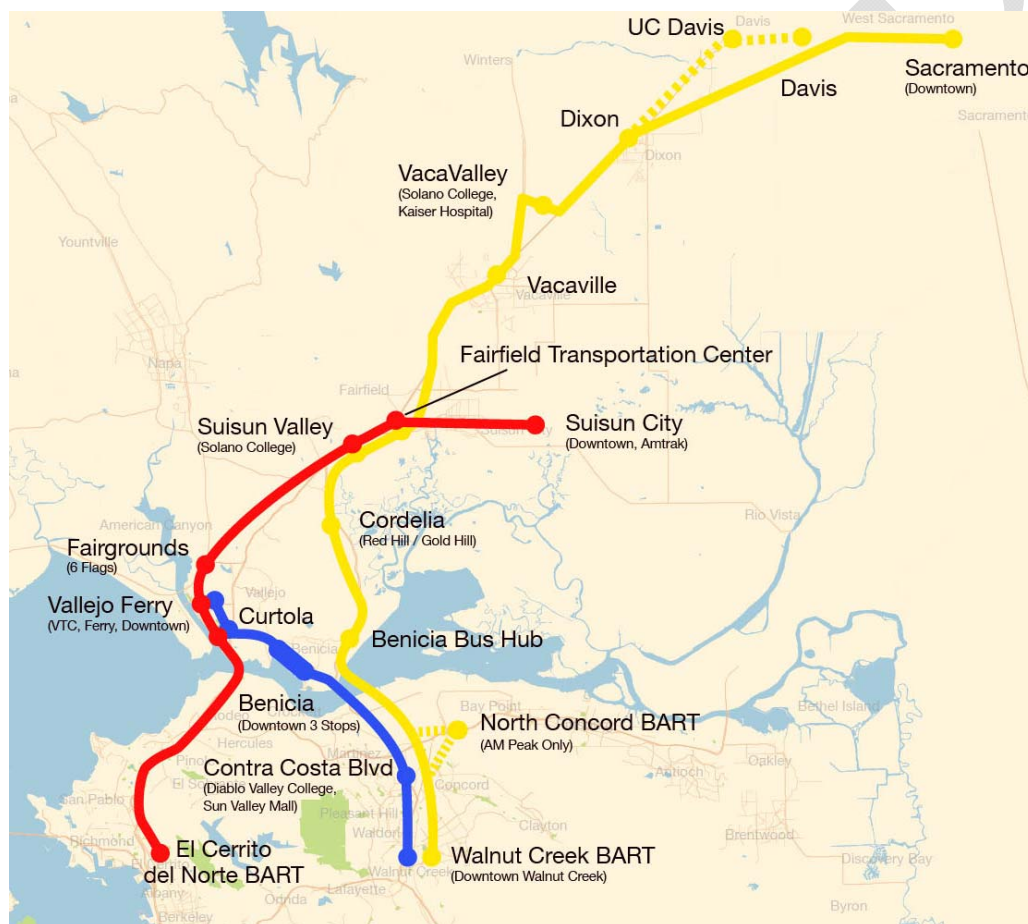


Figure 5 – Recommended Revised Solano Express Route Structure

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Analysis of Route Changes and Impacts on Passengers and Finances

During the course of the study, several concerns were identified in addition to those discussed in the public meetings. These concerns include:

- Impact on passengers of accessing BART at Walnut Creek versus El Cerrito del Norte
- Benefit of proposed freeway and transit center improvements to passengers and communities
- Cost versus benefit of proposed Solano College in-line station.
- Cost and benefit of using low floor double deck buses versus high floor highway coaches.

These issues are considered, as follows:

Fairfield to Walnut Creek BART vs del Norte BART

The relative advantages and disadvantages of operating Solano Express services from Fairfield entirely to Walnut Creek (proposed Yellow Line service) are identified in Table 4.

Table 4 - Fairfield to Walnut Creek BART vs del Norte BART

Connecting BART Station	Bus Trip Time from Fairfield (minutes, peak)	Time to SF from BART Station	Peak Hour Trains to SF	Peak Hour Trains to Oakland	Station Environment
El Cerrito del Norte	40	33	4	8	Marginal
Walnut Creek BART	38	37	11	11	Good

As noted, the overall travel time increases slightly by providing access at Walnut Creek, however the overall peak period travel time decreases as more train service results in less waiting time. All trains go to San Francisco from Walnut Creek compared to El Cerrito del Norte where only four trains per hour provide direct service to San Francisco. Finally, the station environment – including atmosphere and location attractions – is more comfortable and inviting in Walnut Creek.

It has been noted that trains are more crowded at Walnut Creek, even with the high level of service. However, BART has begun operating four trains per hour from Pleasant Hill, providing less crowded trains at Walnut Creek. A more significant concern is AM traffic conditions on I-680 between 630am and 930am from the Highway 242 junction to downtown Walnut Creek. Conversely, afternoon traffic returning to Solano County has only minor delay. The response to the morning condition is to route

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buses via the North Concord BART station and ensure reliable overall travel time (30 minutes to North Concord BART and then 48 minutes from BART to Montgomery Station –78 minutes total, about the same as from either Walnut Creek or El Cerrito del Norte).

In the afternoon, there is no substantial difference in crowding as passengers on all lines are competing for seat space equally, by line and by destination.

Benefit of proposed freeway and transit center improvements to passengers and communities

The Transit Corridor Study identified a series of incremental projects that provided better access and faster service to transit passengers. These projects include a series of freeway ramp stops, some in-line freeway stations, and transit priority on local streets.

These improvements bring many (but not all) the qualities of a rail service to bus systems. These qualities include faster trip times in route, faster times at stations, and good reliability. The benefits of these can be identified in Table 5.

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Table 5- Capital Improvement Benefits

Feature	Description	Benefit
In-Line Bus Station	Locates bus stop within the freeway right-of-way. Can be either on ramp, or separate median station.	Significant travel time savings for bus passengers, operating cost savings for agencies, and increased revenue due to more bus passengers. Most in-line stations will save 3 to 5 minutes in trip time. If 3 in-line stations are provided and replace surface routing, and the overall running time is one hour, then costs will decrease by about 25%, or about \$30 per hour based on STA's assumed hourly cost.
Transit Priority on Arterials	At selected intersections, provide signal timing for bus operations, provide signal priority (holding green, limiting red), and geometric improvements such as queue jumps, etc.	Travel time savings on the order of 5% to 10%. The range of hourly savings is about \$5 to \$10 per hour.
Park and Ride Lots	Provides access to the regional transit system by bringing passengers closer to the transit service.	Increases the marketability of transit services and their potential use.
Dwell Time Reductions	Faster boarding and alighting, usually through improved fare collection and low floor buses (see bus discussion)	Fare collection usually adds about 10% to running time. Changing to prepaid fares results in about a \$10 per hour cost savings.

Benefit of Solano College (Fairfield) In-Line Station

The Transit Corridor Study recommended an in-line station that could serve Solano College's Fairfield campus. The Study's goals included better access to the college and between college campuses. As a result, the Yellow Line was designed to serve both the Solano College Fairfield campus and the newer Vacaville campus.

The conceptual design "piggybacked" off the planned westbound truck stop facility to provide very close college campus access at low cost to a planned station on Suisun Parkway and Kaiser Drive. Figure 6 illustrates one possible design for the station:



Figure 6 - Solano College Station Access

The distance to the college campus is about 2,000 feet, about the same as the distance from the Berkeley BART station to the center of the UC Berkeley campus. Westbound access is at grade, while eastbound access requires some grade separation.

Since the submittal of the Transit Corridor Study, some questions have been raised on the feasibility of the Solano College in-line station. Should the station be deferred or eliminated, the following concerns are identified:

- If Solano College access continues, the additional running time will be about 5 minutes in each direction. This diversion increases running time and also inconveniences through passengers (those, for example, from Vacaville to Walnut Creek).

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- If, on the other hand, the college stop is bypassed and the Yellow Line operates on the freeway to FTC, then the important direct connection between the Fairfield and Vacaville campus is not provided. Instead, passengers will be required to transfer at FTC or Vacaville Transit Center.

Passengers will be inconvenienced with either the bypass or the slower diversion, resulting in fewer riders and less fare revenue.

Benefit of Low Floor, Double Deck Buses

The Transit Corridor Study recommended, as the standard vehicle, a double deck, low floor vehicle.

The proposed route system evolves from the current select few stops with a significant freeway operation, to one of many stops linking community to community via the freeway right-of-way. As a result, dwell time can increase substantially, which in turns harms ridership and increases cost.

The current fleet of over-the-road coaches already are very slow boarding, as they require passengers to navigate four narrow and steep steps to enter the buses (it should also be noted that disabled access is inconvenient, requiring an external lift into the bus, causing even more significant delay). A study by UC Berkeley for AC Transit found that the average boarding time per passenger on an over-the-road coach was about 8 seconds. Alighting time is about the same. As a result, if at one stop, 10 passengers board and 10 alight, the total dwell time just for passenger activity will be at least 2.5 minutes. If, however, a low floor bus is used, the Transit Capacity Manual (TCRP Report 165) estimates only 2 seconds per passenger (25% of the over-the-road coach).

As an example of the impact on running time, the Yellow Line from Sacramento to Walnut Creek is proposed to make nine mid-point stops. If, at every stop (on average) 10 people alighted and 10 boarded, the difference in running time between the over-the-road coach and the low-floor double deck bus will be more than 15 minutes (about 16% of total running time).

Route Descriptions and Service Characteristics

Red Line: Suisun City to El Cerrito del Norte via Fairfield (Stops/Stations in **Bold**)

The Red Line operates from **the Suisun Amtrak** via Highway 12, Beck Avenue, Cadenasso (**Fairfield Transportation Center**), Auto Mall, Chadbourne, Suisun Parkway, Business Center Drive (**Solano College Station @ Kaiser Drive**), Green Valley Road, I-80, Hwy 37 (**Fairgrounds Drive**), Wilson Avenue, Mare Island Way, Georgia Street (**Valley Ferry Terminal**), Sacramento Street, **Vallejo Transit Center**, Santa Clara Street, Maine Street, Mare Island Way, Curtola Parkway, **Curtola Park and Ride**, I-80, Cutting Blvd, **El Cerrito del Norte BART**.

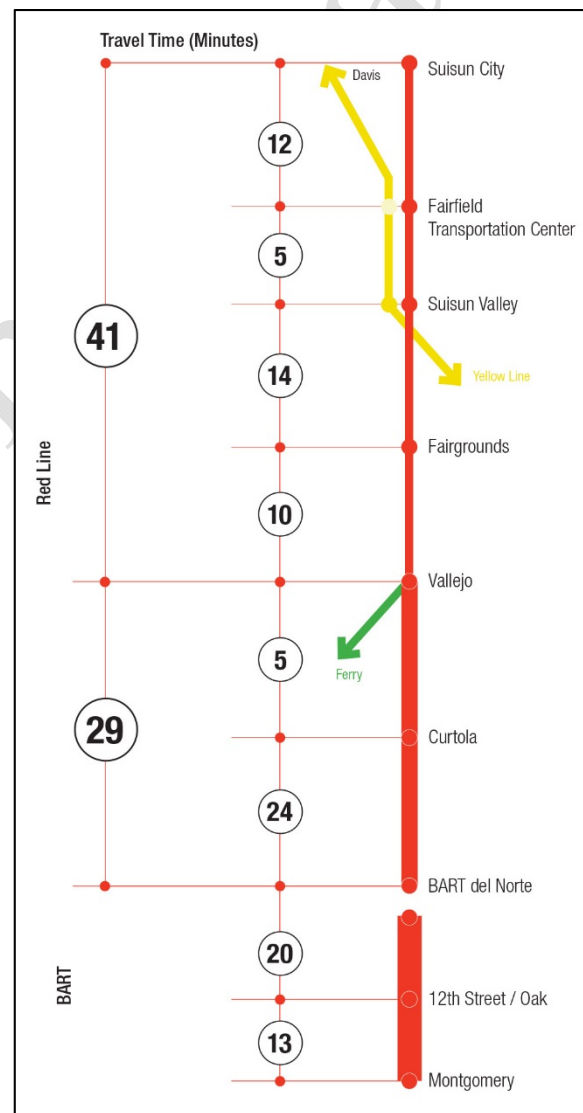


Figure 7- Recommended Red Line

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Red Line - Service

Segment	Service Frequency		
	6am-9am/4pm-7pm	Midday	Nite
Suisun/Fairfield to Vallejo	30	30	30 – Last trip 10 pm
Vallejo to El Cerrito del Norte BART	15	15	15 – Last trip 1130pm

Red Line – Recap

Characteristic	
Weekday Veh Hours	100
Weekday Gross Costs	\$6,000
Estimated Net Cost Weekdays	\$1.5 mil

Yellow Line: Sacramento to Walnut Creek via Vacaville and Fairfield (Stops/Stations in **Bold**)

The Yellow Line operates from downtown Sacramento via Capitol Mall, 5th Street, (**5th and P**), P Street, (**9th and P**), 10th Street, L Street (**L and 10th**), Capitol Mall (**Capitol Mall and Front**), Tower Bridge, I-80, Hwy 113 (**Dixon Station**), I-80, Vaca Valley Parkway (**Crescent Drive – Kaiser Hospital**), (**North Village – Solano College**), I-505, I-80, Allison Drive. Travis Way (**Vacaville Transit Center**), Allison Drive, I-80, West Texas Frontage Road, West Texas, (**Fairfield Transportation Center**), Auto Mall, Chadbourne, Suisun Parkway, Business Center Drive (**Solano College Station @ Kaiser Drive**), Green Valley Road, I-680, Industrial Way, Park Road (**Benicia Industrial Stop**), Bayshore Road, I-680, North Main, **Walnut Creek BART**.

Peak Period: Extend from Vaca Valley/I-80 via I-80, Hwy 113, Hutchison Drive, (UC Davis), Old Davis Road, 1st Street return via I-80.

Peak Period, AM Southbound only 630am to 830am): From **Benicia Industrial Stop**, Bayshore Road, I-680, Hwy 4, Port Chicago Highway (**North Concord BART**), Olivera Road, Hwy 242, I-680, North Main, **Walnut Creek BART**.

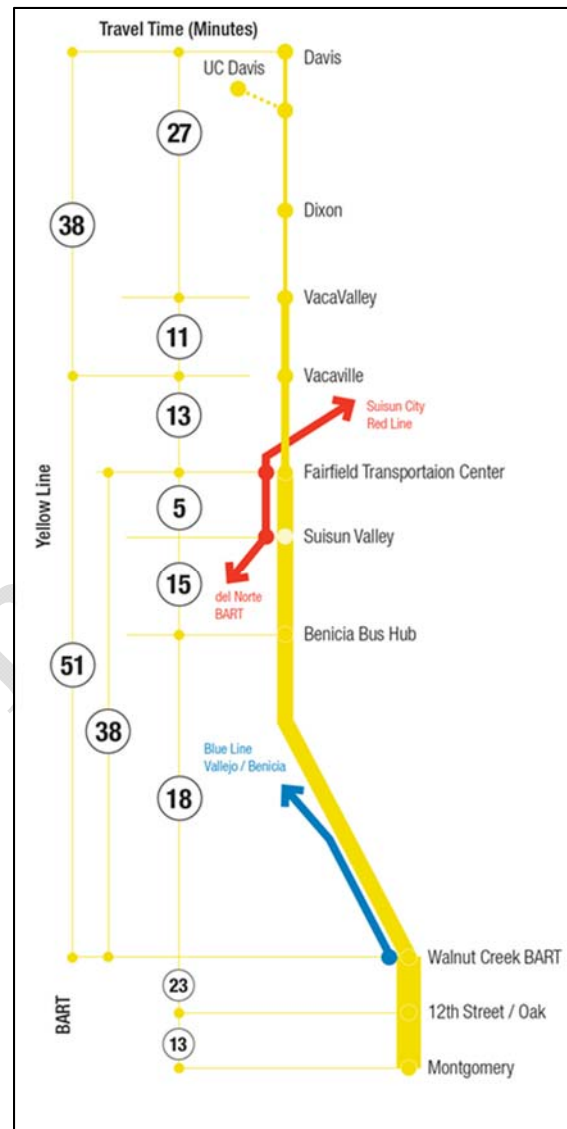


Figure 8 - Recommended Yellow Line

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Yellow Line - Service

Segment	Service Frequency		
	6am-9am/4pm-7pm	Midday	Nite
Sacramento to Vacaville	60	60	60 – Last trip 11 pm
Vacaville to Fairfield	30	30	60 – Last trip 11 pm
Fairfield to Walnut Creek BART	15	30	15 – Last trip 1100pm

Red Line – Recap

Characteristic	
Weekday Veh Hours	140
Weekday Gross Costs	\$17,600
Estimated Net Cost Weekdays	\$2.9 mil

Blue Line: Vallejo Transit Center to Walnut Creek BART via Benicia (Stops/Stations in **Bold**)

The Blue Line operates from the **Vallejo Transit Center**, then via Santa Clara Street, Maine Street, Mare Island Way, Curtola Parkway, **Curtola Park and Ride**, I-780, Military West (**11th / 7th / 1st / 5th & I-780**), I-780, I-680, Concord Avenue, (**SunValley Shopping Center**), Monument Blvd, I-680 to North Main, **Walnut Creek BART**.

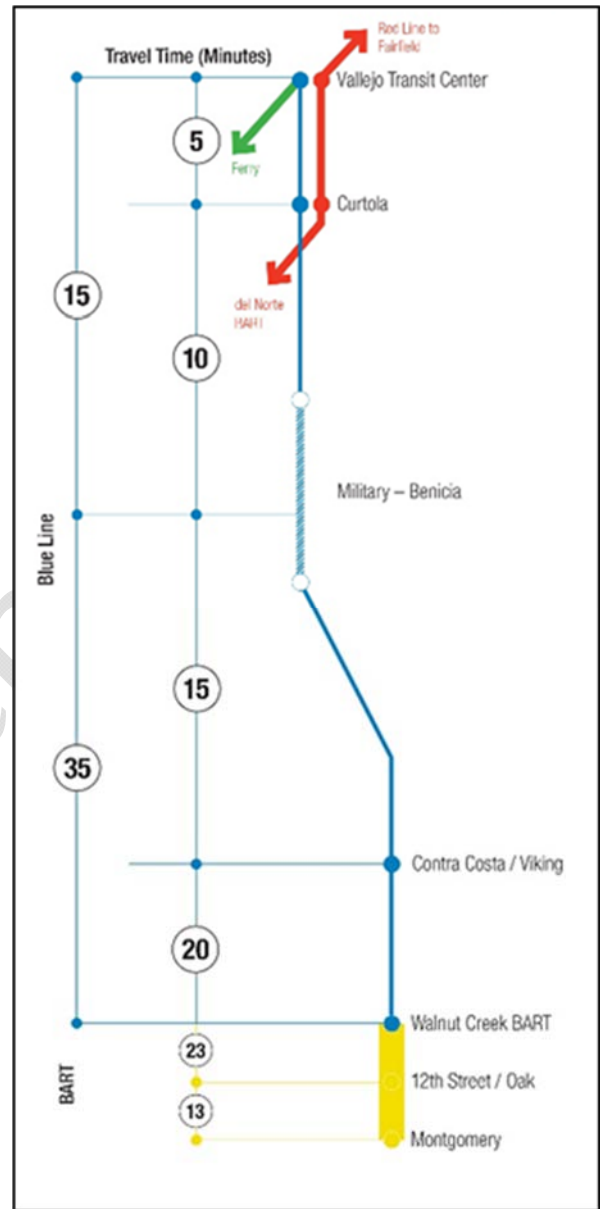


Figure 9 - Recommended Blue Line

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Blue Line - Service

Segment	Service Frequency		
	6am-9am/4pm-7pm	Midday	Nite
Vallejo to Walnut Creek BART	30	30	60 – Last trip 900pm

Blue Line – Recap

Characteristic	
Weekday Veh Hours	35
Weekday Gross Costs	\$3,250
Estimated Net Cost Weekdays	\$0.8 mil

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Cost and Funding

The initial cost to deliver the recommended service plan results in about 46 additional hours of service daily. STA policy caps the cost of these hours at \$125 per hour. Depending upon farebox recovery, the range of additional net cost is from \$750,000 to about \$1.5 million, as follows:

Table 6 - Farebox Recovery Range

Farebox Recovery	Net Annual Cost
Farebox Recovery = 0%	\$1.5 million
Farebox Recovery = 25%	\$1.1 million
Farebox Recovery = 50%	\$750,000

For purposes of planning, the assumption is a net cost of *\$1 million annually* in the first 18 months of operation. This is partially offset by recent increase in available RM2 funding for this service. Current weekend service levels and vehicle hours (although not necessarily routings) would remain unchanged during this period.

Summary by Operator

Based on existing service assignments, it is assumed that SolTrans will operate the Red and Blue Lines, and FAST will operate the Yellow Line. The following table identifies the current service allocations and the proposed allocations:

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Table 7 - Summary by Route and Operator

Operator	Weekday Veh Hours	Peak Vehicles
SolTrans – Route 78	29	4
SolTrans – Route 80	61	5
SolTrans – Route 85	34	2
<i>Soltrans Summary Existing</i>	<i>124</i>	<i>11</i>
Soltrans Red Line	100	6
SolTrans – Blue Line	35	4
<i>SolTrans - Proposed</i>	<i>135</i>	<i>10</i>
FAST Route 20	13	1
FAST Route 30	16	3
FAST Route 40	20	3
FAST Route 90	56	9
<i>FAST Summary Existing</i>	<i>105</i>	<i>16</i>
FAST Yellow Line	140	10
<i>FAST - Proposed</i>	<i>140</i>	<i>10</i>
Change - SolTrans	+11	-1
Change - FAST	+35	-6

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6. Facilities and Freeway and Street Improvements

The recommended service plan creates a service that serves multiple markets, particularly between cities in Solano County, which ~~should~~ is projected to generate more ridership and revenue, and result in less subsidy per vehicle hour. This is in contrast to the current pattern of direct-one market trips between an outlying area (or park and ride lot) and a BART station.

To support this robust service plan, both vehicle and roadway infrastructure (freeways and arterial streets) need to be upgraded to accommodate this type of express, line-haul, multiple stop service. The Transit Corridor Study relied on *Transit Cooperative Research Program Report 145 – Reinventing the Urban Interstate: A New Paradigm for Multimodal Corridors* to identify a toolbox of roadway facilities that delivered the desired transit service. These “tools” include active freeway management (including metering and other management techniques), HOV lanes, in-line stations (on the ramps on in the medians), park and ride facilities, as well as land use changes adjacent to freeway transit nodes.

These projects should have close coordination with the MTC’s new Managed Lanes Implementation Plan.

Major Capital Improvements, First Tier

The two most critical near-term transit improvements are the:

- Redesign and reconstruction of the I-80 ramps adjacent to the Fairfield Transportation Center to allow buses to remain in the freeway right-of-way and bypass signalized arterial intersections, and
- Establishment of a new station at Solano College along Suisun Parkway with fast and reliable access to I-80 and FTC.

First Tier Programming: *Fairfield Transportation Center I-80 ramps*

Eastbound: New stop on ramp at FTC, new bus only ramp from FTC into Beck on-ramp.

Cost: TBD

Benefit: 3 minute bus time savings

Westbound: TBD/Coordinate with MLIP project. Possible westbound median drop ramp.

Cost: TBD

Benefit: 4 minute bus time savings

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First Tier Programming: *Solano College Station and Access*

Eastbound: TBD

Benefit: 5 minute bus time savings

Westbound: TBD

Benefit: 5 minute bus time savings

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

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

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

- Highway 37/Fairgrounds – Sidewalk Improvement/Bus Pad
- I-680/Gold Hill/Red Top – Sidewalk Improvement and Park & Ride Lot, and
- Benicia Industrial Park Transit Center Completion.

Minor First Tier Capital: *Caltrans Right-of-Way – 6 stops total; sidewalks.*

Cost: \$ 1 million

Benefit: Access for passengers – likely benefit to about 500 passengers daily.

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

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

- Vaca Valley Parkway
- Curtola Parkway
- Military West, Benicia

These measures should include:

- Signal priority

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- Queue jumps and bus bulbs
- Bus Lanes

Minor First Tier Capital: *City Rights-of-Way*

Scope Signal Upgrades: 25 intersections

Queue Jumps/Bulbs: TBD

Bus Lanes: TBD

Cost: Signals - \$3 million

Queue Jumps/Bulbs (allowance) - \$2 million

Benefit: About 2 bus hours of travel savings daily (annualized benefit = ~\$100,000)

Major Capital Improvements, Second Tier

As the system develops and additional access is desired, several other on-line stations can be considered. These site area adjacent to trip generators, fills gaps along route and access potential or planning park and ride locations. They include:

- I-80 Dixon (adjacent to Pitt School Road)
- I-80 Vacaville
- I-80 AirBase Parkway in Fairfield
- Hwy 37/Hwy 29 in Vallejo

Major Second Tier Capital: *Stations and Park and Rides*

Scope to be Determined.

Vehicles

Coupled with these initial right-of-way improvements and on-line stations, Solano Express also needs new equipment better suited for regional transit service, in contrast to point to point commuter express service. The three all-day services will include almost 20 intermediate stops with passengers boarding and alighting at each one. Boarding and dwell time should be a priority for reduction, and high capacity, low floor, fast boarding buses are necessary.

- The most progressive transit operators are now considering double deck buses for regional services because they have high capacity, reasonable operating costs, good ride quality and low

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floor access that benefits both cyclists and passengers with disabilities. In January, the Puget Sound area solicited for another 51 double deck buses (spread across three operators) in addition to the 50 double deck buses already in service.

- ~~Some Solano operators have or are~~ SolTrans is converting to compressed natural gas (CNG); depending upon procurement schedules, double deck CNG buses can be considered; however, it is also possible that fully electric battery powered buses will also be available in the near future.

Vehicles: *25 Total Double Deck Buses*

Cost: \$20 million

Benefit: About \$1.5 million annually due to faster boarding/alighting

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7. Implementation Plan

A. Critical Milestones:

Implementation Date: ~~13 February~~ July 2017
Marketing Begins (Public): ~~9 January~~ 2017
Driver Training: ~~7 November~~ October 2016
BART Fare Agreement: ~~16 September~~ October 2016
Marketing Begins (Internal): ~~16 September~~ 2016
Schedules Developed: ~~16 September~~ 2016
Project Financing: ~~14 June~~ September 2016
Project Approval Board Workshop (All Bodies STA Board): 14 June July 2016

B. Critical Path Items:

BART Fare Equalization: Currently BART fares from Solano Express connection stations are as follows:

El Cerrito del Norte to:

San Francisco Downtown	\$4.45
Oakland Downtown	\$2.55

Walnut Creek to:

San Francisco Downtown	\$5.25
Oakland Downtown	\$3.50

As a result, the price difference is as follows:

San Francisco Downtown	\$0.80
Oakland Downtown	\$0.95

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As part of the Transit Corridor Study, the recommendation was to work with BART and establish a new transfer agreement that retained the del Norte fare for Solano Express passengers. This represents no cost to BART, since those passengers are currently fed into the system at del Norte and are paying that fare. However, there are mechanical/implementation issues with this recommendation. This is a critical path item, as it is not realistic to route buses to a higher cost station for essentially the same level of service (the overall travel time – BART and bus – is about the same to either transfer station). There are four approaches to implementing this strategy, three of which require a transfer agreement with BART, noted in the table below:

Table 8 - BART Fare Coordination Options

Strategy	Description	Notes
Clipper Based Fare	Solano Express passengers using Clipper would be charged the full Solano Express fare but upon transfer to BART at Walnut Creek would be charged the del Norte BART fare to downtown Oakland and San Francisco.	Requires changes to Clipper business practices; will require contract Change Order and Fee. May not be able to occur within the implementation period.
Clipper Based Rebate	Solano Express passengers using Clipper would on BART be charged the full BART Walnut Creek fare, but would be issued a “transfer rebate” of 80 cents, reducing the Solano Express fare. BART would reimburse STA for this transfer.	Requires changes to Clipper business practices, however, this practice already is standard between Muni and BART and AC Transit and BART.
Rebates, Clipper Enumerated	STA would establish a lower fare to Walnut Creek, BART fares would remain the same, and BART would reimburse STA for the difference using Clipper-tag information.	Requires manual invoicing.
Reduced STA Fare	STA would establish an 80 cent lower fare to Walnut Creek BART, and BART would not provide reimbursement.	Based on 1,000 passengers daily transferring to BART, would result in an annual fare revenue loss of about \$200,000 to STA.

To ensure a seamless transition, the BART fare agreement should be completed no later than ~~mid-September~~ October for a ~~February~~ July 2017 implementation. However, even with that lead-time, the change will need to be placed into the Clipper business practice queue several months earlier.

Additional Funding: The likely annual budget increase for the additional Solano Express services is about \$1 million based on a midrange of farebox recovery. Since implementation is targeted for ~~February~~ July 2017, this will require an increase of about ~~\$500~~ \$1,000,000 for FY

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2016-17. These funds must be identified prior to policy board approval of the new service and the selection of an implementation date.

Public Approvals: This implementation plan include STA Board approval (likely requiring a formal public hearing), as well as Consortium approval from both SolTrans and FAST-FAST policy bodies. Consortium discussion is also required. These should be completed no later than mid-June, December 2016 for implementation by July 2017.

Schedule Development: Once approval is granted, schedules – including vehicle assignments and work assignments (runcuts) need to be completed, within the overall service specifications. It is recommended that, due to the complexity of the schedules (many shortlines and peak services) a scheduling consultant develop the trips, connections and blocking for the three routes, based on the initial work developed in this study. The schedules should be developed no later than mid-September to allow the operators to make work assignments and develop operator bids in coordination with FAST and SolTrans. Driver training should then start in early November.

Marketing: Immediately after policy board approvals, an internal marketing effort should commence, with an overall strategy, development of printed and web-based materials, and associated outreach information. This information should then be ready for public distribution about six weekstwo months prior to actual implementation.

C. Post Implementation:

Immediately after implementation, a high-profile effort should provide continuous review of the routes and impacts, and adjust as necessary for “teething”transitional issues and other operational problems. A complete review of the changes should be developed for policy board consideration at six months and one year after implementation.

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Consultant Draft

Transit Corridor Study, Draft Version 3

Board Recommended Alternative B

Background

Arup has prepared a draft Implementation Plan (DIP) based on the original Corridor Study. The DIP has not resolved all concerns raised by STA staff and is not yet reviewed by operators, the STA Board, or others. The remaining issues still outstanding are as follows:

1. The highest profile concern will likely come from objections to moving FAST's Route 90 in the Richmond BART corridor to the proposed Red Line in the Contra Costa County BART corridor. Public comment on this element was the most averse to the plan to route passengers in the new corridor.
2. One of the key issues raised is that there is currently a fare premium for passengers moving through the Contra Costa County corridor. STA is working to resolve the issue with BART, but it will take time and a positive outcome is pending.
3. Another issue is that the passenger experience will be less acceptable than the current experience through the I-80 Richmond Corridor. The main concern is that passengers will face more crowded trains than in the current routing.
4. Capital investment in facilities is needed to attain improved bus travel times and passenger acceptance; and, there is not enough time to gain the capital funds and implement the projects in the near term.
5. Staff has made the general observation that these issues need to be addressed potentially through phasing of the service change.

STA staff asked the contracted project manager to work with the consultant team to come up with an alternative approach that avoids the full shift of the Route 90 passengers to the new Yellow Line. This is intended to address issues raised by Route 90 passengers and FAST through the public input process.

PHASED APPROACH

Phase 1:

Characteristics: Alternative B, as proposed, except Route 90 service maintained during peaks.

Target Date: July 1, 2017

Develop schedules that meet likely passenger expectations, through examination of current schedules and other appropriate feedback. These will not likely be the final implementation due to cost and operations considerations but they will be the baseline before modification. Once the base line schedules are agreed upon, turn the schedules over to the selected operations planning firm for feedback and for recommended modifications. This is a negotiation before a full cycle of operations planning to determine the plan for actual operations. Upon determination of the schedules, direct the operations planning firm to generate a draft plan to implement the service including:

1. Assignment of service to providers.
2. Prepare all products necessary to full implement the service at the operations level, including preparation of schedules and blocking of service.
3. Develop draft cost and budget for implementation. Move the draft products through review and approval by appropriate operators and boards.
4. Need to establish fare equity (BART or otherwise) for customers riding I-680 corridor

Additional service to be provided by consultant to implement Phase 1:

- Develop performance standards, particularly operator cost per revenue hour
 - Prove scheduled timing
 - Prove viability of single CC BART terminal
 - Determine Stop Locations
 - Implement Interim Stop locations
 - Develop baseline standards for moving to Phase 2
-

Phase 2:

Steps necessary to get to Phase 2:

- Phase 1 meets milestones and performance goals
- Initiate low-cost capital enhancements (i.e. bus signal prioritization's)
- Service adjustment based on assessment of Phase 1

Phase 2 Characteristics: Alternative B fully implemented.

Target Date: July 1, 2018-2020



DATE: April 15, 2016
TO: SolanoExpress Transit Consortium
FROM: Mary Pryor, STA Consultant
RE: Fiscal Year (FY) 2016-17 Intercity Funding Agreement and FY 2014-15 Reconciliation

Background

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

To date, the actual financial data for FY 2014-15 has been provided by the SolanoExpress operators. However, the budget data for FY 2016-17 was not available in time for the Consortium packet mail-out. A handout of the FY 2016-17 cost sharing projections based on the budget data will be provided at the Consortium meeting on April 26, provided that the budget data is available with sufficient time to conduct the financial analysis.

Discussion

The attached package of materials includes a series of attachments that provide data from FAST and SolTrans for reconciling the FY 2014-15 revenues and expenditures for the intercity routes. At the April 26 meeting, staff plans to provide the projections for the FY 2016-17 revenues and expenditures for the intercity routes. This data is compiled into summaries of the annual amounts each funding participant will owe for FY 2016-17, after accounting for the FY 2014-15 reconciliation.

The results of the ITFWG review process will be reported to the Consortium and any changes to the FY 2016-17 intercity transit funding will be identified at the meeting on May 17, 2015.

Intercity Funding Process

The annual funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. To allow for the completion of audits, the reconciliation for a given fiscal year takes place one year after the completion of the fiscal year and at the same time as the planned (budgeted) amounts are calculated for the upcoming fiscal year. In this cycle, FY 2014-15 audited amounts are reconciled to the planned FY 2014-15 amounts, and the planned amounts for FY 2016-17 will be estimated.

FY 2014-15 Reconciliation

The FY 2014-15 reconciliation compares the budgeted and audited actual revenue and expenditure amounts for the fiscal year for each intercity route. The difference results in credits or debits to the participating cities and the county for their FY 2016-17 intercity shares. FAST and SolTrans cost allocation models (CAMs) showing audited actual costs and revenues for FY 2014-15 form the basis for the reconciliation. The summary sheet from each operator's FY 2014-15 CAM with actual costs and revenues are shown in Attachments 1 and 2. Additional detail from the CAMs is available on request.

FY 2014-15 Reconciliation

The calculations for reconciling the FY 2014-15 planned versus actual are shown in Attachment 5, Tabs 3 and 4. The attachments show that the actual subsidies are substantially less than had been planned. With lower than budgeted costs and higher than budgeted fare revenue, each of the local jurisdictions will receive a credit toward the subsidy required for the FY 2016-17 Solano Express operations. Solano County's contribution does not change.

FY 2016-17 Calculations

Budgeted amounts for the upcoming fiscal year will be provided by FAST and SolTrans in April, and will be provided to the ITFWG and the Consortium when the budget data becomes available. These amounts are used in calculating funding shares for each of the participating jurisdictions. The gross cost of each route is offset by fares and route-specific funding to arrive at the net cost of the route to be shared. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and are shown in Attachment 5, Tab 1. Ridership by residency is based on on-board surveys conducted by an independent ridership estimating firm every 2 – 3 years. The survey data used in this calculation is from 2014 and is shown in Attachment 5, Tab 2.

TDA Funding Matrix

The intercity funding shares for FY 2016-17 will be reflected in the annual TDA matrix, showing amounts to be claimed by jurisdiction/transit agency. Staff plans to provide a working draft of the TDA matrix at the April 26 meeting.

When the Intercity Funding Working Group and Consortium have reviewed the FY 2016-17 cost sharing documents and the numbers are finalized, the results will be incorporated into the TDA funding matrix. Individual operator amounts claimed for local transit operating and capital will be added to the matrix and the matrix will be considered for adoption by the Solano Express Consortium in May, by the Technical Advisory Committee in May, and by the STA Board in June. Once the TDA matrix is approved by the STA Board, it is submitted to Metropolitan Transportation Commission (MTC) to provide MTC guidance when reviewing individual TDA claims.

Fiscal Impact:

None, the STA is a recipient of TDA funds from each jurisdiction for the purpose of countywide transit planning. With the STA Board approval in June, the TDA matrix provides the guidance needed by MTC to process the TDA claims submitted by the transit operators and STA. The SolanoExpress cost sharing reconciliation identifies the amount of TDA contribution by each operator and the amount to be claimed by FAS and SolTrans in FY 2016-17.

Recommendation

Informational.

Attachments:

1. SolTrans FY 14-15 CAM with Reconciliation
2. FAST FY 14-15 CAM with Reconciliation
3. *SolTrans FY 16-17 CAM Estimate (to be provided separately)*
4. *FAST FY 16-17 CAM Estimate (to be provided separately)*
5. FY 2014-15 Reconciliation and FY 2016-17 Cost Sharing (some elements to be provided separately)
 - Tab 0: TDA Matrix Working Draft (to be provided separately)*
 - Tab 1: Population Estimates
 - Tab 2: Ridership by Route by Residency
 - Tab 3: FY 2014-15 Planned vs. Actual Costs and Revenues
 - Tab 4: FY 2014-15 Reconciliation Summary by Jurisdiction
 - Tab 5: FY 2016-17 Cost Sharing (to be provided separately)*
 - Tab 6: Reconciliation of FY 2014-15 Subsidies plus Subsidies Owed for FY 2016-17 (to be provided separately)*
 - Tab 7: Summary Comparison of FY 2015-16 vs. FY 2016-17 Total Amounts Due (to be provided separately)*
- 6 Draft Annual Costs and Subsidies by Jurisdiction FY09-10 through FY16-17

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SoITrans
Bus Operations - Cost Allocations
FY 2014-2015 Actuals July - June 2015

Appendix D
 9-Sep-15

	Planned Expenses				Estimated Revenues											
Route	Allocated Costs - Veh Hours	Allocated Costs - Veh Miles	Allocated Costs - Peak Vehicles	Total allocated Costs (Gross)	Farebox Revenues	FTA 5311	FTA 5316 JARC	RM-2	STAF Lifeline	Net Costs by Route	Farebox Recovery Ratio	YTD Ridership	YTD Revenue Hours	Cost per Hour	% of Total Costs	
1	278,091	152,000	206,378	636,469	167,174					469,296	26%	114,447	7,308	87.09	6.7%	
2	342,490	195,210	309,566	847,266	215,995		278,121		-	353,150	25%	160,239	9,000	94.14	8.9%	
3	169,116	107,740	206,378	483,234	108,225				-	375,008	22%	71,811	4,444	108.74	5.1%	
4	161,322	85,788	206,378	453,488	89,313				-	364,174	20%	80,188	4,239	106.97	4.8%	
5	183,344	116,245	206,378	505,966	86,574				-	419,392	17%	73,943	4,818	105.02	5.3%	
6	162,095	94,995	163,382	420,472	81,595				-	338,877	19%	56,026	4,260	98.71	Average	4.4%
7	388,965	202,293	309,566	900,825	216,403				-	684,422	24%	156,083	10,221	88.13	Route 1-8	9.5%
8	57,317	38,243	42,995	138,555	10,718				-	127,837	8%	14,697	1,506	91.99	\$ 95.78	1.5%
12	9,179	5,900	103,189	118,268	7,540				-	110,728	6%	4,726	241	490.33		1.2%
15	15,012	10,611	103,189	128,812	12,288				-	116,524	10%	7,253	395	326.52	Route 1-17	1.4%
17	14,168	9,392	103,189	126,748	26,932				-	99,816	21%	14,585	372	340.45	\$ 101.70	1.3%
20/special	51,099	51,323	42,995	145,417	1,839				-	143,578	1%	5,343	1,343	108.29	Average	1.5%
76	8,197	13,855	60,193	82,246	5,300				-	76,946	6%	2,601	215	381.83		0.9%
78	283,468	326,150	412,755	1,022,373	293,529			510,226	-	218,618	29%	86,565	7,449	137.25		10.8%
80	690,574	894,148	558,939	2,143,661	1,599,970			511,873	-	31,818	75%	458,032	18,147	118.13		22.6%
80s	23,106	29,605	-	52,711	24,379				-	28,333	46%	6,739	607	86.81	Average	0.6%
85	349,971	353,963	206,378	910,312	285,726	40,000		201,741	-	382,845	31%	84,321	9,197	98.98	Intercity	9.6%
200	116,997	153,909	103,189	374,094	13,702				-	360,392	4%	49,838	3,075	121.68	\$ 118.52	3.9%
Totals	3,304,511	2,841,369	3,345,037	9,490,917	3,247,202	40,000	278,121	1,223,840	-	4,701,754	34%	1,447,437	86,837			100.0%
	-	-	-	-						-						

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

Route	Allocated Costs - Rev Miles (Annual)	Allocated Costs - Revenue Hours (Annual)	Allocated Costs - Peak Vehicles (Annual)	Total allocated Costs (Gross) (Annual)	Lifeline Funding	5311 Funding	RM2 Reimbursement	Farebox Revenues (Annual)	Farebox Recovery Ratio	Net Costs by Route (Annual)	Revenue Veh Miles	Route Costs by Rev Veh Miles (Gross)	Rev Veh Hours	Route Costs by Rev Veh Hours (Gross)
1	\$ 187,423.67	\$ 254,481.44	\$ 147,234.28	\$ 589,139.39				\$ 128,014.12	22%	\$ 461,125.27	87,645	\$ 6.72	7,284.92	\$ 80.87
2	\$ 187,203.41	\$ 252,624.07	\$ 147,234.28	\$ 587,061.76				\$ 113,833.00	19%	\$ 473,228.77	87,542	\$ 6.71	7,231.75	\$ 81.18
3	\$ 171,802.36	\$ 260,561.82	\$ 147,234.28	\$ 579,598.45				\$ 108,235.99	19%	\$ 471,362.47	80,340	\$ 7.21	7,458.98	\$ 77.70
4	\$ 137,730.57	\$ 138,423.01	\$ 80,404.54	\$ 356,558.12				\$ 25,800.30	7%	\$ 330,757.82	64,407	\$ 5.54	3,962.57	\$ 89.98
5	\$ 232,720.13	\$ 255,959.44	\$ 147,234.28	\$ 635,913.85				\$ 58,867.75	9%	\$ 577,046.10	108,827	\$ 5.84	7,327.23	\$ 86.79
6	\$ 203,562.48	\$ 254,185.56	\$ 147,234.28	\$ 604,982.33				\$ 108,890.17	18%	\$ 496,092.16	95,192	\$ 6.36	7,276.45	\$ 83.14
7	\$ 300,887.21	\$ 286,279.92	\$ 280,893.77	\$ 868,060.90				\$ 130,169.69	15%	\$ 737,891.22	140,704	\$ 6.17	8,195.20	\$ 105.92
8	\$ 117,785.33	\$ 128,048.01	\$ 80,404.54	\$ 326,237.89				\$ 43,411.52	13%	\$ 282,826.37	55,080	\$ 5.92	3,665.57	\$ 89.00
20	\$ 192,851.03	\$ 127,319.67	\$ 80,404.54	\$ 400,575.24				\$ 92,332.20	23%	\$ 308,243.04	90,183	\$ 4.44	3,644.72	\$ 109.91
30 (includes Sat.)	\$ 313,886.80	\$ 154,155.27	\$ 214,064.03	\$ 682,106.09	\$ -	\$ 100,000.00		\$ 183,456.88	27%	\$ 398,649.21	146,783	\$ 4.65	4,412.93	\$ 154.57
40	\$ 372,300.45	\$ 178,667.15	\$ 200,489.23	\$ 751,456.83			\$ 184,072.00	\$ 175,545.30	23%	\$ 391,839.53	174,099	\$ 4.32	5,114.62	\$ 146.92
90	\$ 1,078,133.56	\$ 503,336.64	\$ 534,637.96	\$ 2,116,108.15			\$ 526,963.00	\$ 1,068,347.30	50%	\$ 520,797.85	504,168	\$ 4.20	14,408.78	\$ 146.86
Totals	\$ 3,496,287.00	\$ 2,794,042.00	\$ 2,207,470.00	\$ 8,497,799.00	\$ -	100,000.00	\$ 711,035.00	\$ 2,236,904.21	26%	\$ 5,449,859.79	1,634,970	\$ 5.67	79,983.72	\$ 104.40

Estimated Cost Per Revenue Hour
\$ 106.24

Estimated Cost Per Revenue Mile
\$ 5.20

Farebox Ratio (Overall)
26.32%

(Average)

(Average)

SOLANO TRANSPORTATION AUTHORITY
FY 14-15 SOLANO EXPRESS COST SHARING RECONCILIATION

Based on FY 2014-15 Planned vs Actual Cost¹

	Route 78		Route 20		Route 30		Route 40		Route 80		Route 85		Route 90		Total			
Cost & Subsidy	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual		
Gross Cost	1,133,318	1,022,373	417,951	400,575	710,613	682,106	782,146	751,457	2,422,700	2,143,661	1,026,131	910,312	2,295,401	2,116,108	8,788,259	8,026,592		
Fares	268,166	293,529	99,909	92,332	177,581	183,457	201,954	175,545	1,535,005	1,599,970	282,850	285,726	1,013,138	1,068,347	3,578,603	3,698,907		
Sec 5311					100,000	100,000					40,000	40,000			140,000	140,000		
Sec 5316 JARC															0	0		
RM-2	510,226	510,226					184,072	184,072	511,873	511,873	201,741	201,741	526,963	526,963	1,934,875	1,934,875		
STAF Lifeline		-			60,000	-	-								60,000	0		
STAF Revenue Based				-		-		-		-		-		-	0	0		
Other															0	0		
Subtotal, Net Subsidy	354,926	218,618	318,043	308,243	373,032	398,649	396,119	391,840	375,822	31,818	501,540	382,845	755,299	520,798	3,074,781	2,252,811		
County Subsidy Share	4.53%	16,827	14,147	15,079	19,946	17,686	25,796	18,780	25,356	17,818	2,059	23,778	24,774	35,809	33,700	145,777	145,777	
County Cap @ \$145,777	104.70%																	
Balance to be Shared (Required Subsidy)	142.90%	338,099	204,471	302,964	288,297	355,346	372,853	377,339	366,484	358,004	29,759	477,762	358,072	719,490	487,098	2,929,004	2,107,034	
Population Shares																		
at 20% of Required Subsidy		67,620	40,894	60,593	57,659	71,069	74,571	75,468	73,297	71,601	5,952	95,552	71,614	143,898	97,420	585,801	421,407	
Benicia	6.93%	4,687	2,835	4,200	3,997	4,927	5,169	5,232	5,081	4,963	413	6,624	4,964	9,975	6,753	40,608	29,212	
Dixon	4.71%	3,184	1,925	2,853	2,715	3,346	3,511	3,553	3,451	3,371	280	4,499	3,372	6,775	4,587	27,581	19,841	
Fairfield	27.61%	18,673	11,293	16,733	15,923	19,626	20,593	20,840	20,241	19,773	1,644	26,387	19,776	39,737	26,902	161,769	116,371	
Rio Vista	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Suisun City	7.21%	4,872	2,947	4,366	4,155	5,121	5,373	5,438	5,281	5,159	429	6,885	5,160	10,369	7,020	42,210	30,364	
Vacaville	23.65%	15,993	9,672	14,331	13,637	16,809	17,637	17,849	17,336	16,935	1,408	22,600	16,938	34,034	23,041	138,551	99,670	
Vallejo	29.89%	20,210	12,222	18,110	17,233	21,241	22,287	22,555	21,907	21,400	1,779	28,558	21,404	43,008	29,116	175,082	125,948	
Balance of County	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Check Total	100.00%	67,620	40,894	60,593	57,659	71,069	74,571	75,468	73,297	71,601	5,952	95,552	71,614	143,898	97,420	585,801	421,407	
Ridership by Residence																		
at 80% of Required Subsidy		270,479	163,577	242,371	230,638	284,277	298,282	301,871	293,187	286,403	23,807	382,209	286,457	575,592	389,678	2,343,203	1,685,627	
Benicia	49.30%	133,352	80,647	0.00%	0	0.00%	0	2.57%	7,749	7,526	1.89%	5,424	451	1.53%	5,861	4,393	0.00%	0
Dixon	0.00%	0	0	0.00%	0	19.27%	54,769	2.57%	7,749	7,526	0.00%	0	0	0.55%	2,093	1,569	1.23%	7,082
Fairfield	0.35%	944	571	30.91%	74,929	71,301	26.61%	75,633	79,360	41.52%	125,330	121,725	842	32.86%	125,589	94,126	60.85%	350,248
Rio Vista	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0	0.00%	0	0	0.00%	0
Suisun City	0.00%	0	0	5.26%	12,743	12,126	4.59%	13,040	13,683	15.63%	47,167	45,811	150	7.56%	28,885	21,649	20.02%	115,247
Vacaville	0.35%	944	571	59.20%	143,486	136,539	37.61%	106,930	112,198	36.38%	109,833	106,673	180	4.27%	16,327	12,236	17.56%	101,083
Vallejo	50.00%	135,240	81,789	4.63%	11,214	10,671	11.93%	33,905	35,575	1.34%	4,043	3,927	93.18%	266,876	22,184	53.23%	203,454	
Balance of County	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0	0.00%	0	0	0.00%	0
Check Total	100.00%	270,479	163,577	100.00%	242,371	230,638	100.00%	284,277	298,282	100.00%	301,871	293,187	100.00%	286,403	23,807	100.00%	382,209	286,457
Total Subsidy with County Share		354,926	218,618		318,043	308,243		373,032	398,649		396,119	391,840		375,822	31,818		501,540	382,845
Total Subsidy by Jurisdiction																		
Benicia		138,040	83,482		4,200	3,997		4,927	5,169		12,980	12,607		10,388	863		12,485	9,357
Dixon		3,184	1,925		2,853	2,715		58,115	60,978		11,302	10,977		3,371	280		6,592	4,941
Fairfield		19,617	11,864		91,661	87,224		95,259	99,952		146,171	141,966		29,898	2,485		151,976	113,902
Rio Vista		0	0		0	0		0	0		0	0		0	0		0	0
Suisun City		4,872	2,947		17,109	16,281		18,161	19,056		52,605	51,092		6,967	579		35,770	26,809
Vacaville		16,937	10,243		157,817	150,177		123,739	129,835		127,682	124,009		19,104	1,588		38,926	29,174
Vallejo		155,449	94,011		29,324	27,904		55,145	57,862		26,598	25,833		288,276	23,963		232,013	173,888
Balance of County		16,827	14,147		15,079	19,946		17,686	25,796		18,780	25,356		17,818	2,059		23,778	24,774
Check Total		354,926	218,618		318,043	308,243		373,032	398,649		396,119	391,840		375,822	31,818		501,540	382,845

Notes:
1. SOURCES for Cost & Subsidy data:
FY14-15 Planned values for Routes 78, 80, & 85: SOLTRANS - Cost Allocation Model - FY 14-15 Estimate 4-24-14.xls
FY14-15 Planned values for Routes 20, 30, 40, & 90: FF - Cost Allocation Model - Estimated FY 14-15 March 2014.xls .
FY14-15 Actual values for Routes 78, 80, & 85: SOLTRANS - Cost Allocation Model - FY 14-15 Actuals thru 6-30-15 FINAL as of 9-9-15.xls
FY14-15 Actual values for Routes 20, 30, 40, & 90 : FF - Cost Allocation Model - FY 14-15 RECONCILED March 2016 . xls

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
RECONCILIATION OF FY 14-15 SUBSIDIES BY JURISDICTION
SUMMARY**

DRAFT
21-Mar-16

	Amount Owed to FAST					Amount Owed to SolTrans				Total Difference (Actual -
	for Rt 20	for Rt 30	for Rt 40	for Rt 90	TOTAL	for Rt 78	for Rt 80	for Rt 85	TOTAL)
Benicia	-203	243	-373	-3,222	-3,556	-54,558	-9,524	-3,128	-67,210	-70,766
Dixon	-138	2,863	-325	-4,476	-2,076	-1,258	-3,091	-1,651	-6,001	-8,077
Fairfield	-4,438	4,693	-4,205	-125,964	-129,913	-7,753	-27,413	-38,073	-73,239	-203,152
Rio Vista	0	0	0	0	0	0	0	0	0	0
Suisun City	-828	895	-1,513	-40,573	-42,020	-1,926	-6,388	-8,961	-17,275	-59,295
Vacaville	-7,640	6,096	-3,673	-43,642	-48,859	-6,694	-17,516	-9,752	-33,962	-82,822
Vallejo	-1,420	2,717	-765	-14,515	-13,983	-61,439	-264,312	-58,124	-383,875	-397,858
Balance of County	4,868	8,111	6,575	-2,109	17,444	-2,681	-15,759	995	-17,444	0
TOTAL	-9,800	25,618	-4,280	-234,501	-222,963	-136,308	-344,004	-118,695	-599,007	-821,970

Notes:

Negative amounts are credits to jurisdiction.

Positive amounts are funds owed to Solano Express operators.

SOLANO COUNTY POPULATION ESTIMATES

DRAFT
21-Mar-16

	Values for FY14-15 Calculations ¹				Values for FY16-17 Calculations ²			
	DOF Value	Share	Without County Uninc. And without Rio Vista	Share	DOF Value	Share	Without County Uninc. And without Rio Vista	Share
Solano County								
Benicia	27,163	6.5%	27,163	6.93%	27,689	6.4%	27,689	6.89%
Dixon	18,449	4.4%	18,449	4.71%	19,158	4.5%	19,158	4.77%
Fairfield	108,207	25.9%	108,207	27.61%	111,891	26.0%	111,891	27.83%
Rio Vista	7,599	1.8%	0	0.00%	8,193	1.9%	0	0.00%
Suisun City	28,234	6.7%	28,234	7.21%	28,888	6.7%	28,888	7.19%
Vacaville	92,677	22.2%	92,677	23.65%	94,702	22.0%	94,702	23.56%
Vallejo	117,112	28.0%	117,112	29.89%	119,683	27.9%	119,683	29.77%
Balance Of County	18,946	4.5%	0	0.00%	19,348	4.5%	0	0.00%
Incorporated	399,441	95.5%	391,842	100.00%	410,204	95.5%	402,011	100.00%
County Total	418,387	100.0%	391,842	100.00%	429,552	100.0%	402,011	100.00%

1. State of California, Department of Finance, E-4 Population Estimates for Cities, Counties, and the State, 2011-2013, with 2010 Census Benchmark. Sacramento, California, May 2013

2. State of California, Department of Finance, E-4 Population Estimates for Cities, Counties, and the State, 2011-2015, with 2010 Census Benchmark. Sacramento, California, May 2015

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

DRAFT
21-Mar-16

Values for FY14-15 Calculations¹

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

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

Values for FY16-17 Calculations²

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

	Route 78		Route 20		Route 30		Route 40		Route 80		Route 85		Route 90	
	209		111		122		98		1049		256		434	
	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent
Benicia	80	43.19%	1	0.93%	0	0.00%	1	1.19%	23	2.66%	4	1.71%	0	0.00%
Dixon	1	0.54%	1	0.93%	26	23.64%	0	0.00%	0	0.00%	1	0.43%	4	1.01%
Fairfield	2	1.08%	37	34.58%	25	22.73%	39	46.43%	25	2.89%	51	21.79%	238	59.95%
Suisun City	0	0.00%	6	5.61%	7	6.36%	14	16.67%	5	0.58%	13	5.56%	89	22.42%
Vacaville	0	0.00%	58	54.21%	40	36.36%	30	35.71%	3	0.35%	8	3.42%	64	16.12%
Vallejo	102	55.18%	4	3.74%	12	10.91%	0	0.00%	808	93.52%	157	67.09%	2	0.50%
Total	185	100%	107	100%	110	100%	84	100%	864	100%	234	100%	397	100%
Rio Vista	0		0		0		0		0		0		1	
Balance of County	0		0		0		0		0		0		0	
Napa County	0		1		2		0		50		3		3	
Outside Solano Co	24		2		10		14		132		19		33	
Unincorp. Solano	0		1		0		0		2		0		0	
Total	209		111		122		98		1,048		256		434	

1. 2012 Solano Express Intercity Ridership Study, June 11, 2012, Figure 43. City of Residence - Individual Intercity

2. 2014 Solano Express Intercity Ridership Study, June 25, 2014, Figure 43. City of Residence - Individual Intercity

SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING HISTORY

Annual Actual or Budgeted Costs and Subsidies for FY 2009-10 to FY 2016-17
 (before reconciliation of budget vs. actual plus future budget)
 14-Apr-16

	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
	Actual ¹	Actual ²	Actual ³	Actual ⁴	Actual ⁵	Actual ⁶	Budget ⁷	Budget ⁸
Cost & Subsidy								
Gross Cost	8,681,613	9,975,009	8,570,381	7,972,638	8,198,028	8,026,592	8,841,493	
Fares	2,973,956	3,305,665	3,453,362	3,641,020	3,768,623	3,698,907	3,990,915	
Sec 5307 PM		907,600	346,526					
Sec 5311	284,786	298,590	186,065	307,300	163,474	140,000	140,000	
ARRA PM	1,153,558							
RM-2	1,928,500	1,934,875	1,934,875	1,934,875	1,934,875	1,934,875	1,934,875	
STAF/JARC Lifeline		125,000	195,891	185,000	363,537	-	354,895	
Other	155,000	35,446				-		
Subtotal, Net Subsidy	2,185,813	3,367,833	2,453,662	1,904,443	1,967,519	2,252,811	2,420,808	0
	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Total Subsidy by Jurisdiction								
Benicia	118,946	277,063	213,680	142,076	101,006	122,229	171,289	
Dixon	57,204	95,178	63,849	57,917	81,078	91,198	93,437	
Fairfield	611,033	815,919	619,895	651,914	623,261	721,415	732,188	
Rio Vista	-	-	-	-	-	-	-	-
Suisun City	183,406	251,886	188,395	211,159	177,491	201,806	235,377	
Vacaville	362,838	532,103	392,550	397,847	457,299	536,501	478,946	
Vallejo	718,485	1,266,575	841,394	304,911	385,202	433,885	559,652	
Balance of County	133,900	129,108	133,900	138,619	142,181	145,777	149,919	
Total	2,185,813	3,367,833	2,453,662	1,904,443	1,967,519	2,252,811	2,420,808	0
Check Total	0	0	0	0	0	0	0	0

Notes:

1. Source: FY 09-10 Reconciliation with 11-12 Cost Sharing 061011 (2)a.xls
2. Source: 6_FY 10-11 Reconciliation and 12-13 Cost Sharing DRAFT_20120511.xls
3. Source: FY 11-12 Reconciliation and 13-14 Cost Sharing DRAFT 050513 w TDA Matrix.xls
4. Source: FY 12-13 Reconciliation and 14-15 Cost Sharing DRAFT 050714.xls
5. Source: FY 13-14 Reconciliation and 15-16 Cost Sharing DRAFT 050715.xls
6. Source: FY 14-15 Reconciliation and 16-17 Cost Sharing DRAFT 041416.xls
7. Source: FY 13-14 Reconciliation and 15-16 Cost Sharing DRAFT 050715.xls
8. Source: FY 14-15 Reconciliation and 16-17 Cost Sharing DRAFT 041416.xls

SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING HISTORY

Annual Actual or Budgeted Costs and Subsidies for FY 2009-10 to FY 2016-17

14-Apr-16

	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	7-Year
	Actual	Actual	Actual	Actual	Actual	Actual	Budget	Budget	Average
Total Service Hours									
	72,037	75,152	72,161	64,392	62,676	62,374	62,676		67,353
Subsidy per Service Hour									
Benicia	\$ 1.65	\$ 3.69	\$ 2.96	\$ 2.21	\$ 1.61	\$ 1.96	\$ 2.73		\$ 2.40
Dixon	\$ 0.79	\$ 1.27	\$ 0.88	\$ 0.90	\$ 1.29	\$ 1.46	\$ 1.49		\$ 1.16
Fairfield	\$ 8.48	\$ 10.86	\$ 8.59	\$ 10.12	\$ 9.94	\$ 11.57	\$ 11.68		\$ 10.18
Rio Vista	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Suisun City	\$ 2.55	\$ 3.35	\$ 2.61	\$ 3.28	\$ 2.83	\$ 3.24	\$ 3.76		\$ 3.09
Vacaville	\$ 5.04	\$ 7.08	\$ 5.44	\$ 6.18	\$ 7.30	\$ 8.60	\$ 7.64		\$ 6.75
Vallejo	\$ 9.97	\$ 16.85	\$ 11.66	\$ 4.74	\$ 6.15	\$ 6.96	\$ 8.93		\$ 9.32
Balance of County	\$ 1.86	\$ 1.72	\$ 1.86	\$ 2.15	\$ 2.27	\$ 2.34	\$ 2.39		\$ 2.08
Total	\$ 30.34	\$ 44.81	\$ 34.00	\$ 29.58	\$ 31.39	\$ 36.12	\$ 38.62		\$ 34.98



DATE: April 14, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Development of 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 advisories 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 become 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 three years of operating of the Solano Countywide In-Person ADA Eligibility Program. This means that everyone currently in the ADA eligible system prior to the establishment of Countywide ADA Eligibility Program 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 for the first two and a half years of the program recertifications.

STA staff collaborated with Nelson and Nygaard to develop some policies and procedures to make the recertified process more cost effective and easier on the consumers (Attachment A). STA staff is requesting the Consortium to review, provide comments, and feedback. This item will be presented to the Consortium in May for a recommendation to approve to the STA Board in June.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Draft Solano ADA Recertification Policy
- B. Sample Recertification Letter

Solano ADA**Recertification Policy**

Auto recertification allows the applicant to renew ADA paratransit services eligibility with just an informational update (mail-in Certification) without requiring a functional evaluation. A determination of auto-renewal is given when:

Unrestricted eligibility has been determined and one of the following.

- a. Auto renewal is not appropriate for determination of restricted or temporary eligibility.
1. The applicant's functional ability is not expected to change over time, with training, new medical treatments, or a change in assistive device. This can be due to:
 - a. Permanent and severe cognitive impairments such as advanced dementia or a profound intellectual disability that requires constant supervision.
 - b. Some physical impairment (s) such as a severe physical disability with complex medical needs that require constant monitoring and/or possible intervention even during travel with minimal expectation for improvement.
 - c. A combination of visual, physical, or cognitive impairments, including diagnosis, prognosis, mobility aid and lack of independent mobility such that the possibility for independent mobility in the future is extremely unlikely.
 2. If unrestricted eligibility has been determined and the applicant is at least 80-years of age.

Auto Recertification Guidelines

Here are some examples of applicants appropriate for auto-renewal whose functional ability is not expected to change over time, with training, or a change in assistive device, and already found to have unrestricted eligibility.

- An applicant with severe developmental delay.
 - These applicants are generally non-verbal and will not respond to your questions.
- An applicant with cognitive impairment due to Alzheimer's disease or dementia (assumes conditions are progressive).
- An applicant who is 70 years old with macular degeneration (severe vision loss) and a physical impairment requiring a walker for ambulation. Their functional ability is not expected to change because:
 - They require a walker for ambulation and they would be unable to simultaneously hold a white cane.
 - It is also unlikely that they would be able to use a white cane if their assistive device changed to a power wheelchair.
 - It is unlikely that a combination of their physical and visual impairments would allow them to be trained to use a white cane through orientation mobility training.
 - An applicant of this age with a walker would not be given a guide dog, because a guide dog requires the physical ability to handle it.
- An applicant with muscular dystrophy who already uses a power wheelchair.
 - If the applicant is unable to lift their arms off of the armrests, they would be unable to push a crossing signal actuator and this would not change as the condition is progressive.
- The applicant has a diagnosis that is either severely degenerative in nature such as ALS or Parkinson's, or is unlikely to improve such as a high level severe spinal cord injury that occurred more than 5 yrs ago; and is using a manual or power wheelchair; and has very minimal to no independent mobility with no reasonable expectation for this to improve.
- Applicants with complete or near complete blindness with a hearing impairment.
 - In the absence of any visual information, a person with a visual impairment needs to be able to hear the direction of the traffic flow in order to cross a street safely.
 - An applicant with a high cervical cord injury who requires an assistant to travel with him to regularly suction his airway.

Automatic renewal may **NOT** be appropriate for:

- Applicants in a manual chair, or who use a cane or walker.
 - **Reason:** Functional ability may change with the acquisition of a power wheelchair.
- Applicants with a recent brain injury.
 - **Reason:** Recovery from a brain injury can take over a year, and there can be continual improvements over time.
- Applicants who have had a stroke.
 - **Reason:** Functional ability may change with the acquisition of a power wheelchair.
- Applicants with mild to moderate developmental delay.
 - **Reason:** Easter Seals has been able to train people with moderate developmental delay simple trips on standard public, transportation.
- Applicants with a visual impairment and no difficulty walking.
 - **Reason:** These applicants may learn at least some trips on standard public transportation through orientation mobility training with a white cane.
- Applicants with a visual impairment and have had some orientation mobility training.
 - **Reason:** Even if these applicants state the inability to travel independently, they may still learn at least some trips on standard public transportation through further orientation mobility training with or without a white cane. Some individuals require more training and practice to learn to travel independently.
- An applicant with limited arm range of movement and is unable to push a crossing signal actuator (in this case the applicant has some arm ROM),
 - **Reason:** There are power wheelchairs made that elevate and could potentially allow the applicant to push a crossing signal actuator.
- An applicant in a power wheelchair with a marginal blood oxygen saturation who reports having and using oxygen, but does not have an oxygen tank with them today.
 - **Reason:** People can and do use public transportation in power wheelchairs with supplemental oxygen.



(Generate Client's Name Here)
 (Generate Client's ADA # Here)
 (Generate Client's Mailing Address Here)

Renewal Questions

1. Are you still interested in using DART Paratransit Services?

☐ Yes ☐ No

2. Our records show your disability is (Insert Diagnosis Stg.1 pg1 here). Has this changed?

☐ Yes ☐ No

If yes, please explain.

3. Has your mailing address changed from the address on this form?

☐ Yes ☐ No

If yes, please write your new address. _____

4. Is your home address is different than your mailing address? If so, please list below.

5. Please provide us with your current phone number. _____

6. Do you require a Personal Care Attendant (PCA) when traveling on public transit?

☐ Yes ☐ No ☐ Sometimes

7. Do you currently use a mobility device?

☐ Yes ☐ No ☐ Sometimes

(If yes or sometimes, please check all that apply.)

☐ Cane ☐ Walker ☐ Braces ☐ Manual wheelchair ☐ Power wheelchair

☐ Scooter ☐ Service animal ☐ White cane ☐ Oxygen tank

☐ Other _____

8. Name of Emergency Contact Person: _____

Relationship: _____ Phone Number: _____

I certify that the information on this form is true and correct. I promise to notify DART Paratransit Services if my condition changes, if I move to a new address, or if I get a new mobility device.

Date: _____

Signature of customer or authorized representative

Print Name



DATE: April 13, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Intercity Taxi Scrip Program Rider's Guide

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 it 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.

In February 2010, the Intercity Taxi Scrip Program Rider's Guide was created to provide complete and comprehensive information to individuals wishing to utilize the program. The Guide has remained unchanged since it was created.

Discussion:

The Intercity Taxi Scrip Riders' Guide needs to be updated in order to reflect the current program information, new fares and updated sales locations. Attachment A to this report is the Intercity Taxi Scrip Program Rider's Guide with draft updates. STA staff will finalize this draft following any comment from Consortium.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Intercity Taxi Scrip Program Rider's Guide

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Intercity Taxi Scrip Program Riders Guide July 2016

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Intercity Taxi Program

The Solano County Intercity Taxi Scrip program is a flexible option for qualified ADA (Americans with Disabilities Act) individuals. This service provides premium ADA plus, curb-to-curb, same day transportation. The Intercity Taxi Scrip program is in addition to paratransit services available by public transit providers throughout Solano County.

Benefits of the Intercity Taxi Scrip Program

- Service between cities and rural areas in Solano County
- 24 hour access, 7 days a week
- Same day service
- No transfers required
- Low-cost

Eligibility

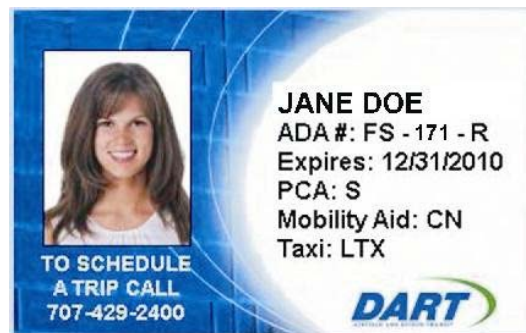
- You must be an ADA certified resident of Solano County.
- You must be ambulatory or able to enter and exit a taxi without the help of another person.
- Your mobility device must be able to be folded for transport in the trunk of the taxi.
- If you are a wheelchair user and cannot independently transfer from the wheelchair to the back seat of a taxi, you should continue to use paratransit for your travel needs.

If you are not currently ADA certified, please contact the Paratransit Eligibility Center for Solano County at 707-541-7184 to schedule an in-person interview and assessment. If needed, paratransit service will be provided for transport to the assessment center.

ADA Photo ID Card

To purchase and use the new Intercity Taxi Scrip you will need an ADA photo ID card. This card will allow you to use Intercity and Local Taxi Scrip as well as paratransit services throughout Solano County.

There is no charge for your ADA photo ID card. You will be required to show your ID each time you purchase or use Intercity Taxi Scrip.



Sample ADA Picture ID Card

Lost or Stolen ADA Photo ID Card

Please contact the Solano Mobility Call Center at 1-800-535-6883 for assistance.

Service Areas & Hours of Operation

Taxi service operates 24 hours a day, 7 days a week. It takes approximately 15 to 30 minutes from the time you place your phone call for the taxi to arrive. While taxi service does not require an advance reservation, one to two hours notice is appreciated.

Intercity Taxi Scrip is valid for taxi trips originating and ending within Solano County. For instance, you can use Intercity Taxi Scrip from Benicia to Dixon (both within Solano County), but not to Davis, Sacramento or Richmond which are located in other counties.

Taxis may only provide service within the jurisdiction in which they are licensed. For example, Vallejo taxis may take a passenger TO another city, but may not be allowed to pick up a passenger FROM another city. For your return trip, you must call a taxi from your current city (point of pick- up).

Purchasing Intercity Taxi Scrip

Booklet Pricing:

\$40.00 for \$100 worth of scrip

\$20.00 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.

Intercity Taxi Scrip may be used for taxi trips between cities and rural areas within Solano County and is not valid for trips within your local city.

Intercity Taxi Scrip is non-refundable and will expire. The expiration date is printed on the front of the scrip booklet. Only purchase the amount of scrip you intend to use. Limitations may apply to the number of scrip books you may purchase in any given month and vary from city to city.

Please check with your local public transit provider for details.

Scrip books are available for sale at the following locations with your ADA photo ID card:

Benicia

City of Benicia Finance Dept. 250 East L Street
(707) 746-4225

Dixon

City Hall
600 East "A" Street 707-678-7000

Fairfield

Fairfield Transportation Center 2000 Cadenasso Drive
707-428-7635

Rio Vista

City Hall
Finance Department One Main Street 707- 374-6451

Suisun City

Solano Mobility Call Center
(call for directions and times)
800-535-6883

Vacaville

City Hall
Public Works Department 650 Merchant Street
707-449-5170

Vallejo

Vallejo Transit Center
Ticket Office
311 Sacramento Street
(707) 736-6990

Scheduling a Ride

When calling for a taxi, please tell the dispatcher:

- Your name
- Your ADA number
- That you will be using Intercity Taxi Scrip
- The date and time you want to be picked up
- Your exact pick up and destination addresses
- Where you will be waiting, the exact pick up location (for example: “Solano Mall in front of Red Robin”)
- Special instructions such as gate codes
- The number of persons traveling with you
- If you use a mobility device such as a collapsible wheelchair or walker
- If you are traveling with a service animal or pet
- If traveling to an appointment, both your desired pick-up time and your scheduled appointment time

The following taxi companies have agreed to participate in the Intercity Taxi Scrip program. Simply call the taxi within your city to request a ride.

Benicia

City Cab	(707) 745-3399
Yellow Cab	(707) 745-4040

Fairfield/Suisun

Fairfield Cab	(707) 422-5555
Veteran's Cab	(707) 421-9999
Yellow Cab	(707) 428-4400

Rio Vista

Vista Cab	(707) 374-6572
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Vacaville/Dixon

AA Taxi	(707) 449-8294
Yellow Cab	(707) 446-1144

Vallejo

City Cab	(707) 643-3333
Yellow Cab	(707) 644-1234

Service Restrictions

The Intercity Taxi Scrip program offers curb-to-curb transportation service. Please note, taxi drivers are not required to assist passengers. If you require assistance, please travel with an attendant.

Drivers are NOT Permitted To:

- Enter the residence of a rider.
- Perform any personal care assistance for any rider, such as lifting or carrying a passenger.
- Perform errands for riders, such as picking up prescriptions or groceries.

Scheduling Recurring Trips (Subscription Trips)

Taxi availability is dependent upon overall demand for service in your community. When demand is high, wait times may be longer. You are encouraged to schedule recurring trips in advance.

Subscription service may be available for recurring trips on the same day(s) and time(s) each week. To request information about subscription service, contact the taxi dispatcher.

Canceling a Trip

Early trip cancellations provide more service opportunities for other customers. Please make every effort to cancel your trip as early as possible. Persons who repeatedly refuse taxi trips at the door when the taxi has arrived within 10 minutes of the requested pick up time, may be denied future service or charged a fee by the taxi company. For rules and policies regarding cancellation and refused trips, please call the taxi company.

Taxi Fares

Taxi fares are set by local City Councils. Rates are posted within each taxi and vary throughout the county. Taxis accept cash in addition to Intercity Taxi Scrip. No change is given for scrip. Taxi drivers may not have exact change for cash fare.

At the time of your trip, you must show your ADA photo ID card to the driver. If you do not have your ADA photo ID card, you must pay the full taxi fare.

Taxi Wait-Time & Tips

Drivers are not allowed to accept Intercity Taxi Scrip as payment for wait time or tips. You may use cash to have a taxi cab wait for you or to pay a tip.

Attendant and/or Companion

Fares are charged by trip, not per person. There is no additional charge for extra passengers; however, taxi capacity is limited to the number of persons who can be safely transported while each is wearing a seat belt.

Transporting Packages

The amount of space in a taxi is limited. You are responsible for loading and unloading your packages or other carry on items. Drivers are not required to assist riders with their carry on items. If you require assistance, please travel with a companion.

Seat Belts

All passengers must wear lap and shoulder belts as required by California Motor Vehicle law.

Traveling with Children

When traveling with a child under the age of six who weighs less than 60 pounds, you must provide the child's safety seat and properly secure the child in it.

Service Animals and Pets

Both service animals and well behaved pets are allowed and travel free. Service animals must be under your direct physical control at all times. Small pets must be fully enclosed in a secure container you can manage.

A driver may refuse to transport an animal if it is not under your control, is disruptive or behaves in an aggressive or threatening manner. Please tell the taxi dispatcher you will be traveling with a service animal or pet when scheduling your trip.

Suspension of Service

Suspension from our program can result when a rider obtains or uses service under false pretenses; for example, provides false information on the eligibility application, allows others to ride in their place, or misuses taxi scrip.

Customer Service

The public transit providers of Solano County are committed to ensuring quality

customer service is offered within the Intercity Taxi Scrip program. Your comments are welcome as they are an important tool to improve service.

All taxis operating in Solano County carry stamped, self-addressed Taxi Comment Cards available for your use.

If you have an immediate concern, please contact the taxi company's dispatcher or manager.

For program concerns or suggestions, or if you are unable to resolve an issue with a taxi company, contact your local public transit provider listed below:

Dixon Read-Ride	(707) 678-5020
Vacaville City Coach	(707) 449-5170
Fairfield & Suisun Transit	(707) 428-7535
SolTrans	(707) 648-4315
Rio Vista Delta Breeze	(707) 374-5337
Solano Mobility Call Center	(800) 535-6883

The Intercity Taxi Scrip Program is provided by:



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DATE: April 14, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, Rideshare Program Manager
RE: Proposed Pilot Commuter Benefits Program in Yolo/Solano Air Quality Management District

Background:

In March 2014, the Bay Area Air Quality Management District (BAAQMD), in partnership with MTC, implemented a pilot program, the Bay Area Commuter Benefits Program (CBP), in the nine county Air District. The goal of the program was to promote the use of transit and other alternative commute modes in order to reduce single-occupant vehicle (SOV) commute trips, traffic congestion, emissions of greenhouse gases (GHGs), and other air pollutants from motor vehicles. The program planned to achieve these objectives by expanding the number of employers who provide commuter benefits to their employees.

Employers with 50 or more full-time employees in the Bay Area were required to select one of four commuter benefit options to offer to their employees:

- Option 1: Pre-tax payroll deduction for transit or vanpool
- Option 2: Direct subsidy for transit or vanpool
- Option 3: Employer-provided transportation
- Option 4: Alternative commuter benefit

The first three options support transit and/or vanpools per the IRS statutes. Option 4, which is the only one with a carpool element, was developed for more suburban and/or rural areas with limited transit services, where carpooling or vanpooling were often the only feasible commute alternative.

The Air District and MTC were required to submit a report to the Legislature by July 1, 2016, summarizing the results of the program. Based on those results, the Bay Area Program has had positive outcomes in terms of expanding access to commuter benefits, decreasing motor vehicle emissions, mitigating traffic congestion, reducing payroll and income taxes for Bay Area employers and employees, and maintaining and expanding transit ridership. An estimated 35,778 tons of CO₂ emissions; 4,291,300 vehicle trips and 85,600,000 miles of vehicle travel were reduced in response to the program over the first 12 months of program implementation. In every Bay Area county the majority of employers who completed the registration process stated that they are offering commuter benefits for the first time in response to the program. In five counties, more than 60% of employers are offering commuter benefits for the first time (Solano County 68%), with a high of 75% in Napa County. Of the 465 Solano and Napa employers that registered for the Program, 48 were exempt and did not have to provide their employees a commuter benefit. 325 (78%) employers chose option 1; 50 (12%) selected option 4; 41 (10%) chose option 2; and only one employer chose option 3.

Discussion:

Eastern Solano County employers, located in the cities of Vacaville, Dixon and Rio Vista, were not required to participate since they are located in the Yolo Solano Air Quality Management District (YSAQMD). Based on the success in the Bay Area, STA proposes a pilot program to implement a similar program in the eastern side of Solano County, focusing on the Alternative Commuter Benefit, Option 4. This option includes a strong carpool and biking/walking component, as well as avenues to promote vanpooling and transit, which makes it a solid option in this area. YSAQMD staff has also expressed interest in implementing a voluntary commuter benefits program in their air basin.

This pilot program would target all employers with 50 or more employees in Vacaville, Dixon and Rio Vista. Outreach to employers will explain the program benefits, options and process and include a customer service component to assist employers select and implement the Commuter Benefits Program. Employer workshops and events, community outreach forums, and consultations would be offered.

Using the successful program implemented in the BAAQMD area as a guide, STA's SNCI program proposes that the pilot program include the following tasks:

- Identify which employers have 50+ employees; notify employers of Commuter Benefits Program.
- Design online resources to assist employers research the options available and answer most general questions.
- Create/maintain a database that tracks company response and selected option.
- Determine schedule for response, including follow-up mailers and phone calls.
- Schedule and conduct community outreach forums, presentations at Chamber of Commerce events or other business events.
- Provide individual consultations to employer by telephone and/or in person.
- Create sample collateral materials for employers to use to notify employees of commuter benefit selected.
- Collect pre- and post-data to determine progress.

Fiscal Impact:

This pilot program is estimated to cost \$75,000 for two years and has been for YSAQMD program funding.

Recommendation:

Informational.



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

Background:

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

Discussion:

Solano Mobility Call Center and Transportation Info Depot

For the month of March 2016, the Call Center received a total of 259 calls with 143 of those being ADA/Mobility related. The Call Center also assisted 50 walk in customers and processed eleven (11) Regional Transit Connection (RTC) applications.

Transportation Info Depot

For the Month of March 2016, staff assisted 93 patrons with transit information. The Call Center has temporarily relocated back to the STA offices at One Harbor Center during the upgrade of the Suisun-Fairfield Amtrak Station building.

Recommendation:

Informational.

Attachment:

- A. Call Center Activity Chart

Call Center/Info Depot Activity	15-Nov	15-Dec	16-Jan	16-Feb	16-Mar	FY 15/16 Totals
<u>Emergency Ride Home</u>						
New Employees	4	5	1	4	0	37
New Employers	0	0	0	1	0	1
Trips Taken	2	4	1	5	1	27
<u>Bucks for Bikes</u>						
New Applications	3	2	1	1	4	15
Incentives Awarded	1	1	0	4	1	9
Follow up Surveys sent	16	1	4	1	3	33
<u>Train Depot Activity</u>						
Amtrak	257	271	237	116	19	2070
Greyhound	45	63	41	20	11	482
General Transit Questions	22	23	22	7	25	178
Trip Planning	15	25	17	4	19	148
RTC Questions	0	3	2	2	5	16
Clipper Questions	2	4	3	2	0	29
Other - Taxi, Misc	3	11	6		14	49
Totals:	344	400	328	141	93	2962
<u>Mobility Call Center Telephone Calls</u>						
ADA Paratransit Eligibility	39	37	46	56	55	377
RTC Questions	24	10	23	12	30	187
Adult Clipper Questions	6	2	6	1	3	30
Senior Clipper Questions	2	1	2	2	3	20
Senior Trip Planning	5	1	1	0	4	22
Transit Training - Trainer	2	1	1	1	0	5
Transit Training - Trainee	3	0	2	1	3	11
Taxi Scrip Local	12	11	25	16	17	144
Taxi Scrip InterCity	8	0	14	16	21	103
Materials Mailed	5	3	7	8	7	46
<u>Calls Referred to Outside Agencies</u>						
* NonProfit	2	3	5	8	10	53
* Private	1	5	5	5	5	34
*Transit Agency	1	2	3	2	8	16
Totals:	105	76	140	128	166	1027
Call Center Customer <i>Walk-In Totals:</i>	17	7	30	17	50	180
<u>Clipper Cards Sales</u>						
Senior	3	0		1	0	22
Adult	6	0	6	4	0	63
Youth	0	0			0	2
Totals:	9	0		5		81
<u>RTC Apps processed to Date</u>	21	7	13	10	11	125
<u>Bike Link Cards Sold</u>	1	0	1	0	0	5

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



DATE: April 18, 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
Regional			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$443,000	To be determined.
State			
1.	Active Transportation Program	\$240 million	June 15, 2016
Federal			
1.	Transportation Investment Generating Economic Recovery (TIGER)	\$500 million	April 29, 2016

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$15 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/oq/aqip/cvrp.htm

¹ Regional includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/
TDA Article 3	Cheryl Chi Metropolitan Planning Commission (510) 817-5939 cchi@mtc.ca.gov	No deadline	Approx. \$110,000	The Metropolitan Transportation Commission (MTC) administers TDA Article funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.	N/A	

*New Funding Opportunity

**STA staff, Drew Hart, can be contacted directly at (707) 399-3214 or dhart@sta.ca.gov for assistance with finding more information about any of the funding opportunities listed in this report

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
State Grants						
Active Transportation Program (ATP)	Drew Hart STA (707) 399-3214	June 15, 2016	\$240 million	The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as biking and walking.	N/A	http://www.catc.ca.gov/programs/ATP.htm