



**INTERCITY TRANSIT CONSORTIUM MEETING AGENDA**

**1:30 p.m., Tuesday, May 17, 2016**

**Solano Transportation Authority**

**One Harbor Center, Suite 130**

**Suisun City, CA 94585**

**ITEM**

**STAFF PERSON**

**1. CALL TO ORDER**

Nathaniel Atherstone,  
Chair

**2. APPROVAL OF AGENDA**

**3. OPPORTUNITY FOR PUBLIC COMMENT**

(1:30 – 1:35 p.m.)

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

(1:35 – 1:45 p.m.)

**5. CONSENT CALENDAR**

Recommendation: Approve the following consent items in one motion.

(1:45 – 1:50 p.m.)

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

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of April 26, 2016.

**Pg. 5**

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

Mary Pryor

Recommendation:

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

**Pg. 9**

**CONSORTIUM MEMBERS**

Janet Koster

Nathan Atherstone

John Harris

Mona Babauta

Brian McLean

Matt Tuggle

Judy Leaks

Liz Niedziela

Dixon  
Readi-Ride

Fairfield and  
Suisun Transit  
(FAST)

Rio Vista  
Delta  
Breeze

Solano County  
Transit  
(SolTrans)

Vacaville  
City Coach

County of Solano

SNCI

(Vice Chair)  
STA

Philip Kamhi  
STA Staff

## 6. ACTION FINANCIAL ITEMS

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

Philip Kamhi

#### Recommendation:

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

(1:50 – 2:05 p.m.)

**Pg. 15**

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

Mary Pryor

#### Recommendation:

Approve the following for SolanoExpress:

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

(2:05 – 2:15 p.m.)

**Pg. 61**

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

Liz Niedziela

#### Recommendation:

Forward a recommendation to the STA TAC and STA Board to adopt the STA Policies and Procedures for ADA Recertification as shown in Attachment A.

(2:15 – 2:30 p.m.)

**Pg. 75**

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

Bernadette Curry  
Debbie McQuilkin

#### Recommendation:

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

(2:30 – 2:45 p.m.)

**Pg. 85**

## 7. ACTION NON-FINANCIAL ITEMS

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

Daryl Halls

#### Recommendation:

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

(2:45 – 2:55 p.m.)

**Pg. 87**

The complete Consortium packet is available on STA's website: [www.sta.ca.gov](http://www.sta.ca.gov)

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

- |   |                 |
|---|-----------------|
| <b>A. Comprehensive Transportation Plan (CTP) Transit and Rideshare Element Performance Measures and Milestones</b><br>(2:55 – 3:05 p.m.)<br><b>Pg. 135</b> | Robert Macaulay |
| <b>B. Transit Corridor Study Update – Review of Performance Measures</b><br>(3:05 – 3:20 p.m.)<br><b>Pg. 149</b>  | Jim McElroy     |

### **NO DISCUSSION**

- |  |             |
|--|-------------|
| <b>C. Legislative Update</b><br><b>Pg. 153</b>   | Jayne Bauer |
| <b>D. Mobility Call Center/Transportation Info Depot Monthly Updates</b><br><b>Pg. 163</b> | Sean Hurley |
| <b>E. Summary of Funding Opportunities</b><br><b>Pg. 165</b>                               | Drew Hart   |

<b>9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES</b>	Group
---	-------

<b>10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS</b>	Group
---	-------

#### June 2016

- A. SolanoExpress Workshop
- B. Solano Transportation Study for Senior and People with Disabilities Scope of Work and Schedule
- C. SolanoExpress Marketing Update
- D. Update on Solano Mobility Program: ADA Assessments and Travel Training
- E. Follow-up on the Senior and People with Disabilities Summit 3

#### August/September 2016

- A. Future Bridge Toll Priorities for Transit
- B. SolanoExpress Quarterly Update
- C. Intercity Taxi Scrip New Service Delivery Model
- D. FY 2016-17 TDA Matrix Updates
- E. SolanoExpress Annual Service Report

## **11. ADJOURNMENT**

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

This page intentionally left blank.





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

**1. CALL TO ORDER**

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

**Members**

<b>Present:</b>	Nathaniel Atherstone, Chair	Fairfield and Suisun Transit (FAST)
	Liz Niedziela, Vice Chair	STA
	Mona Babauta	Solano County Transit (SolTrans)
	John Harris	Rio Vista Delta Breeze
	Janet Koster	Dixon Redit-Ride
	Judy Leaks	STA
	Brian McLean	Vacaville City Coach

**Members**

<b>Absent:</b>	Matt Tuggle	County of Solano
----------------	-------------	------------------

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

Jayne Bauer	STA
Ryan Dodge	STA
Diane Feinstein	FAST
Daryl Halls	STA
Nathan Hodgins	Congressman John Garamendi District Rep.
Philip Kamhi	STA
Robert Macaulay	STA
Johanna Masclat	STA
Jim McElroy	McElroy Transit Consulting
Debbie McQuilkin	STA
Nathan Newell	County of Solano
Mary Pryor	Nancy Whelan Consulting

**2. APPROVAL OF THE AGENDA**

On a motion by Judy Leaks, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved the agenda. (7 Ayes)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

Liz Niedziela announced that the STA will be holding Mobility for Seniors and People with Disabilities Summit III on Friday, May 6<sup>th</sup> at the Joseph A Nelson Community Center in Suisun City.

## 6. **CONSENT CALENDAR**

On a motion by Brian McLean, and a second by Liz Niedziela, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Items A. (7 Ayes)

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

#### Recommendation:

Approve the Consortium Meeting Minutes of March 29, 2016.

## 7. **ACTION FINANCIAL ITEMS**

### A. **None.**

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

### A. **Legislative Update**

Jayne Bauer reviewed two bills and requested support positions for AB 2742 (Nazarian) – Public Private Partnerships and SB 824 (Beall) – Low Carbon Transit Operations Programs.

#### 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*

On a motion by Mona Babauta, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved the recommendation to the TAC and STA Board. (7 Ayes)

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

Robert Macaulay reported that this item was presented to the Transit and Rideshare Committee on March 28, 2016, and to the Consortium on March 29, 2016. He noted that all comments received since those meetings have been incorporated into the Policies chapter. He also cited that both the Committee and Consortium discussed Policy 6 regarding transit system consolidation and coordination, and that 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.

He concluded by stating that staff has not received any recommended alternative change to the language.

Recommendation:

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

On a motion by Janet Koster, and a second by Mona Babauta, the SolanoExpress Intercity Transit Consortium approved the recommendation. (7 Ayes)

## **9. INFORMATIONAL ITEMS – DISCUSSION ITEMS**

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

Daryl Halls reviewed and summarized the STA's Draft OWP for FY's 2016-17 and 2017-18. He commented that the plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved in FY 2015-16.

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

Robert Macaulay summarized the most recent issues identified in the public outreach. He noted that 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. He cited that out of the 2,132 public comments received, 1,370 have contact information that allows STA and/or others to provide a reply. As of April 14, STA had replied to 1,190 of 1,370 comments (87%). STA has identified 532 with comments specific to issues in the county or one of the 7 cities.

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

Philip Kamhi reported that both MOUs are currently being updated by staff. He noted that changes to the 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. Once approved by legal counsel, this item will be brought back to the Consortium with a recommendation for Board approval at their May meeting.

### **D. Transit Corridor Study Phase 2 Update**

Jim McElroy provided an update to the development of the Transit Corridor Study Phase 2. He also reviewed and requested feedback from the Consortium members on the preliminary results of the outreach efforts. Mr. McElroy also noted that a SolanoExpress Service Changes Board workshop is scheduled at their meeting in July.

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

Mary Pryor reviewed the series of attachments that provide data from FAST and SolTrans for reconciling the FY 2014-15 revenues and expenditures for the intercity routes. She also distributed and reviewed the projections for the FY 2016-17 revenues and expenditures for the intercity routes. She noted that the data was compiled into summaries of the annual amounts each funding participant will owe for FY 2016-17, after accounting for the FY 2014-15 reconciliation. She concluded by noting that the results of the Intercity Transit Funding Working Group review process will be reported and any changes to the FY 2016-17 intercity transit funding will be identified at the Consortium meeting on May 17, 2015.

Janet Koster raised concerns regarding the increase costs for Dixon and the impact on Dixon's transit funds in the future. Philip Kamhi indicated staff would review the estimates to see if they should and can be administered.

**F. 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. Mona Babauta voiced concerns about having an 80 and older criteria. Brian McLean suggested a telephone assessment not an in person assessment. The members reviewed and requested staff bring back information on what other agencies use for 80 year old criteria for recertification and what percentage of ADA certified Solano residents are 80 years or older.

**G. Intercity Taxi Scrip Program Rider's Guide Update**

Debbie McQuilkin provided an update to the Intercity Taxi Scrip Riders' Guide noting changes needed to the current program information, new fares and sales locations.

**H. Proposed Pilot Commuter Benefits Program in Yolo/Solano Air Quality Management District**

Judy Leaks reviewed a proposal to implement voluntary commuter benefits program in the Yolo-Solano air basin, similar to the program in the Bay Area. She commented that the 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.

**NO DISCUSSION**

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

**J. 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 2:45 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, May 17, 2016.**



DATE: May 5, 2015  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Philip Kamhi, Transit Program Manager  
RE: Fiscal Year (FY) 2016-17 Transportation Development Act (TDA) Matrix - June 2016 – Vacaville City Coach and STA

---

**Background:**

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

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

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. The initial TDA matrix for FY 2016-17 (Attachment B) is scheduled to be submitted to the STA Board for approval on June 8, 2016.

The TDA Matrix is based on MTC's Fund Estimate dated February 24, 2016. STA includes FY 2015-16 Allocations and Returns that have occurred after MTC's cut-off date for the Fund Estimate (January 31, 2016). To date, STA has not been advised of any allocations or returns since the cut-off date.

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

**Discussion:**

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

For FY 2016-17, the following two TDA claims being brought forward for review are:

**Solano Transportation Authority**

STA is planning to request \$907,605 in TDA funds. TDA funds in the amount of \$481,422 will be used for transit programs, administration, coordination, and planning. TDA funds in the amount of \$50,000 will be claimed against the Suisun City TDA share for operating and maintenance cost for the Suisun City AMTRAK station. TDA funds from all the members of the Intercity Taxi Scrip funding agreement in the amount of \$40,000 will be claimed against the Solano County TDA share for Faith in Action's program to provide medical transportation for seniors. TDA funds in the amount of \$336,183 are planned to be claimed for the Intercity Taxi Scrip Program. This amount may be subject to change pending discussions with the Consortium regarding Intercity Taxi Scrip Program contributions from each jurisdiction. STA's TDA claim amounts are included in Attachment B.

**City of Vacaville**

The City of Vacaville is planning to claim \$2,109,904 in their local TDA funds. TDA funds in the amount of \$1,019,904 will be used for operating, and \$1,090,000 will be used for capital projects.

Vacaville's capital projects include:

- Continuation of the City's annual transit amenities installation program (including bus shelters, transit information kiosks, solar bus shelter lighting, map cases, bus benches and trash receptacles and an asset management system)
- Compressed Natural Gas (CNG) system upgrades to their 2010 New Flyer buses
- Bus driveway improvements to the Transit Yard.

The City of Vacaville's TDA claim amounts are included in Attachment B, the TDA Matrix. Both the STA's and Vacaville's TDA claims are scheduled for the June 8<sup>th</sup> meeting of the STA Board.

Additional TDA claims from agencies will be brought to the Consortium meeting of June 28<sup>th</sup> and added to the TDA Matrix in preparation for the STA Board meeting on July 13, 2016. TDA claims received after June 30, 2016 will be brought to the Consortium in August and STA Board in September.

**Fiscal Impact:**

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

**Recommendation:**

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

Attachment:

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

This page intentionally left blank.



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

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

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

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

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

FY2016-17 TDA Matrix      WORKING DRAFT

FY 2016-17																									
					Paratransit		Local Transit					Intercity													
AGENCY	TDA Est from MTC, 2/24/16	Projected Carryover 2/24/16	Available for Allocation 2/25/16	FY2015-16 Allocations / Returns after 1/31/16	ADA Subsidized Taxi Phase I	Paratransit	Dixon ReadI-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SolTrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SolTrans Rt. 78	SolTrans Rt. 80	SolTrans Rt 85	FAST Rt. 90	FAST Intercity Subtotal	SolTrans Intercity Subtotal	STA Planning	Other / Swaps	Transit Capital	Total	Balance
	(1)	(1)	(1)		(2)				(3)										(4)	(4)	(6)	(7)	(8)		
Dixon	745,767	1,043,730	1,789,497		5,000							\$ 4,351	\$ 91,921	\$ 3,899	\$ 5,545	\$ (730)	\$ 2,175	\$ 5,883	\$ 106,055	\$ 6,990	\$ 21,651			\$ 139,696	1,649,801
Fairfield	4,355,601	1,291,497	5,647,098		40,000							\$ 83,280	\$ 111,176	\$ 185,092	\$ 23,820	\$ (7,888)	\$ 29,903	\$ 189,224	\$ 568,772	\$ 45,834	\$ 125,337			\$ 779,943	4,867,155
Rio Vista	318,930	301,011	619,941		5,000							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 9,038			\$ 14,038	605,903
Suisun City	1,124,528	104,323	1,228,851		0							\$ 14,807	\$ 30,165	\$ 63,953	\$ 5,129	\$ (1,681)	\$ 8,420	\$ 73,496	\$ 182,421	\$ 11,868	\$ 32,524	\$ 50,000		\$ 276,813	952,038
Vacaville	3,686,482	6,913,032	10,599,514		70,000	268,819				751,085		\$ 119,265	\$ 157,659	\$ 143,844	\$ 16,432	\$ (5,157)	\$ 12,254	\$ 60,043	\$ 480,811	\$ 23,529	\$ 106,648		1,090,000	\$ 2,790,892	7,808,622
Vallejo/Benicia (SolTrans)	5,736,777	1,169,941	6,906,718		85,000							\$ 27,599	\$ 74,965	\$ 35,578	\$ 306,302	\$ (65,058)	\$ 123,074	\$ 27,809	\$ 165,951	\$ 364,318	\$ 164,364			\$ 779,633	6,127,085
Solano County	753,163	1,167,023	1,920,186		131,183							\$ 19,483	\$ 32,936	\$ 31,115	\$ 24,496	\$ (2,043)	\$ 17,357	\$ 30,494	\$ 114,027	\$ 39,810	\$ 21,862	\$ 40,000		\$ 346,883	1,573,303
Total	16,721,248	11,990,557	28,711,805	0	336,183	268,819	0	0	0	751,085	0	\$ 268,785	\$ 498,824	\$ 463,481	\$ 381,724	\$ (82,557)	\$ 193,183	386,948	\$ 1,618,038	\$ 492,350	\$ 481,422	\$ 90,000	\$ 1,090,000	\$ 5,127,897	23,583,908

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

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



Date: May 9, 2016  
To: SolanoExpress Intercity Transit Consortium  
From: Philip Kamhi, Transit Program Manager  
RE: Funding Agreement for Replacement of SolanoExpress Vehicles and  
Development of SolanoExpress Alternative Fuels Vehicle Purchase Policy

---

### **Background**

On December 11, 2013, the STA Board adopted the Solano County Alternative Fuels & Infrastructure Plan (Plan). To assist in the plan development, a Technical Working Group was established in 2012, consisting of fleet managers, public works, planning, transit, and Air District staff. In addition, the Alternative Modes Policy Sub-Committee of the STA Board provided overall policy guidance in the plan's development and provided updates to the Board regarding the Plan's development. The 2013 Plan was intended to help local government and other public agencies increase the use of alternative fuels within their jurisdictions and achieve the stated goals included in the plan:

1. Reduce greenhouse gas emissions (GHG)
2. Reduce criteria pollutant emissions
3. Encourage alternative fuels and vehicle technologies that provide economic benefits to Solano County public agencies, residents, and businesses
4. Take advantage of alternative fuel funding opportunities

While the Plan did not include recommendations or mandates for use of particular technologies, it included an inventory of alternative fuel technologies and fueling infrastructure that were either available in 2013 or on the horizon for potential use in Solano County public agency fleets, including transit. This included Bio-diesel, Ethanol, Compressed Natural Gas (CNG), Propane, Hydrogen and Electricity.

Since the adoption of the Plan in 2013, some new fuels and fueling technologies have entered the marketplace, including Renewable Diesel. Additionally, new fleet vehicles are being incorporated into several regional agencies' fleets that promise to reduce GHG emissions, including all electric buses with wireless charging.

In January 2016, STA updated the fleet replacement funding plan for the SolanoExpress buses, which included CNG vehicles for SolTrans and diesel vehicles for FAST (Attachment A). FAST staff explained their intention to use Renewable Diesel fuel, which is claimed to reduce both total GHG emissions as well as tailpipe emissions. Unlike Bio-diesel, which may void manufacturers' warranties and may require additional maintenance considerations, Renewable Diesel is intended as a "drop-in" fuel, meaning that it can be used as a 100% substitute for traditional diesel and requires no need for engine or infrastructure changes. FAST plans to release its bus procurement within the next few months.

In January 2016, the STA Board instructed staff to develop an alternative fuels policy for the SolanoExpress fleet. This policy would not only consider new available fuel types that may not have been available when the Plan was adopted, but would also consider the timing of the new

California Air Resources Board (CARB) regulations related to transit vehicles that are expected before the end of 2016, and may include 100% zero-emission vehicle (ZEV) fleet requirements by 2040, along with interim fleet milestones. It is anticipated that CNG, Bio-diesel, and Renewable Diesel would not meet the 2040 ZEV fleet requirements. Developing the policy would also provide a forum for the operators to coordinate their own fleet plans within the policy framework.

### **Discussion**

In the near term, both FAST and SolTrans plan to begin replacing their respective SolanoExpress fleet vehicles. A total of 35 SolanoExpress buses are in the process of being funded and subsequently purchased. STA is coordinating the funding plan in partnership with the transit operators. These bus replacements are integral to ensuring a safe and reliable fleet, as the existing buses have exceeded FTA's useful life. Both agencies must meet the CARB regulations for meeting stringent emissions standards, which is reflected in their vehicle selection and fuel path.

In February 2016, SolTrans adopted a Fueling Strategy "Road Map" (Attachment B) to meet CARB regulations with a near-term longer-term phase-in of Zero Emission Vehicles (ZEV). FAST adopted their Alternative Fuels and Fleet Replacement Policy (Attachment C and D) in March, 2016 with a near term purchase of renewable diesel and a long-term phase-in of ZEV.

While SolTrans awarded their procurement in December 2015 for 6 CNG vehicles, FAST is due to release their solicitation sometime in June 2016. This puts decisions about fuels and fuel technology on the fast-track to ensure that the replacement vehicles will be available to meet service demands. Coordinating the FAST procurement with STA Board actions on alternative fuels may require a phased approach. This is eleven of the 35 SolanoExpress buses expected to be replaced and funded through this process.

In the Intercity Express Bus Funding plan that was approved by the STA Board in January 2016 full funding has been identified for the first five of FAST's bus replacements, and the first six of SolTrans' bus replacements.

### **SolanoExpress Alternative Fuels Policy Development**

SolanoExpress bus replacements are needed in the near term to maintain a reliable and safe fleet, any delay in procurement may result in an increase in service interruptions and maintenance costs to older vehicles.

In order to accommodate both the CARB regulations update as well as maintain the bus procurement schedule, a STA Board action related to near-term acquisitions would bridge the gap between the full update of the Alternative Fuels and Infrastructure Plan and the near term SolanoExpress bus procurements by SolTrans and FAST. This near term action is based upon the following:

- Review of SolTrans' February 2016 Fueling Strategy Road Map
- Review of FAST's Alternative Fuels and Fleet Replacement Policy
- Review of FAST's fleet replacement plan and RTP listings
- Comparison of renewable diesel, diesel, and CNG costs and benefits
- Discussion of costs and benefits of consistent SolanoExpress fleet

This path would allow for the development of the SolanoExpress Alternative Fuels Policy, including any changes stemming from the anticipated CARB regulations, while integrating bus procurement actions into the overall plan framework.

An STA Board Workshop on Alternative Fuels is planned for June 8, 2016 at 4:30pm. This workshop will include speakers from CARB, Bay Area Air Quality Management District, Yolo-Solano AQMD, and we have also invited FAST and SolTrans. This workshop should assist in understanding the CARB's proposed regulations and impact, provide an opportunity to discuss funding opportunities, and to review SolanoExpress operator's vehicle replacement plans and strategies.

#### SolTrans' February 2016 Fueling Strategy Road Map

Attachment B is the Fueling Strategy Road Map adopted by the SolTrans Board on February 18, 2016. This plan includes the transition of their local buses, SolanoExpress buses, and paratransit fleet to alternative fuels / zero emission technologies. For the SolanoExpress buses, the SolTrans Road Map includes the replacement of the current 16 diesel MCI coaches with CNG vehicles by 2018, which is consistent with the Solano County Intercity Bus Replacement Plan approved by the STA Board in January 2016. In December 2015, SolTrans authorized the purchase of the first six CNG vehicles. SolTrans has secured funding for the construction of a CNG fueling facility, which is anticipated to be constructed by the end of 2016 or early 2017.

In the long term, from 2024 to 2040, the SolTrans Road Map envisions replacing the CNG vehicles with Hydrogen Fuel Cell Electric Buses (Hydrogen FCEB) vehicles in order to comply with the anticipated CARB regulations. The Road Map is based on current service levels and duty cycles, and will be updated periodically based on performance results, technology improvements, and total cost of ownership.

#### FAST's Alternative Fuels and Fleet Replacement Policy

FAST has provided the following documentation, provided as Attachments C, D and E, that presents the agency's plan for meeting existing CARB requirements while addressing new fueling technologies and transitioning to an all-electric fleet:

- Agenda Report and Resolution for approving the FAST Alternative Fuels and Fleet Replacement Policy
- Alternative Fuels and Fleet Replacement Policy
- Public Works memo regarding FAST Alternative Fuels and Fleet Replacement Strategy

Based on FAST's analysis, all-electric vehicle technology is not to the point that their immediate purchase would be recommended at this time. Additionally, as CARB has neither proposed nor adopted its ultimate requirements or compliance options yet, FAST anticipates that CARB will develop a proposal to further reduce emissions through the use of renewable fuels while phasing-in agencies' required zero-emission bus purchases.

FAST reports that they have monitored the available fueling technologies in concert with regulatory requirements and regulatory trends in order to develop a strategy that would maximize the fleet's GHG reductions for the entire life-cycle of the vehicles as economically as possible. Based on their analysis, FAST could immediately achieve GHG reduction benefits through the use of renewable diesel without the upfront infrastructure improvements costs that would be necessitated by CNG. If FAST were to proceed on a CNG path, it would require funding the construction of CNG infrastructure. Further, even if FAST were to select CNG as an interim fueling technology, benefits would only accrue to new vehicles slowly replaced over time, and could be limited in length of use by CARB regulations. Renewable diesel, on the other hand, could be used on the entire diesel fleet, thereby achieving immediate GHG reductions on a system-wide level until the CARB regulations go into effect.

### Comparison of Diesel, CNG, Bio-Diesel and Renewable Diesel

There are several comparative elements among the various fuel types that could influence fleet and fuel purchases moving forward. This includes: cost of fuel, GHG emissions, tailpipe emissions, cost of new vehicles, maintenance needs and infrastructure requirements. For purposes of this comparison, available data from the Environmental Protection Agency (EPA), CARB, National Renewable Energy Laboratory (NREL), and other sources has been considered. However, this is a preliminary overview that would need further confirmation during the Alternative Fuel Policy development.

The attached table (Attachment F) provides a broad overview comparing the fuels. For purposes of this overview, it is assumed that the comparisons are between Low Sulfur Diesel and other fuels. It should also be noted that as the Renewable Diesel is fairly new to the market, data is not as abundant as for the other well established fuel types. As such, information about the fuel's emissions and costs will need to be further updated during the development of the Alternative Fuels Policy.

Should the benefits of renewable diesel prove to be accurate, it appears that there would be significant air quality and cost benefits to this new fuel type as compared to standard, low-sulfur diesel or biodiesel. Additionally, because the fuel is intended to be a “drop in” fuel, no new infrastructure would be needed to accommodate its acceptance into a bus fleet, unless the transit agency wishes to maintain separate fueling storage, which would require additional capacity.

As such, adoption of renewable diesel represents a reasonable interim step that could allow FAST to maintain their procurement schedule while allowing for the update to the Alternatives Fuels and Infrastructure Plan, including any new CARB rules.

### Benefits and Challenges of Consistent SolanoExpress Fleet

For the purposes of monitoring the funding and acquisition of fleet vehicles, there is a significant benefit in having a consistent fleet among operators for the SolanoExpress service. A consistent fleet enhances operational flexibility, as each operator would have the same fueling and maintenance infrastructure. Thus, vehicles could be moved between operators if such fleet adjustments were beneficial for the service. Additionally, from a public perspective, a consistent fleet can lend an image of permanence and reliability to the service that riders enjoy.

However, from a practical and operational standpoint, consistent vehicle types may be difficult to attain —especially in the near term, when vehicles are currently at the end of their useful life and may represent a significant risk to service operation if left in service until a consistent fleet can be achieved. Currently, even transit agencies that have chosen a specific fuel path will have an inconsistent fleet as their older fleet is replaced with the new fueling technology.

Additionally, should major changes result from the CARB rule, having a consistent fleet may be even more difficult in the short term, as operators react to the new rule by having a combination of vehicles during the transition to address the new CARB rule while sustaining service. This is further compounded by a scarcity of currently available clean fuel technologies from which to choose. As a result, agencies will likely be required to make strategic purchasing decisions in the near term, such as replacing aging diesel vehicles, on their way to their selected fueling technology path. Such is the case of FAST, who must consider how to address their immediate need created by an aging fleet, in addition to meeting their future fuel path.

However, it is important for the SolanoExpress operators to provide detail and clarity to the STA Board and staff to ensure that there is *consistency of intent* with regard to their vehicle and fuel technology selection, understanding that the stated goals of the Alternative Fuels and Infrastructure Plan are shared among the operators and authority alike.

**Recommendation**

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

**Attachments:**

- A. Solano County Intercity Bus Fleet Replacement Plan, January 2016
- B. SolTrans Fueling Strategy Road Map, February 18, 2016
- C. FAST Agenda Report and Resolution for approving the Alternative Fuels and Fleet Replacement Policy, March 15, 2016
- D. FAST Alternative Fuels and Fleet Replacement Policy, March 15, 2016
- E. City of Fairfield Public Works Department memo regarding FAST Alternative Fuels and Fleet Replacement Strategy, March 11, 2016
- F. Comparison of Diesel, CNG, Bio-Diesel and Renewable Diesel

This page intentionally left blank.



Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by NWC Partners, December 18, 2015

Based on Interim Funding Plan

Scenario 2A: All Buses Replaced by FY 22-23, 56.5% Funding by Locals Using Intercity Funding Agreement Formula

DRAFT

			Funded	Funded <sup>a</sup>	To Be Funded <sup>b</sup>							
Year of Replacement <sup>c</sup>		FY 14-15	FY 15-16	FY 16-17	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
Total Buses to be Replaced		0	5	6	4	6	2	2	3	5	2	35
FAST: All Diesel		0	0	5		0	2	2	3	5	2	19
SolTrans: All CNG		0	5	1	4	6						16
Unit Cost -- 45 ft Over-the-Road Diesel <sup>d</sup>			\$ 637,000	\$ 646,000	\$ 646,000	\$ 655,000	\$ 674,650	\$ 694,890	\$ 715,736	\$ 737,208	\$ 759,325	
Unit Cost -- 45 ft CNG <sup>e</sup>		\$ 790,010	\$ 813,710	\$ 838,122	\$ 838,122	\$ 863,265	\$ 889,163	\$ 915,838	\$ 943,313	\$ 971,613	\$ 1,000,761	
Vehicle Cost		\$ -	\$ 4,068,552	\$ 4,068,122	\$ 3,352,486	\$ 5,179,592	\$ 1,349,300	\$ 1,389,779	\$ 2,147,209	\$ 3,686,041	\$ 1,518,649	\$ 26,759,729
Funding												
Near Term: 10 Replacements												
Federal Earmarks			\$ 1,260,000									\$ 1,260,000
Prop 1B Lifeline			\$ 1,000,000									\$ 1,000,000
Prop 1B Pop Base			\$ 535,190	\$ 2,360,202								\$ 2,895,392
STAF				\$ 581,467								\$ 581,467
Longer Term: 25 Replacements												
23.5% Funding from STA <sup>f</sup>					\$ 1,450,760	\$ 1,614,295	\$ 150,103			\$ 467,911		\$ 3,683,069
Fairfield Train Station Loan Repayment <sup>g</sup>			\$ 314,906	\$ 314,906	\$ -	\$ 314,906	\$ 314,906	\$ -				\$ 1,259,623
20% Funding from MTC or Other <sup>h</sup> -- Proposed						\$ 1,381,719	\$ 144,012	\$ 496,111	\$ 789,971	\$ 840,153	\$ 552,608	\$ 4,204,574
56.5% Funding by Locals												
Dixon	1.8%				\$ 108,764	\$ 73,682	\$ 26,398	\$ 26,743	\$ 41,318	\$ 73,628	\$ 30,328	\$ 380,860
FAST <sup>i</sup>	22.9%			\$ 1,248,939	\$ 124,154	\$ 926,263	\$ 333,265	\$ 337,614	\$ 521,613	\$ 929,514	\$ 386,799	\$ 4,808,162
SolTrans <sup>j</sup>	20.9%		\$ 1,273,362	\$ 885,604		\$ 848,848	\$ 190,941	\$ 187,798	\$ 281,697	\$ 487,362	\$ 247,090	\$ 4,402,701
Vacaville	10.3%						\$ 182,174	\$ 333,914	\$ 500,870	\$ 866,552	\$ 292,149	\$ 2,175,659
Unincorporated County	0.5%				\$ 30,906	\$ 19,879	\$ 7,501	\$ 7,599	\$ 11,740	\$ 20,921	\$ 9,676	\$ 108,222
Total Bus Replacement Funding		\$ -	\$ 4,383,457	\$ 5,391,118	\$ 1,714,584	\$ 5,179,592	\$ 1,349,300	\$ 1,389,779	\$ 2,147,209	\$ 3,686,041	\$ 1,518,649	\$ 26,759,729
Annual Balance		\$ -	\$ 314,906	\$ 1,322,997	\$ (1,637,902)	\$ 0	\$ -	\$ -	\$ (0)	\$ 0	\$ (0)	\$ (0)
Cumulative Balance		\$ -	\$ 314,906	\$ 1,637,902	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ (0)	

Train Station Loan Funding Plan <sup>g</sup>												
STA Loan of Prop 1B		\$ 1,259,623										\$ 1,259,623
Fairfield Loan Repayment			\$ 314,906	\$ 314,906		\$ 314,906	\$ 314,906					\$ 1,259,623
Cumulative Loan Balance		\$ 1,259,623	\$ 944,717	\$ 629,812	\$ 629,812	\$ 314,906	\$ -	\$ -	\$ -	\$ -	\$ -	

Notes

- a. STA Board approved the Prop 1B and STAF funding on Feb 13, 2013.
- b. FY 16-17 includes 5 FAST vehicles in plan approved by STA in January 2015 ("Funded" column) and SolTrans' requested acceleration of 5 vehicles ("To be Funded" column).
- c. Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- d. Diesel Vehicle price from MTC's FY15-16 to FY17-18 pricelist plus \$20,000 per vehicle based on FAST procurement information, with 3% annual escalation after FY17-18.
- e. CNG Vehicle price from MTC's FY14 pricelist, with 3% annual escalation. 45' Hybrid vehicles not included in most recent pricelist.
- f. Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
- g. STA will loan up to \$1,259,653 in Prop 1B funds for the Train Station project. Fairfield will repay loan to STA over 4 years. Loan repayment proceeds will be used as portion of STA's contribution to fleet
- h. Proposed MTC or other funding.
- i. FAST has identified additional funding (FTA 5339) for earlier acquisitions.
- j. SolTrans identified additional funding (FTA 5307, source subject to change) for earlier acquisitions. Acquisitions in FY17-18 include one additional vehicle used for Solano Express service (compared to plan approved by STA Board in January 2015, which included 34 Solano Express vehicles and 1 WETA vehicle), to be funded by Intercity funding agreement formula.

ATTACHMENT A

	Phase 1: FY 14-15 to FY 19-20	Phase 2: FY 20-21 to FY 22-23
Total Buses to be Replaced	25	10
FAST: All Diesel	9	10
SolTrans: All CNG	16	0
Vehicle Cost	\$ 19,407,830	\$ 7,351,899
Funding		
Near Term: 10 Replacements		
Federal Earmarks	\$ 1,260,000	\$ -
Prop 1B Lifeline	\$ 1,000,000	\$ -
Prop 1B Pop Base	\$ 2,895,392	\$ -
STAF	\$ 581,467	\$ -
Longer Term: 25 Replacements		
23.5% Funding from STA <sup>f</sup>	\$ 3,215,158	\$ 467,911
Fairfield Train Station Loan Repayment <sup>g</sup>	\$ 1,259,623	\$ -
20% Funding from MTC <sup>h</sup> -- Proposed	\$ 2,021,842	\$ 2,182,732
56.5% Funding by Locals		
Dixon	\$ 235,587	\$ 145,273
FAST <sup>i</sup>	\$ 2,970,235	\$ 1,837,926
SolTrans <sup>j</sup>	\$ 3,386,553	\$ 1,016,148
Vacaville	\$ 516,088	\$ 1,659,571
Unincorporated County	\$ 65,885	\$ 42,338
Total Bus Replacement Funding	\$ 19,407,830	\$ 7,351,899

This page intentionally left blank.



**TO:** BOARD OF DIRECTORS  
**PRESENTER:** ALAN PRICE, PROGRAM ANALYST II  
**SUBJECT:** REVIEW AND APPROVE IMPLEMENTATION OF THE FUELING STRATEGY "ROAD MAP"  
**ACTION:** MOTION

---

**ISSUE:**

The Board is being asked to receive and review key components of the proposed SolTrans long-term fueling strategy, or "Road Map," and to direct Staff to take actions to implement the proposed strategy.

**DISCUSSION:**

On September 2, 2015, the Executive Director executed an agreement with the Center for Transportation and the Environment (CTE). CTE's deliverables to SolTrans included educating SolTrans Staff on the currently available advanced technology vehicles, associated benefits and deployment considerations, and development of a strategy for migrating to advanced technology vehicles.

CTE has presented their proposed Road Map for transitioning the existing fleet from diesel and diesel/electric hybrid-powered vehicles to alternative fuels/zero emission technology. It outlines a deployment schedule that takes into account the types of vehicles needed to meet our operational requirements, in conjunction with the current state of advanced technology vehicles.

These changes will allow us to meet anticipated State-mandated greenhouse gas emissions targets, while supporting a cleaner environment for the greater Benicia/Vallejo community. Furthermore, as discussed with the Board in December 2015, by obtaining new, local fixed route buses, SolTrans can stagger the replacement schedule for that fleet in a more cost-effective manner. This would help relieve the Agency of having to finance the capital replacement of twenty-one (21) local, fixed route buses all at once, as well as major rehabilitation work to keep them operational and safe for the next eight years until they are eligible for retirement (after 12-years of age).

Staff is requesting Board review of key highlights from the Road Map, and seeking Board direction to implement the proposed Road Map, based on future vehicle replacement needs, covering the next three years. The implementation period is being limited to three years, based on expected changes and improvements to advanced technology vehicles over time.

### **FISCAL IMPACT:**

There is no direct fiscal impact to the plan to implement the Road Map. Specific fiscal impacts will be associated with actual vehicle and infrastructure purchases, which will be submitted to the Board for review and approval at the time specific procurements are contemplated. Generally, at present, advanced technology vehicles are more expensive than their traditional counterparts. Prices are expected to come down over time as manufacturers gain scale by putting more of these vehicles into service, and as more transit agencies take steps to meet anticipated California Air Resources Board-mandated clean air targets.

### **PERFORMANCE GOAL:**

**Goal 1** - Maximize Safety, Reliability and Efficiency of Transit Operations; **Objective A.** - Establish Technological Tools and Improved Facilities or Fleet Equipment for Enhancing and Monitoring System Performance; **Strategy iv** - Procure replacement MCI (commuter express) buses to be operated with alternative fuel. (Proposition 1B funds will be used to fund the procurement and must be spent by a certain deadline, and **Strategy v** - Procure replacement of 3 local fixed route buses (2001 Orion V high-floor diesel buses, which have come to the end of their useful service life).

Note: The Road Map represents an extension of the existing Goals and Objectives.

### **RECOMMENDATION:**

- 1) Receive and provide feedback on the proposed SolTrans long-term fueling strategy, or “Road Map;” and
- 2) Direct Staff to take actions to implement the proposed strategy.

Attachments:

- A. SolTrans Strategy for Adopting Advanced Technology Transit Buses
- B. Roadmap for Reducing Transit Fleet Emissions

## **SolTrans Strategy for Adopting Advanced Technology Transit Buses *Road Map to a Low and Zero Emission Transit Fleet***

### **Introduction**

SolTrans is interested in diversifying its fleet technology and fuel portfolio to manage the risk associated with a single fuel source. At the same time, there is increasing pressure and pending regulation to move transit agencies to adopt low and zero emission transit buses. In September 2015, SolTrans commissioned the Center for Transportation and the Environment (CTE) to develop a strategy for transitioning their current diesel and gasoline hybrid fleet to a financially and environmentally sustainable low and/or zero emission fleet.

### **Current State**

The SolTrans' fleet currently consists of 54 diesel, diesel hybrid and gasoline commuter coaches, fixed route transit buses, and on-demand paratransit vehicles, as provided in Table 1, below. Several of the commuter and fixed route buses have exceeded their 12-year life and are scheduled for retirement in the near future.

In addition to these vehicles, SolTrans leases 10 MCI DV500 commuter buses to Fairfield/Suisun Transit. SolTrans also operates 11 light-duty vehicles for administrative and maintenance purposes. These vehicles have been excluded from the analysis.

Table 1: SolTrans 2015 Transit Fleet

Service Type	OEM	Model	Propulsion	Year of Purchase	Planned Year of Retirement	Total Buses
Commuter	MCI	D4500	Diesel	2003	2015	17
Fixed Route	Orion	High Floor	Diesel	2001	2014	3
Fixed Route	Gillig	Low Floor	Diesel Hybrid	2011	2023	21
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2006	2011	1
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2007	2012	2
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2008	2013	1
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2011	2016	7
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2012	2017	1
<b>TOTALS</b>						<b>53</b>

### **Future State**

#### **SolTrans Fleet Roadmap Objectives**

1. **Transition from diesel technologies:** To support clean air objectives in the greater Benicia/Vallejo community and to meet anticipated changes to CARB's Transit Fleet Rule and leverage benefits/incentives for early adopters of new technologies.

2. **Fuel Diversification:** A single alternative fuel strategy will not currently meet all route requirements and anticipated zero emission vehicle (ZEV) mandates. A diversified fuel strategy including CNG and Battery Electric in the near term prepares the organization for an eventual, long-term transition to increasingly advanced ZEV technologies such as hydrogen fuel cell vehicles.
3. **Normalize bus procurement cycles:** The 2011 purchase of 21 Gillig Diesel Hybrids represents nearly 50% of the active fleet. These buses are scheduled to retire in 2023. Assuming availability of grant funding, Battery Electric Buses (BEBs) will be purchased in advance of the planned retirement of the diesel hybrids to normalize future procurement cycles. Additional BEBs are likely required to meet current operating profiles due to range limitations.

### SolTrans Fleet Roadmap Near-Term Transition Plan

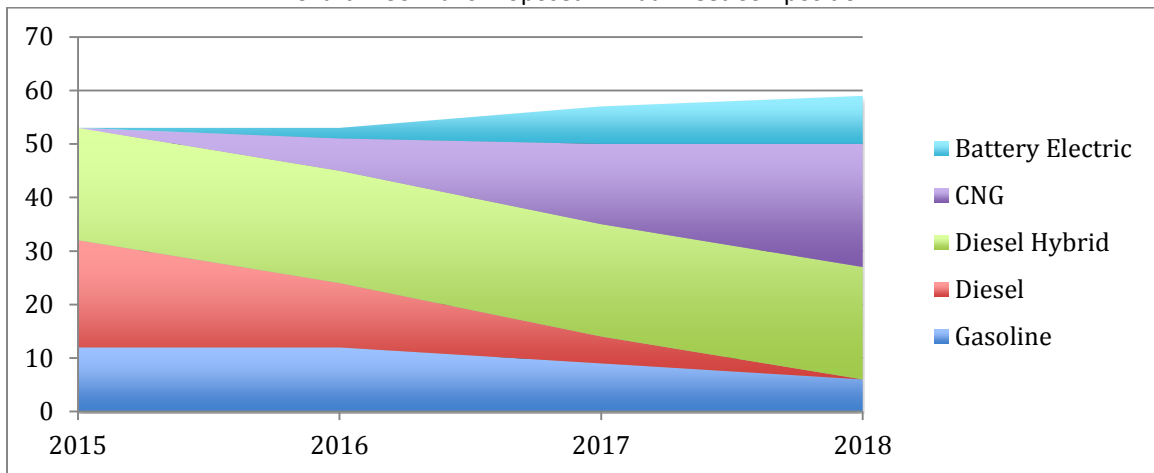
There are three primary alternatives to diesel and diesel hybrids: CNG, Battery Electric, and Hydrogen Fuel Cell. At this time, we are not considering hydrogen fuel cell as part of the near-term roadmap due to the high cost of the buses, infrastructure and fuel. BEBs are commercially and financially viable; however, current energy density and capacity of the batteries limit the range to local fixed route services. CNG is a better solution for commuter services in the near term. As a result, SolTrans proposes to diversify their advanced technology procurements to include both CNG and BEBs.

The transition plan allows SolTrans to migrate to alternative fuel technologies over time to allow for the organization to develop the requisite skills and experience to operate and maintain the technologies. The SolTrans Roadmap will be re-evaluated periodically to adjust for actual performance results and availability of advanced technologies.

Table 2: SolTrans Proposed Near Term Transition Plan

Service Type	Fuel Type	Current Fleet	Purchases & Retirements			2018 Fleet
			2016	2017	2018	
Commuter	Diesel	17	-6	-6	-5	0
Commuter	CNG	0	6	6	5	17
Fixed Route	Diesel	3	-2	-1	0	0
Fixed Route	Diesel Hybrid	21	0	0	0	21
Fixed Route	Battery Electric	0	2	5	2	9
Paratransit/DAR	Gasoline	12	0	-3	-3	6
Paratransit/DAR	CNG	0	0	3	3	6
<b>Total</b>		<b>53</b>	<b>53</b>	<b>57</b>	<b>59</b>	<b>59</b>

Chart 1: SolTrans Proposed Annual Fleet Composition



This page intentionally left blank.



ATTACHMENT B

Agenda Item 9

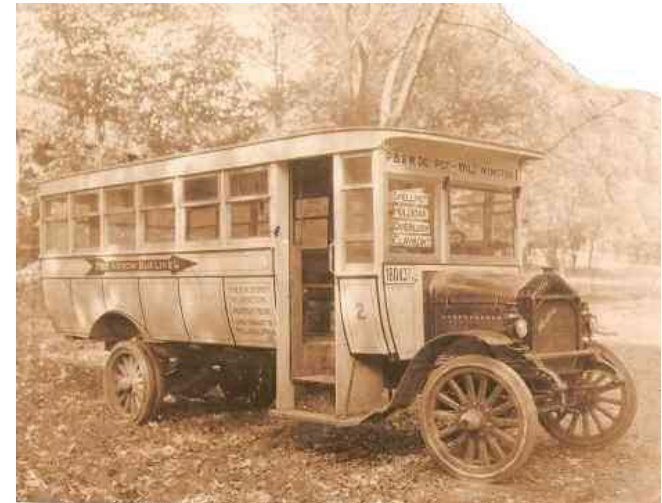
# ***Roadmap for Reducing Transit Fleet Emissions***

## **SolTrans Strategy for Adopting Advanced Technology Transit Buses**

*February 18, 2016*



# Current State



# The SolTrans Fleet

Service Type	OEM	Model	Propulsion	Year of Purchase	Planned Year of Retirement	Total Buses
Commuter	MCI	D4500	Diesel	2003	2015	17
Fixed Route	Orion	High Floor	Diesel	2001	2014	3
Fixed Route	Gillig	Low Floor	Diesel Hybrid	2011	2023	21
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2006	2011	1
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2007	2012	2
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2008	2013	1
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2011	2016	7
Paratransit/DAR	Eldorado	Ford E450	Gasoline	2012	2017	1
<b>TOTAL</b>						<b>53</b>

*Excludes 10 MCI DV500 commuter buses leased to Fairfield/Suisun Transit, and 11 light-duty administrative and maintenance vehicles.*



# Regulatory Landscape

---

- **CARB's Advanced Clean Transit Regulation**
  - Early Adopters
  - 100% ZEB fleet by 2040
- **Board Consideration: Late 2016**
  - **Conventional Fuels**
    - Low NOx diesel or Low NOx CNG (.02 NOx)
    - Renewable Fuel, or Renewable Credits
  - **Zero Emission Buses**
    - Phased Implementation; 100% of Purchases 2028
    - Early Adopter Credits
    - 100% ZEB fleet by 2040
  - **Fleet Size** May Determine Phased Timing



# Technology Status: Low vs. No

---

- **Low Emission:**

- **Current Standard:**

- Particulates: 0.01g/bhp-hr
    - NOx: 0.2 g/bhp-hr

- **Low NOx CNG** (0.02 g/bhp-hr; Available April 2016)

- **Low NOx Diesel** (not yet available)

- **Parallel Hybrid:** Same Combustion Requirements

- **Zero Emissions**

- **Battery Electric:** Commercial, but Range and Deployment Limits

- **Hydrogen Fuel Cell Electric:** Demonstrations but Commercially Viable

- **Greenhouse Gases:** Potential for 100% Zero



# Federal & State ZEB Funding Opportunities

---

- **FTA LoNo**

- **September 2015 Application:** Five (5) BYD 40' battery electric buses; CTE: project management and technical assistance
- Solicitation Encouraged Named Team Members

- **CARB's AQIP**

- **January 2016 Application:** Same as LoNo Application
- **Pilot Deployments:** \$23 million FY 14-15
- **Pilot Deployments:** \$60 million FY 15-16
- **HVIP:** \$110,000/bus up to 100
- **GGRF Fund:** \$2 billion to \$5 billion/year

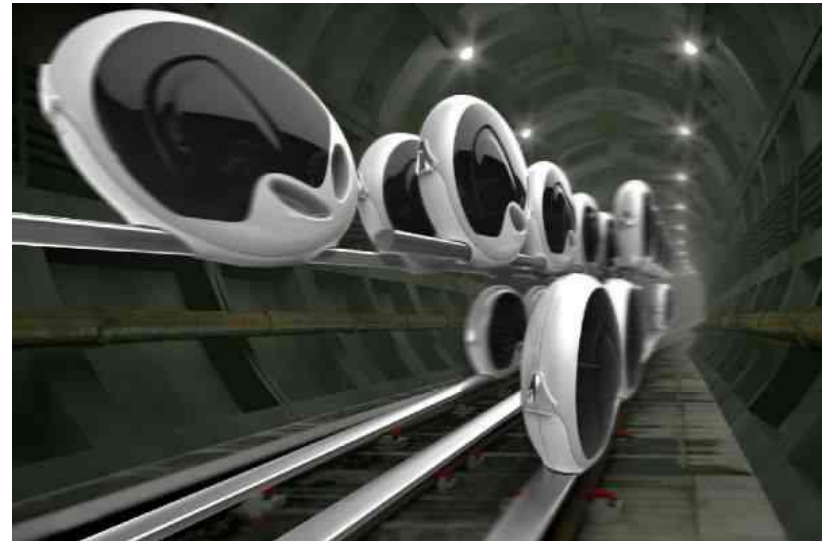
- **Surface Transportation Reauthorization Bill – 5 years**

- Public Transportation Innovation (5312): \$28 million/year; TBD
- LoNo (5339): \$55 million/year





# Future State



# Guiding Principles

---

- **Alternative Fuel Diversification**
  - Mitigates risk of reliance on a single fuel
- **100% Zero Emission Fleet: 2040 Proposed**
- **Early Adoption** (when possible)
- **Incremental Transition**
  - Manage Risk
  - Workforce Training and Management of high voltage systems, electric propulsion, and high-pressure gaseous fuels
- **Normalize Bus Procurement Cycles**
  - Stagger ZEB Procurements with Near-term BEB Plan
  - Avoiding “Technology Shock” (Capital Requirements; Staff)





# Transition Plan

---

- **Near-Term (2016 – 2018)**

- Pilot CNG and Electricity project to develop skills and experience
  - Commuter Routes: CNG (2016 – 2018)
  - Fixed Routes: BEB (2016 – 2016), based on available grant funding
  - Paratransit/DAR: CNG (2017 – 2018)

- **Mid-Term (2019 – 2023)**

- Continue CNG and Electricity procurements
  - Fixed Routes: BEB and CNG (2016 – 2023)
  - Paratransit/DAR: CNG (2019 – 2023)

- **Long-Term: 2024 – 2040**

- Hydrogen FCEB Replaces CNG (2027 – 2040)
- FCEB and BEB Mix (Range, Duty Cycle, and TCO)

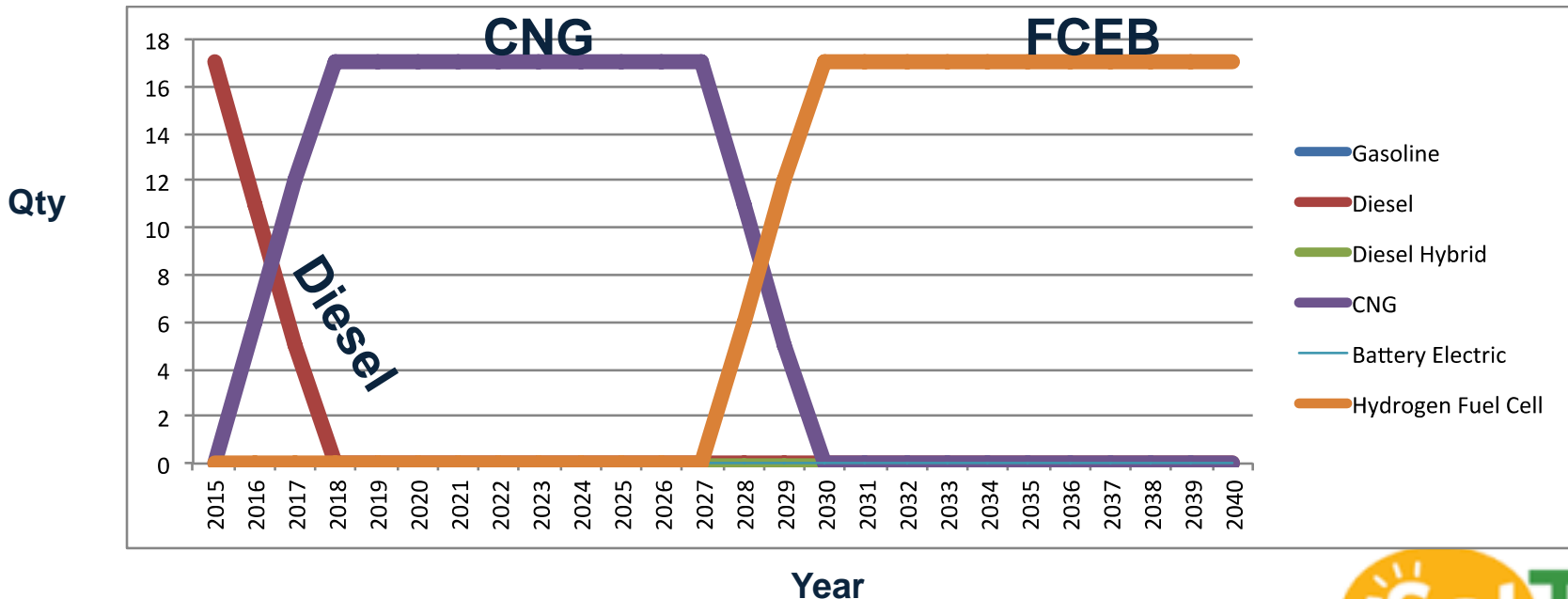
- **Key Assumptions**

- Roadmap Based on Current Routes and Service Levels
- Periodic Roadmap Adjustments (Performance Results, Technology Developments, TCO)



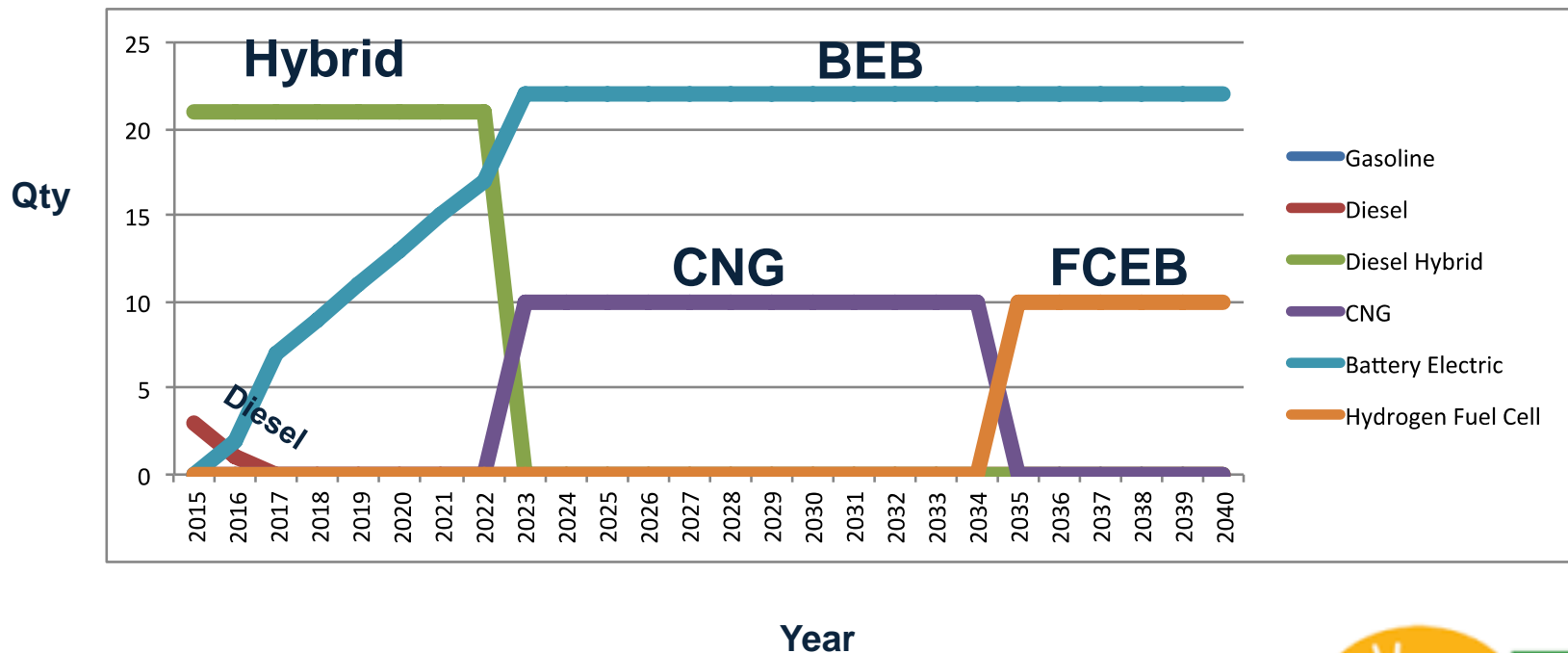
# Commuter Fleet

- **Long-Range Buses:** High Mileage, High Speeds, and Long Daily Operating Duration
- **Transition Plan**
  - Diesel to CNG
  - CNG to Hydrogen FCEB



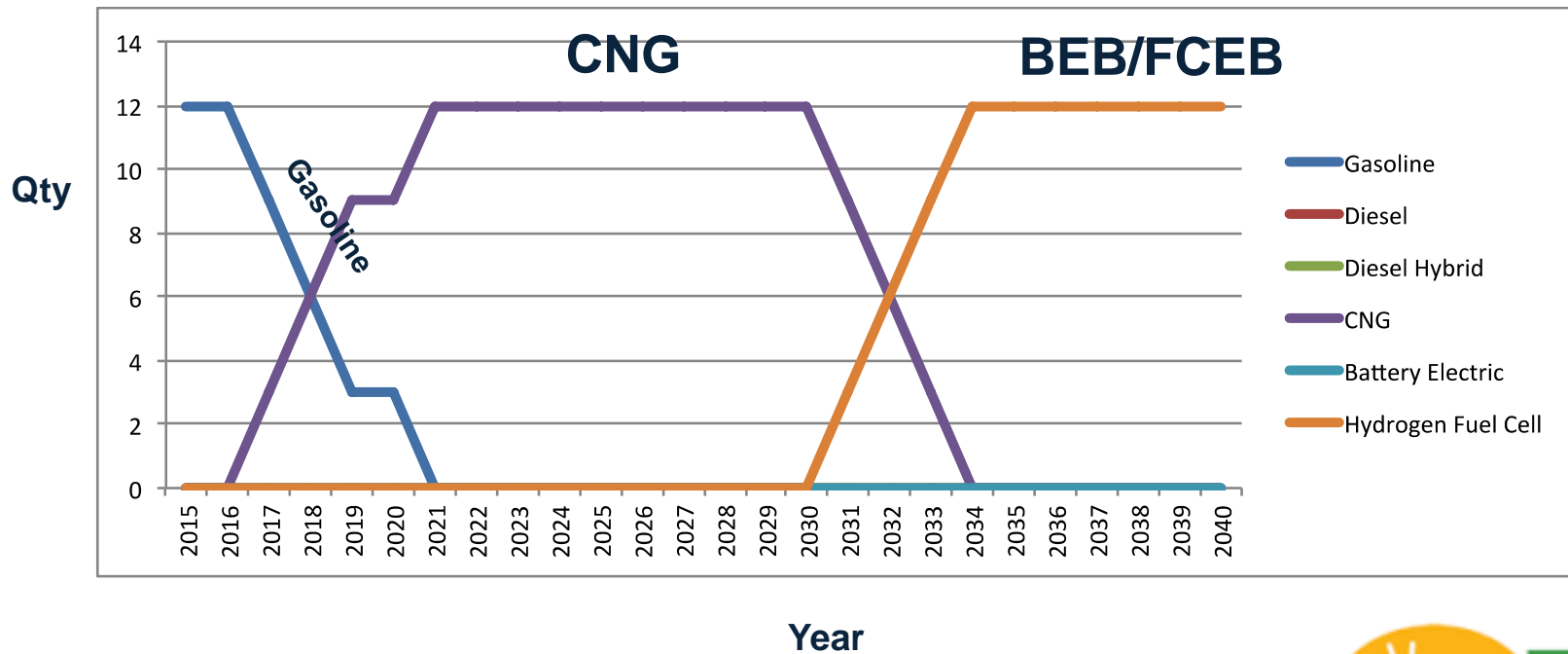
# Local Service

- **BEBs:** May Require Additional Buses and/or Route Re-Blocking (Range and Duty Cycle)
- **CNG then FCEBs** for Heavier Duty Cycles

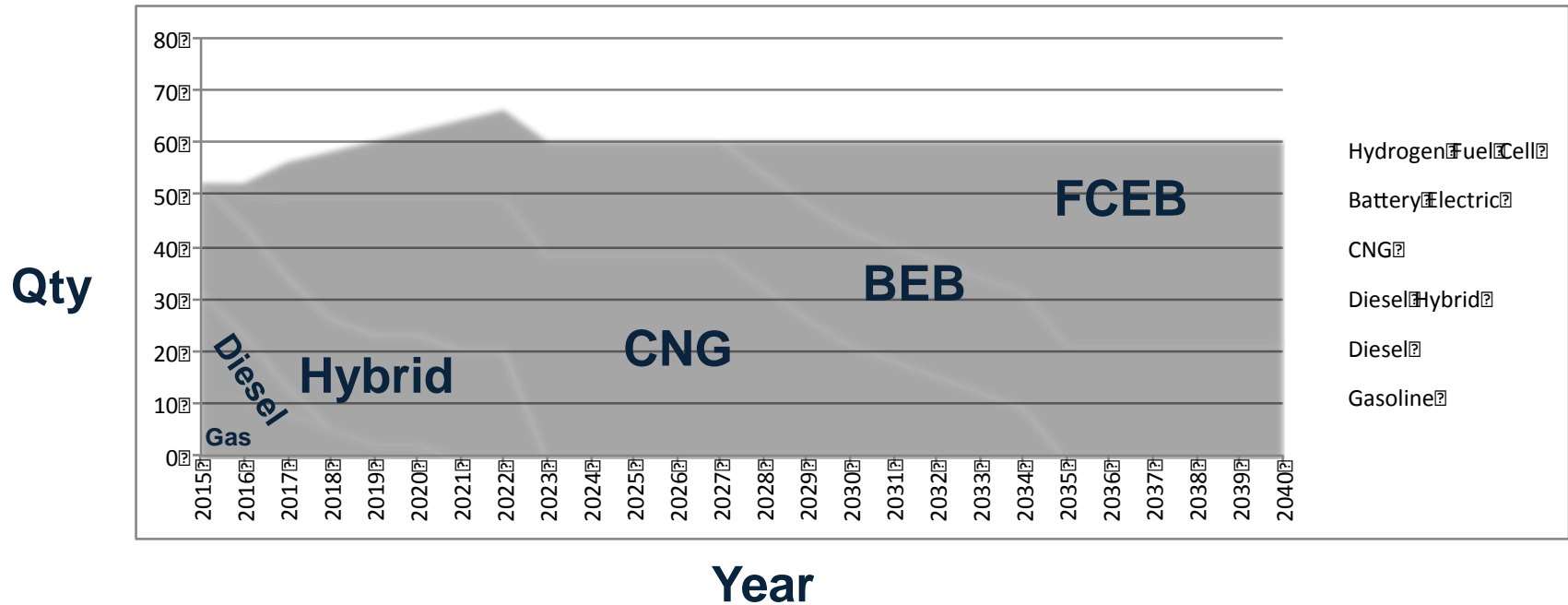


# Paratransit/Dial-a-Ride

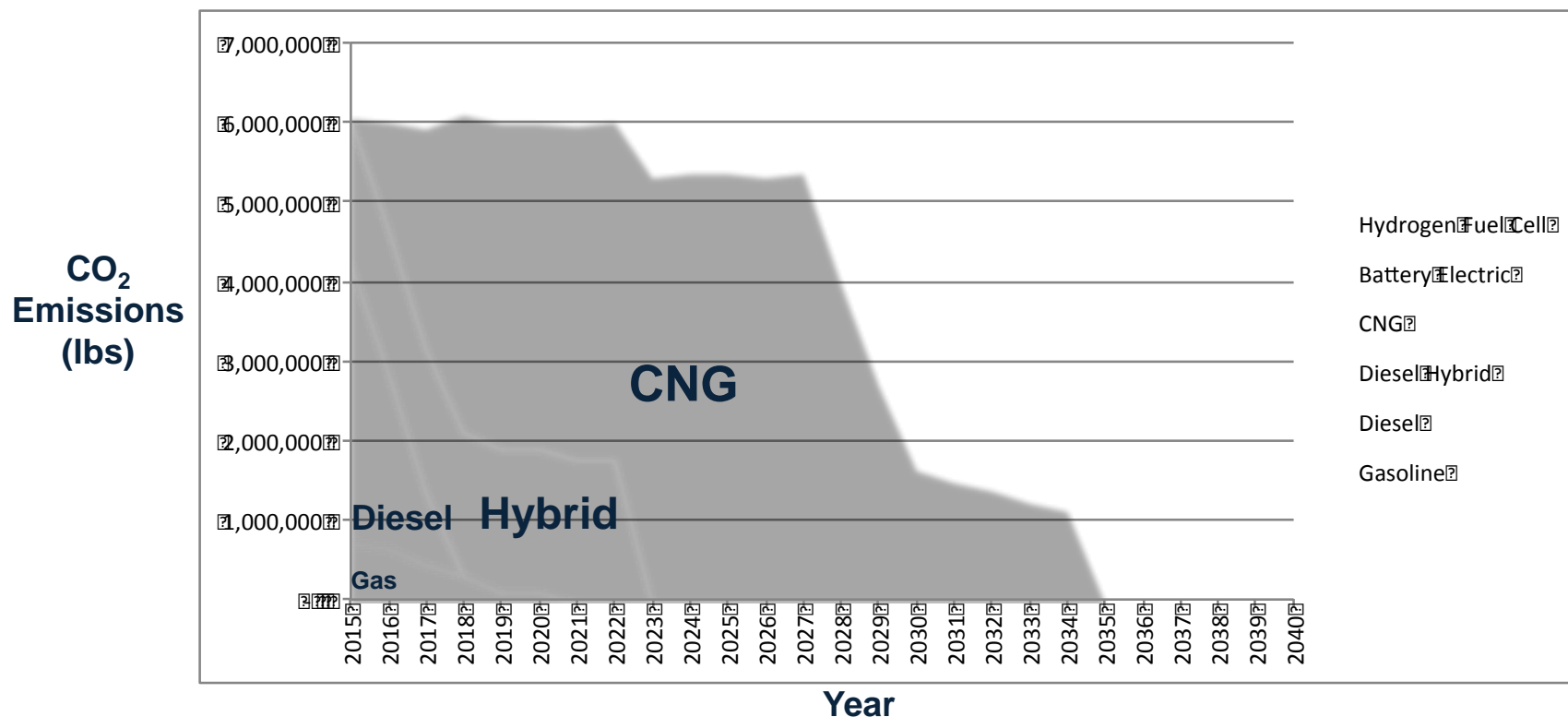
- **CNGs:** Commercially available
- **BEBs or FCEBs** based on availability



# Fleet Composition



# Tailpipe Emissions



**GHG Emissions:** Procurement of CNG, Battery Electric, and Hydrogen Fuel Cell Electric Vehicles provide the opportunity to **purchase renewable fuels**, lowering well-to-wheel emissions



# Conclusions

---

- **Current Procurement Plan** for CNG and Battery Electric Supports Long-Range Vision
- **Near-Term (3 Year) Procurement Plan**
  - Normalizes fixed route procurement schedule
  - Assumes availability of grant funding for BEB procurements
- **Revisit Strategy** after CARB Adopts ACT Regulation
- **Periodic Reviews** of Plan and Procurement Decisions
- **Benefits** of BEB and FCEB Buses
  - Enhanced Performance for Drivers
  - Cleaner Environment for Maintenance Staff
  - Opportunities for Developing Clean High-Tech Workforce
  - Smoother, Quieter Ride for Passengers
  - Reduced Noise Impacts on Neighborhoods
  - Expected Reduced Maintenance Costs
  - Potential to Achieve 100% W-T-W Zero Emissions



This page intentionally left blank.



Agenda Item No. 19

## Agenda Report

**DATE:** March 15, 2016

**TO:** The Mayor and City Council

**FROM:** David A. White, City Manager DW  
George R. Hicks, Public Works Director GRH

**SUBJECT:** Resolution of the City Council Approving FAST Alternative Fuels and Fleet Replacement Policy

---

### **RECOMMENDED ACTION**

Adopt resolution approving the FAST Alternative Fuels and Fleet Replacement Policy.

### **STATEMENT OF ISSUE**

The State of California has mandated that local agencies adopt strategies to reduce greenhouse gas emissions through Assembly Bill 32 and Senate Bill 375. As a reflection of this effort, the California Air Resources Board (CARB) has adopted a Transit Fleet Rule and identifies Zero Emissions Buses (ZEB) as the ultimate goal for public transit fleets. City staff has prepared an Alternative Fuels and Fleet Replacement Policy (Policy) to guide how the City will comply with CARB requirements and transitions to a ZEB transit fleet.

### **DISCUSSION**

The State will soon mandate that all public transportation fleets identify strategies to implement ZEB into their service fleets by 2040. Additionally, the CARB is anticipated to require the integration of alternative renewable fuels into the transition plan for municipal fleets by 2020. In anticipation of the upcoming policy changes, City staff has analyzed the available options and prepared an Alternative Fuels and Fleet Replacement Policy (Policy). This Policy differentiates commuter and fixed-route buses from the paratransit fleet and identifies replacement of the entire fleet with electric buses. The Policy also identifies the use of renewable diesel fuel in the existing FAST fleet as an interim compliance measure. The use of renewable diesel in the existing fleet and transitioning to all-electric buses as transit vehicles are replaced will comply with CARB requirements in a fiscally responsible manner.

DATE: March 15, 2016

SUBJECT: Resolution of the City Council Approving FAST Alternative Fuels and Fleet Replacement Policy

In looking to achieve a zero emissions fleet, only Electric Buses and Hydrogen Fuel Cell buses meet are viable alternatives. Currently, Hydrogen Fuel Cell buses are behind Electric Buses in the commercial market, cost more to implement, and raise safety and cost concerns for fueling infrastructure. The Policy, therefore, indicates FAST will transition to an all-electric transit bus fleet.

Before making the transition to an all-electric fleet, there are two primary transition fuel alternatives available to reduce emissions in compliance with CARB regulations; Compressed Natural Gas (CNG) and Renewable Diesel.

- CNG typically requires a multi-million dollar up-front investment in fueling and maintenance facilities to implement. In addition, CNG buses are more expensive to purchase, are heavier causing considerably more wear-and-tear on streets, are more expensive to maintain, and have less power. Lastly, with an average life-span of twelve years for the FAST fleet, it would take a considerable amount of time to completely transition the fleet to CNG and achieve the air-quality benefits which are driving this Policy.
- Renewable Diesel fuel is only marginally more expensive than petroleum diesel fuel, provides an immediate reduction in emissions for the entire FAST fleet (including hybrid buses), has lower tail-pipe emissions than CNG, and requires no additional capital costs to use, since there is no need to change fueling stations or replace fleet vehicles to use Renewable Diesel fuel.

In consideration of the factors above and the timing of FAST bus purchases, Renewable Diesel was selected as the most viable option for the FAST fleet.

#### **FINANCIAL IMPACT**

There is no fiscal impact associated with this action relative to the current approved FY 15/16 Budget and no General Fund impact. There are expected to be adequate federal and state transportation grant funds and Transportation Development Act (TDA) funds throughout the implementation of the Policy to adequately cover the additional future costs of Renewable Diesel.

#### **PUBLIC CONTACT/ADVISORY BODY RECOMMENDATION**

N/A

#### **ALTERNATIVE ACTION**

City Council could choose not to adopt this Policy. This would result in the City delaying the purchase of alternative renewable fuels and could threaten the City's ability to comply with State air quality regulations.

PAGE 3

Agenda Item No. 19

DATE: March 15, 2016

SUBJECT: Resolution of the City Council Approving FAST Alternative Fuels and Fleet Replacement Policy

**DOCUMENTS ATTACHED**

Attachment 1: Proposed Resolution

Attachment 2: FAST Alternative Fuels and Fleet Replacement Policy

**STAFF CONTACT**

Nathaniel Atherstone, Transportation Manager, 707-434-3804  
[natherstone@fairfield.ca.gov](mailto:natherstone@fairfield.ca.gov)

Coordinated with: N/A

CITY OF FAIRFIELD

RESOLUTION NO. 2016 - 61

RESOLUTION OF THE CITY COUNCIL APPROVING FAST ALTERNATIVE FUELS  
AND FLEET REPLACEMENT POLICY

**WHEREAS**, the City of Fairfield operates public transportation service as Fairfield and Suisun Transit on behalf of Fairfield and Suisun City; and

**WHEREAS**, the State of California is dedicated to reducing greenhouse gas emissions as identified in both the California Global Warming Solutions Act of 2006 (Assembly Bill 32) and the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375); and

**WHEREAS**, the California Air Resources Board (CARB) regulates air quality to meet statewide greenhouse gas reductions goals and has indicated that public transportation services will be required to implement renewable fuels and zero emissions bus technology; and

**WHEREAS**, the City of Fairfield has reviewed available alternative renewable fuels and zero emissions bus fleet alternatives; and

**WHEREAS**, the City of Fairfield has prepared a Policy that will reduce greenhouse gas emissions and comply with CARB requirements in a fiscally responsible manner.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF FAIRFIELD HEREBY RESOLVES:**

Section 1. The FAST Alternative Fuels and Fleet Replacement Policy (2016) is hereby adopted.

**PASSED AND ADOPTED** this 15<sup>th</sup> day of March 2016, by the following vote:

AYES: COUNCILMEMBERS: PRICE/TIMM/BERTANI/MOY/VACCARO

NOES: COUNCILMEMBERS: NONE

ABSENT: COUNCILMEMBERS: NONE

ABSTAIN: COUNCILMEMBERS: NONE

*Nancy T. Price*  
MAYOR

ATTEST: *Karen L. Rees*  
CITY CLERK

pw

## City of Fairfield – FAST

### Alternative Fuels and Fleet Replacement Policy

#### A. Policy Background

The adoption of the California Global Warming Solutions Act of 2006 (Assembly Bill 32) and the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375) established the importance of greenhouse gas emissions and set in place mandates for their reduction. In response to that legislation, the California Air Resources Board (CARB) assumed the regulatory lead role in the development of policies, guidelines, and requirements to ensure that the legislative goals of AB32 and SB 375 were achieved.

CARB is now poised to release their new plan for public transit fleets, the Advanced Clean Transit amendment to the Fleet Rule for Transit Agencies that will require all transit operators to purchase and integrate Zero Emissions Buses (ZEB) into their fleet by 2040. Currently CARB staff has identified only Electric or Hydrogen Fuel Cell buses as meeting the 2040 zero-emission goal. CARB staff is also developing a proposal to further reduce emissions from the conventional bus fleet by requiring that local agencies use renewable fuels while phasing-in zero emission bus purchases.

#### B. Policy Objectives

This Policy achieves the following objectives:

1. Ensure the current FAST bus fleet and future acquisitions comply with CARB requirements to reduce greenhouse gas emissions.
2. Be fiscally responsible by minimizing capital and operational expenses

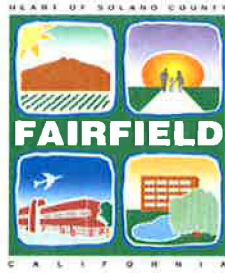
#### C. Compliance Strategy for CARB 2040 ZEB Requirements

##### Buses

FAST intends to focus on transitioning to an all-electric bus fleet. Due to the long life span of the transit fleet and the capital investment required for electric charging stations to support an all-electric fleet, FAST intends to utilize Renewable Diesel as a CARB-compliant drop-in fuel for the bus fleet as electric vehicles are phased in.

##### Paratransit Replacements

FAST intends to focus on transitioning to an all-electric paratransit fleet over the next ten to fifteen years. In the meantime, FAST will continue utilizing current fuels and review various alternatives for maximizing greenhouse gas reductions through the paratransit fleet.




## MEMORANDUM

### PUBLIC WORKS DEPARTMENT

DATE: March 11, 2016

TO: George R. Hicks, Director of Public Works

FROM: Nathaniel Atherstone, Transportation Manager 

SUBJECT: FAST Alternative Fuels and Fleet Replacement Strategy

**Background:** The adoption of the California Global Warming Solutions Act of 2006 (Assembly Bill 32) and the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375) established the importance of greenhouse gas emissions and set in place mandates for their reduction. In response to that legislation, the California Air Resources Board (CARB) assumed the regulatory lead role in the development of policies, guidelines, and requirements to ensure that the legislative goals of AB32 and SB 375 were achieved.

CARB began regulating public transit fleets in 2000. CARB's approach to achieving greenhouse gas emissions was to regulate both fleet technology as well as the use of alternative fuels in order to reduce greenhouse gas emissions as quickly and effectively as possible.

The City's plan to meet the ultimate CARB air quality regulations has been to transition the FAST fleet to electric vehicles. The City purchased diesel-electric hybrid buses in 2009 and 2013 and has seriously considered the purchase of all-electric buses and paratransit vans over the past several years. However, a careful analysis of these vehicles showed that the technology for all-electric transit vehicles had not developed to the point where their purchase could be recommended for FAST at that time. In addition, CARB had not proposed or adopted its ultimate requirements and approved compliance options.

**Proposed 2040 CARB Requirements for Transit Fleets:** CARB is now poised to release their new plan for public transit fleets: the Advanced Clean Transit amendment to the Fleet Rule for Transit Agencies that will require all transit operators to purchase and integrate Zero Emissions Buses (ZEB) into their fleet by 2040<sup>i</sup>. CARB staff has identified only Electric or Hydrogen Fuel Cell buses as meeting the 2040 zero-emission goal. CARB staff is also developing a proposal to further reduce emissions from the conventional bus fleet by requiring that local agencies use renewable fuels while phasing in zero-emission bus purchases.

**Goals:** A policy is needed to focus the management of the FAST fleet on complying with these CARB requirements. The Policy should consider the life span of the transit fleet as well as the capital and operational costs associated with meeting these requirements. The primary goals for this Policy should be:

1. Reduce greenhouse gas emissions in compliance with CARB regulations.
2. Be fiscally responsible by minimizing capital and operational expenses.

## **Compliance Strategy**

In order to successfully manage Fairfield and Suisun Transit (FAST), City staff closely monitors available technologies, regulatory requirements, and regulatory trends. The technology for equipment and renewable fuels is evolving quickly as vendors explore various strategies to reduce greenhouse gas emissions. CARB regulations have changed often and in some instances dramatically in response to the evolution of new technologies. Since the average life span of the FAST fleet vehicles is twelve or more years, it is critical that these trends be followed closely and commitments to new technologies be made in a way that allows the fleet to comply with CARB regulations over its entire life span and achieves this aim as economically as possible.

### **Existing Fleet Makeup**

The City currently operates 59 buses (see Table 1) for commuter (SolanoExpress), local fixed-route (FAST), and ADA Paratransit (DART) service.



Table 1 – FAST Fleet Makeup

<b>Service Type</b>	<b>OEM</b>	<b>Propulsion</b>	<b>Model Year</b>	<b>Planned Retirement</b>	<b>Total Buses</b>
Commuter	Gillig	Diesel	2003	2020	2
Commuter	MCI	Diesel	2001	2018	1
Commuter	MCI	Diesel	2003	2018-2023	18
Fixed-Route	Gillig	Diesel	2002	2019	7
Fixed-Route	Gillig	Diesel	2007	2020	7
Fixed-Route	Gillig	Diesel	2009	2023	3
Fixed-Route	Gillig	Diesel-Electric Hybrid	2009	2023	1
Fixed-Route	Gillig	Diesel	2011	2024	3
Fixed-Route	Gillig	Diesel-Electric Hybrid	2013	2026	6
Paratransit	Ford	Gasoline	2007	2019	1
Paratransit	Ford	Gasoline	2011	2019	3
Paratransit	Ford	Gasoline	2014	2022	2
Paratransit	Ford	Gasoline	2015	2023	5
				<b>Total</b>	<b>59</b>

#### **2040 Compliance – All-electric Bus Fleet**

CARB has directed all transit agencies to move towards implementing a Zero Emissions Bus (ZEB) fleet program by 2040. Currently, only Electric buses and Hydrogen Fuel Cell buses meet the ZEB requirement. Currently, Hydrogen Fuel Cell buses are behind Electric Buses in the commercial market, cost more to implement, and raise safety and cost concerns for fueling infrastructure. As a result of this information, the City intends to transition into an all-electric transit bus fleet, consistent with the ZEB rule, by 2030; a full decade before the requirement. This can be accomplished by strategically investing in electric charging infrastructure while competitive grant funding is available.

City staff will review the costs to implement electric bus vehicles into the FAST fleet, with the potential to begin purchasing buses in Fiscal Year 2018-19. The City's first electric bus purchase is targeted for local fixed-route operations, with the purchase of 16 fixed-route buses planned for the fall of 2019, pending available capital grant funding. Table 2 outlines the planned purchase/replacement schedule for the FAST fleet.

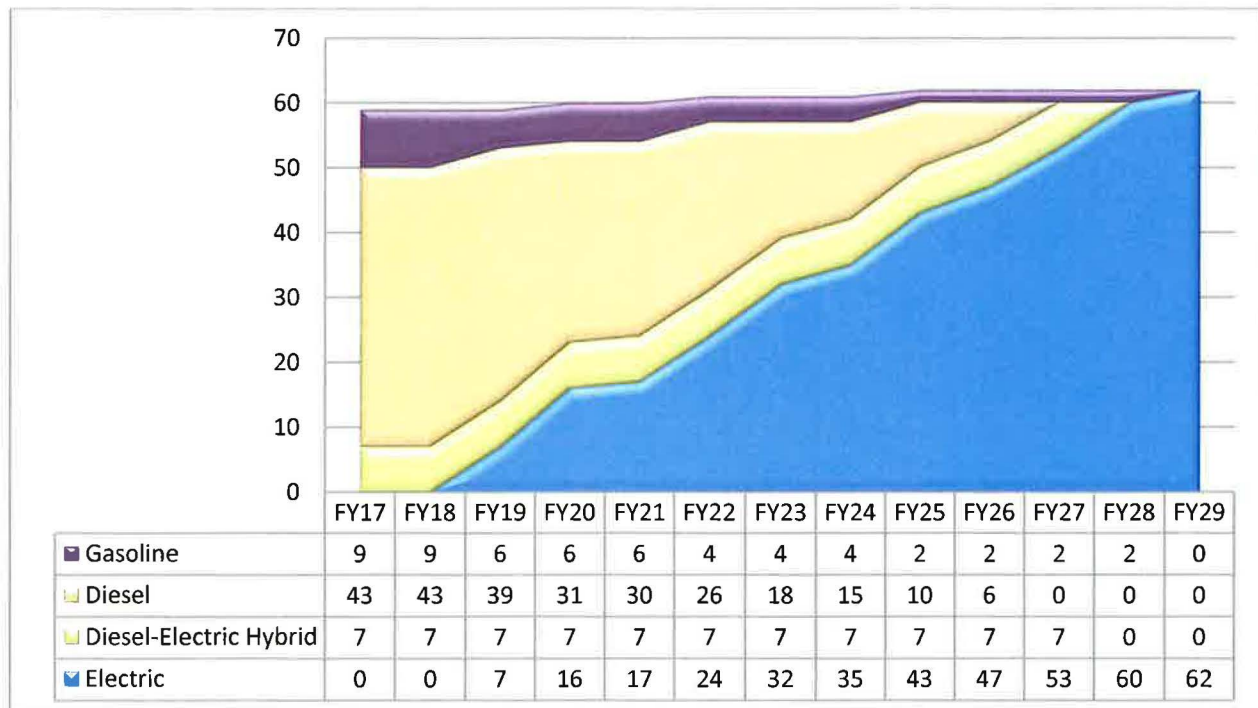


**Table 2 – Fleet Replacement Units per Fiscal Year**

<i>Fleet Type</i>	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Commuter	-	-	5	2	2	1	5	4	-	4	4	-	-
Local Fixed-Route	-	-	-	7	9	-	-	4	3	-	-	7	-
Paratransit	5	-	-	3	-	-	2	-	-	4	2	-	2

- Highlighted squares identify schedule to purchase electric buses (or latest approved alternative).

**Table 3 – Fleet Replacement Transition to Electric ZEB by Fiscal Year 2030**



In 2009 and 2013, the City purchased seven diesel-electric hybrid Gillig coaches. These buses have effectively reduced emissions while nearly doubling fuel efficiency when compared to their diesel counterparts. Depending on the availability of grant funding, FAST may leverage hybrid technology when grant funding is not available for electric buses.

### **Interim Approach**

There are two primary transition fuel alternatives available to reduce emissions in compliance with CARB regulations: Compressed Natural Gas (CNG) and Renewable Diesel. Transitioning to a CNG fleet was the go-to strategy for reducing emissions for many transit fleets. CNG fuel is inexpensive and potentially offers a cost savings if utilized over many years. However, CNG typically requires a multi-million dollar up-front investment in fueling and maintenance facilities to implement. In addition, CNG buses are more expensive to purchase, are heavier – causing considerably more wear-and-tear on streets, are more expensive to maintain, and have less power. Lastly, with an average life span of twelve years for the FAST fleet, it would take a considerable amount of time to completely transition the fleet to CNG and achieve the air-quality benefits which are driving this Strategy. In consideration of these factors and the timing of FAST bus purchases, CNG was not an option that meets the primary goals listed above.

Renewable Diesel fuel, on the other hand, is only marginally more expensive than petroleum diesel fuel. It provides an immediate reduction in emissions for the entire FAST fleet (including hybrid buses), has lower tail-pipe emissions than CNG, and requires no additional capital costs to use since there is no need to change fueling stations or replace fleet vehicles to use Renewable Diesel fuel.

Compressed Natural Gas: The City could adopt Compressed Natural Gas (CNG) fuel as a transition fuel for the fleet, however, City staff does not recommend that as an option. Staff recently received correspondence from CARB staff stating that they also do not recommend that the City move to CNG as a fuel choice. In making their recommendation against CNG, CARB cited the considerable cost of facility upgrades and the inconsistency of CNG with the overall 2040 CARB requirements as reasons why they would not recommend CNG as a FAST fuel.

In addition, City staff has learned that NovaBus, makers of Prevost commuter coaches, has begun phasing out CNG as an alternative bus option. This is due to the lack of current orders and anticipated decline in demand for CNG buses. Prevost has instead begun focusing on electric buses to compete in the commuter bus manufacturing market.

If the City chose to move forward with CNG, the City would need to invest nearly \$3 million to construct a CNG fueling station and an additional \$0.5 million in ventilation upgrades to the Vehicle Maintenance Facility. With CNG, FAST emissions benefits would only accrue slowly over the next 10 to 15 years as the diesel and hybrid fleet are phased out. CNG buses currently cost the same as electric buses, at nearly \$800,000 each. The capital investment required in fueling and maintenance facilities would seriously delay the transition to an all-electric bus fleet, which will still be required in order to meet the CARB-mandated ZEB transition by 2040.

### Renewable Diesel

Renewable Diesel is a renewable bio-diesel fuel that is processed using plant and animal fats, rather than crude oil/fossil fuels. The utilization of this alternative requires no capital investment, as Renewable Diesel is a drop-in fuel. This alternative provides immediate greenhouse gas reductions for the entire diesel fleet, while allowing the City to focus its capital investments towards implementing the ultimate goal of an electric bus path.

## **BENFITS OF RENEWABLE DIESEL**

### **REDUCE EMISSIONS**

- Reduces CO2 emissions by 65 - 90% over petroleum diesel
- Particulate Matter (PM) 33%
- Nitrogen Oxides (NOx) 9%
- Carbon Monoxide (CO) 24%
- Hydrocarbons (HC) 30%CV

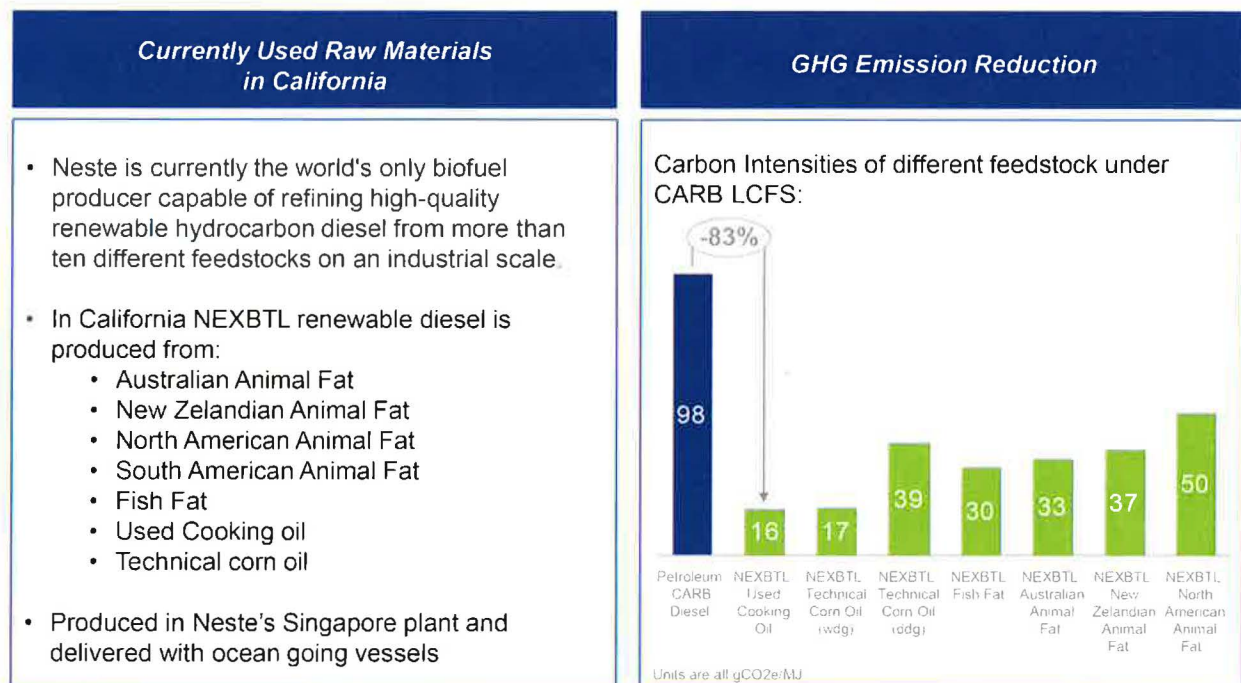
In 2013, the California Air Resources Board approved the use of Renewable Diesel as a drop-in alternative fuel.<sup>ii</sup> This fuel type has a 60% reduction in the carbon intensity of low-sulfur Diesel fuels, and as a result, demonstrates immediate emissions reductions.

The State of California Department of General Services declared that all State agencies will start purchasing and using Renewable Diesel for all State diesel fleets in December 2015.<sup>iii</sup> At the time of this writing, local agencies currently using Renewable Diesel include the City and County of San Francisco (including SF Muni), City of Oakland,

City of Walnut Creek, and Sacramento County.<sup>iv,v</sup> Sacramento Regional Transit and AC Transit have prepared documents to purchase Renewable Diesel beginning in 2017.



Renewable Diesel is produced from a variety of renewable bio fuel sources including animal fat, fish fat, used cooking oil, and corn oil. The carbon intensity of the fuel varies based on the blend of the source materials when producing Renewable Diesel.



Traditional petroleum-based Diesel burns at a carbon intensity of 98g CO<sub>2</sub>e/MJ. On average, the carbon intensity of Renewable Diesel sold in California is approximately 31g CO<sub>2</sub>e/MJ. This presents an immediate carbon reduction of approximately 69%. For comparison purposes, the carbon intensity of CNG fuels produced in California are 68g CO<sub>2</sub>e/MJ<sup>vi</sup>, or a carbon reduction of only 30%.

Renewable Diesel currently costs less than 20% more per gallon than traditional low-sulfur diesel fuel. Renewable Diesel fuels are supported by CARB and currently leverage rebates in order to keep costs competitive with traditional diesel. FAST currently spends approximately \$1.3 million in diesel fuel annually. Conservatively speaking, a 20% increase in operating costs for Renewable Diesel will increase the fuels budget by \$260,000 annually. There is no capital investment required to use Renewable Diesel. There will be no need for the City to replace buses in order to use this fuel and leverage the greenhouse gas emissions benefits.

Fuel Procurement: The City participates in the fuel purchasing consortium of the Regional Transit Coordinating Council (RTCC). The RTCC members are working on a Request for Proposal (RFP) for the upcoming contract that ends December 31, 2016. The RFP will include unleaded gasoline, petroleum diesel, and renewable diesel. Fuel contracts are expected to be executed with the responsible bidder on January 1, 2017. The three-year contract would put RTCC members in a position to meet the CARB-proposed Advanced Clean Transit rule starting in 2018 to switch to renewable fuels when fuel contracts run out. As a result of this timeline, the City will be in a position to begin purchasing and using renewable diesel fuels beginning in 2017.

SolanoExpress Replacements: Due to the age and mileage of the existing SolanoExpress fleet, the City needs to immediately purchase nine (9) new buses, with a scheduled delivery beginning in 2018. Nine (9) of the 2003 MCI buses are currently operating with over 600,000 miles (the typical lifespan is 500,000 miles) and will approach 700,000 lifespan miles before anticipated delivery of new buses. City staff initially considered purchasing electric commuter coaches, however, current electric bus alternatives are very new and yet untested. Currently, only one vendor in the United States (BYD) sells electric commuter over-the-road coaches and the first models are not expected to be delivered for use until late 2016 or early 2017. The City believes that it is in the best interest of the SolanoExpress program to monitor the performance results of the first electric commuter coaches on the market while focusing on funding and installation of the charging facilities required to support an all-electric SolanoExpress fleet. The City believes that the technology has developed to the point where the cost, range, and reliability of electric commuter coaches will make them a viable choice within the next few years. In the meantime, City staff recommends that the nine buses needed now be purchased as diesel and operated using renewable diesel fuel.

Paratransit Replacements: Currently, there are limited ZEB alternatives for the paratransit fleet. Current electric paratransit buses provide very limited range, and as a result would require an expansion of the paratransit fleet to meet service demand. FAST currently operates gasoline-driven cutaway buses for its paratransit services. FAST staff anticipates that the demand for electric cutaway buses for paratransit services will increase over the next five years, and as a result, anticipate that the technology for electric paratransit buses will improve and viable alternatives will be available by 2022. In the meantime, FAST will review various alternatives for maximizing greenhouse gas reductions through the paratransit fleet.

## Recommendation

An investment in CNG is not an appropriate choice for FAST. CARB staff do not support installing CNG infrastructure and have recognized that the investment dollars that would go into CNG should instead be focused on a ZEB alternative.

Renewable Diesel is a drop-in renewable alternative fuel supported by CARB and provides an immediate greenhouse gas reduction for existing diesel fleets. The greenhouse gas reductions are comparable to, if not better than, CNG. FAST operating costs will marginally increase, but there is no additional capital investment. The City can effectively reduce emissions with Renewable Diesel as soon as 2017.

The State supports transitioning to Electric Buses as a ZEB fleet alternative, and CARB is anticipated to require that local agencies operate a fleet of ZEB buses by 2040. Electric buses are currently available for local fleets, will soon be available for commuter coaches, and the technology is improving year after year. In the next 12 months, staff intends to engage a firm to outline the costs of installing electric charging infrastructure needed to transition to an electric fleet program and provide the information needed to compete for grant funding for a FAST charging facility. City staff will then pursue funding to install electric charging infrastructure at City facilities with the intent to have the facilities on place to support the start of replacing diesel buses with electric buses within the next three to five years.

City staff recommends that FAST focus its interim/transitional program on using Renewable Diesel, which requires no capital investment, and seek opportunities to install infrastructure for electric buses to meet the ZEB requirement by 2040.

---

<sup>i</sup> <http://www.arb.ca.gov/msprog/bus/bus.htm>

<sup>ii</sup> [http://www.arb.ca.gov/fuels/diesel/altdiesel/07312013\\_RDjointstatement.pdf](http://www.arb.ca.gov/fuels/diesel/altdiesel/07312013_RDjointstatement.pdf)

<sup>iii</sup> <http://www.dgs.ca.gov/dgs/Newsroom/tabid/72/ArticleID/48/State-Greens-Government-Fuel-Purchases.aspx>

<sup>iv</sup> <http://www.sfmayor.org/index.aspx?page=846&recordid=919&returnURL=%2findex.aspx>

<sup>v</sup> <http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak055837.pdf>

<sup>vi</sup> [http://www.arb.ca.gov/fuels/lcfs/121409lcfs\\_lutables.pdf](http://www.arb.ca.gov/fuels/lcfs/121409lcfs_lutables.pdf) Table 7. Carbon Intensity Lookup Table for Diesel and Fuels that Substitute for Diesel.

*Comparison of Diesel, CNG, Bio-Diesel and Renewable Diesel*

	CNG	Low Sulfur Diesel	Bio-diesel (B5-B20)	Renewable Diesel
Average Cost per Gallon /GGE	\$2.09 <sup>1</sup>	\$2.23 <sup>1</sup>	\$2.41 <sup>1</sup>	\$2.25 <sup>2</sup>
Cost per New Vehicle <sup>3</sup>	\$838,122	\$646,000	\$646,000	\$646,000
Lifecycle Emission Reduction <sup>4</sup> (includes production emissions) vs. Low Sulfur Diesel	Methane (CH <sub>4</sub> ) leaks during production may decrease total GHG reductions (fugitive methane)	N/A	<ul style="list-style-type: none"> <li>Reduces PM 10 by 32%</li> <li>Reduces CO by 32%</li> </ul>	Reduces GHG by 40% to 90%
Tailpipe Emissions Impact <sup>4</sup> vs. Low Sulfur Diesel	<ul style="list-style-type: none"> <li>Reduces PM 10</li> <li>Reduces CO by 22%</li> <li>Increases Methane (CH<sub>4</sub>)</li> <li>Some reductions are offset by increases due to fuel economy</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Reduces PM 10 up to 68%</li> <li>Reduces CO by 2%-11%</li> <li>May increase NO<sub>x</sub> compared to Fossil Diesel based on engine type and duty cycle</li> </ul>	<ul style="list-style-type: none"> <li>Reduces NO<sub>x</sub> by 14%</li> <li>Reduces PM by 34%</li> <li>Reduces CO by 24%</li> </ul>
Infrastructure Requirements	Requires new fueling and fuel storage facilities	Exhaust gas recirculation devices, Particulate traps and/or filters may be required for retrofitting older vehicles	Fueling facilities require additional maintenance due to fuel residue	No difference from Standard Diesel Bus

<sup>1</sup> <http://www.afdc.energy.gov/fuels/prices.html><sup>2</sup> Propel: Current Price 3/11/2016<sup>3</sup> STA Board: Intercity Bus Replacement Plan Staff Report 12/18/2015<sup>4</sup> Data sources include:Clean Diesel versus CNG Buses: *Cost, Air Quality, and Climate Impacts*: Dana Lowell, MJB&A 2/22/2012 from EPA MOVES emission model. Well-to-Tank from the GREET 1 model;*Effect of B20 and Low Aromatic Diesel on Transit Bus NO<sub>x</sub> Emissions Over Driving Cycles with a Range of Kinetic Intensity*, Michael P. Lammert, Robert L. McCormick, Petr Sindler and Aaron Williams; National Renewable Energy Laboratory 9/24/12;

Neste Oil: Neste Renewable Diesel Distributed by Golden Gate Petroleum

Propelfuels.com: Propel Brings High Performance Renewable Diesel to Hayward, CA

	CNG	Low Sulfur Diesel	Bio-diesel (B5-B20)	Renewable Diesel
Maintenance Requirements	<ul style="list-style-type: none"> <li>• May require changes to maintenance practices</li> <li>• Fueling facilities require additional maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• Minor maintenance of recirculation devices, particulate traps, and/or oxidation catalysts may be required</li> </ul>	<ul style="list-style-type: none"> <li>• May void vehicle warranty</li> <li>• Requires additional maintenance and/or vehicle retrofit</li> </ul>	<ul style="list-style-type: none"> <li>• No difference from Standard Diesel Bus</li> </ul>





DATE: May 5, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Mary Pryor, STA Consultant  
RE: 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 Read-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.

Draft Solano Express funding materials were provided to the Consortium for review on April 26, 2016. Since that time, additional RM-2 funds have been applied to the FY 2016-17 budgets, resulting in decreased subsidy requirements for several routes. The FY 2014-15 reconciliations are unchanged.

On May 3, 2016, the attached package of materials was provided to the ITFWG. STA staff will provide members of the group with opportunities to ask questions and discuss the details of the materials prior to the Consortium meeting. 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, 2016.

### **Discussion**

The attached package of materials includes a series of documents that provide data from FAST and SolTrans for reconciling the FY 2014-15 revenues and expenditures for the intercity routes, and for projecting FY 2015-16 revenues and expenditures for the intercity routes (Attachment A). This data is compiled into summaries of the annual amounts each funding participant will owe for FY 2016-17, after accounting for the FY 2014-15 reconciliation.

### **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.

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 Budgeted Cost Sharing Calculations**

Budgeted amounts for the upcoming fiscal year have been provided by FAST and SolTrans. Since the April 26, 2016 Consortium meeting, the FY 2016-17 Cost Allocation Models have been updated to include additional RM-2 revenue. 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.

The calculations for cost sharing for FY 2016-17 are shown in Attachment 5, Tabs 4 and 5. The final amounts due by jurisdiction, by route, for both reconciled FY 2014-15 and new FY 2016-17 are shown in Attachment 5, Tab 6. A summary comparison of FY 2015-16 vs. FY 2016-17 total amounts due by jurisdiction is provided in Attachment 5, Tab 7.

Using prior year data from the reconciliation process, Attachment 6 provides a summary of the total costs, revenues and subsidies by jurisdiction from FY 2009-10 through FY 2016-17. Attachment 7 provides a summary of the service hours by route from FY 2013-14 through FY 2016-17, and includes the changes in budgeted service hours by route from FY 2015-16 to FY 2016-17.

### **FY 2016-17 Amounts Owed**

The total contributions in FY 2016-17 are approximately \$460,000 greater than in FY 2015-16. This increase is due to a number of factors, including the following:

- The subsidy requirement for FY 2016-17 is approximately \$500,000 greater than for FY 2015-16, based on the following:
  - For FY 2016-17, projected operating costs increase by approximately \$1.1 million compared to FY 2015-16, due to an increase of about 7,900 service hours (details shown in Attachment 7).
  - Fare revenue estimates for FY 2016-17 are about \$80,000 less than in FY 2015-16. Fare revenue projections are lower for routes 20, 30, 40, and 85.

- Peak vehicles increased on Route 30 (from 3 to 4), which increased SolanoExpress subsidy needed by approximately \$61,000.
- RM-2 revenues increase by \$738,000 from FY 2015-16.
- For FY 2014-15, the actual subsidies were approximately \$800,000 less than were budgeted due to lower cost and higher fare revenue. Through the reconciliation process, this difference reduces the amount owed in FY 2016-17.
- The contributions from all of the jurisdictions have increased from FY 2015-16 to FY 2016-17.

At the April 2016 SolanoExpress Intercity Transit Consortium meeting, concern was raised by the City of Dixon on the increase in their funding subsidy, and the impact it could have on their future TDA funds. STA staff has worked with FAST staff to identify and understand what has caused this issue. The City of Dixon's FY 2016-17 subsidy was greatly increased by a change to the peak vehicles that are assigned to the SolanoExpress Route 30. FAST staff has recommended an approach to evaluating the Route 30 peak vehicle assignments, and the impacts of corrective action, of which more detail will be provided by FAST staff at this meeting.

### **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. A working draft of the TDA matrix is provided as Attachment 5, Tab 0 in the attached package of materials.

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:**

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 claim submitted by the transit operators and STA.

### **Recommendation**

Approve the following for SolanoExpress:

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

Attachments:

1. SolTrans FY 14-15 CAM with Reconciliation
  2. FAST FY 14-15 CAM with Reconciliation
  3. SolTrans FY 16-17 CAM Estimate
  4. FAST FY 16-17 CAM Estimate
  5. FY 14-15 Reconciliation and FY 16-17 Cost Sharing
- Tab 0: TDA Matrix Working Draft  
 Tab 1: Population Estimates  
 Tab 2: Ridership by Route by Residency

- Tab 3: FY 14-15 Planned vs. Actual Costs and Revenues
- Tab 4: FY 14-15 Reconciliation Summary by Jurisdiction
- Tab 5: FY 16-17 Cost Sharing
- Tab 6: Reconciliation of FY 14-15 Subsidies plus Subsidies Owed for FY 16-17
- Tab 7: Summary Comparison of FY 2015-16 vs. FY 2016-17 Total Amounts Due
- 6. Annual Costs and Subsidies by Jurisdiction FY 2009-10 through FY 2016-17
- 7. Annual Service Hours by Route FY 2013-14 through FY 2016-17

**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)

## Fairfield and Suisun Transit Cost Allocation Model Summary for FY 16-17

Route	Allocated Costs - Rev Miles (Annual)	Allocated Costs - Revenue Hours (Annual)	Allocated Costs - Peak Vehicles (Annual)	Total allocated Costs (Gross) (Annual)	JARC 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	\$ 202,015.27	\$ 255,073.77	\$ 147,209.69	\$ 604,298.73				\$ 123,164.62	20%	\$ 481,134.11	88,980	\$ 6.79	7,350.64	\$ 82.21
2	\$ 201,393.20	\$ 252,015.23	\$ 147,209.69	\$ 600,618.11				\$ 109,531.80	18%	\$ 491,086.31	88,706	\$ 6.77	7,262.50	\$ 82.70
3	\$ 185,673.33	\$ 260,909.07	\$ 147,209.69	\$ 593,792.09				\$ 105,293.16	18%	\$ 488,498.93	81,782	\$ 7.26	7,518.80	\$ 78.97
4	\$ 147,240.94	\$ 137,741.72	\$ 80,272.88	\$ 365,255.54				\$ 23,318.92	6%	\$ 341,936.62	64,854	\$ 5.63	3,969.40	\$ 92.02
5	\$ 107,369.14	\$ 139,571.15	\$ 80,272.88	\$ 327,213.17				\$ 42,573.06	13%	\$ 284,640.11	47,292	\$ 6.92	4,022.12	\$ 81.35
6	\$ 219,001.99	\$ 255,439.51	\$ 147,209.69	\$ 621,651.19				\$ 96,522.10	16%	\$ 525,129.09	96,462	\$ 6.44	7,361.18	\$ 84.45
7	\$ 321,149.34	\$ 284,023.33	\$ 281,083.30	\$ 886,255.98				\$ 118,943.46	13%	\$ 767,312.52	141,454	\$ 6.27	8,184.90	\$ 108.28
8	\$ 125,954.18	\$ 127,959.54	\$ 80,272.88	\$ 334,186.60				\$ 38,907.58	12%	\$ 295,279.02	55,478	\$ 6.02	3,687.50	\$ 90.63
9	\$ 130,231.51	\$ 137,645.25	\$ 80,272.88	\$ 348,149.64				\$ 20,601.92	6%	\$ 327,547.72	57,362	\$ 6.07	3,966.62	\$ 87.77
20	\$ 206,528.72	\$ 129,514.83	\$ 80,272.88	\$ 416,316.43	\$ 41,640.00			\$ 96,091.84	23%	\$ 278,584.59	90,968	\$ 4.58	3,732.32	\$ 111.54
30	\$ 338,876.19	\$ 155,152.55	\$ 281,083.30	\$ 775,112.04	\$ 28,020.00	\$ 100,000.00		\$ 173,886.06	22%	\$ 473,205.98	149,262	\$ 5.19	4,471.14	\$ 173.36
40	\$ 558,109.76	\$ 256,150.88	\$ 267,747.23	\$ 1,082,007.87			\$ 433,055.00	\$ 181,191.76	17%	\$ 467,761.11	245,826	\$ 4.40	7,381.68	\$ 146.58
90	\$ 1,259,496.43	\$ 546,653.57	\$ 562,166.61	\$ 2,368,316.60			\$ 636,610.00	\$ 1,110,257.60	47%	\$ 621,449.00	554,760	\$ 4.27	15,753.30	\$ 150.34
Totals	\$ 4,003,040.00	\$ 2,937,850.42	\$ 2,382,283.58	\$ 9,323,174.00	\$ 69,660.00	100,000.00	\$ 1,069,665.00	\$ 2,240,283.88	24%	\$ 5,843,565.12	1,763,186	\$ 5.89	84,662.10	\$ 105.40

Estimated Cost Per Revenue Hour  
 \$ 110.12

Estimated Cost Per Revenue Mile  
 \$ 5.29

Farebox Ratio (Overall)  
 24.03%

(Average)

(Average)

**SolTrans**  
**Bus Operations - Cost Allocations**  
**FY 2016-2017 Budget**

DRAFT

As of 5-2-16

Planned Expenses					Estimated Revenues										% of Total Costs
Route	Allocated Costs - Veh Hours	Allocated Costs - Veh Miles	Allocated Costs - Peak Vehicles	Total allocated Costs (Gross)	Farebox Revenues	FTA 5311	FTA 5307 JARC	RM-2	STAF Lifeline	Net Costs by Route	Farebox Recovery Ratio	YTD Ridership	YTD Revenue Hours	Cost per Hour	
1	330,003	210,926	226,861	767,789	189,989				252,557	325,244	25%	145,373	8,028	95.64	6.5%
2	467,541	297,131	397,006	1,161,678	248,787		142,254		-	770,637	21%	194,879	11,374	102.14	9.8%
3	196,629	136,249	170,145	503,023	107,236				-	395,786	21%	73,931	4,783	105.16	4.2%
4	174,224	104,742	226,861	505,827	92,723				-	413,104	18%	76,814	4,238	119.35	4.3%
5	200,866	144,252	226,861	571,978	90,352				-	481,626	16%	72,127	4,886	117.06	4.8%
6	157,681	89,275	113,430	360,386	48,233				-	312,153	13%	39,317	3,836	93.95	3.0%
7	478,597	268,030	340,291	1,086,918	215,048				-	871,869	20%	163,100	11,643	93.36	9.1%
8	154,937	121,073	113,430	389,441	48,442				-	340,998	12%	36,038	3,769	103.33	3.3%
20	112,856	120,718	56,715	290,289	4,457				-	285,832	2%	4,642	2,745	105.74	2.4%
15	13,784	10,749	113,430	137,964	7,716				-	130,248	6%	4,822	335	411.44	1.2%
17	15,612	12,659	113,430	141,702	15,714				-	125,988	11%	10,948	380	373.11	1.2%
78	592,028	628,598	397,006	1,617,632	332,791			766,810	-	518,032	21%	94,517	11,383	142.11	13.6%
80	958,535	1,114,526	567,151	2,640,212	1,744,106			634,659	-	261,447	66%	480,057	18,430	143.25	22.2%
85	386,324	450,822	226,861	1,064,006	272,829			201,741	277,558	311,877	26%	74,244	9,398	113.22	8.9%
200	173,289	251,665	226,861	651,815	29,962				-	621,852	n/a	59,927	4,216	154.62	5.5%
Totals	4,412,905	3,961,415	3,516,339	11,890,659	3,448,386	-	142,254	1,603,210	530,115	6,166,694	29%	1,530,736	99,444		100.0%

(0)

with Route 200

Total Local	5,916,994	50%
Total Intercity	5,973,665	50%

without Route 200

Total Local	5,916,994	53%
Total Intercity	5,321,850	47%

INCREASED  
200,000  
unsure of  
total amount

\$ 147.52 Route 200 rate  
93.70 Back up bus/additional serv  
36.78 Stand-by Driver Rate—C



FY2016-17 TDA Matrix      WORKING DRAFT

FY 2016-17																									
					Paratransit		Local Transit					Intercity													
AGENCY	TDA Est from MTC, 2/24/16	Projected Carryover 2/24/16	Available for Allocation 2/25/16	FY2015-16 Allocations / Returns after 1/31/16	ADA Subsidized Taxi Phase I	Paratransit	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SolTrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SolTrans Rt. 78	SolTrans Rt. 80	SolTrans Rt 85	FAST Rt. 90	FAST Intercity Subtotal	SolTrans Intercity Subtotal	STA Planning	Other / Swaps	Transit Capital	Total	Balance
	(1)	(1)	(1)		(2)				(3)										(4)	(4)	(6)	(7)	(8)		
Dixon	745,767	1,043,730	1,789,497		5,000							\$ 4,351	\$ 91,921	\$ 3,899	\$ 5,545	\$ (730)	\$ 2,175	\$ 5,883	\$ 106,055	\$ 6,990	\$ 21,651			\$ 139,696	1,649,801
Fairfield	4,355,601	1,291,497	5,647,098		40,000							\$ 83,280	\$ 111,176	\$ 185,092	\$ 23,820	\$ (7,888)	\$ 29,903	\$ 189,224	\$ 568,772	\$ 45,834	\$ 125,337			\$ 779,943	4,867,155
Rio Vista	318,930	301,011	619,941		5,000							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 9,038			\$ 14,038	605,903
Suisun City	1,124,528	104,323	1,228,851		0							\$ 14,807	\$ 30,165	\$ 63,953	\$ 5,129	\$ (1,681)	\$ 8,420	\$ 73,496	\$ 182,421	\$ 11,868	\$ 32,524	\$ 50,000		\$ 276,813	952,038
Vacaville	3,686,482	6,913,032	10,599,514		70,000	268,819				751,085		\$ 119,265	\$ 157,659	\$ 143,844	\$ 16,432	\$ (5,157)	\$ 12,254	\$ 60,043	\$ 480,811	\$ 23,529	\$ 106,648		1,090,000	\$ 2,790,892	7,808,622
Vallejo/Benicia (SolTrans)	5,736,777	1,169,941	6,906,718		85,000							\$ 27,599	\$ 74,965	\$ 35,578	\$ 306,302	\$ (65,058)	\$ 123,074	\$ 27,809	\$ 165,951	\$ 364,318	\$ 164,364			\$ 779,633	6,127,085
Solano County	753,163	1,167,023	1,920,186		131,183							\$ 19,483	\$ 32,936	\$ 31,115	\$ 24,496	\$ (2,043)	\$ 17,357	\$ 30,494	\$ 114,027	\$ 39,810	\$ 21,862	\$ 40,000		\$ 346,883	1,573,303
Total	16,721,248	11,990,557	28,711,805	0	336,183	268,819	0	0	0	751,085	0	\$ 268,785	\$ 498,824	\$ 463,481	\$ 381,724	\$ (82,557)	\$ 193,183	386,948	\$ 1,618,038	\$ 492,350	\$ 481,422	\$ 90,000	\$ 1,090,000	\$ 5,127,897	23,583,908

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

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

This page intentionally left blank.

**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)

2-May-16

	<b>FY 2009-10</b>	<b>FY 2010-11</b>	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>FY 2016-17</b>
	Actual <sup>1</sup>	Actual <sup>2</sup>	Actual <sup>3</sup>	Actual <sup>4</sup>	Actual <sup>5</sup>	Actual <sup>6</sup>	Budget <sup>7</sup>	Budget <sup>8</sup>
<b>Cost &amp; Subsidy</b>								
Gross Cost	8,681,613	9,975,009	8,570,381	7,972,638	8,198,028	8,026,592	8,841,493	9,963,603
Fares	2,973,956	3,305,665	3,453,362	3,641,020	3,768,623	3,698,907	3,990,915	3,911,153
Sec 5307 PM		907,600	346,526					
Sec 5311	284,786	298,590	186,065	307,300	163,474	140,000	140,000	100,000
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	2,672,875
STAF/JARC Lifeline		125,000	195,891	185,000	363,537	-	354,895	347,218
Other	155,000	35,446				-		
<b>Subtotal, Net Subsidy</b>	<b>2,185,813</b>	<b>3,367,833</b>	<b>2,453,662</b>	<b>1,904,443</b>	<b>1,967,519</b>	<b>2,252,811</b>	<b>2,420,808</b>	<b>2,932,357</b>
	<b>FY 2009-10</b>	<b>FY 2010-11</b>	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>FY 2016-17</b>
<b>Total Subsidy by Jurisdiction</b>								
Benicia	118,946	277,063	213,680	142,076	101,006	122,229	171,289	223,400
Dixon	57,204	95,178	63,849	57,917	81,078	91,198	93,437	121,122
Fairfield	611,033	815,919	619,895	651,914	623,261	721,415	732,188	817,758
Rio Vista	-	-	-	-	-	-	-	-
Suisun City	183,406	251,886	188,395	211,159	177,491	201,806	235,377	253,584
Vacaville	362,838	532,103	392,550	397,847	457,299	536,501	478,946	587,162
Vallejo	718,485	1,266,575	841,394	304,911	385,202	433,885	559,652	775,493
Balance of County	133,900	129,108	133,900	138,619	142,181	145,777	149,919	153,838
<b>Total</b>	<b>2,185,813</b>	<b>3,367,833</b>	<b>2,453,662</b>	<b>1,904,443</b>	<b>1,967,519</b>	<b>2,252,811</b>	<b>2,420,808</b>	<b>2,932,357</b>
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 042816.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 042816.xls

**SOLANO EXPRESS COST SHARING HISTORY**

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

3-May-16

	<b>FY 2009-10</b>	<b>FY 2010-11</b>	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>FY 2016-17</b>	<b>8-Year</b>
	Actual	Actual	Actual	Actual	Actual	Actual	Budget	Budget	<b>Average</b>
<b>Total Service Hours</b>									
	72,037	75,152	72,161	64,392	62,676	62,374	62,676	70,549	67,752
<b>Gross Cost per Service Hour</b>									
	\$ 120.52	\$ 132.73	\$ 118.77	\$ 123.81	\$ 130.80	\$ 128.68	\$ 141.07	\$ 141.23	\$129.70
<b>Subsidy per Service Hour</b>									
Benicia	\$ 1.65	\$ 3.69	\$ 2.96	\$ 2.21	\$ 1.61	\$ 1.96	\$ 2.73	\$ 3.17	\$ 2.50
Dixon	\$ 0.79	\$ 1.27	\$ 0.88	\$ 0.90	\$ 1.29	\$ 1.46	\$ 1.49	\$ 1.72	\$ 1.23
Fairfield	\$ 8.48	\$ 10.86	\$ 8.59	\$ 10.12	\$ 9.94	\$ 11.57	\$ 11.68	\$ 11.59	\$ 10.35
Rio Vista	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Suisun City	\$ 2.55	\$ 3.35	\$ 2.61	\$ 3.28	\$ 2.83	\$ 3.24	\$ 3.76	\$ 3.59	\$ 3.15
Vacaville	\$ 5.04	\$ 7.08	\$ 5.44	\$ 6.18	\$ 7.30	\$ 8.60	\$ 7.64	\$ 8.32	\$ 6.95
Vallejo	\$ 9.97	\$ 16.85	\$ 11.66	\$ 4.74	\$ 6.15	\$ 6.96	\$ 8.93	\$ 10.99	\$ 9.53
Balance of County	\$ 1.86	\$ 1.72	\$ 1.86	\$ 2.15	\$ 2.27	\$ 2.34	\$ 2.39	\$ 2.18	\$ 2.10
<b>Total</b>	<b>\$ 30.34</b>	<b>\$ 44.81</b>	<b>\$ 34.00</b>	<b>\$ 29.58</b>	<b>\$ 31.39</b>	<b>\$ 36.12</b>	<b>\$ 38.62</b>	<b>\$ 41.56</b>	<b>\$ 35.80</b>
Check Total	\$ 30.34	\$ 44.81	\$ 34.00	\$ 29.58	\$ 31.39	\$ 36.12	\$ 38.62	\$ 41.56	\$ -

**SOLANO TRANSPORTATION AUTHORITY**  
**SOLANO EXPRESS SERVICE HOURS BY ROUTE**

2-May-16

<b>Solano Express</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>FY 2016-17</b>	<b>Change from FY16 to FY17</b>
	Actual	Actual	Budget	Budget	
<b>Rt 20</b>	3,657	3,645	3,650	3,732	82
<b>Rt 30</b>	4,283	4,413	4,385	4,471	86
<b>Rt 40</b>	5,040	5,115	5,092	7,382	2,290
<b>Rt 78</b>	7,175	7,449	7,916	11,383	3,467
<b>Rt 80</b>	18,675	18,147	18,891	18,430	(461)
<b>Rt 85</b>	9,206	9,197	8,288	9,398	1,110
<b>Rt 90</b>	14,640	14,409	14,454	15,753	1,299
<b>Subtotal FAST</b>	27,621	27,581	27,581	31,338	3,757
<b>Subtotal SolTrans</b>	35,056	34,793	35,095	39,211	4,116
<b>Total Service Hours</b>	62,677	62,374	62,676	70,549	7,873

check

-

-

-

-

This page intentionally left blank.

DATE: May 11, 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, the 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 was launched by STA 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. ADA eligibility certification is valid for three years.

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:**

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.

Staff has estimated that 25% (774) of the ADA In-Person assessments in the first two and a half years of the program have been recertifications.

STA staff worked with Nelson and Nygaard to develop draft policies and procedures to make the recertified process more cost effective for STA and the transit operators and easier on the program (Attachment A). This item was presented to the Consortium to review, provide comments, and feedback last month.

At the meeting, the Consortium requested STA staff to see what other agencies use the proposed 80 year old criteria for recertification and what percentage of current ADA certified Solano residents are 80 years or older.

CARE Evaluator provided that their current contracts with SamTrans, OCTA ACCESS, Access LA, City Santa Rosa, and Valley Metro in Phoenix and all use the 80 year old criteria for auto renewal recertification. Nelson and Nygaard stated the Chicago uses the age of 75 and Reno uses the age of 85.

There are currently 3,399 ADA certified residents in Solano County. Out of the 3,399, 912 are 80 years or older, which is about 27%.

To eliminate unnecessary inconvenience for riders and to lower the cost of eligibility determination, STA staff developed a determination process to unconditionally eligible riders whose functional ability is not expected to change over time. According to Topic Guide for ADA Transportation, it states "FTA made a similar finding, acknowledging that the ADA permits periodic recertification of all riders, but pointing out: "waiving recertification for certain customers whose inability to use the fixed route is unlikely to change can avoid associated costs and inconvenience to customers." (<http://dredf.org/ADAtg/elig.shtml#recertification>).

As proposed by STA, the auto renew will benefit the operators, the STA, and the consumers. The operators will be providing less trips to and from the assessment sites. Currently, 55% of the ADA assessments are provided complimentary paratransit trips. It is estimated that this could result in an annual savings of \$14,190 to the transit operators. The cost per passenger trip is \$43 which is based on the average passenger trip cost between the three main operators according to their 2014 National Transit Database (NTD) at approximately 330 one way trips. The STA is projected to save approximately \$138 for each renewal with a potential annual savings of \$47,400. The consumer eligibility for the auto renewal process will be provided with a short application (Attachment B) to fill out and mail back to complete the renewal process which is more convenient to the ADA certified resident.

#### **Fiscal Impact:**

The estimated cost of the Countywide ADA In Person Assessment program is approximately \$189,600 funded with State Transit Assistance Funds (STAF) Regional Paratransit. Potential cost savings of approximately \$41,400 annually if 25% of the assessment are auto renewal based on 12,000 assessments a year. Also, potential annual cost savings of \$14,190 to the transit operators

#### **Recommendation:**

Forward a recommendation to the STA TAC and STA Board to adopt the STA Policies and Procedures for ADA Recertification as shown in Attachment A.



Attachment:

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

This page intentionally left blank.

**Solano ADA****Recertification Policy**

Auto recertification allows the applicant to renew ADA paratransit services eligibility with just an informational update (mail-in Auto Renewal Application) 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.

This page intentionally left blank.



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

## Auto Renewal Application

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

This page intentionally left blank.





DATE: May 2, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Philip Kamhi, Transit Program Manager  
RE: Updated Solano County Intercity Taxi Scrip Program Memorandum of Understanding for FY 2016-17 and FY 2017-18

---

**Background:**

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

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

**Discussion:**

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

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

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

**Fiscal Impact:**

None.

**Recommendation:**

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

Attachment:

- A. MOU between the agencies and the STA (To be provided under separate cover.)

This page intentionally left blank.



DATE: May 5, 2015  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Daryl Halls, Executive Director  
RE: STA's 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, three 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 in December 2015.

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) have also highlighted the significant backlog of local road maintenance needs. In 2014, 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; the last 12 months (April 15-March 16) this increased to 1,299 calls.

- The Solano Mobility Management Website received 14,609 visits
- 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 6,156 customers served
- Approved for 2<sup>nd</sup> 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 travel training programs and transit rider guides for four transit operators

The draft OWP was presented at the April meetings of the Consortium and STA TAC and May meeting of the STA Board.

**Recommendation:**

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

Attachment:

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

This page intentionally left blank.



**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE		FY 2016-17	FY 2017-18	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Projects	1.	<b><u>I-80/I-680/SR 12 Interchange</u></b> A. Manage Construction of Initial Construction Package (ICP) B. Seek Funding and Build Logical Components  <u>Status:</u> <ul style="list-style-type: none"> <li>Package 1 (Initial Construction Package (ICP) in construction</li> <li>Identification of 7 construction packages has been completed.</li> <li>Packages 2 and 3 are in design.</li> <li>Securing Funding for Packages 2 and 3 on-going task.</li> <li>Federal FASTLANE Grant Submitted for PC 2 and 3</li> <li>Initial Utility Relocation PC 2 Underway</li> </ul> <u>Milestones:</u> ICP Under Construction  <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		By Construction Package:  #1) \$111 M #2) \$61 M #3) \$176 M #4 – 7) \$403	Projects Janet Adams

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

<b>STA Lead – Projects</b>	<b>2.</b>	<p><b><u>I-80 Express Lanes</u></b></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><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Draft Environmental Document Spring 2015 (Segments 1 &amp; 2)</li> <li>• Funding for Design of Segment 2 pending BATA/BAIFA Approval</li> <li>• Seeking construction funding for Segment 2</li> <li>• Seeking funding for environmental document – Segment 3</li> <li>• MTC lead for Integrator</li> </ul> <p><u>Milestones:</u></p> <p>PSR - COMPLETED</p> <p>ED - COMPLETED (Segments 1 &amp; 2)</p> <p>Design for Segments 2 &amp; 3 Initiated</p> <p><u>ECD:</u></p> <p>PS&amp;E – Jan 2018 Segment 1</p> <p>PS&amp;E – Jan 2018 Segment 2</p> <p>CON – Spring 2018 Segment 1 (pending funding)</p> <p>CON – Fall 2018 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
<b>STA Lead Projects</b>	<b>3.</b>	<p><b><u>I-80 Cordelia Truck Scales</u></b></p> <p>1. EB Truck Scales</p> <p>2. WB Truck Scales</p> <p><u>Status:</u></p>	<p>STA PA/ED Design</p> <p>Caltrans</p> <ul style="list-style-type: none"> <li>• R/W</li> <li>• Con</li> </ul>	\$49.8 M Bridge Tolls \$49.8 M TCIF				\$100.6 M  WB Scales (\$170 M): PS&E \$15.2 M R/W \$37.65 M CON \$117.15 M	Projects Janet Adams

**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
**(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> <li>Construction EB completed December 2013. Work with Caltrans to close out contract. Work with consultant to complete work and initiate the maintenance period.</li> <li>Form Working Group for WB Scales</li> <li>Advocate for funding WB Scales</li> <li>Proposed WB Scales to be included in new RTP as Freight Priority Project</li> <li>Working with MTC to have WB included in Regional Goods Movements Plan</li> <li>Prepared to Submit for Federal FASTLANE Grant 2017/18</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>Added WB Truck Scales to State Freight Plan (December 2014)</li> <li>Added WB Scales to MTC Regional Goods Movement Plan.</li> </ul> <p><u>ECD:</u> State Adopted State Freight Plan (includes WB Scales) - Dec 2014</p>							
STA Lead – Projects	4.	<p><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></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>STA staff continued participation on MTC MLIP Working Group</li> <li>Clarifying Solano MLIP project definitions as part of the STA's Transit Corridor Study (Phase 2)</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>STA Board approved MLIP Priorities on July 8, 2015</li> </ul> <p><u>ECD:</u></p> <ul style="list-style-type: none"> <li>MTC MLIP Plan anticipated to be completed Fall 2016</li> </ul>	MTC STA	Regional OBAG 2		X			Projects Robert Guerrero

**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
(Pending STA Board Approved: June 8, 2016)

		<ul style="list-style-type: none"> <li>• <u>MLIP projects to be considered in OBAG 2</u></li> <li>• <u>STA Board Workshop to identify MLIP Capital Priorities as part of Transit Corridor Study Phase 2</u></li> </ul>							
<b>STA Lead – Projects</b>	<b>5.</b>	<p><b><u>I-80 Corridor Management Freeway Performance Initiative (FPI)</u></b>  This includes; ITS Elements, Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features).</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Implemented Phase 2 Ramp Metering - COMPLETED</li> <li>• One Year Implementation Plan Phase 2 – June 2017</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• Phase 2 Implementation – COMPLETED</li> </ul> <p><u>ECD:</u></p> <p>Phase 2 Ramp Metering Implementation One Year Study – June 2017</p>	Caltrans STA MTC	Regional SRTP and State SHOPP Funds		X		N/A	Projects  Robert Guerrero
<b>STA Lead - Projects</b>	<b>6.</b>	<p><b><u>SR 37</u></b>  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"> <li>• MOU established between Napa/Sonoma/Marin/Solano TA on December 2015</li> <li>• Created SR 37 Project Leadership Team, SR 37 Executive Steering Committee and SR 37 Policy Committee.</li> <li>• SR 12 Corridor Financial Opportunities Analysis RFP distributed.</li> <li>• SR 37 MOU working to define the scope of the corridor project.</li> <li>• Seeking funding to develop environmental documents and to initiate a Project Study Report for corridor.</li> </ul>				X			Projects Janet Adams Robert Guerrero

**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
**(Pending STA Board Approved: June 8, 2016)**

		Milestones: <ul style="list-style-type: none"> <li>SR 12 Corridor Financial Opportunities Analysis Consultant Selected and project commences June 1, 2016</li> </ul> ECD: <ul style="list-style-type: none"> <li>SR 12 Corridor Financial Opportunities Analysis estimated completion - January 2017</li> </ul>							
<b>STA Lead – Projects</b>	7.	<b><u>Redwood Parkway – Fairgrounds Drive Improvement Project</u></b> Improve I-80/Redwood Rd IC, Fairgrounds Dr, SR 37/Fairgrounds Dr. IC  <u>Status:</u> <ul style="list-style-type: none"> <li>Environmental Document – COMPLETED</li> <li>Funding needed for project design and construction</li> <li>Scoping out Initial Construction Package Design Scope/Fee in partnership with County and Vallejo</li> </ul>	STA PA/ED	Federal Earmark		X		\$65M	Projects Janet Adams
<b>STA Co-Lead Projects</b>	8.	<b><u>SR 12 West (Jameson Canyon)</u></b> 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"> <li>Construction – COMPLETED</li> <li>Working to close out construction contracts</li> <li>Implementing off-site mitigation</li> </ul> Milestones: <ul style="list-style-type: none"> <li></li> </ul>	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

**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
**(Pending STA Board Approved: June 8, 2016)**

		<u>ECD:</u> Construction Closeout – 2017 Mitigation Implementation – 2017/18							
STA Lead – Projects	9.	<b><u>State Route (SR) 12 East</u></b> SR 12 Corridor (I-80 to I-5). A. STA 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  <u>Status:</u> <ul style="list-style-type: none"> <li>Caltrans has initiated the environmental document on the SR 12/113 intersection improvements.</li> <li>STA initiated SR12/Church environmental document in partnership with Rio Vista</li> <li>Caltrans Programmed Gap Closure as Long Lead SHOPP Project</li> <li>STA to work with Caltrans to include elements of Rio Vision in Long Lead SHOPP Project.</li> </ul> <u>Milestones:</u> <ul style="list-style-type: none"> <li>Construction segment between Azavedo to Somerset - COMPLETED</li> <li>SR 12/Church Rd ED Initiated</li> </ul> <u>EDC:</u> SR 12/Church Rd Draft ED – Late 2016 Construction of SR 12/113 Intersection Improvements to begin 2019	CT CT STA   CT	SHOPP  Rio Vista – Fed Earmark		X		\$8 M \$15M \$7-9 M	Projects Janet Adams Robert Guerrero

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

STA Co-Lead Plans	10.	<p><b><u>SR 29 Corridor Coordination</u></b>            Improve SR 29 for both transit and capital safety/efficiency investments.            A. STA to work with City of Vallejo to implement HSIP and SR2S Projects along corridor to improvement safety.</p> <p><u>Status:</u>            • The City of Vallejo 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> <p>Milestones:</p> <p><u>EDC:</u>            Capital Investments Completed - 18 to 24 months</p>	City of Vallejo SolTrans NVTa			X			Planning/Projects Robert Macaulay Philip Kamhi
-------------------	-----	---	-------------------------------------	--	--	---	--	--	--

**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
**(Pending STA Board Approved: June 8, 2016)**

STA Co-Lead Projects Program	11.	<b><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></b> A. Vallejo Station The Transfer Center Phase A Phase B B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal) 1. Vacaville Transportation Ctr Phase 1 C. Curtola Benicia Bus Hub Rail Improvements 1. Capitol Corridor Track Improvements 2. Fairfield Vacaville Rail Station  D. Update public information hand-outs for all RM 2 projects.  Milestones: 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 - COMPLETED 3. Benicia Bus Hub – Construction Underway C. Rail Improvements 1. Capitol Corridor Track Improvements - COMPLETED 2. Fairfield Vacaville Rail Station a. Rail Station Phase 1- Construction Underway b. Rail Station Phase 2 – STA/FF submitted Cap and Trade Grant in April 2016	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC			X		\$28 M \$20 M \$25 M	Projects Janet Adams Anthony Adams
									Jayne Bauer/ Daniel Coffeen



SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)

		A. EDC:Vallejo Station Phase B Post Office Relocation – 2017 B. Benicia Bus Hub – 2016 C. Fairfield Vacaville Train Station Phase 1 - 2017								
--	--	--	--	--	--	--	--	--	--	--

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

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

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

		<u><b>PS&amp;E – COMPLETED</b></u> <u><b>R/W COMPLETED</b></u> <u><b>CON – COMPLETED</b></u>  <u><b>ECD:</b></u> <u><b>Construction Closeout 2016</b></u>							
<b>STA Co-Lead – Projects</b>	<b>14.</b>	<u><b>Jepson Parkway Project</b></u> 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"> <li>• FF and VV lead for design, design to be completed by June 2015</li> <li>• STA lead for R/W, R/W Certification June 2015</li> <li>• STA lead for EIS Re-Validation, to be completed by June 2015</li> <li>• Construction scheduled to start in FY 2015-16 (\$38M STIP) – (Fairfield/Vacaville Segments)</li> <li>• FF Funding Agreement update for Segment 1, pending</li> <li>• New VV Funding Agreement for Segment 3, pending</li> <li>• 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</li> </ul> <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

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

		<u>ECD:</u> Beg Con: FY 2016-17 (Segments 1 and 2A)							
<b>STA Co-Lead Projects</b>	<b>15.</b>	<b><u>Travis Air Force Base Access Improvement Plan (South Gate)</u></b> A. South Gate Access (priority)  <u>Status:</u> <ul style="list-style-type: none"> <li>County lead coordinating with City of Suisun City, and Travis AFB for South Gate implementation</li> <li>Environmental Document - COMPLETED</li> <li>R/W - COMPLETED</li> <li>Construction - INITIATED</li> </ul> <u>EDC:</u> Completion Expected in 2016	STA Funding lead  County Implementing lead	\$3.2M Federal Earmark (2005)  South Gate Fully Funded		X		South Gate \$3M	Projects Janet Adams Robert Guerrero
<b>STA Monitoring – Programs</b>	<b>16.</b>	<b><u>Monitor Delivery of Local Projects/Allocation of Funds</u></b> A. Monitor and manage local projects. B. Develop Pilot Solano Project Online Tracker (SPOT) Management Webtool C. Implement OBAG Projects D. Implement PCA Project  <u>Status:</u> <ul style="list-style-type: none"> <li>Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors.</li> <li>Monitor OBAG project implementation</li> <li>Monitor SR2S project implementation</li> <li>Aid Agencies, as needed, in development of Funding Strategies for projects with shortfalls</li> <li>Monitor pilot PCA project</li> </ul>	STA	STIP-PPM STP		X		N/A	Projects Anthony Adams

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> <li>Participate in PDT's for projects to insure successful delivery</li> </ul> <p><u>ECD:</u></p> <ul style="list-style-type: none"> <li>Completion estimated April 2016</li> <li>SPOT activities will be ongoing</li> </ul>							
<b>STA Lead Studies</b>	<b>17.</b>	<p><b><u>Private Public Partnerships (P3)</u></b> 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"> <li>Feasibility Study – COMPLETED</li> <li>Phase 2 Implementation Curtola – COMPLETE</li> <li>Initiated Dixon Park and Ride P3 Feasibility Study</li> </ul> <p>EDC</p> <ul style="list-style-type: none"> <li>Dixon Park and Ride P3 Feasibility Study estimated completion- June 2016</li> <li></li> </ul>	STA	\$100,000 Phase 2 \$25,000 SolTrans				\$24,000	Projects Robert Guerrero
<b>STA Lead - Studies</b>	<b>18.</b>	<p><b><u>Solano County Pothole Report</u></b> 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>Status</p> <ul style="list-style-type: none"> <li>The first Solano County Pothole report was completed in December 2014</li> <li>2<sup>nd</sup> Solano County Pothole report draft currently being developed</li> <li>Subsequent updates to the Pothole Report are anticipated bi-annually</li> <li>ECD 2016 Solano County Pothole Report estimated completion in September 2016</li> </ul>	STA	PPM		X		\$12,500	Projects Anthony Adams

**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
**(Pending STA Board Approved: June 8, 2016)**

STA Lead – Program	19.	<p><b><u>Regional Traffic Impact Fee (RTIF) Program</u></b></p> <ul style="list-style-type: none"> <li>Working Group Coordination</li> <li>Strategic Implementation Plan (SIP)</li> <li>Annual Reporting</li> <li>Fund Distribution</li> </ul> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>Revenue Estimates Forecast completed and will be updated annually.</li> <li>SIPs will be updated annually</li> <li>Development of Funding Sign underway</li> <li>RTIF Working Groups coordinating to update SIPs and develop RTIF funding agreements (as necessary) \$2.435 Million collected to date; with \$1.079 Million Disbursed to project</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>3rd Annual Report completed in October 2016</li> <li>Potential update for the Nexus Study/AB 1600 Study for Working Group District 5 (City of Dixon and Solano County) –November 2016</li> <li>Update RTIF Revenue Forecast – July 2016</li> </ul> <p><u>ECD:</u> RTIF Program is a five-year program and administrative tasks will continue to be ongoing until the program expires.</p>	STA	PPM/RTIF		X			Projects Robert Guerrero
STA Lead – Planning	20.	<p><b><u>Comprehensive Transportation Plan Update (CTP)</u></b> Adopted chapters – Introduction, Land Use, Past Achievements, Active Transportation.</p> <p><b>Arterials, Highways and Freeways</b></p>	STA	STP TDA STAF		X	X		Planning Robert Macaulay/

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

		<p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Project list updated</li> <li>• Goals and State of the System have been updated</li> <li>• Gap Analysis drafted</li> <li>• AHF Committee reconvened</li> <li>• Annual Pothole Report has been approved</li> </ul> <p><b>Active Transportation</b></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Adopted</li> </ul> <p><b><u>New Chapters</u></b></p> <ul style="list-style-type: none"> <li>• Equity</li> <li>• New Technologies and Services</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• Periodic updates of constituent plans: bike, pedestrian, sustainable communities, alternative fuels, safe routes</li> </ul> <p><b>Transit and Rideshare</b></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Project List updated</li> <li>• Goals, State of the System, Gap Analysis and Resources chapters completed</li> <li>• Policies, Milestones and Performance chapter drafted</li> <li>• T&amp;R Committee reconvened</li> </ul> <p><b>Public Outreach</b></p> <ul style="list-style-type: none"> <li>• Website established</li> <li>• Public Outreach Meetings in 2015 and 2016</li> <li>• Telephone Town Halls coordinated</li> <li>• Follow-up to Public Comments completed</li> </ul>								<p align="center">Ryan Dodge</p> <p align="center">Elizabeth Richards</p> <p align="center">Jayne Bauer/ Daniel Coffeen</p>
--	--	--	--	--	--	--	--	--	--	---

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

		<p><u>Milestones as of 4/13/16:</u> 58,410 Total participants (surveys, email, phone, town hall meetings) 2,132 Public Comments</p> <ul style="list-style-type: none"> <li>Periodic updates of constituent plans: bike, pedestrian, sustainable communities, alternative fuels, safe routes</li> </ul> <p><u>ECD:</u> Bike and Pedestrian projects to be updated Active Transportation - COMPLETED Transit and Rideshare - July 2016 Arterials, Highways and Freeways - September 2016 Final Document – October 2016</p>							
STA Co-Lead	21.	<p><b><u>Regional Transportation Plan Update/Sustainable Communities Strategy</u></b> 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><u>Status:</u></p> <ul style="list-style-type: none"> <li>Call for Projects – Issued Summer 2015</li> </ul> <p>OBAG 2 Criteria released</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>Plan Bay Area adopted July 2013</li> <li>Develop STA priority project list with CTP adoption in FY 15-16.</li> <li>Major project evaluation March – May 2017</li> <li>OBAG 2 Project Selection – 2<sup>nd</sup> half 2016</li> <li>MTC public outreach plan drafted. Second Solano meeting June 2016.</li> <li>Next SCS to be adopted in summer 2017.</li> </ul> <p><u>ECD:</u> New RTP/SCS – scheduled for July 2017 adoption OBAG 2 project selection – December 2016</p>	MTC/STA	STP		X	X		Planning Robert Macaulay



**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

STA Lead – Planning	22.	<p><b><u>Priority Development Area and Priority Conservation Area Planning and Implementation</u></b></p> <p>A. Coordinate Development of PDA Plans for cities of Benicia, Dixon and Rio Vista</p> <p>B. Assist cities of Fairfield and Suisun City in developing their own PDA Plans</p> <p>C. Develop Priority Conservation Areas (PCAs) assessment/implementation plan</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• PDA Planning underway.</li> <li>• Fairfield and Suisun City plans drafted</li> <li>• PCA Plan drafted, ready for Board approval.</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• PDA Planning Grants have STA/City funding agreements; consultant under contract; Planning work to be completed first half of 2017</li> <li>• Draft PCA Plan completed 2016</li> </ul> <p><u>ECD:</u></p> <ol style="list-style-type: none"> <li>1. PDA Fairfield/Suisun - Dec 2016</li> <li>2. PDA Benicia/Dixon/Rio Vista - March 2017</li> <li>3. PCA - June 2016</li> </ol>	STA	Regional TLC CMAQ STP Planning		X	X	\$1.5 M  \$75,000	Planning Robert Macaulay Drew Hart
STA Lead – Programs	23.	<p><b><u>Congestion Management Program (CMP)</u></b></p> <p><u>Status:</u> Bi-annual CMP Completed in 2016. Next update due in 2017</p>	STA	STP Planning			X		Planning Robert Macaulay

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

		<u>Status:</u> <ul style="list-style-type: none"> <li>CMP Update for 2015 has been completed; .</li> <li>CMAs monitoring legislation that may change CMP standards</li> </ul> <u>ECD:</u> FY Sept 2017							
<b>STA Lead – Programs</b>	<b>24.</b>	<b><u>Implementation of Countywide Bicycle Plan Priority Projects</u></b> Implement the Countywide Bicycle Plan. Periodically update as projects are completed, regional priorities change or funding changes.  <u>Status of Tier 1 Projects:</u> <ul style="list-style-type: none"> <li>A. Fairfield- Vanden Road (Jepson Parkway) Class II - included in Jepson Parkway design</li> <li>B. Pleasants Valley Rd Class II - Construction summer 2016</li> <li>C. Suisun Valley Farm to Market - First phases to be constructed summer 2016; seeking funds for remaining phases</li> <li>D. Suisun City Driftwood Drive – Construction summer 2016</li> <li>E. –Rio Vista Highway 12 Crossing – Construction summer 2016</li> <li>F. Vacaville Rocky Hill Trail – Construction summer 2016</li> <li>G. Vallejo Bay Trail/Vine Trail – Feasibility Study complete; seeking ATP funds summer 2016</li> </ul> <u>Milestones:</u> <ul style="list-style-type: none"> <li>Bike signs and way finding signs – Phase 1 signs acquired, being installed in Suisun City, Vallejo, Benicia.</li> <li>Countywide Bicycle Plan project list - priority list being updated summer of 2015</li> <li>New bicycle counters acquired and being used to provide use information</li> </ul> <u>ECD:</u> Deliver Phase 1 Wayfinding Signs - FY 2015-16	Fairfield Vacaville STA County  Suisun City  Rio Vista Vacaville Vallejo/STA	TDA Article 3; Bay Area Ridge Trail   OBAG		X		\$85,000	Planning Drew Hart

**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
(Pending STA Board Approved: June 8, 2016)

		Complete and implement Phase 2 Wayfinding Signs Plan - FY 2015-16							
<b>STA Lead – Programs</b>	<b>25.</b>	<p><b><u>Countywide Pedestrian Plan and Implementation Plan</u></b>  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. East Tabor Ave Crossing (Fairfield) – applied for 2015 ATP funds (not funded)  B. West Texas Street Gateway (Fairfield) - applied for 2015 ATP funds (not funded)  C. Suisun Valley Farm to Market – phase 1 received funds, environmental review is pending, remaining project in phases  D. Driftwood Drive (Suisun City) - funded  E. Elmira Road Bike Path (Vacaville) – right-of-way purchase and environmental review needed  F. Rocky Hill Trail (Vacaville) – funded  G. Bay Trail/Vine Trail Gap Closure – applying for ATP funds (2016)</p> <p><u>Milestones:</u></p>	STA	TDA-ART3 OBAG RM 2 Safe Routes to School		X			Planning Ryan Dodge

**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
(Pending STA Board Approved: June 8, 2016)

		<ul style="list-style-type: none"> <li>Countywide Pedestrian Plan project list - priority list updated summer of 2015</li> </ul>							
		<u>ECD:</u> Pursue funding for priority projects - FY 16-17							
<b>STA Lead – Programs</b>	<b>26.</b>	<b><u>STA Marketing/Public Information Program</u></b> <ul style="list-style-type: none"> <li>A. Agency Websites and Facebook pages</li> <li>B. Events</li> <li>C. Newsletter and Annual Report</li> <li>D. Project Fact Sheets and Public Outreach</li> <li>E. Annual Awards Program</li> <li>F. Legislative Booklets and Lobby Trips</li> <li>G. Legislative Advocacy</li> <li>H. Marketing Programs: <ul style="list-style-type: none"> <li>STA/SolanoExpress/SNCI/SolanoExpress/SR2S</li> </ul> </li> <li>I. SNCI website and Facebook page</li> <li>J. SR2S website and Facebook page <ul style="list-style-type: none"> <li>K. Solano Mobility website and Facebook pageL.</li> <li>SolanoExpress website and Facebook page</li> </ul> </li> </ul> <u>Status:</u> <ul style="list-style-type: none"> <li>Multiple website editors update agency websites</li> <li>STA, SR2S, and SNCI Facebook pages being maintained.</li> <li>In-house individual project fact sheets developed on as-need basis.</li> <li>STA Annual awards hosted every November</li> <li>Updated Legislative Priorities &amp; Platform</li> <li>Annual state and federal lobbying trip/materials</li> <li>STA Events Committee assists with all STA events</li> <li>Assist with planning/implementation of Transportation Summit III (SPWDT) FY 2015-16</li> <li>Release 25<sup>th</sup> Anniversary edition of STA Annual Report FY 2015-16</li> </ul> FY 2016-17:	STA	TFCA Gas Tax Sponsors		X			Planning Jayne Bauer Daniel Coffeen  Philip Kamhi Judy Leaks

**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
**(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> <li>Implement SolanoExpress Marketing Campaign</li> <li>Implement SNCI Marketing CampaignImplement Constant Contact for stakeholder communication (\$1,000)</li> <li>Create new websites for STA, SNCI and SR2S (\$70-100K)</li> <li>Assist with planning/implementation of Rail-Volution Mobile Workshop</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>Ribbon Cutting Rio Vista Waterfront Promenade</li> <li>Groundbreaking Benicia Bus Hub</li> <li>25<sup>th</sup> Anniversary 2015 Awards Program in Benicia</li> <li>Implemented new websites for Solano Mobility and SolanoExpress</li> <li>Implemented SolanoExpress Marketing Campaign</li> <li>Launched facebook pages for Solano Mobility and SolanoExpress</li> <li>Launched Instagram page for SR2S</li> <li>Implemented facebook contest campaign for SolanoExpress</li> <li>Implemented CTP 2040 webpage and survey</li> <li>Implemented Mail Chimp and Survey Monkey tools</li> <li>Implemented public input campaign for Local Streets and Roads</li> <li>Coordinated with Caltrans on joint project media/public communications</li> </ul>							
<b>STA Lead – Programs</b>	<b>27.</b>	<p><b><u>Clean Air Fund Program and Monitoring</u></b></p> <p>A. BAAQMD/TFCA B. YSAQMD</p> <p>Board approved Funding Priorities for SNCI, SR2S, Alternative Fuels, and Climate Action Initiatives</p> <p>FY 2014-15 funding:</p> <p>A. YSAQMD - \$332,000 available for FY 16-17</p> <p>B. BAAQMD:</p> <ul style="list-style-type: none"> <li>Solano Commute Alternatives Outreach</li> <li>Solano Community College Bus Voucher Program</li> </ul>	STA YSAQMD	TFCA Clean Air Funds				<p>\$340,000 FY 16-17 (TFCA)</p> <p>\$332,000 FY 16-17 (YSAQMD Clean Air)</p>	Planning Drew Hart

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

		<u>Status:</u> Allocated annually. STA staff monitors implementation of TFCA funds until project completion.							
<b>STA Co-Lead Programs</b>	<b>28.</b>	<b><u>Solano Climate Action Program</u></b> Develop and update county-wide greenhouse gas emission inventory, GHG emission reduction plans for energy sector, and GHG emission reduction and implementation plans for non-energy sectors. Fund implementation programs  <u>Status:</u> <ul style="list-style-type: none"> <li>All PG&amp;E and SGC funded work has been COMPLETED</li> <li>STA has obtained a California Energy Commission grant for EV readiness</li> </ul>	STA	PG&E and SGC grants			X		Planning Robert Macaulay Drew Hart

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

STA Lead – Programs	29.	<p><b><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></b></p> <ol style="list-style-type: none"> <li>1. Education</li> <li>2. Enforcement</li> <li>3. Encouragement</li> <li>4. Engineering</li> <li>5. Evaluation</li> <li>6. Engagement</li> <li>7. Funding of Program</li> <li>8. Plan implementation</li> </ol> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Implement Plan Update findings</li> <li>• Update and maintain SR2S website, Facebook and Instagram pages</li> <li>• Coordinate SR2S Community Task Forces and SR2S Advisory Committee</li> <li>• Work with Solano Public Health to conduct Educational and Encouragement events like school assemblies, bike rodeos, walk and roll events</li> <li>• Expand SR2S Program to incorporate middle school and high school components.</li> <li>• Monitor the implementation of OBAG 1 engineering projects from SR2S Plan update</li> <li>• Continue Walking School Bus implementation</li> <li>• Continue implementation of monthly and weekly Walking Wednesday initiative</li> <li>• Continue to seek additional grant funds for SR2S Program implementation</li> <li>• Implement the 3<sup>rd</sup> Public Safety Enforcement Grant</li> <li>• Develop a robust evaluation system of SR2S program</li> <li>• Implement enhanced WSB program utilizing ATP funding</li> <li>• Work with Solano Public Health to implement parent workshops utilizing ATP funding</li> </ul>	STA	CMAQ TFCA-PM YSAQMD BAAQMD TDA ATP		X	X	\$1.5 M Encouragement, Education and Enforcement  \$2.7M Engineering	Transit/SNCI  Judy Leaks Betsy Beavers Karin Bloesch Tiffany Gephart
---------------------	-----	--	-----	---	--	---	---	---	---

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> <li>• Send bi-monthly electronic newsletters to SR2S stakeholder distribution list</li> <li>• Provide Bike Mobile events at selected schools and community events</li> <li>• Implement ATP Cycle 2 Grant Funding for SR2S infrastructure improvements in Benicia and Vallejo and non-infrastructure programs in Benicia, Rio Vista and Vallejo.</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• Over \$8 million in SR2S funding obtained (2008-2015)</li> <li>• Secured \$3.067M in competitive ATP Cycle 2 funding for SR2S parent education workshops, enhanced WSB and Engineering improvements</li> <li>• Produced multiple PSAs focusing on program promotion</li> <li>• Launch SR2S Instagram, March 2016</li> <li>• Second Safe Routes to School Poster Contest, received 125 entries</li> <li>• Complete the Vallejo City Unified School District Pilot High School Trip Reduction Project (by June 30, 2016)</li> <li>• Released the 2014-15 Year End SR2S Report Card</li> <li>• As of March 2016, 60 schools have held 159 events attended by 13,345 students</li> <li>• 44 schools with 9,430 students participated in International Walk to School Day in October 2015. For the second year in a row, all cities and school districts in Solano County participated.</li> <li>• 38 schools participated in October 2015 Travel Surveys. Goal is 40 Travel Surveys for May. Survey is now available online.</li> <li>• SR2S Program Guide and marketing materials updated</li> <li>• Completed SR2S Enforcement Grant Round 2 with the Cities of Rio Vista and Vacaville</li> <li>• Completed the update of the online mapping tool for WSB routes</li> </ul> <p><u>ECD:</u></p> <ul style="list-style-type: none"> <li>• SR2S OBAG 1 Engineering Projects (Rio Vista, Suisun City, Vacaville and Vallejo) complete by 2016</li> <li>• SR2S OBAG 1 Engineering Project (Dixon) complete by 2017</li> </ul>							
--	--	--	--	--	--	--	--	--	--



SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)

		<ul style="list-style-type: none"> <li>SR2S ATP Cycle 2 Engineering Projects (Benicia and Vallejo) complete by 2019</li> </ul>								
--	--	--	--	--	--	--	--	--	--	--

**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
**(Pending STA Board Approved: June 8, 2016)**

STA Lead – Studies	30.	<p><b><u>Countywide Transit Coordination</u></b>            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"> <li>• Develop Countywide Coordination SRTP</li> <li>• Implement Enhanced Transit Coordination Strategies               <ul style="list-style-type: none"> <li>○ -Standardized fare structure</li> <li>○ -Transit capital planning</li> <li>○ Alternative Fuels Policy/Strategy</li> <li>○ -Transit Service planning</li> </ul> </li> <li>• I-80/I-680/I-780/SR12 Transit Corridor Study Update Phase 2</li> <li>• Select service option for Solano Express from Transit Corridor Study</li> <li>• Rio Vista Transit Service Outreach and Analysis</li> </ul> <p><u>Milestones :</u></p> <ul style="list-style-type: none"> <li>• SolanoExpress Service Option - Completed</li> <li>• Update Solano Express Capital Plan – Completed</li> <li>• Implement Clipper – Completed</li> <li>• Rio Vista Transit Service Outreach and Analysis – Completed</li> <li>• SRTP Drafts being reviewed by Operators</li> <li>• I-80/I-680/I-780/SR12 Transit Corridor Study Update – Completed</li> </ul> <p><u>ECD:</u>            Countywide Coordinated SRTPs - September 2016            Enhance Transit Coordination Strategies- Ongoing I-80/I-680/I-780/SR12 Transit Corridor Study Update Phase 2 – 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 X	X	X	\$550,000	Transit Philip Kamhi
--------------------	-----	---	--	------------------------------	------------------	---	---	-----------	-------------------------

**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
(Pending STA Board Approved: June 8, 2016)

STA Lead – Program	31.	<p><b><u>Lifeline Program</u></b>  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"> <li>• Call for Projects 2017-18</li> <li>• Project Selection</li> <li>• Monitor Projects</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• Call for Projects- Completed</li> <li>• Monitoring Lifeline Projects</li> <li>• STAF Operating – SolTrans Route 1 and 85. Faith in Action Volunteer Driver Program, Intercity Taxi Scrip Program, and E. Tabor Sidewalk Crossing</li> <li>• JARC Operating FAST Route 20, 30 and FAST Local Taxi Scrip. SolTrans Route 2.</li> <li>• Prop 1B Capital –SolTrans (3) Replacement buses and Dixon Redit-Ride (1) replacement bus</li> <li>• Solano Community College has initiated an effort to assess an increase in the student fees to provide a reduced-fare transit pass for students.</li> </ul> <p><u>ECD:</u>  Lifeline Funding Fifth Cycle- Estimated FY 2017-18 – FY 2018-19</p>	STA/MTC	STAF		X		\$17,000	Transit Liz Niedziela
--------------------	-----	--	---------	------	--	---	--	----------	--------------------------

**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
(Pending STA Board Approved: June 8, 2016)

STA Lead - Programs	32.	<p><b><u>FTA 5311</u></b>  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"> <li>• Call for Projects in Nov/Dec</li> <li>• Project Selection</li> <li>• Monitor Projects</li> </ul> <p><u>Milestones:</u>  5311 funds were programmed for FY 2016-17 and FY 2017-18- 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 2016-17 - Estimated June 2017</p>	STA/MTC	FTA 5311		X		\$900,000	Transit Liz Niedziela
STA Lead – Programs	33.	<p><b><u>Paratransit Coordination Council and Seniors and People with Disabilities Transportation Advisory Committee</u></b>  STA to staff and provide administrative support to advisory committees that advocate and address transportation needs for seniors, people with disabilities and low-income individual, build community awareness and support, and locate funding sources to meet those needs.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Mobility Management Programs being developed</li> <li>• Solano Transportation Study for Seniors, People with Disabilities and Low-Income Update</li> </ul>	STA	STAF				\$50,000 \$30,000	Transit Liz Niedziela

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> <li>Operators TDA Claims Review</li> <li>Score FTA 5310 applications</li> <li>Recommended projects for OBAG funding</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>PCC Work (Board April 2016)</li> <li>FTA 5310 call for projects and PCC subcommittee scoring of projects - Completed</li> <li>PCC TDA claim review for FY 2015-16 - Completed <ul style="list-style-type: none"> <li>PCC Brochure 2013- Completed</li> </ul> </li> </ul> <p><u>ECD:</u> PCC Work plans - 2017 and 2018 FTA 5310 call for projects - 2018 TDA Claim Review – FY 2016-17 and 2017-18 Solano Transportation Study for Seniors, People with Disabilities and Low-Income Update – June 2017</p>							
<b>STA Lead – Programs</b>	<b>34.</b>	<p><b><u>SolanoExpress/Intercity Coordination</u></b> Coordinate to implement recommended strategies as identified in the Countywide studies and agreements.</p> <ul style="list-style-type: none"> <li>Manage Intercity Transit Consortium</li> <li>Monitor Route 20, 30, 40, 78, 80, 85, 90</li> <li>Funding Agreement Update</li> <li>RM2 Transit Operating Fund Coordination</li> <li>SolanoExpress Intercity Transit Marketing</li> <li>Intercity Ridership Study Update</li> <li>TDA Matrix - Reconciliation and Cost Sharing</li> </ul>	STA	TDA RM2 STAF					Transit Philip Kamhi

**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
**(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> <li>• Development of multi-year funding plan</li> <li>• Development of Intercity Bus Capital Replacement Plan/Manage SolanoExpress Facebook</li> </ul> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Manage Intercity Transit Consortium - ongoing</li> <li>• SolanoExpress Intercity Transit Marketing - in process/ongoing</li> <li>• Intercity Transit Funding Group Development - ongoing</li> <li>• TDA Matrix - Reconciliation and Cost Sharing to be approved June 2016-17 and 2017-18</li> <li>• 2016-17 Intercity Ridership Survey</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• SolanoExpress Capital Bus Replacement Plan Developed - Completed</li> <li>• RM2 Service Interim Expansion – Completed</li> <li>• TDA Matrix - Reconciliation and Cost Sharing 2015-16 – Completed</li> <li>• Created SolanoExpress Facebook Page - Completed</li> </ul> <p><u>EDC:</u> Intercity Transit Funding agreement updated - June 2016</p> <ul style="list-style-type: none"> <li>• Intercity Transit Funding agreement updated - June 2017</li> <li>• SolanoExpress Expansion Marketing – June 2016</li> </ul>					X X  X X X	X X  X X X		
--	--	---	--	--	--	--	---------------------------	---------------------------	--	--

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

STA Lead – Programs	35.	<p><b><u>Solano County Mobility Management Programs</u></b></p> <ul style="list-style-type: none"> <li>• Support and Monitor Mobility Management Programs:</li> <li>• Countywide ADA In-Person Eligibility Program</li> <li>• Travel Training Program</li> <li>• Senior Safe Driving</li> <li>• Solano Mobility Website</li> </ul> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Coordinate and report on Countywide ADA In-Person Eligibility Program</li> <li>• Support Transit Operators with Travel Training programs and non-profit providers</li> <li>• Provide outreach on all Solano Mobility Programs and Call Center services</li> <li>• 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</li> <li>• Conduct Outreach at community events and organizations throughout Solano County</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• Support Ambassador Programs and coordinate with Transit operators on travel training - Ongoing</li> <li>• Coordination and support non-profits for one-on-one travel training (Independent Living Resource Center and Connections for Life) - Ongoing</li> <li>• Evaluate In Person Eligibility Program- Ongoing</li> <li>• Countywide In Person ADA Eligibility Program Contract Extended (April 2016) - Completed</li> <li>• Develop Website – Completed</li> </ul>	STA/ County/ Transit Operators	JARC/STAF/ OBAG/NEW FREEDOM		X		\$800,000	Transit Kristina Holden
---------------------	-----	---	--------------------------------------	-----------------------------------	--	---	--	-----------	----------------------------

SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)

		<ul style="list-style-type: none"> <li>Disseminate information on Senior Safety Driver Programs – Completed</li> <li></li> </ul> <p><u>ECD:</u> Evaluate In Person ADA Eligibility Program Option Year 2016-17</p>				X				
--	--	--	--	--	--	---	--	--	--	--



**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

STA Lead Program	36.	<p><b><u>Intercity Taxi Scrip Program</u></b> 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"> <li>Monitoring program - ongoing</li> <li>Implementation of Phase 2 - developing</li> <li>Implementation of improvements to current Taxi Script Program – ongoing</li> <li>Develop online program information (website) - ongoing</li> </ul> <p>Milestones:</p> <ul style="list-style-type: none"> <li>Transition Intercity Taxi Scrip Program from Solano County to STA – Completed</li> <li>Interim program management by consultant - Completed</li> <li>Fare Change – Completed</li> </ul> <p>Develop service options for phase 2 – Completed</p> <p><u>ECD:</u></p> <ul style="list-style-type: none"> <li>Implementation of Phase 2 – 2017</li> <li>MOU with Taxi Operators – June 2016</li> <li>MOU with Transit Operators – June 2016</li> <li>MOU with Solano County for Low-Income Fare Eligibility – May 2016</li> </ul>	STA	TDA		X			Transit Debbie McQuilkin
------------------	-----	--	-----	-----	--	---	--	--	-----------------------------

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

STA Lead – Programs	37.	<b><u>Solano Commuter Information/Mobility Call Center</u></b>	STA	MTC/RRP TFCA ECMAQ		X X X X X X X X	X X X X X X X	\$700,000	Transit/SNCI Judy Leaks  Paulette Cooper  Sean Hurley
		<u>Commuter Program</u> A. Customer Service Program-Call Center, Display Racks, website/facebook B. Vanpool Program C. Employer Outreach/Support Program D. Employer Commute Challenge Promotion E. Incentives Program F. Emergency Ride Home (ERH) Program G. Campaigns/Events – Bike to Work Promo H. Coordination with Napa County I. College Coordination  <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>Status:</u> <ul style="list-style-type: none"> <li>Continue to deliver overall rideshare services to Solano and Napa employers and general public</li> <li>Start 25 new vanpools and provide support to all vans with origin/destinations in Solano and Napa counties.</li> </ul>							

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> <li>Contract with a vanpool vendor to provide vehicles for new van starts.</li> <li>Administer the Napa Vanpool Subsidy Program.</li> <li>Direct the Napa and Solano Employer Commute Challenges; redesign/modify the Commute Challenges to increase efficiencies.</li> <li>Provide employers in Solano and Napa counties assistance to implement commute alternative programs like the Bay Area Commuter Benefits Program.</li> <li>Continue to implement the recommendations per the Marketing Evaluation and Assessment to increase public awareness of program</li> <li>Redesign the Commuter Information website by changing the focus to employer assistance and vanpooling while incorporating general commuter information into Solano Mobility website.</li> <li>Coordinate efforts to implement a “Last-Mile Shuttle” from the Suisun City Amtrak Depot to a nearby business/work center.</li> <li>Implement a feedback and evaluation system to assess/analyze promotions, events, etc through surveys.</li> <li><u>Provide personalized assistance for traveling around Solano, Napa and neighboring counties</u></li> <li><u>Provide information about transportation resources for seniors and people with disabilities</u></li> <li><u>Process Regional Transit Connection Discount cards to qualified individuals with disabilities</u></li> <li><u>Sell Clipper and Senior Clipper cards</u></li> <li><u>Provide information regarding ADA certification</u></li> <li><u>Provide information about and sell reduced-fare Taxi Scrip</u></li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>Implemented Bike to Work campaign. There were 16 Energizer Stations in Solano County and 12 stations in Napa that 700 cyclists visited.</li> <li>Completed the ninth Solano Commute Challenge with 27 employers and 430 employees participating; and the fourth Napa Commute Challenge with 19 employees and 214 employee participants.</li> </ul>							
--	--	--	--	--	--	--	--	--	--

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"><li>27 new vans were started to/from Solano/Napa counties and SNCI supports 193 vanpools</li><li>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.</li><li>Established the Transportation Info Depot, a transportation information center, at the Suisun City train station in November 2014.</li><li>Marketed the launch of Clipper in Solano County</li><li>Continued the implementation of the Bay Area Commuter Benefits Program; added 31 new employers.</li></ul>							
STA Co-Lead Projects	38.	<p><b><u>Capitol Corridor Rail Stations/Service</u></b></p> <p><u>Status:</u></p> <p>A. Fairfield/Vacaville Train Station: First phase Fairfield/Vacaville station under construction. Staff working with Fairfield on completing funding plan for additional phases, including seeking Cap and Trade funding.</p> <p>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</p> <p>C. Update Solano Passenger Rail Station Plan; plan adopted.</p> <p>D. Monitor Vallejo’s Rail Service Plan for Mare Island</p> <p>E. Suisun/Fairfield Train Station Upgrade under construction</p> <p><u>ECD:</u> Updated Solano Passenger Rail Station Plan adopted. Fairfield/Vacaville Station construction under way Suisun/Fairfield Train Station Upgrade under way</p>	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

**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
(Pending STA Board Approved: June 8, 2016)

STA Monitoring Projects	39.	<p><b><u>WETA Ferry Support and Operational Funds</u></b>  A. Ferry Service</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Monitor project schedule and phasing plan for Vallejo Station.</li> <li>• Assist Vallejo in effort to relocate post office to facilitate Phase 2</li> <li>• Phase I of the Maintenance Facility are funded.</li> <li>• Support and market Vallejo ferry service</li> <li>• Potential development of advisory committee</li> <li>• Ongoing Coordination and Support</li> </ul> <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>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP  Funding Plan TBD				\$65M \$10.8M \$0.5M	Projects Janet Adams  Transit Philip Kamhi
STA Lead – Programs	40.	<p><b><u>Countywide Traffic Model and Geographic Information System</u></b>  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  E. Update consultant contract and funding agreement with NVT</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• new Activity-based Model prepared and ready for adoption and use</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• New Activity Based Model in April 2015.</li> <li>• Conduct validation conducted in spring 2015</li> <li>• Model adoption in summer 2016</li> </ul> <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

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

<b>STA Lead – Programs</b>	<b>41.</b>	<b><u>Abandoned Vehicle Abatement Program</u></b>  <u>Status:</u> Ongoing – 4,099 vehicles abated in FY 2014-15, \$377,823.25 distributed countywide, average cost per abatement, \$92.	STA	DMV		X		FY 2014-15 \$377,823 countywide distribution	Projects/ Finance Judy Kowalsky
<b>STA Lead – Planning</b>	<b>42.</b>	<b><u>New or Updated Countywide Plans</u></b> Water Transportation Plan – new Airport surface access plan – new Safety and Adaptability Plan	STA	OBAG STAF		X			Planning/ Robert Macaulay Drew Hart Ryan Dodge
<b>STA Lead - Planning</b>	<b>43.</b>	<b><u>Bay Trail Vine Trail Project</u></b>  <u>Status:</u> <ul style="list-style-type: none"> <li>Adopted Feasibility Study completed by STA</li> <li>Seeking ATP funds to implement</li> </ul> <u>Milestones:</u> <ul style="list-style-type: none"> <li>STA Board approval April 2015</li> <li>Applications for implementation funding being prepared</li> </ul> <u>ECD:</u> 2016	STA, City of Vallejo	ABAG Bay Trail Vine Trail Partnership				\$100,000	Planning: Drew Hart
<b>STA Lead Program</b>	<b>44.</b>	<b><u>Develop and Implement Title IV Program</u></b> Translation of Documents (Vital and Informational) Annual Monitoring Translator Services  <u>Status:</u>							Philip Kamhi



**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

		<ul style="list-style-type: none"> <li>Title IV Plan Approved by Caltrans – COMPLETED</li> <li>Add Title IV to websites, with complaint form – COMPLETED</li> <li>Establish phone translation service - COMPLETED</li> <li>Establish document translation service – COMPLETED</li> <li>Translate Vital Documents – COMPLETED</li> <li>Translate Informational Documents – ON-GOING</li> <li>Annual Reporting – First Annual Report June 2015</li> </ul> <p>On-Going Requirement as STA directly receives FTA Funding</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>Translation of Documents (Vital and Informational) - ongoing</li> <li>Annual Monitoring - ongoing</li> <li>Translator Services- ongoing</li> <li>Title VI Plan 2017 Update – in Process</li> </ul> <p><u>EDC:</u></p> <ul style="list-style-type: none"> <li>Title VI Plan 2017 Update – June 2017</li> </ul>				X  X			
--	--	---	--	--	--	------------	--	--	--

**SOLANO TRANSPORTATION AUTHORITY  
OVERALL WORK PLAN (OWP)  
FY 2016-17 and FY 2017-18  
(Pending STA Board Approved: June 8, 2016)**

STA Lead – Programs	45.	<b><u>Consolidated Transportation Services Agency</u></b>	STA	STAF/5310/OBAG	X	X		\$1,000,000	Transit Liz Niedziela
		<div><div>A. Design and Fund Mobility Management Programs</div><div>B. Non-Profit Coordination<div><div>1. Partnership with non profits for one on one travel training (Independent Living Resource Center &amp; Connections for Life)</div><div>2. Partnership with non-profit to provide medical trips for seniors (Faith in Action)</div></div></div><div>C. Current CTSA Programs<div><div>3. Ambassador Program and Transit Training</div><div>4. Mobility Management Website</div><div>5. Solano Mobility Call Center</div><div>6. Senior Safety Driver Program Information</div><div>7. In-Person ADA Eligibility</div><div>8. Faith in Action Volunteer Driver Program</div></div></div><div>D. CTSA Work Plan</div><div>E. Update Solano Transportation Study for Seniors, People with Disabilities and Low Income</div><div>F. Explore and Assess Future Mobility Programs<div><div>1. Vehicle Share Program for Non-Profit</div><div>2. Golden Pass for Seniors</div><div>3. Volunteer Driver Program</div><div>4. Uber/Lyft Type Program</div></div></div><div><u>Status:</u><div><div>▪ CTSA Designation through September 2017</div></div></div></div>							



**SOLANO TRANSPORTATION AUTHORITY**  
**OVERALL WORK PLAN (OWP)**  
**FY 2016-17 and FY 2017-18**  
**(Pending STA Board Approved: June 8, 2016)**

		<u>Milestones:</u> <ul style="list-style-type: none"> <li>○ CTSA Designation (July 2013) – Completed</li> <li>○ CTSA Work Plan (January 2016) - Completed</li> <li>○ Contracts with Independent Living Resource Center and Connections 4 Life executed May 2015</li> <li>○ Contract with Faith in Action executed July 2015</li> </ul> <u>Estimated Completion Date:</u> CTSA Work Plan 2017 and 2018 Update Solano Transportation Study for Seniors, People with Disabilities and Low Income June 2017							
<b>STA Lead – Programs</b>	<b>46.</b>	<b><u>Travel Safety Plan</u></b> <u>Status:</u> Plan updated and completed – next step to focus on Emergency Responder Plan in Coordination with Three Primary Hospitals <u>Milestone:</u> <ul style="list-style-type: none"> <li>▪ Approved by STA Board January 2016</li> </ul>	STA		X				Planning Ryan Dodge

This page intentionally left blank.



DATE: May 9, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Robert Macaulay, Director of Planning  
RE: Comprehensive Transportation Plan (CTP) Transit and Rideshare Element  
Performance Measures and Milestones

---

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

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

**Discussion:**

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

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

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

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

This item will be presented to the STA’s Transit and Rideshare Committee at its meeting of May 12, 2016. It will come back to both the Committee and Consortium for action at their next meetings.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

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

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

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

Most SolanoExpress riders board or 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Discussion – Electronic fare collection increases the convenience of transit use to riders, eases the collection of some ridership data, and can result in better fare collection. A common form of fare collection across the region makes it easier for transit users to shift modes or system providers.

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.

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

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

This Policy helps implement Goal 3.

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Discussion – Private transit providers can come in a variety of forms, as outlined in the Transit and Rideshare State of the System report. These providers can deliver important supplements to the public mass transit system; supplements that are usually focused on 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.

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

This Policy helps implement Goals 6 and 8.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This Policy helps implement Goals 4, 12 and 17.

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

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

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

completion of the study at least once every 6 years.

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

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

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

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

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

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

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

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

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

This Policy helps implement Goals 4 and 6.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This Policy helps implement Goal 9.a.





DATE: May 4, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Philip Kamhi, Transit Program Manager  
RE: Transit Corridor Study Update – Review of Performance Measures

---

**Background:**

In May 2012 the Metropolitan Transportation Commission (MTC) adopted Resolution 4060 which contains several policies, strategies and recommendations resulting from the Transit Sustainability Project (TSP) findings. Initiated in 2010, the TSP was a regional effort to address transit capital and operating shortfalls and to improve transit performance for the customer. One of the Resolution 4060 recommendations was to conduct multi-agency Short Range Transit Plans (SRTP) at the county or sub-regional level to promote interagency service and capital planning. MTC also made a specific recommendation for Solano County that an analysis of coordination be prepared to better inform service planning throughout the county.

On March 12, 2012, STA approved a scope of work to perform a Solano County Coordinated SRTP in conjunction with an I-80/I-680/I-780/SR 12 Transit Corridor Study “Transit Corridor Study”. In August 2012, STA engaged a consulting team led by Arup to prepare the Coordinated Short Range Transit Plan (SRTP) for Solano County and to undertake the Transit Corridor Study (Phase 1).

Pursuant to the Intercity Transit Funding Agreement, the Transit Corridor study team provided background and engaged in discussions with the Consortium to identify, review, consider and ultimately develop performance measures as identified in the Intercity Transit Funding Agreement. The SolanoExpress performance benchmarks (Attachment A) were unanimously approved by the Consortium on August 27, 2013 and approved by the STA Board on September 11, 2013. The service design requirements were approved within the Transit Corridor study (Phase 1). These metrics include both the Intercity Transit Funding Agreement criteria, and additional metrics suggested in the MTC TSP.

**Discussion:**

A key topic of review and discussion at the Consortium meetings was the intercity performance benchmarks. The performance benchmarks were also used in the development of the Transit Corridor Study. Additionally, the Intercity Transit Funding Agreement references these benchmarks for purposes of monitoring performance of the seven intercity transit routes covered by the agreement. The Transit Corridor Study (Phase 1) also developed a set of intercity transit service design criteria. The performance benchmarks shown in Attachment A address service design requirements, service productivity, cost efficiency, and cost effectiveness. The proposed performance benchmarks were selected based on a peer comparison with other intercity and express bus services, Solano County intercity service performance, and discussions with the transit operators. The benchmarks provide a tool for evaluating performance from which improvements can be considered and trade-offs analyzed. The performance benchmarks were intended to be updated over time.

These data should be monitored, however staff recognizes that currently some of these benchmarks are not measurable. For example, on-time performance is just becoming available with the installation of AVL on SolTrans vehicles, and is not currently available on FAST vehicles. At the meeting, staff will be requesting review and any feedback on the SolanoExpress Performance Benchmarks in preparation for STA Board Workshop on SolanoExpress Service and Capital scheduled for July.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. SolanoExpress Performance Benchmarks

## SolanoExpress Performance Benchmarks

Benchmark	Standard
<b><i>Service Design Requirements</i></b>	
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
<b><i>Service Productivity Benchmarks</i></b>	
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%
<b><i>Cost Efficiency Benchmarks</i></b>	
Cost per vehicle revenue hour	\$125.00
Cost per vehicle revenue mile	\$5.00
Cost per revenue seat mile	\$0.10
<b><i>Cost Effectiveness Benchmarks</i></b>	
Subsidy per passenger trip	\$3.50
Revenue per revenue seat mile	\$0.04
Farebox recovery ratio	50%

This page intentionally left blank.



DATE: May 10, 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:**

The STA approved a position of support in 2015 for Senate Bill X1 1 (Beall) Transportation Funding Bill Amended to Address Transit and Truck Weight Fees. Attachment A provides a detailed update of this bill. Of particular note is a side-by-side comparison prepared by Shaw/Yoder/Antwih of the Governor's January transportation proposal, AB 1591 (Frazier), and the latest version of SBX1 1 (Beall).

**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. Attachment B provides an update of federal budget and appropriations for 2017, discretionary grant programs, and the highway performance measures proposed rule.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

**Attachments:**

- A. State Legislative Update
- B. Federal Legislative Update

This page intentionally left blank.



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

April 28, 2016

TO: Board of Directors, Solano Transportation Authority

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

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

---

***Legislative Update***

The last day for each house to report to the Floor non-fiscal bills introduced in their house is May 6, with June 3 marking the last day for each house to move bills to the other house. The Legislature will break for Summer Recess on July 1 for about a month. In this report we highlight the most relevant bills – bills on which the Board has adopted a position or on which we are recommending a position – introduced in the second half of the 2015-16 Regular Session; those are discussed under ***Bills of Interest***, below.

***Senate Bill X1 1 (Beall) Transportation Funding Bill Amended to Address Transit and Truck Weight Fees***

The Board acted on July 8, 2015 to SUPPORT Senator Beall's special session bill to increase transportation funding for highways and for local streets & roads. The bill previously in print mainly focused on increasing several taxes and fees, related to motor vehicle operation, to address issues of deferred maintenance on state highways, local streets and roads, and the goods movement system. Senator Beall recently amended his bill to add two new sources of public transit funding, and, he added several new policy provisions, including items related to: bond debt service and truck weight fees; the creation of an advance transportation project mitigation program; and, extension of a CEQA exemption for road rehabilitation projects. He also makes minor adjustments to some of the fees previously contained in the bill.

Specifically, this bill would now provide approximately \$6.5 billion for improving California's highways, streets & roads, public transit and commuter/intercity rail systems, and goods movement projects. The amended version of the bill builds on the principles established by Senator Beall's SB 16 of last year, and the previous version of SBX1 1, and incorporates key elements of transit-supporting bills introduced in last year's Extraordinary Session on Transportation Infrastructure.

More specifically, SBX1 1 would create these new funding sources:

- Eliminate the Board of Equalization's annual adjustment of the gas excise tax, increase the gas excise tax by 12 cents and index it to the Consumer Price Index (**generating \$1.7 billion annually**)
- Increase the diesel excise tax by 22 cents and index it to the Consumer Price Index (**generating \$600 million annually**)
- Increase the incremental diesel sales tax to 5.25% (**generating \$300 million annually**)

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

- Introduce an annual road access fee of \$35 per vehicle and index it to the Consumer Price Index **(generating \$1 billion annually)**
- Introduce an annual zero-emission vehicle fee of \$100 per vehicle **(generating \$10 million annually)**
- Increase the vehicle registration fee by \$35 and index it to the Consumer Price Index **(generating \$1 billion annually)**
- Redirect certain truck weight fees that are currently allocated to transportation debt service to transportation purposes **(with a goal of repurposing about \$500 million annually)**
- Allocate additional cap and trade auction proceeds as follows:
  - +10% to the Transit and Intercity Rail Capital Program **(netting \$200 million annually)**
  - +5% to the Low Carbon Transit Operations Programs **(netting \$100 million annually)**
- Institute Caltrans Reforms and Efficiencies **(netting \$100 million annually)**
- Require repayment of outstanding transportation loans **(freeing \$1 billion in one-time revenue)**

The bill would set aside 5% of annual revenues to counties that adopt local sales tax measures, and otherwise directs revenue on a 50-50 split between state and local agencies for transportation maintenance and rehabilitation needs.

The bill would benefit public transit capital projects by doubling the allocation to the TIRCP; benefit transit operations and capital programs by the trebling of the incremental diesel sales tax going to the State Transit Assistance program; redirecting \$550 million (sourced from Cap and Trade auction proceeds currently directed to the California High-Speed Rail Authority) to intercity and commuter rail projects; and, the bill would benefit public transit operations by doubling the allocation to the LCTOP.

Additionally, the bill carves out \$300 million annually to projects that support goods movement.

Finally, the bill would put into place constitutional protections that would prohibit the Legislature from borrowing or redirecting new revenues for purposes other than those specifically outlined in Article XIX of the State Constitution; and, put into place efficiency measures such as expanded public-private partnership authorization, CEQA streamlining, and advanced mitigation designed to expedite project delivery and reduce overall project costs.

Attached to our report is a side-by-side we prepared, comparing the Governor's January transportation proposal, AB 1591 (Frazier), and the latest version of SBX1 1 (Beall).

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

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

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

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

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

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

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

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

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

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

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

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

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

Existing law authorizes the Department of Transportation and regional transportation agencies to enter into Public Private Partnerships (P3s) for certain transportation projects. Existing law prohibits a P3 from being entered into on or after January 1, 2017. This bill would extend the P3 authorization until January 1, 2030. ***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), funded by Cap and Trade revenue, to allow, among other things, a recipient transit agency to: retain its funding share over multiple years for use in a subsequent fiscal year; and, loan, transfer and/or pool its funding share with other recipient transit agencies within its region. This bill would also allow a recipient transit agency to apply for a Letter of No Prejudice. ***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. ***The STA Board SUPPORTS this bill (Board Action: 4/13/16).***

Transportation Funding Proposals - Comparison Table			
	Governor's Proposal	AB 1591 (Frazier)	SBX1 1 (Beall)
<b>Funding</b>			
Ongoing Sources	*Stabilized 18 cents/gal. tax on gasoline <i>(generating approx. \$500 million)</i> *11 cents/gal. tax increase on diesel fuel <i>(generating approx. \$500 million)</i> *\$65 "road improvement charge" <i>(generating approx. \$2 billion)</i> *CalTrans efficiencies <i>(generating approx. \$100 million)</i>	*22.5 cents/gal. tax increase on gasoline <i>(generating approx. \$3.5 billion)</i> *30 cents/gal. tax increase on diesel fuel <i>(generating approx. \$800 million, dedicated exclusively to trade corridor improvements)</i> *\$38 vehicle registration fee <i>(generating approx. \$1 billion)</i> *\$165 zero emission vehicle fee <i>(generating approx. \$35 million)</i> *30% of Cap and Trade revenues <i>(generating approx. \$600 million)</i> *Restoration of truck weight fees	*12 cents/gal. tax increase on gasoline <i>(generating approx. \$1.7 billion)</i> *22 cents/gal. tax increase on diesel fuel <i>(generating approx. \$600 million)</i> *Tripling of incremental diesel sales tax to 5.25% <i>(generating approx. \$300 million)</i> *\$35 vehicle registration fee <i>(generating approx. \$1 billion)</i> *\$35 annual road access fee <i>(generating approx. \$1 billion)</i> *\$100 zero emission vehicle fee <i>(generating approx. \$10 million)</i> *15% of Cap and Trade revenues <i>(generating approx. \$300 million)</i> *Partial restoration of truck weight fees <i>(repurposing approx. \$500 million)</i> *CalTrans efficiencies <i>(generating approx. \$100 million)</i>
One-Time Sources	*\$879 million in loan repayments <i>*\$500 million in Cap and Trade revenues</i>	*\$879 million in loan repayment (50% before 6/30/16, 50% after 6/30/17)	*\$1 billion in loan repayment
Estimated Annual Funding Increase	Approx. \$3.6 billion/year	Approx. \$7 billion/year	Approx. \$5.5 billion/year
<b>Expenditures</b>			
Transit and Intercity Rail	\$665 million in Cap and Trade Revenues - TIRCP (\$400 million expected to be ongoing)	Additional 10% in Cap and Trade Revenues - TIRCP (approx. \$200 million)	*Additional 10% in Cap and Trade Revenues – TIRCP (approx. \$200 million) *Additional 5% in Cap and Trade Revenues – LCTOP (approx. \$100 million) *\$550 million in Cap and Trade Revenues from HSR *\$300 million in Additional State Transit Assistance Program Revenues
Complete Streets	\$100 million to Low Carbon Road Program (expected to be ongoing)	N/A	*Requires Caltrans to update the Highway Design Manual to Incorporate the "Complete Streets" design concept by January 1, 2017
Goods Movement	*\$200 million/year to newly-created Trade Corridor Enhancement Account (to be used in manner consistent with TCIF) *One-time \$334 million to Trade Corridor Enhancement Account	*\$840 million/year to trade corridor improvements *20% in Cap and Trade revenues to TCIF (approx. \$400 million)	\$300 million/year to Trade Corridor Improvement Fund
Self-Help Incentives	\$250 million/year	5% to counties that approve transaction and use tax on or after July 1, 2016	5% to counties that approve transaction and use tax on or after July 1, 2016

Distribution of Remainder	*60% to SHOPP/year *40% to Local Streets & Roads/year *One-time \$148 million to Traffic Congestion Relief Program *One-time \$132 million to SHOPP	*50% to SHOPP/year (CTC required to allocate all capital and support costs for each project in the SHOPP on or after February 1, 2017) *50% to Local Streets & Roads/year	*50% for maintenance of state highway system *50% for maintenance of local streets & roads
Inflation Adjustment	Excise tax adjusted annually beginning 2017	Excise tax adjusted for inflation every three years	Excise tax adjusted annually beginning
Other			
Local Streets and Road Fund Flexibility	"Other transportation priorities" allowed if PCI exceeds 85	"Other transportation priorities" allowed if PCI exceeds 85	"Other transportation priorities" allowed if PCI exceeds 85
Active Transportation Eligibility	Active transportation and pedestrian and bicycle safety projects in conjunction with any other allowable project	Active transportation and pedestrian and bicycle safety projects in conjunction with any other allowable project	\$100 million from the State Highway Account for Active Transportation Program
CalTrans Accountability	*CTC to annually evaluate Caltrans for effectiveness in reducing deferred maintenance, improving road maintenance and other goals *Caltrans to identify at least \$100 million in cost savings/year *Increase annual use of contract staff to 20% of capital outlay support staff by FY 20-21	N/A	*Caltrans to present plan to California Transportation Commission to increase department's efficiency by 30% *Caltrans to present to CTC to generate additional income from properties owned by the department
Local Streets and Road Fund Accountability	CTC to annually evaluate cities and counties for effectiveness in reducing deferred maintenance, improving road maintenance and other goals	CTC develops performance criteria	CTC develops performance criteria, CTC to annually evaluate cities and counties for effectiveness in reducing maintenance and improving roadway conditions

# Akin Gump

STRAUSS HAUER &amp; FELD LLP

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

April 27, 2016

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

During the month of April we responded to questions regarding the various grant opportunities and updated Solano Transportation Authority Staff regarding developments in Congress and at the Department of Transportation of potential interest to the agency.

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

The House and Senate Budget Committees abandoned efforts to enact a fiscal year 2017 budget before the April 15 statutory deadline. Instead, the House and Senate Appropriations Committees have moved forward with individual appropriations bills relying on the topline spending authorized in the December 2015 budget agreement, which is \$30 billion higher than the levels required under the Sequester.

Senate Majority Leader Mitch McConnell has said that he is committed to ensuring that Congress approves all of the appropriations bills before the start of the next fiscal year and has brought the first appropriations bill to the floor.

The Senate Appropriations Committee approved the fiscal year 2017 Transportation-Housing and Urban Development (THUD) appropriations bill on April 24 and the Senate may begin floor debate on the bill as early as April 28. The bill adheres to the funding levels authorized under the FAST Act for the federal-aid highway and the transit formula programs. This includes \$43.2 billion for highway programs, an increase of \$905 million over fiscal year 2016 funding. California will receive an apportionment of \$3.48 billion in fiscal year 2017 versus the \$3.41 billion apportionment it received in fiscal year 2016. Transit formula grants would be funded at \$9.7 billion. Capital Investment Grants (New Starts) would be funded at \$2.3 billion. Within this amount, \$333 million would be provided for core capacity projects, \$241 million for small starts projects, and \$20 million for the expedited delivery pilot program. The Senate bill would fund the TIGER program at \$525 million, an increase of \$25 million over fiscal year 2016 funding. The Report accompanying the bill allows DOT to use up to \$25 million in TIGER funds for the planning, preparation or design of projects.

In the House, Speaker Paul Ryan (R-WI) is attempting to broker an agreement to advance appropriations bills at the funding levels agreed to in last year's budget agreement, but Conservatives are continuing to advocate for spending reductions of at least \$30 billion in domestic spending and cuts to entitlement spending. The House Appropriations Committee has

Solano Transportation Authority  
April 27, 2016  
Page 2

begun advancing bills in any event, but it is not clear whether the Speaker will bring any bills to the floor without a budget agreement in place. The House THUD Appropriations Subcommittee has not released its bill or scheduled a markup.

Due to the limited time available in an election year, Congress is not likely to be able to complete work on all if any of the appropriations bills. The most likely scenario is that Congress will pass a continuing resolution to fund the federal government until after the election.

### **Discretionary Grant Programs**

On March 29, FTA issued a Notice of Funding Opportunity for \$266 million in bus and bus facilities grants. Of the funding available, \$211 million is for any type of public transportation bus or bus facility and \$55 million is reserved for low or no emission (Low-No) buss and infrastructure. Applications are due by May 13.

FTA also issued a Notice of Funding Opportunity for \$5.3 million in grants under the Rides to Wellness program. The intent of the program is to increase access to healthcare for those who lack transportation choices. The program will fund grants that demonstrate promising, replicable public transportation healthcare access solutions that provide increased access to health care, better health outcomes and reduced healthcare costs. The grants will focus on communities demonstrating mobility management, technological solutions, and effective partnerships. States, Tribes, Designated or Direct Recipients under 49 U.S.C. 5307, 5310 or 5311 are eligible to apply as the lead agency of a local consortium that includes stakeholders from the transportation, healthcare, human service or other sectors. The deadline for applications is May 31.

### **Highway Performance Measures Proposed Rule**

On April 18, the Federal Highway Administration (FHWA) initiated a rulemaking to adopt new nation-wide performance measures to assess travel reliability, congestion, and emissions. The proposed rule – *National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program* – would establish requirements for states to evaluate and report on transportation system performance, including travel time reliability, delay hours, peak-hour congestion, freight movement, and on-road mobile source emissions. Under the rule, states and metropolitan planning organizations would be required to use the National Performance Management Research Data Set to measure travel time data, establish performance targets and report on progress, as well as to calculate the reduction in criteria pollutants that resulted from federally funded projects. FHWA is also seeking comment on whether and how to establish a greenhouse gas emissions program. Public comments are due by August 20, 2016.



DATE : May 17, 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 April 2016, the Call Center received a total of 294 calls with 126 of those being ADA/Mobility related. The Call Center also assisted 40 walk in customers and processed nine (09) Regional Transit Connection (RTC) applications. The call center also sold eleven (11) Clipper cards.

**Transportation Info Depot**

For the Month of April 2016, staff assisted 168 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. The estimated date for the train station remodel completion is July.

**Recommendation:**

Informational.

Attachment:

- A. Call Center Activity Chart

Call Center/Info Depot Activity	15-Dec	16-Jan	16-Feb	16-Mar	16-Apr	FY 15/16 Totals
<b><u>Emergency Ride Home</u></b>						
New Employees	5	1	4	0	3	40
New Employers	0	0	1	0	0	1
Trips Taken	4	1	5	1	2	29
<b><u>Bucks for Bikes</u></b>						
New Applications	2	1	1	4	3	18
Incentives Awarded	1	0	4	1	1	10
Follow up Surveys sent	1	4	1	3	0	33
<b><u>Train Depot Activity</u></b>						
Amtrak	271	237	116	19	13	2083
Greyhound	63	41	20	11	5	487
General Transit Questions	23	22	7	25	45	223
Trip Planning	25	17	4	19	28	176
RTC Questions	3	2	2	5	0	16
Clipper Questions	4	3	2	0	0	29
Other - Taxi, Misc	11	6		14	77	126
<b>Totals:</b>	<b>400</b>	<b>328</b>	<b>141</b>	<b>93</b>	<b>168</b>	<b>3130</b>
<b><u>Mobility Call Center Telephone Calls</u></b>						
ADA Paratransit Eligibility	37	46	56	55	49	426
RTC Questions	10	23	12	30	21	208
Adult Clipper Questions	2	6	1	3	0	30
Senior Clipper Questions	1	2	2	3	0	20
Senior Trip Planning	1	1	0	4	3	25
Transit Training - Trainer	1	1	1	0	0	5
Transit Training - Trainee	0	2	1	3	2	13
Taxi Scrip Local	11	25	16	17	19	163
Taxi Scrip InterCity	0	14	16	21	13	116
Materials Mailed	3	7	8	7	5	51
<b><u>Calls Referred to Outside Agencies</u></b>						
* NonProfit	3	5	8	10	5	58
* Private	5	5	5	5	4	38
*Transit Agency	2	3	2	8	5	21
<b>Totals:</b>	<b>76</b>	<b>140</b>	<b>128</b>	<b>166</b>	<b>126</b>	<b>1153</b>
Call Center Customer <b><i>Walk-In Totals:</i></b>	<b>7</b>	<b>30</b>	<b>17</b>	<b>50</b>	<b>40</b>	<b>220</b>
<b><u>Clipper Cards Sales</u></b>						
Senior	0		1	0	1	23
Adult	0	6	4	0	8	63
Youth	0			0	2	2
<b>Totals:</b>	<b>0</b>		<b>5</b>		<b>11</b>	<b>81</b>
<b><u>RTC Apps processed to Date</u></b>	<b>7</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>9</b>	<b>134</b>
<b><u>Bike Link Cards Sold</u></b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>

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





DATE: May 9, 2016  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Drew Hart, Associate Planner  
RE: Summary of Funding Opportunities

**Discussion:**

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
<b>Regional</b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$15 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$2,500</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	<b>\$443,000</b>	May 25, 2016
<b>State</b>			
1.	Active Transportation Program	<b>\$240 million</b>	June 15, 2016
<b>Federal</b>			

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

This page intentionally left blank.

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Regional Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$15 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Graciela Garcia ARB (916) 323-2781 <a href="mailto:ggarcia@arb.ca.gov">ggarcia@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/oq/aqip/cvrp.htm">http://www.arb.ca.gov/mspr/oq/aqip/cvrp.htm</a>

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Regional Grants<sup>1</sup></b>						
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <b>888-457-HVIP</b> <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>
<b>TDA Article 3</b>	Cheryl Chi Metropolitan Planning Commission <b>(510) 817-5939</b> <a href="mailto:cchi@mtc.ca.gov">cchi@mtc.ca.gov</a>	No deadline	Approx. <b>\$110,000</b>	The Metropolitan Transportation Commission (MTC) administers TDA Article funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.	N/A	

\*New Funding Opportunity

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

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