



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

**1:30 p.m., Tuesday, May 26, 2015
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

ITEM

STAFF PERSON

- | | |
|--|---------------------------|
| 1. CALL TO ORDER | Janet Koster, Chair |
| 2. APPROVAL OF AGENDA | |
| 3. OPPORTUNITY FOR PUBLIC COMMENT
(1:30 – 1:35 p.m.) | |
| 4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES
(1:35 – 1:45 p.m.)
Presentations: <ul style="list-style-type: none"> • Update on Curtola Park and Ride Expansion Project | Mona Babauta,
SolTrans |
| 5. CONSENT CALENDAR
<u>Recommendation:</u> Approve the following consent items in one motion.
(1:45 – 1:50 p.m.) | |
| A. Minutes of the Consortium Meeting of March 24, 2015
<u>Recommendation:</u>
Approve the Consortium Meeting Minutes of March 24, 2015.
Pg. 5 | Johanna Masiclat |

CONSORTIUM MEMBERS

<u>Janet Koster</u> (Chair) Dixon Readi-Ride	<u>Nathan Atherstone</u> (Vice Chair) Fairfield and Suisun Transit (FAST)	<u>John Harris</u> Rio Vista Delta Breeze	<u>Mona Babauta</u> Solano County Transit (SolTrans)	<u>Brian McLean</u> Vacaville City Coach	<u>Matt Tuggle</u> County of Solano	<u>Judy Leaks</u> SNCI	<u>Liz Niedziela</u> STA
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B. Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix - June 2015

Philip Kamhi

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2015-16 Solano TDA Matrix as shown in Attachment B for Solano Transportation Authority.

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C. Fiscal Year (FY) 2015-16 Intercity Funding Agreement and FY 2013-14 Reconciliation

Mary Pryor,
NWC

Recommendation:

Approve the SolanoExpress Cost Sharing Reconciliation of FY 2013-14 subsidies by jurisdiction plus amount owed for FY 2015-16

Summary as shown in Attachment A.5 Tab 6.

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6. ACTION FINANCIAL ITEMS

A. SolanoExpress Routes 20, 30 and 40 Service Change Proposal

Nathaniel Atherstone,
FAST

Recommendation:

Forward a recommendation to the STA TAC and Board to accept FAST's proposed service changes to SolanoExpress Routes 20, 30 and 40 as outlined above.

(1:50 – 1:55 p.m.)

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B. Solano Intercity Taxi Scrip Program Update and Fare Modifications

Philip Kamhi

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the following modifications to the Solano Intercity Taxi Scrip Program:

1. Increase the cost of scrip booklets from the current level of \$15 for \$100 worth of scrip to \$25 for \$100 worth of scrip;
2. Provide participants with 45 days notification prior to fare increase implementation; and
3. Normalize the cost per scrip booklet to \$43.54 for each transit operator in Solano County.

(1:55 – 2:20 p.m.)

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7. ACTION NON-FINANCIAL ITEMS

A. 2015 Solano Rail Facilities Plan

Robert Macaulay

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the 2015 Solano Rail Facilities Plan provided as Attachment A.

(2:20 – 2:30 p.m.)

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**B. Comprehensive Transportation Plan – Transit and Rideshare
Element State of the System**

Robert Macaulay and
Elizabeth Richards

Recommendation:

Review the Draft Transit and Rideshare State of the System Report,
and forward the Report to the STA Board’s Transit and Rideshare
Committee for review and comment.

(2:30 – 2:40 p.m.)

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**C. STA’s Overall Work Plan (OWP) for Fiscal Years (FY) 2015-16
and FY 2016-17**

Daryl Halls

Recommendation:

Forward a recommendation to the STA TAC and Board to approve
the STA’s OWP for FY 2015-16 and FY 2016-17.

(2:40 – 2:45 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

A. Legislative Update

Jayne Bauer

(2:45 – 2:55 p.m.)

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B. Managed Lanes Implementation Plan Priority Projects

Robert Guerrero

(2:55 – 3:05 p.m.)

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**C. Water Emergency Transportation Authority (WETA) System
Expansion Plan**

Ryan Dodge

(2:45 – 2:50 p.m.)

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**D. Solano Short Range Transit Plan (SRTP) and Transit Corridor
Study – Phase 2 Schedule Update**

Philip Kamhi

(2:50 – 2:55 p.m.)

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E. SolanoExpress Intercity Quarterly Reports

Philip Kamhi

(2:55 – 3:00 p.m.)

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F. CTSA/Mobility Management Program Update

Kristina Holden

(3:00 – 3:05 p.m.)

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NO DISCUSSION

G. SNCI Call Center/Transportation Info Depot Update

Judy Leaks

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H. Summary of Funding Opportunities
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Drew Hart

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

Group

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

June 2015

- A. Transit Corridor Study – Phase 2 Update – Jim McElroy, Project Manager
- B. 2015 SolanoExpress Marketing Plan – Jayne Bauer
- C. Discussion of Intercity Paratransit/Taxi Scrip Program- Proposed Approach to Service Alternative Analysis – Richard Weiner, Nelson-Nygaard
- D. Transit Capital Update
- E. Adopt STA's Overall Work Plan for FY 2015-16 and FY 2016-17

August 2015

- A. CTP and Transit Element

11. ADJOURNMENT

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, June 23, 2015.**



INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of March 24, 2015

1. CALL TO ORDER

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

Members

Present:	Janet Koster, Chair	Dixon Read-Ride
	Nathaniel Atherstone, Vice-Chair	Fairfield and Suisun Transit (FAST)
	John Harris	Rio Vista Delta Breeze
	Elizabeth Romero for Mona Babauta	Solano County Transit (SolTrans)
	Judy Leaks	Solano Napa Commuter Information (SNCI)
	Liz Niedziela	STA
	Ivonne Vaughn for Brian McLean (By Phone)	Vacaville City Coach
	Nathan Newell for Matt Tuggle	County of Solano

Members

Absent:	Mona Babauta	SolTrans
	Brian McLean	Vacaville City Coach
	Matt Tuggle	County of Solano

Also Present (In Alphabetical Order by Last Name:

Ryan Dodge	STA
Daryl Halls	STA
Kristina Holden	STA
Johanna Masiclat	STA
Mary Pryor	Nancy Whelan Consulting

Others

Present:	Jason Bustos	SolTrans
	Father Robert Fuentes	Faith in Action
	David McCrossan	McCrossan Consulting
	Jim McElroy	McElroy Transit
	Claudia Preciado	Nelson Nygaard
	Mandi Renshaw	SolTrans
	Elizabeth Romero	SolTrans
	Richard Weiner	Nelson Nygaard

2. APPROVAL OF THE AGENDA

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

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

- **MTC's Requirement for Short Range Transit Plans (SRTP)**
Presented by Christina Hohorst, MTC

5. CONSENT CALENDAR

On a motion by Liz Niedziela, and a second by Nathaniel Atherstone, the SolanoExpress Intercity Transit Consortium unanimously approved Consent Calendar Item A. (8 Ayes)

A. Minutes of the Consortium Meeting of February 24, 2015

Recommendation:

Approve the Consortium Meeting Minutes of February 24, 2015.

6. ACTION FINANCIAL ITEMS

A. Recommendation for Lifeline Funding

Liz Niedziela noted that the Lifeline Advisory Committee evaluated and made recommendations to prioritize funding for Lifeline projects. Lifeline Funding will assist in sustaining services, purchasing buses, mobility management programs and creating an accessible path to school. An estimated \$3.08 million in Lifeline funds (STAF and JARC) is recommended for allocation by the Lifeline Advisory Committee. The Committee ranked the Intercity Taxi Scrip Program as top priority followed by East Tabor Ave Sidewalk Gap Closure, SolanoExpress Route 85 and SolTrans Local Route 1. The Lifeline Committee recommended funding for Faith in Action as a contingency if additional New Freedom Funds are not awarded during the 2015 in order to bridge the funding gap to keep the volunteer driver program operating. Nathan Atherstone, FAST, requested the other project sponsors consider reducing their commended Lifeline funding to increase recommended amount for Fairfield's East Table project from \$160,000 to \$200,000.

Recommendation:

Forward a recommendation to TAC and to the STA Board to approve the Lifeline Advisory Committee's Funding Recommendations for allocation of Solano Lifeline Funding for Fiscal Year (FY) 2014-15 through FY 2016-17 as specified in Attachment A.

On a motion by Elizabeth Romero, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium approved the recommendation (7 Ayes, Nathaniel Atherstone, FAST voted no.).

7. ACTION NON-FINANCIAL ITEMS

A. Solano Rail Facilities Plan Update

David McCrossan presented and reviewed the new chapters of the plan and main recommendations to the existing conditions (facilities and ridership), freight rail and station location criteria of the Plan. He noted that the draft Plan will be reviewed by the RTAC and TAC on March 25, and forwarded to the STA Board for consideration on April 15th. He cited that if adopted, the updated Plan will serve as the basis for STA rail decisions until it is next updated (anticipated sometime between 2020 and 2025).

Chair Koster commented that land use, employment and ridership projection updates would be an informative way to show that analysis had been done.

Recommendation:

Forward the draft 2015 Solano Rail Facilities Plan to the TAC and STA Board with a recommendation to release for review and comment as provided as Attachment A.

On a motion by Nathaniel Atherstone, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium approved the recommendation (7 Ayes, 1 Abstention (Janet Koster)).

B. SolanoExpress Intercity Transit Consortium 2015 Work Plan

Liz Niedziela presented the SolanoExpress Intercity Transit Consortium Draft Work Plan 2015 for the Consortium's review at the Consortium meeting in February. She noted that no comments were submitted and recommended to forward the SolanoExpress Intercity Transit Consortium 2015 Draft Work Plan to the TAC at their March 25th and STA Board at their April 15th meetings for approval.

Recommendation:

Forward a recommendation to the TAC and STA Board to approve the SolanoExpress Intercity Transit Consortium 2015 Draft Work Plan as shown in Attachment B.

On a motion by Judy Leaks, and a second by Elizabeth Romero, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation (8 Ayes).

C. SolTrans Reduced ADA Paratransit Certified Fare

Elizabeth Romero, SolTrans, presented Soltrans' proposal for an ADA Paratransit Reduced Fare of \$0.50 on SolanoExpress Routes 78, 80, and 85 as a 3-year pilot (May 2015 – June 2018). She explained that under this pilot, passengers would save \$2 per one-way trip, or \$1.50 if traveling with an attendant. She added that Personal Care Attendants (PCAs) would ride free on the local paratransit feeder, as per the law. She concluded by stating that the program would have no significant impact on SolanoExpress, while provided additional travel choices for ADA certified clients.

Recommendation:

Forward a recommendation to the STA Board to:

1. Authorize SolTrans to charge ADA Paratransit Certified Clients and Personal Care Attendants (PCAs) a \$0.50 per ride cash fare each on the Solano Express Routes 78, 80 and 85 under a 3-year pilot program from the date of implementation through FY 2018, per attachment Attachment C; and
2. Request SolTrans provide annual reports to the Consortium and STA Board.

On a motion by Liz Niedziela, and a second by Nathaniel Atherstone, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation (8 Ayes).

D. Legislative Update

Daryl Halls reviewed Assembly Member Jim Frazier, Assembly Bill [\(AB\) 194](#), which would authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane. He noted that the bill will further require that a regional transportation agency "consult" with any local transportation authority such as STA prior to applying for a HOT lane if any portion of the lane exists in the local transportation authority's jurisdiction, and also specifically does not authorize the conversion of a mixed-flow lane into a HOT lane. He added that STA staff is in discussion on this topic with the Bay Area Congestion Management agencies and with the Metropolitan Transportation Commission staff.

Recommendation:

Recommend the STA Board take the following position:

- Assembly Bill (AB) 194 (Frazier) - authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane; *Support in concept*

On a motion by Nathaniel Atherstone, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation (8 Ayes).

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

A. Intercity Taxi Scrip Program Update

Richard Weiner and Claudia Preciado, Nelson Nygaard, provided an update to the Intercity Taxi Scrip Program. They addressed some issues that have emerged during the transition process from Solano County. They also identified the main issue which is the invoicing process between taxi companies and transit operators, resulting in a lag of payments over multiple months. e requested that transit operators submit

B. Consolidated Transportation Services Agency (CTSA)/Mobility Management Program Update

Kristina Holden provided an update to the four Solano Mobility Management Plan key elements:

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

C. Transportation for Individuals with Disabilities; Reasonable Modification of Policies and Practices

Liz Niedziela noted that the Department of Transportation is revising its rules (effective July 13, 2015) under the Americans with Disabilities Act (ADA) which specifies that transportation entities are required to make reasonable modifications/accommodations to policies, practices, and procedures to avoid discrimination and ensure that their programs are accessible to individuals with disabilities.

D. SNCI Call Center/Transportation Info Depot Update

Judy Leaks provided an update on the variety of informational services at the Transportation Info Depot at the Suisun City Amtrak Station as well as at the Solano Mobility Call Center.

NO DISCUSSION

E. Summary of Funding Opportunities

10. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES Group

11. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS Group

12. ADJOURNMENT

The meeting adjourned at 3:10 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, April 28, 2015.**

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DATE: May 13, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
Mary Pryor, STA Consultant
RE: Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix - June 2015

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 2015-16 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

Discussion:

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 TDA matrix for FY 2015-16 (Attachment B) will be submitted to the STA Board for approval on June 10, 2015.

The TDA Matrix is based on MTC's Fund Estimate dated February 25, 2015. STA includes FY 2014-15 Allocations and Returns that have occurred after MTC's cut-off date for the Fund Estimate (January 31, 2015). These actions include the allocation for the Intercity Taxi Scrip Program, Rio Vista's annual TDA allocation, and a return from Vacaville.

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 2013-14 audited amounts were reconciled to the estimated amounts for FY 2013-14. The reconciliation amounts and the estimated amounts for FY 2015-16 are merged to determine the cost per funding partner.

Last year, the actual expenditures in FY 2012-13 were closer to the estimated amount for FY 2012-13 than they had been in prior years. This year, the actual expenditures for FY 2013-14 were approximately \$500,000 less than had been budgeted for that year, which is a similar difference to the FY 2012-13 reconciliation. However, the actual fare and other revenues in FY 2013-14 were approximately \$250,000 greater than had been budgeted. As a result, the amounts due in FY 2015-16 from each jurisdiction are generally lower than last year, with the exception of Dixon. (Dixon had a greater share of the ridership on Route 30 in the 2014 ridership study compared to the 2012 study, and the subsidy required for Route 30 has increased.)

For FY 2015-16, the following TDA claims are being brought forward for approval:

Solano Transportation Authority

Solano Transportation Authority is planning to request \$1,070,945 in TDA funds. TDA funds in the amount of \$508,777 will be used for transit program, administration, coordination, and planning. TDA funds in the amount of \$50,000 will be claimed against Suisun City TDA share for operating and maintenance cost for the Suisun City AMTRAK station. TDA funds in the amount of \$512,168 are planned to be claimed for the Intercity Taxi Scrip Program. This amount may be subject to change pending discussions with the Consortium regarding contributions from each jurisdiction.

Additional TDA claims from agencies that may be added to the TDA Matrix will be noted in the report to the STA Board for its meeting on June 10, 2015.

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 of the June TDA matrix, it provides the guidance needed by MTC to process the TDA claim submitted by the transit operators and STA.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2015-16 Solano TDA Matrix as shown in Attachment B for Solano Transportation Authority.

Attachment:

- A. FY 2015-16 TDA Fund Estimate for Solano County
- B. FY 2015-16 Solano TDA Matrix

FY 2015-16 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

Attachment A
Res No. 4177
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2/25/2015

FY2014-15 TDA Revenue Estimate			FY2015-16 TDA Estimate		
FY2014-15 Generation Estimate Adjustment			FY2015-16 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 14)		15,512,708	13. County Auditor Estimate		17,358,114
2. Revised Estimate (Feb, 15)		17,358,114	FY2015-16 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,845,406	14. MTC Administration (0.5% of Line 13)		86,791
FY2014-15 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		86,791
4. MTC Administration (0.5% of Line 3)		9,227	16. MTC Planning (3.0% of Line 13)		520,743
5. County Administration (Up to 0.5% of Line 3)		158	17. Total Charges (Lines 14+15+16)		694,325
6. MTC Planning (3.0% of Line 3)		55,362	18. TDA Generations Less Charges (Lines 13-17)		16,663,789
7. Total Charges (Lines 4+5+6)		64,747	FY2015-16 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,780,659	19. Article 3.0 (2.0% of Line 18)		333,276
FY2014-15 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		16,330,513
9. Article 3 Adjustment (2.0% of line 8)		35,613	21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		1,745,046	22. TDA Article 4 (Lines 20-21)		16,330,513
11. Article 4.5 Adjustment (5.0% of Line 10)		0			
12. Article 4 Adjustment (Lines 10-11)		1,745,046			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY 2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	757,670	3,557	761,227	(974,637)	0	297,844	35,613	120,047	333,276	453,323
Article 4.5										
SUBTOTAL	757,670	3,557	761,227	(974,637)	0	297,844	35,613	120,047	333,276	453,323
Article 4/8										
Dixon	528,009	1,269	529,278	(387,489)	0	643,546	76,949	862,284	734,437	1,596,721
Fairfield	2,307,466	5,733	2,313,199	(5,993,242)	1,000,000	3,774,523	451,319	1,545,800	4,251,582	5,797,382
Rio Vista	360,240	1,686	361,926	(68,127)	0	265,072	31,695	590,565	306,605	897,170
Solano County	676,146	3,428	679,574	(173,831)	0	660,883	79,022	1,245,647	741,586	1,987,233
Suisun City	4,888	82	4,970	(976,939)	0	984,871	117,761	130,662	1,103,260	1,233,922
Vacaville	4,430,121	19,066	4,449,187	(2,919,998)	0	3,232,799	386,545	5,148,533	3,617,620	8,766,153
Vallejo/Benicia ⁴	632,929	5,373	638,302	(4,539,882)	0	5,032,663	601,755	1,732,837	5,575,423	7,308,260
SUBTOTAL⁵	8,939,798	36,638	8,976,436	(15,059,508)	1,000,000	14,594,355	1,745,046	11,256,328	16,330,513	27,586,841
GRAND TOTAL	\$9,697,469	\$40,194	\$9,737,663	(\$16,034,145)	\$1,000,000	\$14,892,199	\$1,780,659	\$11,376,375	\$16,663,789	\$28,040,164

1. Balance as of 6/30/14 is from MTC FY2013-14 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 6/30/14, and FY2014-15 allocations as of 1/31/15.

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.

FY2015-16 TDA Matrix

FY 2015-16																									
					Paratransit		Local Transit					Intercity													
AGENCY	TDA Est from MTC, 2/25/15	Projected Carryover 2/25/15	Available for Allocation 2/25/15	FY2014-15 Allocations / Returns after 1/31/15	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	734,437	862,284	1,596,721	5,000	5,000							\$ 2,746	\$ 61,004	\$ 1,077	\$ 2,674	\$ 483	\$ 978	\$ 9,370	\$ 74,197	\$ 4,135	\$ 22,434			\$ 110,767	1,485,954
Fairfield	4,251,582	1,545,800	5,797,382	40,000	40,000							\$ 47,723	\$ 70,809	\$ 120,360	\$ 8,920	\$ 3,388	\$ 12,541	\$ 291,687	\$ 530,579	\$ 24,848	\$ 131,585			\$ 767,013	5,030,369
Rio Vista	306,605	590,565	897,170	420,047	5,000							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 9,240			\$ 434,287	462,883
Suisun City	1,103,260	130,662	1,233,922	0	0							\$ 8,364	\$ 20,126	\$ 41,186	\$ 1,532	\$ 868	\$ 3,625	\$ 108,539	\$ 178,214	\$ 6,025	\$ 34,334	\$ 50,000		\$ 268,574	965,348
Vacaville	3,617,620	5,148,533	8,766,153	-301,808	70,000							\$ 64,727	\$ 101,730	\$ 90,967	\$ 4,249	\$ 1,939	\$ 5,475	\$ 94,521	\$ 351,944	\$ 11,663	\$ 112,700			\$ 244,499	8,521,654
Vallejo/Benicia (SolTrans)	5,575,423	1,732,837	7,308,260	85,000	85,000							\$ 15,372	\$ 48,223	\$ 21,080	\$ 92,020	\$ 43,213	\$ 57,721	\$ 42,386	\$ 127,061	\$ 192,954	\$ 175,445			\$ 665,460	6,642,800
Solano County	741,586	1,245,647	1,987,233	332,645	307,168							\$ 14,874	\$ 28,045	\$ 25,788	\$ 14,017	\$ 7,182	\$ 10,951	\$ 49,063	\$ 117,769	\$ 32,150	\$ 23,038			\$ 812,770	1,174,463
Total	16,330,513	11,256,328	27,586,841	580,884	512,168	0	0	0	0	0	0	\$ 153,806	\$ 329,937	\$ 300,457	\$ 123,412	\$ 57,072	\$ 91,291	595,565	\$ 1,379,766	\$ 271,775	\$ 508,777	\$ 50,000	\$ -	\$ 3,303,370	24,283,471

NOTES:

Background colors on Rt. Headings denote operator of intercity route

Background colors denote which jurisdiction is claiming funds

(1) MTC February 25, 2015 Fund Estimate; Reso 4177; columns I, H, J

(2) STA will be claimant. Amounts subject to change.

(3) Includes flex routes, paratransit, local subsidized taxi

(4) Consistent with FY2015-16 Intercity Transit Funding Agreement and FY2013-14 Reconciliation

(5) Note not used.

(6) Claimed by STA from all agencies per formula; approved by STA March 11, 2015.

(7) To be claimed by STA for Suisun Amtrak station maintenance.

(8) Transit Capital purchases include bus purchases, maintenance facilities, etc.



DATE: May 13, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
Mary Pryor, STA Consultant
RE: Fiscal Year (FY 2015-16 Intercity Funding Agreement and
FY 2013-14 Reconciliation

Background

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

On May 15, 2015, the attached package of materials was provided to the ITFWG. STA staff to provide members of the group with opportunities to ask questions and discuss the details of the materials prior to the Consortium meeting.

Discussion

The attached package of materials includes a memo describing the annual intercity funding process and a series of attachments that provide data from FAST and SolTrans for reconciling the FY 2013-14 revenues and expenditures, 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 2015-16, after accounting for the FY 2013-14 reconciliation.

The total contributions in FY 2015-16 are approximately \$900,000 less than in FY 2014-15. This reduction is due to a number of factors, including the following:

- For FY 2013-14, the actual subsidies were less than were budgeted due to lower cost and higher revenue. Through the reconciliation process, this difference reduces the amount owed in FY 2015-16.
- The total subsidy requirement for FY 2015-16 is less than in FY 2015-16 due to increases in fare revenue estimates and Lifeline funding applied to the FY 2015-16 budget.

The contributions from all of the jurisdictions except Dixon have decreased from FY 2014-15 to FY 2015-16. Dixon's contribution increases by approximately \$11,400 due to increased ridership on Route 30 by Dixon residents, and increased costs for Route 30.

The intercity funding shares for FY 2015-16 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 in the attached package of materials.

The results of the ITFWG review process will be reported to the Consortium and any changes to the FY 2015-16 intercity transit funding will be identified at the meeting on May 26, 2015.

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 SolanoExpress Cost Sharing Reconciliation of FY 2013-14 subsidies by jurisdiction plus amount owed for FY 2015-16 Summary as shown in Attachment A.5 Tab 6.

Attachments:

- A. Draft FY 2015-16 ITFWG Funding Materials Memo, with the following attachments:
 - A.1 SolTrans FY 13-14 CAM with Reconciliation
 - A.2 FAST FY 13-14 CAM with Reconciliation
 - A.3 SolTrans FY 15-16 CAM Estimate
 - A.4 FAST FY 2015-16 CAM Estimate
 - A.5 FY 2013-14 Reconciliation and FY 2015-16 Cost Sharing
 - Tab 0: TDA Matrix Working Draft
 - Tab 1: Population Estimates
 - Tab 2: Ridership by Route by Residency
 - Tab 3: FY 2013-14 Planned vs. Actual Costs and Revenues
 - Tab 4: FY 2013-14 Reconciliation Summary by Jurisdiction
 - Tab 5: FY 2015-16 Cost Sharing
 - Tab 6: Reconciliation of FY 2013-14 Subsidies plus Subsidies Owed for FY 2015-16
 - Tab 7: Summary Comparison of FY 2014-15 vs. FY 2015-16 Total Amounts Due
 - A.6 Annual Costs and Subsidies by Jurisdiction FY 2009-10 through FY 2015-16

SolTrans
Bus Operations - Cost Allocations
FY 2013-2014 Actuals July - June 2014

Unaudited
as of 10-9-14

Route	Planned Expenses				Estimated Revenues					Net Costs by Route	Farebox Recovery Ratio	YTD Ridership	YTD Revenue Hours	Cost per Hour	% of Total Costs
	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						
1	236,320	151,435	171,993	559,748	212,832				280,390	66,525	38%	110,798	5,967	93.80	6.2%
2	292,327	182,907	171,993	647,227	227,815		200,000		37,593	181,820	35%	149,916	7,381	87.68	7.2%
3	184,704	122,005	171,993	478,702	159,161				23,753	295,788	33%	80,604	4,664	102.64	5.3%
4	169,573	97,672	171,993	439,237	117,501				21,807	299,930	27%	86,644	4,282	102.58	4.9%
5	191,663	129,936	171,993	493,593	121,507				24,648	347,438	25%	71,919	4,840	101.99	Average 5.5%
6	191,576	130,102	171,993	493,671	137,775				24,636	331,259	28%	72,861	4,837	102.05	Route 1-7 5.5%
7	399,461	213,401	257,990	870,851	254,135				51,370	565,346	29%	158,501	10,087	86.34	\$ 94.70 9.6%
12	10,281	6,381	85,997	102,659	15,160				1,322	86,177	15%	8,685	260	395.45	1.1%
14	1,426	790	-	2,216	19				183	2,014	1%	165	36	61.55	Average 0.0%
15	15,848	11,528	85,997	113,373	11,459				2,038	99,876	10%	6,551	400	283.32	Route 1-17 1.3%
17	16,050	11,461	85,997	113,507	29,051				2,064	82,392	26%	19,240	405	280.08	\$ 99.97 1.3%
76	15,272	26,996	85,997	128,265	14,674				1,964	111,626	11%	4,661	386	332.61	1.4%
78	284,140	354,261	343,986	982,387	256,942		510,226		36,540	178,678	26%	81,722	7,175	136.92	10.9%
80	739,591	1,040,873	429,983	2,210,446	1,495,504			511,873	95,111	107,959	68%	453,827	18,675	118.36	24.5%
80s	24,110	34,293	-	58,403	32,453				3,101	22,850	56%	5,080	609	95.93	Average 0.6%
85	364,591	407,096	171,993	943,681	278,653	63,474		201,741	171,886	227,926	30%	84,209	9,206	102.51	Intercity 10.4%
200	128,130	179,486	85,997	393,613	14,703				16,477	362,432	4%	42,764	3,235	121.66	\$ 120.06 4.4%
Totals	3,265,061	3,100,623	2,665,894	9,031,578	3,379,344	63,474	200,000	1,223,840	794,884	3,370,036	37%	1,438,147	82,444		100.0%

Total Local	4,314,783	48%	Prorated at	100%	of
Total Intercity	4,716,795	52%	63,474	200,000	1,223,840

419,884	sustaining service	77.21	Back up bus/additional service rate
250,000	Route 1	36.51	Stand-by Driver Rate
125,000	Route 85		

Y:\STA\Subsidy Sharing\2016 Subsidy Sharing\SOLTRANS - Cost Allocation Model - FY 13-14 Actuals thru 6-30-14 updated 10-9-14 FINAL.xlsx\Summary
5/8/2015 11:34

% of year complete 100%

Fairfield and Suisun Transit Cost Allocation Model for FY 13/14

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 Revenue Veh Miles (Gross)	Revenue Vehicle Hours	Route Costs by Revenue Vehicle Hours (Gross)	Ridership by Route
1	\$ 184,165.43	\$ 218,691.91	\$ 177,292.16	\$ 580,149.50				\$ 119,367.95	21%	\$ 460,781.55	88,156	\$ 6.58	7,312.28	\$ 79.34	115,576
2	\$ 181,836.10	\$ 217,375.98	\$ 177,292.16	\$ 576,504.24				\$ 130,952.14	23%	\$ 445,552.10	87,041	\$ 6.62	7,268.28	\$ 79.32	121,808
3	\$ 168,179.74	\$ 222,736.59	\$ 177,292.16	\$ 568,208.50				\$ 108,157.71	19%	\$ 460,050.80	80,504	\$ 7.06	7,447.52	\$ 76.29	113,379
4	\$ 133,254.41	\$ 120,577.41	\$ 96,848.21	\$ 350,680.03				\$ 35,465.03	10%	\$ 315,215.01	63,786	\$ 5.50	4,031.68	\$ 86.98	26,482
5	\$ 233,812.54	\$ 220,285.97	\$ 177,292.16	\$ 631,390.68				\$ 62,000.64	10%	\$ 569,390.05	111,921	\$ 5.64	7,365.58	\$ 85.72	56,761
6	\$ 199,881.62	\$ 218,231.03	\$ 177,292.16	\$ 595,404.81				\$ 112,401.77	19%	\$ 483,003.05	95,679	\$ 6.22	7,296.87	\$ 81.60	97,296
7	\$ 296,700.29	\$ 245,345.46	\$ 499,067.98	\$ 1,041,113.72				\$ 129,554.01	12%	\$ 911,559.72	142,024	\$ 7.33	8,203.48	\$ 126.91	124,222
8	\$ 114,949.84	\$ 109,568.46	\$ 96,848.21	\$ 321,366.52				\$ 45,142.38	14%	\$ 276,224.14	55,024	\$ 5.84	3,663.58	\$ 87.72	29,364
20	\$ 189,885.34	\$ 109,373.77	\$ 96,848.21	\$ 396,107.32				\$ 156,617.06	40%	\$ 239,490.26	90,894	\$ 4.36	3,657.07	\$ 108.31	50,540
30	\$ 308,716.71	\$ 128,086.88	\$ 338,180.07	\$ 774,983.66	\$ 60,000.00	\$ 100,000.00		\$ 251,819.96	32%	\$ 363,163.70	147,776	\$ 5.24	4,282.77	\$ 180.95	52,076
40	\$ 365,287.05	\$ 150,742.10	\$ 241,331.86	\$ 757,361.01			\$ 184,072.00	\$ 255,410.87	34%	\$ 317,878.14	174,855	\$ 4.33	5,040.28	\$ 150.26	46,578
90	\$ 1,051,651.93	\$ 437,858.44	\$ 643,551.63	\$ 2,133,062.01			\$ 526,963.00	\$ 1,073,676.16	50%	\$ 532,422.85	503,403	\$ 4.24	14,640.43	\$ 145.70	243,410
Totals	\$ 3,428,321.00	\$ 2,398,874.00	\$ 2,899,137.00	\$ 8,726,332.00	\$ 60,000.00	100,000.00	\$ 711,035.00	\$ 2,480,565.64	28%	\$ 5,374,731.36	1,641,063	\$ 5.75	80,209.82	\$ 107.43	1,077,492

Estimated Cost Per
Revenue Hour
\$ 108.79

Estimated Cost Per
Revenue Mile
\$ 5.32

Farebox Ratio
(Overall)

28.43%

SolTrans
Bus Operations - Cost Allocations
FY 2015-2016 Budget

DRAFT
as of 4-21-15

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 5311 JARC	RM-2	STAF Lifeline	Net Costs by Route	Farebox Recovery Ratio	YTD Ridership	YTD Revenue Hours	Cost per Hour	
1	275,982	193,086	258,836	727,904	186,519				244,161	297,224	26%	120,529	7,665	94.96	6.6%
2	406,034	281,262	388,253	1,075,549	237,197		140,014		-	698,338	22%	168,043	11,277	95.38	9.7%
3	168,182	122,119	258,836	549,136	111,324				-	437,813	20%	74,172	4,671	117.56	5.0%
4	149,675	95,214	258,836	503,725	100,414				-	403,310	20%	83,265	4,157	121.18	4.6%
5	172,574	128,158	258,836	559,568	96,576				-	462,991	17%	81,213	4,793	116.75	5.1%
6	138,081	89,546	129,418	357,045	56,211				-	300,834	16%	45,019	3,835	93.10	3.2%
7	429,438	240,512	388,253	1,058,203	232,518				-	825,685	22%	158,523	11,927	88.72	9.6%
8	113,849	105,746	129,418	349,013	40,018				-	308,995	11%	34,368	3,162	110.38	3.2%
12	17,679	6,117	129,418	153,214	8,060				-	145,154	5%	5,152	491	312.04	1.4%
15	25,420	11,051	129,418	165,889	12,499				-	153,390	8%	7,549	706	234.97	1.5%
17	23,584	10,986	129,418	163,988	27,424				-	136,564	17%	15,793	655	250.36	1.5%
20/special	99,951	113,289	129,418	342,658	3,679				-	338,979	1%	3,447	2,776	123.44	3.1%
78	285,020	380,718	517,671	1,183,409	274,681			510,226	-	398,502	23%	90,755	7,916	149.50	10.7%
80	680,180	997,769	776,507	2,454,456	1,739,739			511,873	-	202,844	71%	480,780	18,891	129.93	22.2%
80s	21,063	32,873	-	53,936	28,281				-	25,655	52%	7,041	585	92.20	0.5%
85	298,414	390,238	258,836	947,487	303,376	40,000		201,741	244,162	158,208	32%	86,013	8,288	114.32	8.6%
200	108,953	172,053	129,418	410,424	26,484				-	383,940	6%	47,988	3,026	135.63	3.7%
Totals	3,414,079	3,370,736	4,270,788	11,055,603	3,485,000	40,000	140,014	1,223,840	488,323	5,678,426	32%	1,509,651	94,821		100.0%
	-	-	-	-						-					

Total Local	5,663,232	51%
Total Intercity	5,049,712	46%

\$ 126.88	Route 200 rate
71.55	Back up bus/additional serv
35.29	Stand-by Driver Rate - C

Fairfield and Suisun Transit Cost Allocation Model Summary for FY 15/16

Route	Allocated Costs - Rev Miles (Annual)	Allocated Costs - Revenue Hours (Annual)	Allocated Costs - Peak Vehicles (Annual)	Total allocated Costs (Gross) (Annual)	Lifeline/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	\$ 208,788.20	\$ 261,867.63	\$ 145,111.74	\$ 615,767.57				\$ 115,750.98	19%	\$ 500,016.59	87,840	\$ 7.01	7,305.00	\$ 84.29
2	\$ 208,488.71	\$ 260,577.11	\$ 145,111.74	\$ 614,177.56				\$ 127,335.17	21%	\$ 486,842.39	87,714	\$ 7.00	7,269.00	\$ 84.49
3	\$ 189,278.49	\$ 268,176.83	\$ 145,111.74	\$ 602,567.05				\$ 104,540.74	17%	\$ 498,026.31	79,632	\$ 7.57	7,481.00	\$ 80.55
4	\$ 153,358.55	\$ 142,423.01	\$ 79,128.88	\$ 374,910.43				\$ 31,848.06	8%	\$ 343,062.37	64,520	\$ 5.81	3,973.00	\$ 94.36
5	\$ 259,844.34	\$ 263,444.93	\$ 145,111.74	\$ 668,401.00				\$ 58,383.67	9%	\$ 610,017.33	109,320	\$ 6.11	7,349.00	\$ 90.95
6	\$ 227,099.96	\$ 261,365.76	\$ 145,111.74	\$ 633,577.45				\$ 108,784.80	17%	\$ 524,792.65	95,544	\$ 6.63	7,291.00	\$ 86.90
7	\$ 330,823.77	\$ 290,545.81	\$ 277,077.47	\$ 898,447.04				\$ 125,937.04	14%	\$ 772,510.00	139,182	\$ 6.46	8,105.00	\$ 110.85
8	\$ 131,429.13	\$ 131,812.08	\$ 79,128.88	\$ 342,370.09				\$ 41,525.41	12%	\$ 300,844.68	55,294	\$ 6.19	3,677.00	\$ 93.11
20	\$ 215,614.70	\$ 130,844.19	\$ 79,128.88	\$ 425,587.77	\$ 82,713.00			\$ 140,515.74	33%	\$ 202,359.04	90,712	\$ 4.69	3,650.00	\$ 116.60
30 (includes Sat.)	\$ 348,988.15	\$ 157,192.27	\$ 211,094.60	\$ 717,275.03	\$ 28,020.00	\$ 100,000.00		\$ 235,718.64	33%	\$ 353,536.39	146,824	\$ 4.89	4,385.00	\$ 163.57
40	\$ 415,893.55	\$ 182,536.61	\$ 197,948.59	\$ 796,378.76			\$ 184,072.00	\$ 239,309.55	30%	\$ 372,997.21	174,972	\$ 4.55	5,092.00	\$ 156.40
90	\$ 1,204,910.45	\$ 518,143.01	\$ 593,845.78	\$ 2,316,899.24			\$ 526,963.00	\$ 1,057,574.84	46%	\$ 732,361.40	506,922	\$ 4.57	14,454.00	\$ 160.29
Totals	\$ 3,894,518.00	\$ 2,868,929.24	\$ 2,242,911.76	\$ 9,006,359.00	\$ 110,733.00	100,000.00	\$ 711,035.00	\$ 2,387,224.64	27%	\$ 5,697,366.36	1,638,476	\$ 5.96	80,031.00	\$ 110.20

(Average)

(Average)

Estimated Cost Per Revenue Hour
 \$ 112.54
 Estimated Cost Per Revenue Mile
 \$ 5.50
 Farebox Ratio (Overall)
 26.51%

FY2015-16 TDA Matrix WORKING DRAFT

FY 2015-16																													
					Paratransit			Local Transit					Intercity																
AGENCY	TDA Est from MTC, 2/25/15	Projected Carryover 2/25/15	Available for Allocation 2/25/15	FY2014-15 Allocations / Returns after 1/31/15	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	734,437	862,284	1,596,721	5,000	5,000							\$ 2,746	\$ 61,004	\$ 1,077	\$ 2,674	\$ 483	\$ 978	\$ 9,370	\$ 74,197	\$ 4,135	\$ 22,434			\$ 110,767	1,485,954				
Fairfield	4,251,582	1,545,800	5,797,382	40,000	40,000							\$ 47,723	\$ 70,809	\$ 120,360	\$ 8,920	\$ 3,388	\$ 12,541	\$ 291,687	\$ 530,579	\$ 24,848	\$ 131,585			\$ 767,013	5,030,369				
Rio Vista	306,605	590,565	897,170	420,047	5,000							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 9,240			\$ 434,287	462,883				
Suisun City	1,103,260	130,662	1,233,922	0	0							\$ 8,364	\$ 20,126	\$ 41,186	\$ 1,532	\$ 868	\$ 3,625	\$ 108,539	\$ 178,214	\$ 6,025	\$ 34,334	\$ 50,000		\$ 268,574	965,348				
Vacaville	3,617,620	5,148,533	8,766,153	-301,808	70,000							\$ 64,727	\$ 101,730	\$ 90,967	\$ 4,249	\$ 1,939	\$ 5,475	\$ 94,521	\$ 351,944	\$ 11,663	\$ 112,700			\$ 244,499	8,521,654				
Vallejo/Benicia (SolTrans)	5,575,423	1,732,837	7,308,260	85,000	85,000							\$ 15,372	\$ 48,223	\$ 21,080	\$ 92,020	\$ 43,213	\$ 57,721	\$ 42,386	\$ 127,061	\$ 192,954	\$ 175,445			\$ 665,460	6,642,800				
Solano County	741,586	1,245,647	1,987,233	332,645	307,168							\$ 14,874	\$ 28,045	\$ 25,788	\$ 14,017	\$ 7,182	\$ 10,951	\$ 49,063	\$ 117,769	\$ 32,150	\$ 23,038			\$ 812,770	1,174,463				
Total	16,330,513	11,256,328	27,586,841	580,884	512,168	0	0	0	0	0	0	\$ 153,806	\$ 329,937	\$ 300,457	\$ 123,412	\$ 57,072	\$ 91,291	595,565	\$ 1,379,766	\$ 271,775	\$ 508,777	\$ 50,000	\$ -	\$ 3,303,370	24,283,471				

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

(1) MTC February 25, 2015 Fund Estimate; Reso 4177; columns I, H, J
(2) STA will be claimant. Amounts subject to change.
(3) Includes flex routes, paratransit, local subsidized taxi
(4) Consistent with FY2015-16 Intercity Transit Funding Agreement and FY2013-14 Reconciliation
(5) Note not used.
(6) Claimed by STA from all agencies per formula; approved by STA March 11, 2015.
(7) To be claimed by STA for Suisun Amtrak station maintenance.
(8) Transit Capital purchases include bus purchases, maintenance facilities, etc.

SOLANO COUNTY POPULATION ESTIMATES

DRAFT
13-May-15

	Values for FY13-14 Calculations ¹				Values for FY15-16 Calculations ²			
	DOF Value	Share	Without County Uninc. And without Rio Vista	Share	DOF Value	Share	Without County Uninc. And without Rio Vista	Share
Solano County								
Benicia	26,997	6.5%	26,997	6.97%	27,689	6.4%	27,689	6.89%
Dixon	18,351	4.4%	18,351	4.74%	19,158	4.5%	19,158	4.77%
Fairfield	105,321	25.5%	105,321	27.20%	111,891	26.0%	111,891	27.83%
Rio Vista	7,360	1.8%	0	0.00%	8,193	1.9%	0	0.00%
Suisun City	28,111	6.8%	28,111	7.26%	28,888	6.7%	28,888	7.19%
Vacaville	92,428	22.4%	92,428	23.87%	94,702	22.0%	94,702	23.56%
Vallejo	115,942	28.0%	115,942	29.95%	119,683	27.9%	119,683	29.77%
Balance Of County	18,834	4.6%	0	0.00%	19,348	4.5%	0	0.00%
Incorporated	394,510	95.4%	387,150	100.00%	410,204	95.5%	402,011	100.00%
County Total	413,344	100.0%	387,150	100.00%	429,552	100.0%	402,011	100.00%

1. State of California, Department of Finance, E-4 Population Estimates for Cities, Counties, and the State, 2001-2010, with 2000 & 2010 Census Counts. Sacramento, California, November 2012

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

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

*DRAFT
13-May-15*

Values for FY13-14 Calculations¹

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

	Route 78		Route 20		Route 30		Route 40		Route 80		Route 85		Route 90	
	336		160		126		86		1320		438		366	
	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent	Ridership	Percent
Benicia	142	49.30%	0	0.00%	0	0.00%	2	2.57%	20	1.89%	6	1.53%	0	0.00%
Dixon	0	0.00%	0	0.00%	21	19.27%	2	2.57%	0	0.00%	2	0.55%	4	1.23%
Fairfield	1	0.35%	47	30.91%	29	26.61%	32	41.52%	37	3.54%	131	32.86%	199	60.85%
Suisun City	0	0.00%	8	5.26%	5	4.59%	12	15.63%	7	0.63%	30	7.56%	66	20.02%
Vacaville	1	0.35%	90	59.20%	41	37.61%	28	36.38%	8	0.76%	17	4.27%	57	17.56%
Vallejo	144	50.00%	7	4.63%	13	11.93%	1	1.34%	973	93.18%	213	53.23%	1	0.34%
Total	289	100%	152.16	100%	110	100%	77	100%	1,045	100%	400	100%	327	100%
Rio Vista	0		0		0		0		0		0		3	
Balance of County	0		0		0		0		0		0		0	
Napa County	7		1		1		0		75		3		3	
Outside Solano Co	40		6		14		9		199		35		33	
Unincorp. Solano	0		1		1		0		1		0		0	
Total	336		160		126		86		1,320		438		366	

Values for FY15-16 Calculations²

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

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

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

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

SOLANO TRANSPORTATION AUTHORITY
FY 13-14 SOLANO EXPRESS COST SHARING RECONCILIATION

Based on FY 2013-14 Planned vs Actual Cost¹

DRAFT
13-May-15

	Route 78		Route 20		Route 30		Route 40		Route 80		Route 85		Route 90		Total									
Cost & Subsidy	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual								
Gross Cost	1,318,257	982,387	407,620	396,107	697,945	774,984	766,431	757,361	2,319,441	2,210,446	946,267	943,681	2,257,320	2,133,062	8,713,281	8,198,028								
Fares	330,026	256,942	119,577	156,617	191,182	251,820	191,941	255,411	1,510,345	1,495,504	242,219	278,653	1,061,138	1,073,676	3,646,428	3,768,623								
Sec 5311					60,000	100,000					63,474	63,474			123,474	163,474								
Sec 5316 JARC															0	0								
RM-2	510,226	510,226					184,072	184,072	511,873	511,873	201,741	201,741	526,963	526,963	1,934,875	1,934,875								
STAF Lifeline	24,236	36,540			60,000	60,000			43,493	95,111	143,989	171,886			271,718	363,537								
STAF Revenue Based						-		-		-		-		-	0	0								
Other															0	0								
Subtotal, Net Subsidy	453,769	178,679	288,043	239,490	386,763	363,164	390,418	317,878	253,730	107,958	294,844	227,927	669,219	532,423	2,736,786	1,967,519								
County Subsidy Share	4.56%	23,574	12,912	14,964	17,307	20,093	26,244	20,283	22,971	13,182	7,801	15,318	16,471	34,767	38,475	142,181	142,181							
County Cap @ \$142,181	114.02%																							
Balance to be Shared (Required Subsidy)	158.60%	430,195	165,767	273,079	222,184	366,670	336,920	370,135	294,907	240,548	100,157	279,526	211,456	634,452	493,948	2,594,605	1,825,338							
Population Shares																								
at 20% of Required Subsidy		86,039	33,153	54,616	44,437	73,334	67,384	74,027	58,981	48,110	20,031	55,905	42,291	126,890	98,790	518,921	365,068							
Benicia	6.97%	6,000	2,312	3,809	3,099	5,114	4,699	5,162	4,113	3,355	1,397	3,898	2,949	8,848	6,889	36,186	25,457							
Dixon	4.74%	4,078	1,571	2,589	2,106	3,476	3,194	3,509	2,796	2,280	949	2,650	2,005	6,015	4,683	24,597	17,304							
Fairfield	27.20%	23,406	9,019	14,858	12,089	19,950	18,331	20,138	16,045	13,088	5,449	15,209	11,505	34,519	26,875	141,168	99,314							
Rio Vista	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Suisun City	7.26%	6,247	2,407	3,966	3,227	5,325	4,893	5,375	4,283	3,493	1,454	4,059	3,071	9,214	7,173	37,679	26,508							
Vacaville	23.87%	20,541	7,915	13,039	10,609	17,508	16,087	17,673	14,081	11,486	4,782	13,347	10,097	30,294	23,585	123,887	87,156							
Vallejo	29.95%	25,767	9,929	16,356	13,308	21,962	20,180	22,169	17,663	14,408	5,999	16,742	12,665	38,001	29,585	155,404	109,329							
Balance of County	0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Check Total	100.00%	86,039	33,153	54,616	44,437	73,334	67,384	74,027	58,981	48,110	20,031	55,905	42,291	126,890	98,790	518,921	365,068							
Ridership by Residence																								
at 80% of Required Subsidy		344,156	132,614	218,463	177,747	293,336	269,536	296,108	235,926	192,439	80,125	223,621	169,165	507,561	395,158	2,075,684	1,460,270							
Benicia	49.30%	169,677	65,382	0.00%	0	0.00%	0	2.57%	7,601	6,056	1.89%	3,645	1,518	1.53%	3,429	2,594	0.00%	0	184,352	75,549				
Dixon	0.00%	0	0	0.00%	0	0	19,27%	56,514	51,929	2.57%	7,601	6,056	0.00%	0	0.55%	1,225	926	1.23%	6,245	4,862	71,585	63,774		
Fairfield	0.35%	1,201	463	30.91%	67,537	54,950	26.61%	78,044	71,711	41.52%	122,938	97,951	3.54%	6,803	2,833	32.86%	73,479	55,585	60.85%	308,852	240,454	658,853	523,948	
Rio Vista	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0	0	
Suisun City	0.00%	0	0	5.26%	11,486	9,345	4.59%	13,456	12,364	15.63%	46,267	36,863	0.63%	1,215	506	7.56%	16,900	12,785	20.02%	101,626	79,120	190,950	150,983	
Vacaville	0.35%	1,201	463	59.20%	129,332	105,228	37.61%	110,337	101,385	36.38%	107,736	85,839	0.76%	1,458	607	4.27%	9,552	7,226	17.56%	89,136	69,396	448,751	370,143	
Vallejo	50.00%	172,078	66,307	4.63%	10,108	8,224	11.93%	34,985	32,146	1.34%	3,966	3,160	93.18%	179,318	74,662	53.23%	119,036	90,048	0.34%	1,703	1,326	521,193	275,873	
Balance of County	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0	0	
Check Total	100.00%	344,156	132,614	100.00%	218,463	177,747	100.00%	293,336	269,536	100.00%	296,108	235,926	100.00%	192,439	80,125	100.00%	223,621	169,165	100.00%	507,561	395,158		2,075,684	1,460,270
Total Subsidy with County Share		453,769	178,679	288,043	239,490	386,763	363,164	390,418	317,878	253,730	107,958	294,844	227,927	669,219	532,423	2,736,786	1,967,519							
Total Subsidy by Jurisdiction																0	0							
Benicia		175,677	67,693	3,809	3,099	5,114	4,699	12,763	10,169	6,999	2,914	7,327	5,543	8,848	6,889	220,537	101,006							
Dixon		4,078	1,571	2,589	2,106	59,990	55,123	11,110	8,852	2,280	949	3,875	2,931	12,260	9,545	96,182	81,078							
Fairfield		24,607	9,482	82,395	67,039	97,993	90,043	143,076	113,997	19,891	8,282	88,688	67,090	343,371	267,329	800,022	623,261							
Rio Vista		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Suisun City		6,247	2,407	15,452	12,572	18,781	17,257	51,642	41,146	4,708	1,960	20,959	15,855	110,839	86,293	228,628	177,491							
Vacaville		21,741	8,378	142,371	115,837	127,845	117,472	125,409	99,920	12,944	5,389	22,899	17,323	119,429	92,981	572,638	457,299							
Vallejo		197,845	76,235	26,464	21,532	56,947	52,326	26,135	20,823	193,725	80,661	135,778	102,714	39,704	30,911	676,598	385,202							
Balance of County		23,574	12,912	14,964	17,307	20,093	26,244	20,283	22,971	13,182	7,801	15,318	16,471	34,767	38,475	142,181	142,181							
Check Total		453,769	178,679	288,043	239,490	386,763	363,164	390,418	317,878	253,730	107,958	294,844	227,927	669,219	532,423	2,736,786	1,967,519							

Notes:

1. SOURCES for Cost & Subsidy data:
FY13-14 Planned values for Routes 78, 80, & 85: SOLTRANS - Cost Allocation Model - FY 13-14 Estimate 4-30-13.xls
FY13-14 Planned values for Routes 20, 30, 40, & 90: FF - Cost Allocation Model - Estimated FY 13-14 Updated April 2013.xls .
FY13-14 Actual values for Routes 78, 80, & 85: SOLTRANS - Cost Allocation Model - FY 13-14 Actuals thru 6-30-14 updated 10-9-14 FINAL.xls
FY13-14 Actual values for Routes 20, 30, 40, & 90 : FF - Cost Allocation Model - FY 13-14 RECONCILED February 2015 .xls

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
RECONCILIATION OF FY 13-14 SUBSIDIES BY JURISDICTION
SUMMARY**

DRAFT
13-May-15

	Amount Owed to FAST					Amount Owed to SolTrans			
	for Rt 20	for Rt 30	for Rt 40	for Rt 90	TOTAL	for Rt 78	for Rt 80	for Rt 85	TOTAL
Benicia	-710	-415	-2,594	-1,960	-5,678	-107,983	-4,085	-1,784	-113,853
Dixon	-482	-4,867	-2,258	-2,715	-10,323	-2,507	-1,331	-944	-4,781
Fairfield	-15,356	-7,951	-29,080	-76,042	-128,429	-15,125	-11,609	-21,597	-48,331
Rio Vista	0	0	0	0	0	0	0	0	0
Suisun City	-2,880	-1,524	-10,496	-24,546	-39,446	-3,840	-2,748	-5,104	-11,692
Vacaville	-26,534	-10,373	-25,489	-26,448	-88,844	-13,364	-7,554	-5,576	-26,494
Vallejo	-4,932	-4,620	-5,312	-8,793	-23,657	-121,609	-113,064	-33,065	-267,738
Balance of County	2,342	6,151	2,688	3,708	14,889	-10,662	-5,380	1,153	-14,889
TOTAL	-48,553	-23,599	-72,540	-136,796	-281,488	-275,090	-145,772	-66,917	-487,779

Notes:

Negative amounts are credits to jurisdiction.

Positive amounts are funds owed to Solano Express operators.

SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
FY 2015-16 Budget¹

DRAFT
13-May-15

Cost & Subsidy	Route 78		Route 20		Route 30		Route 40		Route 80		Route 85		Route 90		Total
Gross Cost	1,183,409		425,588		717,275		796,379		2,454,456		947,487		2,316,899		8,841,493
Fares	274,681		140,516		235,719		239,310		1,739,739		303,376		1,057,575		3,990,915
Sec 5311					100,000				1,739,739		40,000				140,000
Sec 5316 JARC					28,020										28,020
RM-2	510,226						184,072		511,873		201,741		526,963		1,934,875
STAF Lifeline			82,713				-				244,162				326,875
Subtotal, Net Subsidy	398,502		202,359		353,536		372,997		202,844		158,208		732,361		2,420,808
County Subsidy Share	24,679		12,532		21,894		23,099		12,562		9,798		45,355		149,919
County Cap @ \$149,919															
Balance to be Shared (Required Subsidy)	373,823		189,827		331,642		349,898		190,282		148,410		687,007		2,270,889
Population Shares															
at 20% of Required Subsidy	74,765		37,965		66,328		69,980		38,056		29,682		137,401		454,178
Benicia 6.89%	5,150		2,615		4,568		4,820		2,621		2,044		9,464		31,282
Dixon 4.77%	3,563		1,809		3,161		3,335		1,814		1,415		6,548		21,644
Fairfield 27.83%	20,809		10,567		18,461		19,477		10,592		8,261		38,243		126,410
Rio Vista 0.00%	-		-		-		-		-		-		-		-
Suisun City 7.19%	5,372		2,728		4,766		5,029		2,735		2,133		9,873		32,637
Vacaville 23.56%	17,612		8,944		15,625		16,485		8,965		6,992		32,368		106,991
Vallejo 29.77%	22,258		11,303		19,747		20,834		11,330		8,837		40,906		135,214
Balance of County 0.00%	-		-		-		-		-		-		-		-
Check Total 100.00%	74,765		37,965		66,328		69,980		38,056		29,682		137,401		454,178
Ridership by Residence															
at 80% of Required Subsidy	299,058		151,862		265,314		279,918		152,226		118,728		549,605		1,816,711
Benicia 43.19%	129,174	0.93%	1,419	0.00%	-	1.19%	3,332	2.66%	4,052	1.71%	2,030	0.00%	-	140,007	
Dixon 0.54%	1,618	0.93%	1,419	23.64%	62,711	0.00%	-	0.00%	-	0.43%	507	1.01%	5,538	71,793	
Fairfield 1.08%	3,236	34.58%	52,513	22.73%	60,299	46.43%	129,962	2.89%	4,405	21.79%	25,877	59.95%	329,486	605,777	
Rio Vista 0.00%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Suisun City 0.00%	-	5.61%	8,516	6.36%	16,884	16.67%	46,653	0.58%	881	5.56%	6,596	22.42%	123,211	202,740	
Vacaville 0.00%	-	54.21%	82,318	36.36%	96,478	35.71%	99,971	0.35%	529	3.42%	4,059	16.12%	88,601	371,955	
Vallejo 55.18%	165,031	3.74%	5,677	10.91%	28,943	0.00%	-	93.52%	142,359	67.09%	79,660	0.50%	2,769	424,439	
Balance of County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Check Total	1 299,058	1 151,862	1 265,314	1 279,918	1 152,226	1 118,728	1 549,605	1,816,711							
Total Subsidy	398,502	202,359	353,536	372,997	202,844	158,208	732,361	FY 15-16 Due (Gross)	2,420,808						
Benicia	134,323	4,034	4,568	8,152	6,673	4,074	9,464	171,289							
Dixon	5,181	3,229	65,871	3,335	1,814	1,922	12,086	93,437							
Fairfield	24,045	63,080	78,760	149,439	14,997	34,138	367,729	732,188							
Rio Vista	-	-	-	-	-	-	-	-							
Suisun City	5,372	11,244	21,650	51,682	3,616	8,729	133,085	235,377							
Vacaville	17,612	91,261	112,103	116,456	9,494	11,051	120,969	478,946							
Vallejo	187,289	16,980	48,690	20,834	153,689	88,496	43,675	559,652							
Balance of County	24,679	12,532	21,894	23,099	12,562	9,798	45,355	149,919							
Check Total	398,502	202,359	353,536	372,997	202,844	158,208	732,361	2,420,808							
Reconciliation with FY 13-14															FY 14-15 Due (net)
Benicia (107,983)	134,323	(710)	4,034	(415)	4,568	(2,594)	8,152	(4,085)	6,673	(1,784)	4,074	(1,960)	9,464	51,758	
Dixon (2,507)	5,181	(482)	3,229	(4,867)	65,871	(2,258)	3,335	(1,331)	1,814	(944)	1,922	(2,715)	12,086	78,333	
Fairfield (15,125)	24,045	(15,356)	63,080	(7,951)	78,760	(29,080)	149,439	(11,609)	14,997	(21,597)	34,138	(76,042)	367,729	555,427	
Rio Vista	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Suisun City (3,840)	5,372	(2,880)	11,244	(1,524)	21,650	(10,496)	51,682	(2,748)	3,616	(5,104)	8,729	(24,546)	133,085	184,239	
Vacaville (13,364)	17,612	(26,534)	91,261	(10,373)	112,103	(25,489)	116,456	(7,554)	9,494	(5,576)	11,051	(26,448)	120,969	363,607	
Vallejo (121,609)	187,289	(4,932)	16,980	(4,620)	48,690	(5,312)	20,834	(113,064)	153,689	(33,065)	88,496	(8,793)	43,675	268,257	
Balance of County (10,662)	24,679	2,342	12,532	6,151	21,894	2,688	23,099	(5,380)	12,562	1,153	9,798	3,708	45,355	149,919	
Check Total	(275,090)	398,502	(48,553)	202,359	353,536	(72,540)	372,997	(145,772)	202,844	(66,917)	158,208	(136,796)	732,361	1,651,541	
Net Due By Route	123,412	153,806	329,937	300,457	57,072	91,291	595,565								

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING**

*DRAFT
13-May-15*

**RECONCILIATION OF FY 13-14 SUBSIDIES BY JURISDICTION PLUS AMOUNT OWED FOR 15-16
SUMMARY**

	Amount Owed to FAST					Amount Owed to SolTrans			
	for Rt 20	for Rt 30	for Rt 40	for Rt 90	TOTAL	for Rt 78	for Rt 80	for Rt 85	TOTAL
Benicia	3,324	4,154	5,558	7,504	20,540	26,340	2,588	2,290	31,218
Dixon	2,746	61,004	1,077	9,370	74,197	2,674	483	978	4,135
Fairfield	47,723	70,809	120,360	291,687	530,579	8,920	3,388	12,541	24,848
Rio Vista	0	0	0	0	0	0	0	0	0
Suisun City	8,364	20,126	41,186	108,539	178,214	1,532	868	3,625	6,025
Vacaville	64,727	101,730	90,967	94,521	351,944	4,249	1,939	5,475	11,663
Vallejo	12,048	44,070	15,522	34,882	106,521	65,680	40,624	55,431	161,736
Balance of County	14,874	28,045	25,788	49,063	117,769	14,017	7,182	10,951	32,150
TOTAL	153,806	329,937	300,457	595,565	1,379,766	123,412	57,072	91,291	271,775

(6) Total Due in 15-16

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING
COMPARISON OF TOTAL SUBSIDIES PAID IN FY 2014-15 TO FY 2015-16
SUMMARY**

DRAFT
13-May-15

	FY 14-15 TDA Matrix			FY 15-16 TDA Matrix		
	Amount Owed to FAST	Amount Owed to SolTrans	TOTAL	Amount Owed to FAST	Amount Owed to SolTrans	TOTAL
Benicia	26,124	221,974	248,098	20,540	31,218	51,758
Dixon	55,057	11,840	66,897	74,197	4,135	78,333
Fairfield	573,338	204,726	778,064	530,579	24,848	555,427
Rio Vista	0	0	0	0	0	0
Suisun City	169,164	47,163	216,327	178,214	6,025	184,239
Vacaville	435,264	67,540	502,805	351,944	11,663	363,607
Vallejo	117,408	482,747	600,155	106,521	161,736	268,257
Balance of County	88,480	57,297	145,777	117,769	32,150	149,919
TOTAL	1,464,835	1,093,287	2,558,122	1,379,766	271,775	1,651,541

Notes:

FY 14-15 TDA Matrix: amounts each jurisdiction paid to Solano Express operators in FY 14-15
(combination of FY 12-13 reconciliation and FY 14-15 budget)

FY 15-16 TDA Matrix: amounts each jurisdiction will pay to Solano Express operators in FY 15-16
(combination of FY 13-14 reconciliation and FY 15-16 budget)

SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING HISTORY

Annual Actual or Budgeted Costs and Subsidies for FY 2009-10 to FY 2015-16
(before reconciliation of budget vs. actual plus future budget)
13-May-15

	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
	Actual ¹	Actual ²	Actual ³	Actual ⁴	Actual ⁵	Budget ⁶	Budget ⁷
Cost & Subsidy							
Gross Cost	8,681,613	9,975,009	8,570,381	7,972,638	8,198,028	8,788,259	8,841,493
Fares	2,973,956	3,305,665	3,453,362	3,641,020	3,768,623	3,578,603	3,990,915
Sec 5307 PM		907,600	346,526				
Sec 5311	284,786	298,590	186,065	307,300	163,474	140,000	140,000
ARRA PM	1,153,558						
RM-2	1,928,500	1,934,875	1,934,875	1,934,875	1,934,875	1,934,875	1,934,875
STAF/JARC Lifeline		125,000	195,891	185,000	363,537	60,000	354,895
Other	155,000	35,446					
Subtotal, Net Subsidy	2,185,813	3,367,833	2,453,662	1,904,443	1,967,519	3,074,781	2,420,808
	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16
Total Subsidy by Jurisdiction							
Benicia	118,946	277,063	213,680	142,076	101,006	192,995	171,289
Dixon	57,204	95,178	63,849	57,917	81,078	99,274	93,437
Fairfield	611,033	815,919	619,895	651,914	623,261	924,567	732,188
Rio Vista	-	-	-	-	-	-	-
Suisun City	183,406	251,886	188,395	211,159	177,491	261,101	235,377
Vacaville	362,838	532,103	392,550	397,847	457,299	619,322	478,946
Vallejo	718,485	1,266,575	841,394	304,911	385,202	831,744	559,652
Balance of County	133,900	129,108	133,900	138,619	142,181	145,777	149,919
Total	2,185,813	3,367,833	2,453,662	1,904,443	1,967,519	3,074,781	2,420,808
Check Total	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 12-13 Reconciliation and 14-15 Cost Sharing DRAFT 050714.xls
7. Source: FY 13-14 Reconciliation and 15-16 Cost Sharing DRAFT 050715.xls

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DATE: May 15, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
Nathaniel Atherstone, FAST Transit Manager
RE: SolanoExpress Routes 20, 30 and 40 Service Change Proposal

Background:

Fairfield and Suisun Transit (FAST) operates four of the seven SolanoExpress routes in which many partners help fund the intercity services and different agreements that govern the various routes. FAST has a contract with the STA to operate Routes 30 and 90, so any modifications to fares or service of those routes must be approved by the STA Board. FAST is required to notify the funding partners, including STA, regarding changes to Routes 20 and 40. As a practical matter, the continued success for all of the jointly funded intercity routes depends on maintaining a consensus of the funding partners which are all represented on the STA Board. The Intercity Funding Agreement requires any proposed fare or service changes shall be presented to the Intercity Funding Working Group for their consideration.

Discussion:

FAST is proposing three minor schedule changes to the Intercity Transit Consortium for support for implementation in July 2015.

FAST is recommending three minor service changes for Routes 20, 30, and 40 to Intercity Routes 20, 30, and 40 as follows:

1. Route 20: shift Solano Town Mall layovers to the Fairfield Transportation Center providing for direct connections to Routes 90 and 85
2. Route 30: add a dedicated stop in Sacramento at 5th Street and P Street (it is apparently an unadvertised flag stop)
3. Route 40: subtract two minutes of travel time between the Fairfield Transportation Center and Benicia Industrial stop and add those two minutes to the travel time between Benicia and Walnut Creek

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA TAC and Board to accept FAST's proposed service changes to SolanoExpress Routes 20, 30 and 40 as outlined above.

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DATE: May 18, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
Richard Weiner, Nelson\Nygaard Consulting Associates
RE: Solano Intercity Taxi Scrip Program Update and Fare Modifications

Background:

On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the Solano Transportation Authority from Solano County. The Solano Intercity Taxi Program has been very a popular program, with nearly all booklets available selling out each month. Phase II of this program will seek to incorporate non-ambulatory riders. Additionally, a new program delivery model will be recommended to achieve long-term program sustainability. In the interim, staff are proposing a number of interim program modifications that address current program deficiencies that are not dependent on adoption of a new program delivery model.

Discussion:

In order to ensure the long-term sustainability of the Solano Intercity Taxi Program, it is key objective, to keep costs in line with expenses. Fares have remained constant for the first five years of the program, while operating costs have increased each year. It is expected that the costs will increase even more when non-ambulatory trip options are added. Currently, it costs a customer \$15 for a \$100 scrip booklet. The 85% subsidy significantly exceeds the 50% subsidy provided in local user side taxi subsidy programs in Solano County cities. An increase in fare revenues will result in more service availability due to the expansion of program revenues, and will partially address capacity constraints. As such, staff recommends increasing fares by \$10, to \$25 for a \$100 scrip booklet. The proposed 75% subsidy for the Intercity Taxi Program will still exceed local taxi scrip program subsidies.

Under the current program, the cost for each jurisdiction varies. Rio Vista and Dixon currently pay almost twice as much per scrip booklet as SolTrans, Vacaville and FAST. While this discrepancy is large, the average cost per booklet across the County is \$43.54. Staff recommends that the cost be equitable for each transit provider, which would set the cost per booklet at \$43.54 for each transit provider as follows:

Agency	Annual Contribution	Annual Scrip Allocation	Cost per Booklet	Average for All Agencies
SolTrans	\$85,000	2,072	\$41.02	\$43.54
Vacaville	\$70,000	1,600	\$43.75	
FAST	\$40,000	916	\$43.67	
Dixon	\$5,000	60	\$83.33	
Rio Vista	\$5,000	60	\$83.33	
Unincorporated County	\$292,645	92	N/A	

Additionally, staff and the consultant team would like input from the Consortium members on the varying policies throughout the County on scrip booklet limits (Attachment A).

Nelson\Nygaard Consulting Associates will also present a variety of options (Attachment B) for consideration by the Consortium in order to ensure the long-term sustainability of the Solano Intercity Taxi Program. It is anticipated that after STA Board approval of the preferred option in the Fall of 2015, actual implementation of this option will not occur until 2016 service.

Fiscal Impact:

An increase in the cost of scrip booklets from \$15 to \$25 per booklet, would provide \$10 more per scrip booklet more towards the program. At current usage, this increase would generate approximately \$48,000 per year in additional fare revenue. The recommended adjustment of the cost for each jurisdiction as shown in the above table per booklet to \$43.54 would equalize costs through the County.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the following modifications to the Solano Intercity Taxi Scrip Program:

1. Increase the cost of scrip booklets from the current level of \$15 for \$100 worth of scrip to \$25 for \$100 worth of scrip;
2. Provide participants with 45 days notification prior to fare increase implementation; and
3. Normalize the cost per scrip booklet to \$43.54 for each transit operator in Solano County.

Attachments:

- A. Intercity Taxi Program Update (5/15/15)
- B. Service Delivery Options Memo (5/12/15)

MEMORANDUM

To: Consortium

From: Nelson\Nygaard Consulting Associates

Date: May 15, 2015

Subject: Intercity Taxi Scrip Program Update

The Intercity Taxi Scrip Program has operated over the last few years with flexibility that allows transit operators to set jurisdictional policies regarding scrip booklet sales and caps. Each program contributes a set amount at the beginning of a fiscal year, committing to a set amount of scrip booklets over the course of that year. The following is a breakdown of both the scrip booklet sales policy and the scrip booklet costs for each jurisdiction.

Figure 1 Jurisdictional Scrip Booklet Policies

Jurisdiction	Policy
Soltrans	8 booklets per person per month – Vallejo 4 booklets per person per month – Benicia
Vacaville	5 booklets per person per day, 20 booklets per month maximum
FAST	2 booklets per person every 2 weeks
Dixon	1 booklet per person per week
Rio Vista	2 booklets per person per month
Unincorporated County Residents	3 booklets per person per month

Limits on Scrip Booklets Per Person

Vallejo and Benicia were allowed to set their own limits based on their anticipated demand for each city. Soltrans has allowed Benicia to sell up to 8 booklets per person per month, should a customer from Benicia request more than the standard 4 booklet limit. However, Benicia rarely receives requests for more than 4 booklets per person in a given month.

This flexible approach has allowed individual jurisdictions to customize their policy based on expected demand in each area. However, should residents choose to change jurisdictions within Solano County, their mobility will be impacted based on policy differences between jurisdictions. In addition, for Quarter 3 (January-March 2015), each jurisdiction sold out (with the exception of Rio Vista). This signifies there is excess demand, especially in jurisdictions with larger populations.

Discrepancies in Booklet Costs

The discrepancy in cost per booklet to the jurisdiction is evident on an annual basis. The average cost per booklet in three jurisdictions is approximately \$43, with Rio Vista and Dixon paying nearly double for each booklet. When factoring in farebox, Rio Vista and Dixon are paying 98% of the costs, whereas the remaining jurisdictions are paying closer to 58% of the costs. To remedy this, jurisdictions should discuss either redistributing booklets or reallocating contributions in order to create a more equitable cost impact for Dixon and Rio Vista.

Figure 2 Jurisdictional Financial Contributions

Agency	Annual Contribution	Annual Scrip Allocation	Cost per Booklet for Agency	Average for All Agencies
Soltrans	\$85,000	2,072	\$41.02	\$43.54
Vacaville	\$70,000	1600	\$43.75	
FAST	\$40,000	916	\$43.67	
Dixon	\$5,000	60	\$83.33	
Rio Vista	\$5,000	60	\$83.33	
Unincorporated County	\$292,645	92	N/A	



MEMORANDUM

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

INTRODUCTION

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

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

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

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

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

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

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

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

HISTORY

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

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

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

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

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

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

RIDERSHIP PATTERNS AND COSTS

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

Summary Data

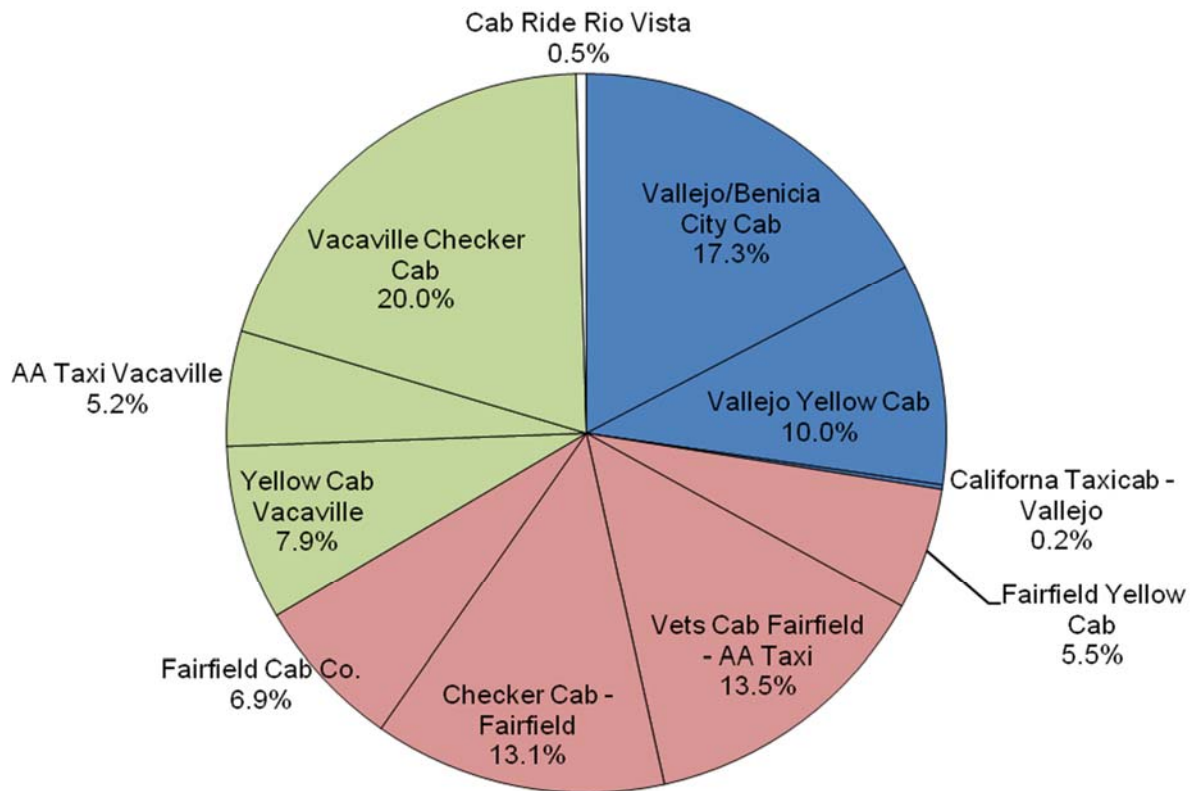
Full-year statistics for 2013-14 were:

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

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

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

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



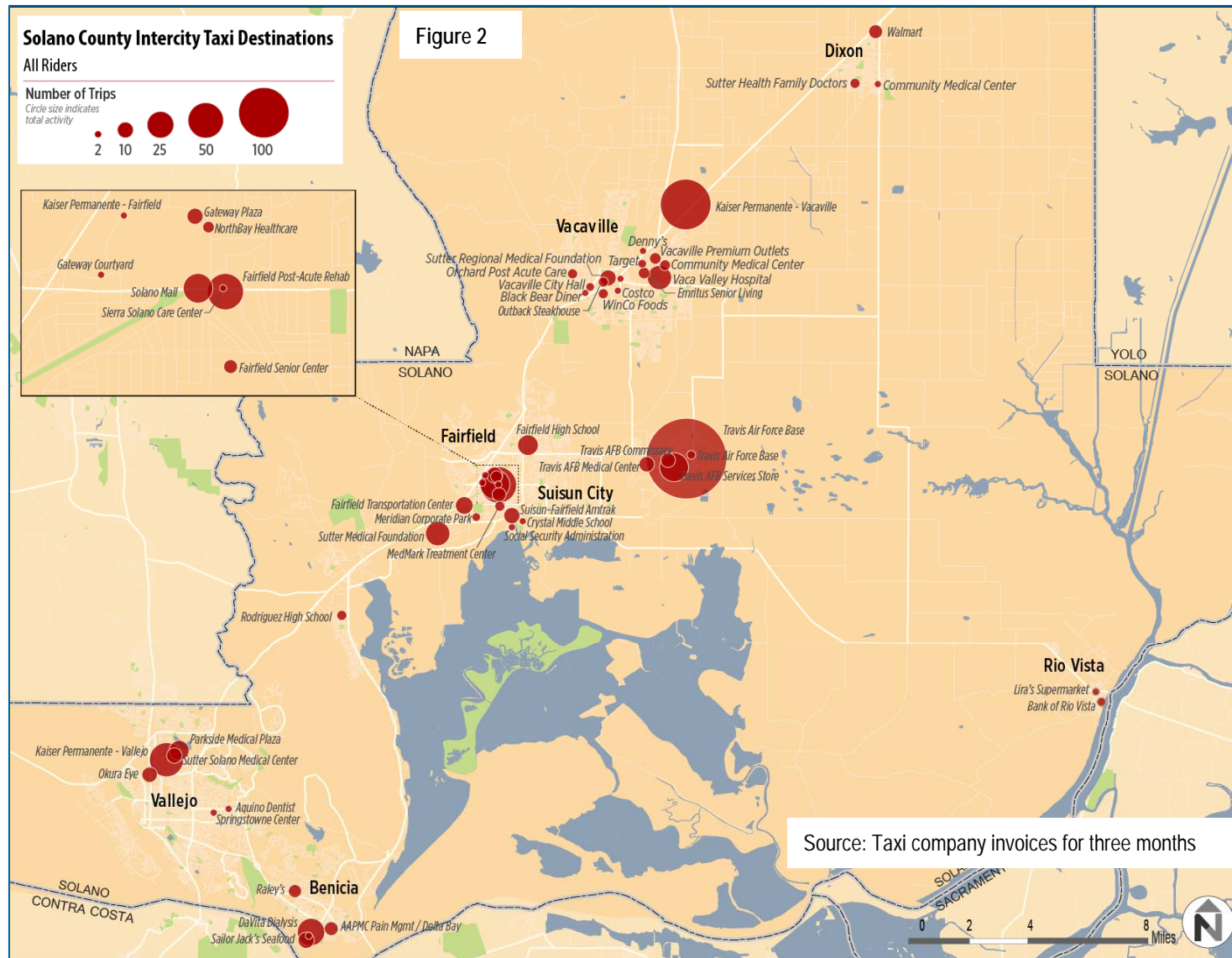
Common Destinations

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

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Solano Intercity Paratransit Service Options

Solano Transportation Authority

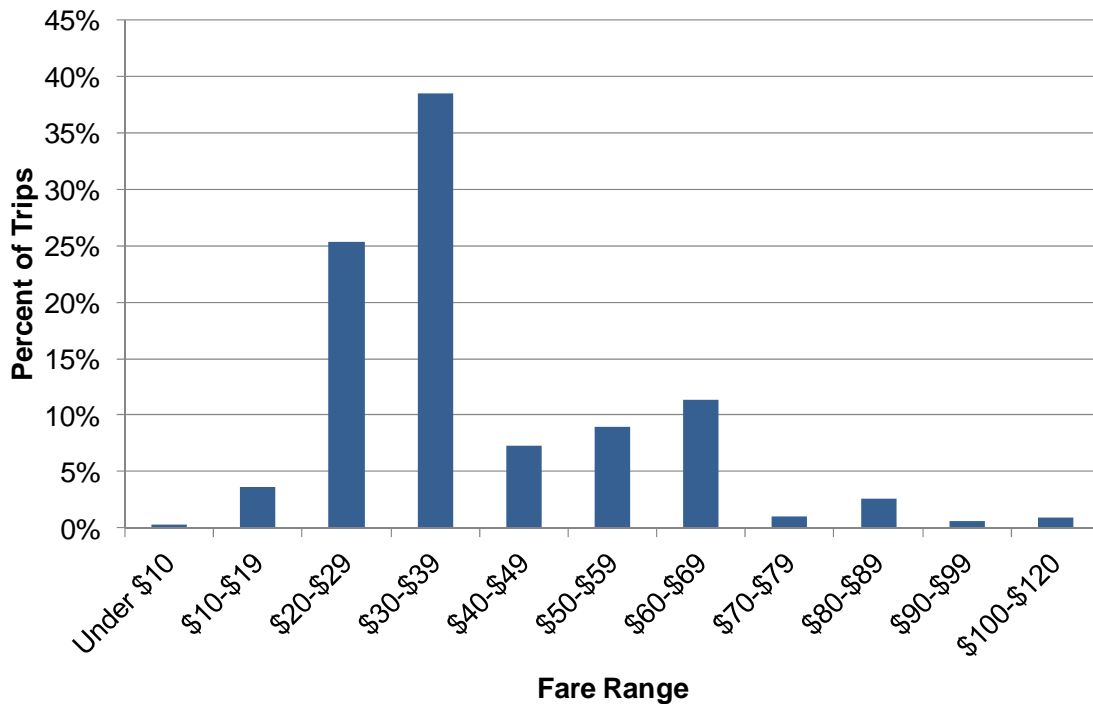


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Trip Fares

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

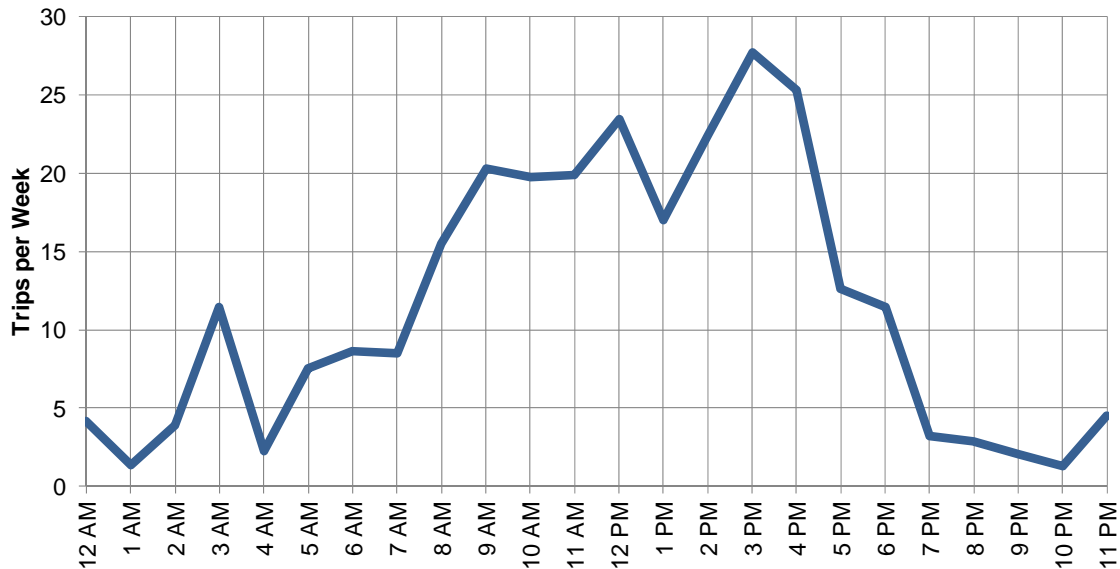
Figure 3 Percent of Trips in Fare Ranges



Time of Day of Travel

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

Figure 4 Time of Day of Taxi Scrip Trips

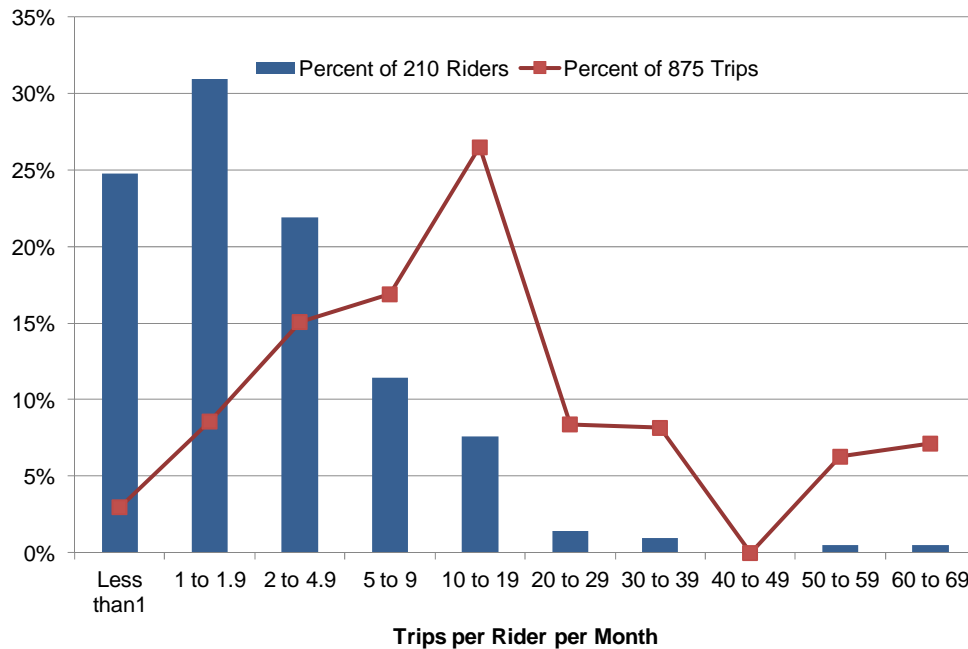


Estimated from taxi company invoices, assuming approximately 1,200 trips per month.

Frequency of Travel by Riders

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

Figure 5 Trips per Rider per Month



FOUR SERVICE DELIVERY OPTIONS FOR INTERCITY PARATRANSIT SERVICE

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

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

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

Option 1: Modified Taxi Scrip Program

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

Accessible Service by Wheelchair Van Providers.

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

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

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

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

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

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

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

Wheelchair-Accessible Taxi Service

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

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

Cost Containment

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

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

Figure 6 Three-Tier Fare Structure Proposal from 2013

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

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

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

Administrative Simplification

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

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

Figure 7 Advantages and Disadvantages of Modified Taxi Scrip

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

Option 2: Taxicard Payment System

How Taxicards Work

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

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

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

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

Figure 8 Taxicard Fare Structures in Three Cities

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

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

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

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

The Cost of Taxicards

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

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

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

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

Cost Containment

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

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

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

Administrative Simplification

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

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

Figure 9 Advantages and Disadvantages of a Taxicard System

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

Option 3: Central Reservations

How Central Reservations Would Work

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

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

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

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

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

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

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

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

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

Accessible Service

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

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

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

Taxi: \$2.25 + \$2.75 per mile

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

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

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

Cost Containment

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

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

Administrative Simplification

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

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

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

Figure 10 Advantages and Disadvantages of Central Reservations

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

Option 4: Dedicated Fleet

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

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

Accessible Service

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

Cost Containment

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

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

Fares and Fare Payment

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

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

Figure 11 Advantages and Disadvantages of the Dedicated Fleet Model

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

FINANCIAL ANALYSIS

Assumptions

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

Assumptions that apply to all options:

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

Option-dependent costs:

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

- **Dedicated vehicles:**

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

STA staff time: \$20,000

The Role of Fares

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

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

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

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

Results of the Analysis

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

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

Start-up Costs

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

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

Solano Intercity Paratransit Service Options
Solano Transportation Authority

Figure 12 Financial Analysis of Options

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



DATE : May 12, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Solano Rail Facilities Plan Update

Background:

The Solano Rail Facilities Plan was adopted in 1995, and was followed up by the 2003 Napa-Solano Passenger Rail Study. These documents have guided STA in identifying and prioritizing rail-related investments and interaction with the Capitol Corridor Joint Powers Authority (CCJPA).

The 1995 Plan was instrumental in helping determine the location of a second rail station in Solano County - the Fairfield/Vacaville station, to be located at the intersection of Peabody and Vanden Roads. Two other potential locations were also identified - downtown Dixon and Lake Herman Road in Benicia at Lake Herman Road near I-680.

In 2014, the STA Board approved developing an update to the 1995 Plan, in part to update priorities for rail stations and future service and rail freight priorities beyond the pending development of the new Fairfield/Vacaville Intermodal Station and its Capitol Corridor train stop. While the Plan update focuses on the passenger rail facilities along the main Union Pacific Railroad (UPRR), it also addresses passenger rail potential in the Vallejo area, and freight rail throughout Solano County. Initial scoping and development of the Plan update has been guided by a Rail Technical Advisory Committee (RTAC), made up of staff from affected jurisdictions and the CCJPA. Consultant support has been provided by McKenzie/McCrossan.

Discussion:

The RTAC, Consortium, TAC and Board have reviewed the existing conditions (facilities and ridership), freight rail and station location criteria of the Plan previously. The new chapters of the plan are future passenger facilities, safety and sea level rise adaptation. The main recommendations of the updated Plan are:

- During the next ten years, the priority is implementation of the pending Fairfield/Vacaville station and upgrade of the current Suisun/Fairfield Train Depot. After ten years, update the Solano Rail Facilities Plan and evaluate Solano and system-wide ridership and on-time performance data and re-examine the viability of an additional train station in downtown Dixon.
- Encourage the development of more integrated land uses and enhanced transit and bike/pedestrian connectivity around the existing Suisun Fairfield and pending Fairfield/Vacaville train stations in order to maintain and steadily increase ridership at both stations.

- Work closely with local transit providers to ensure coordinated bus service for residents of Fairfield, Suisun City and Vacaville, and employees at Travis Air Force Base and other nearby large employment centers, directly to the new Fairfield/Vacaville station
- Allow for private rail providers to take the lead for potential passenger rail service in the Vallejo/Napa corridor.
- Focus rail safety investments first and foremost on the Tabor Avenue crossing in Fairfield.
- Closely track state and federal actions on rail car and facility safety, especially in regards to Crude By Rail shipments into and through Solano County.
- Be prepared to deal with sea level rise issues as part of a larger regional approach to dealing with climate change.
- Consider pursuing national Amtrak service be provided at one of the rail stations.

The draft Plan was reviewed by the RTAC and TAC on March 25, and forwarded to the STA Board for consideration on April 15. The STA Board directed that a 30-day public comment period be provided, and that the Plan be brought back to the Board for adoption at its June 10th meeting.

After making modifications to the Plan based on staff and Board comments, the Plan was posted on the STA web site for public comment on April 30, with comments due June 1, 2015. To date, no comments on the Plan have been received.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the 2015 Solano Rail Facilities Plan provided as Attachment A.

Attachments:

- A. [2015 Solano Rail Facilities Draft Plan](http://www.sta.ca.gov/Content/10055/CountywidePlansampStudies.html#railplan) or
<http://www.sta.ca.gov/Content/10055/CountywidePlansampStudies.html#railplan>



DATE : May 12, 2014
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan – Transit and Rideshare Element
State of the System

Background:

The Solano Comprehensive Transportation Plan (CTP) is the STA's locally-adopted foundational document that sets our Agency goals and priorities. The Plan consists of 3 Elements:

- Active Transportation (formerly Alternative Modes), which covers bicycle and pedestrian issues, alternative fuel vehicles and fuel, safe routes to schools and safe routes to transit, and land use issues.
- Arterials, Highways and Freeways, which covers the Routes of Regional Significance.
- Transit and Ridesharing (formerly Transit), which covers the Transit Facilities of Regional Significance as well as intercity bus, rail, ferry, ridesharing and van pooling.

An update of the Solano CTP was initiated in 2009, with adoption of new long-range goals and a list of potential projects and programs. At that time, a State of the System report was approved for all three elements, describing the components of the system covered by that element and its current condition. The State of the System Report provides a baseline for measuring future progress. The State of the System Report also is used in the Goal Gap Analysis, which identifies the gaps between the system's long-term goals and its current status. Policies in the Solano CTP then help direct the allocation of resources to fill in those gaps.

The current Transit and Rideshare State of the System Report is 5 years old. STA has therefore developed an updated Report, which will be used in completing the Transit and Rideshare Element of the Solano CTP during the summer of 2015.

Discussion:

Attached is the updated draft State of the System Report for the Transit and Rideshare Element. It provides information that is current as of the end of 2014, with the exception of acknowledgement of the new Solano Rail Facilities Plan which is nearing adoption. The report includes the following information:

- Solano Express intercity bus routes, performance, facilities and fleet information.
- WETA ferry service performance
- Capitol Corridor train performance
- Solano Napa Commuter Information and vanpool system performance and facilities

Solano Express Intercity Transit Consortium members are requested to review the information for currency and accuracy, and provide comments to STA staff. The Report will be provided to the Transit and Rideshare Committee for review. While the State of the System report is being reviewed, STA staff will be working on an update Goal Gap analysis, and identifying resources and policies to guide STA in addressing identified gaps.

Fiscal Impact:

None at this time. However, this Plan will set-up priorities for future funding recommendations.

Recommendation:

Review the Draft Transit and Rideshare State of the System Report, and forward the Report to the Transit and Rideshare Committee for review.

Attachment:

- A. Draft Transit and Rideshare State of the System Report



DATE: May 19, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: STA's Overall Work Plan (OWP) for Fiscal Years (FY) FY 2015-16 and FY 2016-17

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 2014-15 and FY 2015-16 included a list of 38 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 with Solano's multiple transit operators. The past seven 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 traveling to and from school.

STA's planning activity include the update of its Comprehensive Transportation Plan, the Solano Rail Facilities Plan Update, and the Intercity Transit Corridor Study. The STA's project development activities include completing environmental documents, designing projects, 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 Project, Phase 1 of the I-80/I-680/SR 12 Interchange, Dixon's Pedestrian Underpass Project, Benicia's Bus Hub Project, and SR 12/Church.

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

income communities), Mobility Management Programs such as Countywide In-Person 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). The lack of an extension or reauthorization of the Federal Transportation Authorization Bill and an unclear State funding plan for transportation infrastructure continues to overshadow the funding of transportation projects and programs in California. Six 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. Two 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 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. This year, the Governor has highlighted the importance of addressing the State's backlog of highway maintenance projects. The League of California Cities, California State Association of Counties (CSAC), and the California Transportation Commission (CTC) has also highlighted the significant backlog of local road maintenance needs.

Seven 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, 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. Subsequently, the U.S. Congress still has been unable to develop consensus on how to fund a long range federal transportation authorization bill, and there has been an elimination of federal earmarks. 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 OWP for FY 2015-16 and FY 2016-17. The plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved in FY 2014-15

PROJECT DELIVERY/COMPLETE PROJECTS/NEAR TERM CONSTRUCTION PROJECTS

Based on the Budget for FY 2014-15 and FY 2015-16, the following OWP projects are currently fully funded and are currently under construction this year or slated to begin construction in FY 2015-16, 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

The following projects recently completed construction and have been opened to traffic.

- State Route (SR) 12 Jameson Canyon Widening Project – Caltrans/STA/NCTPA
- West B Street Pedestrian Undercrossing in the City of Dixon – Dixon/STA
- I-80 Rehabilitation Project – Vacaville to Dixon - Caltrans

The conversion of the I-80 High Occupancy Vehicle (HOV) Lane to an Express Lane located between Red Top Road and Air Base Parkway is fully funded through construction with the environmental document scheduled to be released in the June 2015 timeframe. Construction is scheduled for 2018.

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)
- I-80 Westbound Truck Scales – STA/Caltrans
- I-80 Express Lanes (HOT Lanes) – Air Base Parkway to I-505 (environmental studies underway and design funding recommended for Bay Area Infrastructure Authority (BAIFA) approval in June of 2015) - STA
- Fairgrounds 360 Access Project – I-80/Redwood Parkway – Fairgrounds Drive (draft environmental document completed – final document in process at Caltrans to sign) – County/Vallejo/STA

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
- Jepson Parkway – remaining segments
- North Connector – West Segment
- SR 12/Church Road Intersection Improvements

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 new transit joint powers authority, as part of the transfer of assets to the new agency. Five of the projects 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.

The construction of the Vacaville Transit Center and the Vallejo Station – Phase A were both successfully completed and are being actively utilize by transit riders of SolTrans, Vacaville City Coach and Fairfield and Suisun Transit (FAST), and numerous carpoolers and vanpoolers.

There are three transit projects that are funded, with one under construction and one scheduled to be under construction in 2015.

- Transit Center at Curtola/Lemon Street – Phase 1 – under construction - SolTrans
- Benicia Industrial Transit Facility – scheduled to be under construction in Fall of 2015 – Benicia/STA
- Suisun Amtrak Station Upgrade – scheduled to be under construction in Summer of 2015 – Suisun City

STA helped complete the funding of Phase 1 of the Fairfield-Vacaville Rail Station and is working with the City of Fairfield to obtain funds for additional components of the projects to enhance biking, walking and the use of transit to the station, and to provide a station building sufficient to provide ticketing and customer amenities for the projected ridership.

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 were completed in FY 2014-15 or anticipated to be wrapped up by June of 2015.

- Bay Trail/Vine Trail Feasibility Study
- Solano Rail Facilities Plan Update
- Transit Ridership Survey Update
- Intercity Transit Corridor Study Update (Solano Express) – Phase 1

The following planning studies are currently underway and funded in the currently proposed budget.

- 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 not currently funded in the STA budget, but will be discussed as part of STA Board future budget discussions.

- SR 29 Major Investment Study
- Solano Water Transit Service Study
- Emergency Responders and Disaster Preparedness Study
- SR 37 Corridor Evaluation – Sea Level Rise & Tolling

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 Napa Commuter Information (SNCI)
- Mobility Management Program
- The Call Center
- Solano Highway Improvement Partnership (SoHIP)
- Regional Traffic Impact Fee (RTIF) Program

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

- Establishment of the Mobility Management Call Center
- Establishment of the Mobility Management Website
- Completion of Second Year of In-Person ADA Eligibility Program
- The Start Up of 20 New Vanpools by the SNCI Program in FY 2014-15 Through March
- Start Up of the Transportation Info Depot at Historic Suisun Amtrak Station
- Approved for Statewide Active Transportation Grant for Safe Routes to Schools by California Transportation Commission
- Approved for California Energy Commission Grant for EV Readiness in Solano County
- Completion of First Annual RTIF Report
- Completion of First Annual Pothole Report
- 4th Year of STA's Local Preference

Recommendation:

Informational.

Attachment:

- A. STA's Draft Overall Work Plan for FY 2015-16 and FY 2016-17

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SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)

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

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CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Projects	2.	<p><u>I-80/I-680 Express Lanes</u></p> <p>A. Convert Existing I-80 HOV Lanes to Express Lanes (Red Top Rd to Air Base Pkwy) – Segment 1</p> <p>B. I-80 Air Base Pkwy to I-505 – Segment 2</p> <p>C. I-80 Carquinez Bridge to SR 37 – Segment 3</p> <p>D. I-680</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Draft Environmental Document Spring 2015 (Segments 1 & 2) • Funding for Design of Segment 2 pending BATA/BAIFA Approval • Seeking construction funding for Segment 2 • Seeking funding for environmental document – Segment 3 • MTC lead for Integrator <p><u>Milestones:</u></p> <p>PSR - COMPLETED</p> <p>Draft ED Spring 2015 (Segment 1 & 2)</p> <p><u>ECD:</u></p> <p>PA/ED – August 2015 (Segments 1 & 2)</p> <p>PS&E – July 2016 Segment 1</p> <p>PS&E – October 2017 Segment 2</p> <p>CON – Spring 2018 Segment 1</p> <p>CON – Summer 2018 Segment 2 (pending funding)</p>	STA PA/ED Design	\$16.4 M Bridge Tolls	X	X	A. \$30 M B. \$130M C. \$8 M (PA/ED)	Projects Janet Adams

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STA Lead Projects	3.	<p><u>I-80 Cordelia Truck Scales</u></p> <ol style="list-style-type: none"> EB Truck Scales WB Truck Scales <p><u>Status:</u> Construction EB completed December 2013. Work with Caltrans to close out contract. Work with consultant to complete work and initiate the maintenance period. .</p> <ul style="list-style-type: none"> Form Working Group for WB Scales Advocate for funding WB Scales Proposed WB Scales to be included in new RTP as Freight Priority Project Working with MTC to have WB included in Regional Goods Movements Plan (est. Aug 2015) <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Added WB Truck Scales to State Freight Plan (December 2014) EB Awarded ENR's California 2014 Best Project (Highways/Bridges) EB Awarded Intelligent Transportation Society of America (ITS America) 2014 Best of ITS Awards <p><u>ECD:</u> State Adopted State Freight Plan (includes WB Scales) - Dec 2014 Working Group Initial Meeting – Est Summer 2015</p>	<p>STA</p> <ul style="list-style-type: none"> PA/ED Design <p>Caltrans</p> <ul style="list-style-type: none"> R/W Con 	<p>\$49.8 M Bridge Tolls</p> <p>\$49.8 M TCIF</p>	X		<p>\$100.6 M</p> <p>WB Scales (\$170 M): PS&E \$15.2 M R/W \$37.65 M CON \$117.15 M</p>	<p>Projects Janet Adams</p>

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STA Lead – Studies	5.	<p><u>I-80 Corridor Management Freeway Performance Initiative (FPI)</u> This includes; ITS Elements, Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features).</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Construction completed I-80 for FPI elements from State Route (SR) 37 to I-505. (Phase 2) Phase 1 implemented one year ago, staff to provide one year report to Board (June 2015) STA working with SoHIP to implement Phase 2 of the I-80 Ramp Metering – Initiation Planned for September 2015 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> One Year Anniversary Phase 1 Ramp Metering – COMPLETED Phase 2 Implementation – Planned September 2015 Soundwall Retrofit Policy – COMPLETED <p><u>ECD:</u> Implementation Plan Phase 2 – Spring 2015 Phase 2 Ramp Metering Implementation - September 2015</p>	Caltrans STA MTC	Regional SRTP and State SHOPP Funds	X	X	N/A	Projects Robert Guerrero

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STA Lead - Projects	6.	SR 37 Improve SR 37 between I-80 in Solano County and SR 101 in Marin County to address Sea Level Rise and reduce congestion. <u>Status:</u> <ul style="list-style-type: none"> In process of developing partnership with Napa/Sonoma/Marin counties In process of developing a MOU with these partners In process of developing the definition of the Project In process of seeking funding to initiate a Project Study Report for corridor 			X	X		Projects Janet Adams Robert Guerrero
STA Lead – Projects	7.	Redwood Parkway – Fairgrounds Drive Improvement Project Improve I-80/Redwood Rd IC, Fairgrounds Dr, SR 37/Fairgrounds Dr. IC <u>Status:</u> <ul style="list-style-type: none"> Draft environmental document – COMPLETED Regional Air Quality Conformity Analysis - COMPLETED Funding needed for project design and construction Scoping out Initial Construction Package Design Scope/Fee <u>ECD:</u> Final ED – July 2015	STA PA/ED	Federal Earmark	X	X	\$65M	Projects Janet Adams

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STA Co-Lead Projects	8.	<u>SR 12 West (Jameson Canyon)</u> Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project built with 2 construction packages. <u>Status:</u> <ul style="list-style-type: none"> Construction – COMPLETED Working to close out construction contracts Implementing off-site mitigation <u>Milestones:</u> <ul style="list-style-type: none"> Awarded APWA 2015 Project of the Year Over \$75 Million Awarded ASCE 2015 Engineering Excellence Award Nominated for CTF Project of the Year 2015 <u>ECD:</u> COMPLETED	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	X		\$134 M	Projects Janet Adams NCTPA Caltrans
STA Lead – Projects	9.	<u>State Route (SR) 12 East</u> SR 12 Corridor (I-80 to I-5). A. STA Future SHOPP Priorities a. SR 12/SR 113 Intersection b. Somerset to Druin shoulders (Gap Closure) B. SR 12/Church Road PSR a. PSR completed, Summer 2010 b. Initiated PA/ED for SR 12/Church Rd. in partnership with the City C. Monitor new construction between Azavedo to Somerset	CT CT STA CT	SHOPP Rio Vista – Fed Earmark	X	X	\$8 M \$15M \$7-9 M	Projects Janet Adams Robert Guerrero

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		<u>Status:</u> <ul style="list-style-type: none"> Caltrans has initiated the environmental document on the SR 12/113 intersection improvements. STA initiated SR12/Church environmental document STA proceeding with advocacy for Gap Closure project <u>Milestones:</u> <ul style="list-style-type: none"> Construction started on segment between Azavedo to Somerset SR 12 /Church Rd ED Initiated <u>EDC:</u> SR 12 Church Rd Draft ED – 2017						
STA Co-Lead Plans	10.	SR 29 MIS Corridor Major Investment Studies A. Create a partnership to fund and develop a corridor transit plan <u>Status:</u> <ul style="list-style-type: none"> The City of Vallejo and NCTPA both prepared documents regarding the future of SR 29. A comprehensive Corridor plan, agreed to by all parties, has not been created. STA intends to begin the Phase II Transit Corridor Study in FY 15-16. The updated Caltrans Highway Design Manual provides for roadway standards and exceptions that are more applicable to Vallejo than previous HDM versions. STA submitted Caltrans Planning Grant for SR 29 MIS, this grant scope includes transit element for the corridor, but was not awarded funding. 	City of Vallejo SolTrans NCTPA		X	X		Planning/Projects Robert Macaulay Phil Cami Programs: Liz Niedziela

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		Milestones: <ul style="list-style-type: none"> • MOU creating partnership • Funding and initiation of study • Completion of study <u>EDC:</u> 18 to 24 months						

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

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STA Lead Projects	12.	<u>City of Dixon - West B Street Undercrossing</u> Construct new pedestrian undercrossing to replace existing at grade RR crossing. <u>Status:</u> <ul style="list-style-type: none"> Construction completed summer 2014. In process of closing out construction contract and R/W obligations <u>Milestones:</u> ED – COMPLETED PS&E – COMPLETED R/W – COMPLETED CON – COMPLETED <u>ECD:</u> Construction Completed March 2015.	STA	\$1 M City of Dixon \$1.2 M STIP TE \$975k TDA Swap \$2.5 M OBAG	X		\$7 M	Projects Janet Adams
STA Co-Lead – Projects	13.	<u>Jepson Parkway Project</u> A. Vanden Rd. B. Leisure Town Rd. C. Walters Rd. Extension <u>Status:</u> <ul style="list-style-type: none"> FF and VV lead for design, design to be completed by June 2015 STA lead for R/W, R/W Certification June 2015 STA lead for EIS Re-Validation, to be completed by June 2015 Construction scheduled to start in FY 2015-16 (\$38M STIP) – (Fairfield/Vacaville Segments) 	STA Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local	X	X	\$185 M	Projects Janet Adams

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		<ul style="list-style-type: none"> FF Funding Agreement update for Segment 1, pending New VV Funding Agreement for Segment 3, pending STA/FF/VV working on Jepson Project implementation in concert with the Train Station implementation. Transferred \$2.4 M of work from Train Station Project to Jepson Pkwy Project <p><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</p> <p><u>ECD:</u> PS&E (Segments 1A and 2): June 2015 R/W (Segment 1 and 2): June 2015 Beg Con: FY 2015-16 (Segments 1A and 2)</p>						
STA Co-Lead Projects	14.	<p><u>Travis Air Force Base Access Improvement Plan (South Gate)</u> A. South Gate Access (priority)</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> County lead coordinating with City of Suisun City, and Travis AFB for South Gate implementation Environmental Document - COMPLETED R/W - COMPLETED Construction - INITIATED 	STA Funding lead County Implementing lead	\$3.2M Federal Earmark (2005) South Gate Fully Funded	X	X	South Gate \$3M	Projects Janet Adams Robert Guerrero

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		<u>EDC:</u> PA/ED: Complete PS&E: Complete Beg R/W: Complete Beg Con: 2015						
STA Monitoring – Programs	15.	<u>Monitor Delivery of Local Projects/Allocation of Funds</u> A. Monitor and manage local projects. B. Develop Pilot Solano Project Management Webtool (SPOT) C. Implement OBAG Projects D. Implement PCA Project <u>Status:</u> <ul style="list-style-type: none"> Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. Monitor OBAG project implementation Monitor SR2S project implementation Aid Agencies, as needed, in development of Funding Strategies for projects with shortfalls Monitor pilot PCA project Participate in PDT's for projects to insure successful delivery <u>ECD:</u> FY 2014-15 and FY 2015-16	STA	STIP-PPM STP	X	X	N/A	Projects Anthony Adams

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STA Lead Studies	16.	<p><u>Private Public Partnerships (P3)</u> Feasibility Study to consider options for P3 within the County for I-80 transit centers. Study to consider a range of options for this financing/delivery of capital projects.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Scope updated to add 4 transit facilities increasing total to include 10 transit facilities • Phase 2 work based on recommendations from Feasibility Study at Curtola Transit Facility in partnership with SolTrans. – COMPLETE, SP+ O&M firm acquired • Initiating Phase 2 P3 implementation with the City of Fairfield for FTC and FF/VV train station O&M P3 feasibility <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Feasibility Study – COMPLETED • Phase 2 Implementation Curtola – COMPLETE • Phase 2 FF FTC and/or FF/VV Train Station potential 2015-16 	STA	\$100,000 Phase 2 \$25,000 SolTrans	X	X	\$24,000	Projects Robert Guerrero
STA Lead - Studies	17.	<p><u>Solano County Annual Pothole Report</u> Annual report on countywide rating roadways (mapped by street/by jurisdiction), summary of annual investments in roadway infrastructure and summary of financial shortfall.</p> <p><u>Status:</u> The first annual report was completed in 2014. This will be an annual report that is anticipated to be adopted by the STA Board by Dec.</p>	STA	PPM	X	X	\$12,500	Projects Anthony Adams

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STA Lead – Program	18.	<u>Regional Traffic Impact Fee (RTIF) Program</u> <ul style="list-style-type: none"> Working Group Coordination Strategic Implementation Plan (SIP) Annual Reporting Fund Distribution <u>Status:</u> <ul style="list-style-type: none"> Revenue Estimates Forecast completed and will be updated annually. SIPs will be updated annually Development of Funding Sign underway RTIF Working Groups coordinating to update SIPs and develop RTIF funding agreements (as necessary) Throughout FY 2014-15 \$780,000 revenue collected. 2nd Annual Report to be completed by October 2015 <u>Milestones:</u> <ul style="list-style-type: none"> Updated Nexus Study/AB 1600 Study (Add Green Valley OC) - COMPLETED January 2015 Implementation Policies – COMPLETED October 2014 First Annual Report submitted to County October 2014. 	STA	PPM/RTIF	X	X		Projects Robert Guerrero



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STA Lead – Planning	19.	<p><u>Comprehensive Transportation Plan Update (CTP)</u> Adopted chapters – Introduction, Land Use, Past Achievements, Active Transportation.</p> <p>Arterials, Highways and Freeways <u>Status:</u></p> <ul style="list-style-type: none"> Project list being updated State of the System being updated Annual Pothole Report has been approved <p>Active Transportation <u>Status:</u></p> <ul style="list-style-type: none"> Adopted <p><u>New Chapters</u></p> <ul style="list-style-type: none"> Equity New Technologies and Services <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Periodic updates of constituent plans: bike, pedestrian, sustainable communities, alternative fuels, safe routes <p>Transit and Rideshare <u>Status:</u></p> <ul style="list-style-type: none"> Project List being updated Draft State of the System completed, Goal revision and Goal Gap Analysis being drafted 	STA	STP TDA STAF	X	X		<p>Planning Robert Macaulay/</p> <p>Elizabeth Richards</p>

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		Public Outreach <ul style="list-style-type: none"> Website established Public Outreach Meetings <u>ECD:</u> Active Transportation - COMPLETED Transit and Rideshare - FALL 2015 Arterials, Highways and Freeways - DEC 2015 Final Document – DEC 2015						Jayne Bauer/ Daniel Coffeen
STA Co-Lead	20.	<u>Regional Transportation Plan Update/Sustainable Communities Strategy</u> Regional Transportation Plan that is updated every four years by MTC. STA adds projects and programs to plan and completes outreach for regional plan. <u>Status:</u> <ul style="list-style-type: none"> Call for Projects - Summer 2015 <u>Milestones:</u> <ul style="list-style-type: none"> Plan Bay Area adopted July 2013 Develop STA priority project list with CTP adoption in FY 15-16 MTC public outreach plan drafted. First Solano meeting May 2015. Next SCS due in 2017. <u>ECD:</u> New SCS – scheduled for July 2017 adoption	MTC/STA	STP	X	X		Planning Robert Macaulay

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STA Lead – Planning	21.	<u>Priority Development Area and Priority Conservation Area Planning and Implementation</u> <ul style="list-style-type: none"> A. Develop PDA Plans for cities of Benicia, Dixon and Rio Vista B. Assist cities of Fairfield and Suisun City in developing their own PDA Plans C. Develop Priority Conservation Areas (PCAs) assessment/implementation plan <p><u>Status:</u></p> <ul style="list-style-type: none"> • PDA Planning underway. • PCA Assessment Plan stakeholder committee formed; consultant selected and performing work. <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • PDA Planning Grants have STA/City funding agreements; consultant selection under way; Planning work to be completed first half of 2016 • PCA Plan to be completed 2015 <p><u>ECD:</u></p> <ol style="list-style-type: none"> 1. PDA Fairfield/Suisun - May 2016 2. PDA Benicia/Dixon/Rio Vista - March 2016 3. PCA - December 2015 	STA	Regional TLC CMAQ STP Planning	X	X	\$1.5 M \$75,000	Planning Robert Macaulay Andrew Hart



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STA Lead – Programs	22.	<p><u>Congestion Management Program (CMP)</u></p> <p><u>Status:</u> Bi-annual CMP update due in FY 2013. next CMP due in 2015. State legislation (AB 2098) may significantly alter CMP process</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • CMP Update for 2015 has been initiated; MTC direction pending. • CMAs monitoring AB 1098 <p><u>ECD:</u> FY Sept 2015</p>	STA	STP Planning	X			Planning Robert Macaulay
STA Lead – Programs	23.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u></p> <p>Implement the Countywide Bicycle Plan. Periodically update as projects are completed, regional priorities change or funding changes.</p> <p><u>Status of Tier 1 Projects:</u></p> <ul style="list-style-type: none"> A. Fairfield- Vanden Road (Jepson Parkway) Class II - included in Jepson Parkway design B. Pleasants Valley Rd Class II - not funded C. Suisun Valley Farm to Market - seeking ATP funding D. Suisun City Driftwood Drive – IN DESIGN E. Dixon West B Undercrossing - COMPLETED <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Bike signs and way finding signs – Phase 1 signs acquired, being installed in Suisun City, Vallejo, Benicia. 	<p>Fairfield Vacaville STA County Suisun City STA</p>	<p>TDA Article 3; Bay Area Ridge Trail</p> <p>OBAG</p>	X	X	\$85,000	Planning Drew Hart

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		<ul style="list-style-type: none"> Countywide Bicycle Plan project list - priority list being updated summer of 2015 New bicycle counters acquired and being used to provide use information <p><u>ECD:</u> Deliver Phase 1 Wayfinding Signs - FY 2015-16 Complete and implement Phase 2 Wayfinding Signs Plan - FY 2015-16</p>						
STA Lead – Programs	24.	<p><u>Countywide Pedestrian Plan and Implementation Plan</u> Implement the Countywide Pedestrian Plan. Periodically update as projects are completed, regional priorities change or funding changes. Support PDA implementation.</p> <p><u>Status of Tier 1 Projects:</u></p> <ul style="list-style-type: none"> A. Dixon Safe Routes Jacobs Intermediate School B. Downtown Vallejo Streetscape - partly funded C. Suisun Valley Farm to Market - seeking ATP funding D. New pedestrian counters acquired and being used to provide use information <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Dixon West B Street Project COMPLETED Countywide Pedestrian Plan project list - priority list being updated summer of 2015 <p><u>ECD:</u> Pursue funding for priority projects - FY 15-16, FY 15-16</p>	STA	TDA-ART3 OBAG RM 2 Safe Routes to School	X	X		Planning Ryan Dodge

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STA Lead – Programs	25.	<u>STA Marketing/Public Information Program</u> A. STA Websites and Facebook page B. Events C. Quarterly Newsletter and Annual Report D. Project Fact Sheets and Public Outreach E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy H. Marketing Programs: STA/SolanoExpress/SNCI I. SNCI website and Facebook page J. SR2S website and Facebook page K. SolanoExpress website <u>Status:</u> <ul style="list-style-type: none"> • New website in design for SolanoExpress and Mobility Management. • STA, SR2S, and SNCI Facebook pages being maintained. • In-house individual project sheets developed on as-need basis. • STA Annual awards hosted every November • Implement SolanoExpress Marketing Campaign • Implement SNCI Marketing Campaign <u>Milestones:</u> <ul style="list-style-type: none"> • Ribbon Cutting for Dixon West B Street Project • Ribbon Cutting SR 12 Jameson Canyon • Ribbon Cutting for I-80 EB Truck Scales • Groundbreaking for I-80/I-680/SR 12 Interchange Project • 2014 Awards Program in Vallejo • Implemented Website editors monthly meetings 	STA	TFCA Gas Tax Sponsors	X	X		Planning Jayne Bauer Daniel Coffeen

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		<ul style="list-style-type: none"> Interviewed/hired/supervised high school intern Implemented SolanoExpress Marketing Campaign 						
STA Lead – Programs	26.	<p><u>Clean Air Fund Program and Monitoring</u></p> <p>A. BAAQMD/TFCA B. YSAQMD</p> <p>Board approved Funding Priorities for SNCI, SR2S, Alternative Fuels, and Climate Action Initiatives FY 2014-15 funding: A. YSAQMD - 10 projects for \$420,000 B. BAAQMD: <ul style="list-style-type: none"> Solano Commute Alternatives Outreach Solano Community College Bus Voucher Program </p> <p><u>Status:</u> Allocated annually. STA staff monitors implementation of TFCA funds until project completion.</p>	STA YSAQMD	TFCA Clean Air Funds	X		<p>\$295,000 Annually (TFCA) \$340,000 FY 15-16 (YSAQMD Clean Air)</p>	Planning Drew Hart
STA Co-Lead Programs	27.	<p><u>Solano Climate Action Program</u></p> <p>Develop county-wide greenhouse gas emission inventory, GHG emission reduction plans for energy sector, and GHG emission reduction and implementation plans for non-energy sectors</p> <p><u>Status:</u> <ul style="list-style-type: none"> All PG&E and SGC funded work has been COMPLETED </p>	STA	PG&E and SGC grants			<p>PG&E Grant \$285,000</p> <p>SGC Grant \$275,000</p>	Planning Robert Macaulay

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STA Lead – Programs	28.	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></p> <ol style="list-style-type: none"> 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Evaluation 6. Engagement 7. Funding of Program 8. Plan implementation <p><u>Status:</u></p> <ul style="list-style-type: none"> • Implement Plan Update findings • Update and maintain SR2S website and Facebook pages • Coordinate SR2S Community Task Forces and SR2S Advisory Committee • Work with Public Health to conduct Educational and Encouragement events like school assemblies, bike rodeos, walk and roll events • Expand SR2S Program to incorporate middle school and high school components. • Monitor the implementation of selected engineering projects from SR2S Plan update • Continue Walking School Bus implementation at 56 elementary schools • Continue to seek additional grant funds to fund elements of SR2S Program • Implement the 2nd Public Safety Enforcement Grant with the Cities of Rio Vista and Vacaville • Develop a robust evaluation system of SR2S program • Introduce a Walking Wednesday initiative at selected schools • Implement enhanced WSB program utilizing ATP funding • Send bi-monthly electronic newsletters to SR2S stakeholder distribution list • Provide Bike Mobile events at selected schools and community events <p><u>Milestones:</u></p>	STA	CMAQ TFCA-PM YSAQMD BAAQMD TDA FHWA SRTS ATP	X	X	\$1.5 M Encouragement , Education and Enforcement	Transit/SNCI Sarah Fitzgerald
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		<ul style="list-style-type: none"> • Over \$5 million in SR2S funding obtained to date • Secured YSAQMD funding for SR2S Program (\$60K) and ATP funding for SR2S Parent Education and Enhanced WSB Pilot Project (\$388k) • First Weekly Walking Wednesdays program begins (Grace Patterson Elem, Vallejo) • First Monthly Walking Wednesday program begins (Matthew Turner Elem, Benicia) • 5 daily Walking School Buses begin led by paid school staff (Callison Elem, Vacaville) • Benicia SR2S OBAG Engineering Project Complete • SR2S Video Completed • First Bike to School Day poster competition, received over 100 entries • Secured Funding Agreement with Vallejo City Unified School District for Pilot High School Trip Reduction Project • SR2S category created for STA Annual Awards • Presented 5 proclamations to SR2S Champions • As of March 2015, 43 schools have held 80 events attended by 13,824 children • 41 schools with 11,086 students participated in International Walk to School Day in October. This marks the first year all cities and school districts in Solano County participated. • 27 schools participated in October Travel Surveys, goal is 40 Travel Surveys for May. Developed online survey form to pilot. • At A Glance Guide updated and distributed at outreach events <p><u>ECD:</u></p> <ul style="list-style-type: none"> • SR2S Engineering Projects (Rio Vista, Suisun City and Vacaville) completed by 2016 • SR2S Engineering Projects (Dixon, Vallejo) completed by 2017 						
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STA Lead – Studies	29.	<p><u>Countywide Transit Coordination</u> STA works with MTC and transit operators to implement countywide and regional transit coordination strategies.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Develop Countywide Coordination SRTP • Implement Enhance Transit Coordination Strategies <ul style="list-style-type: none"> ○ -Standardized fare structure ○ -Transit capital planning ○ -Transit Service planning • I-80/I-680/I-780/SR12 Transit Corridor Study Update Phase 2 • Select service option for Solano Express from Transit Corridor Study <p><u>Milestones :</u></p> <ul style="list-style-type: none"> • SolanoExpress Service Option - Completed • Update Solano Express Capital Plan – Completed • Implement Clipper - Completed <p><u>ECD:</u> Countywide Coordinated SRTPs - March 2016 Enhance Transit Coordination Strategies- Ongoing I-80/I-680/I-780/SR12 Transit Corridor Study Update – October 2015 I-80/I-680/I-780/SR12 Transit Corridor Study Update Phase 2 – March 2016</p>	STA/ Dixon/ Fairfield/ Rio Vista/ Solano County/ SolTrans/ Vacaville	MTC/STAF STAFSTAF STAF	X X X X	X X X	\$550,000	Transit Liz Niedziela

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STA Lead – Program	30.	<p><u>Lifeline Program</u> Lifeline Transportation Program supports projects that address mobility and accessibility needs in low-income communities throughout the Solano County.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Project Selection • Monitor Projects <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Call for Projects- Completed • Monitoring Lifeline Projects • Operating – SolTrans Route 1, 2, 85 FAST Route 30 Saturday Service and FAST Route 20, Faith in Action Volunteer Driver Program, Intercity Taxi Scrip Program, FAST Local Taxi Scrip Program and E. Tabor Sidewalk Crossing • Capital –SolTrans (3) Replacement buses and Dixon Rendi-Ride (1) replacement bus <p><u>ECD:</u> Lifeline Funding Fourth Cycle- Estimated FY 2014-15 – FY 2016-17</p>	STA/MTC	STAF	X	X	\$17,000	Transit Liz Niedziela

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STA Lead - Programs	31.	<p><u>FTA 5311</u> In Solano County, STA programs the 5311 funding. These funds are used for transit capital and operating purposes for services in non-urbanized areas.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Call for Projects in Nov/Dec • Project Selection • Monitor Projects <p><u>Milestones:</u> 5311 funds were programmed for FY 2013-14 and FY 2014-15 - Completed Operating funds were programmed for Dixon, FAST Rt. 30, Rio Vista and SolTrans Rt. 85</p> <p><u>ECD:</u> 5311 Funding for FY 2015-16 - Estimated June 2017</p>	STA/MTC	FTA 5311	X	X	\$900,000	Transit Liz Niedziela
STA Lead – Programs	32.	<p><u>Paratransit Coordination Council and Seniors and People with Disabilities Transportation Advisory Committee</u> 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>	STA	STAF	X		\$50,000 \$30,000	Transit Liz Niedziela Kristina Holden

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		<u>Status:</u> <ul style="list-style-type: none"> Proposed development of CTSA Mobility Management Programs being developed Review Mobility Guide for Seniors and People with Disabilities Operators TDA Claims Review Score FTA 5310 applications Recommended projects for OBAG funding <u>Milestones:</u> <ul style="list-style-type: none"> PCC Work (Board May 2015) FTA 5310 call for projects and PCC subcommittee scoring of projects - Completed PCC TDA claim review for FY 2014-15 - Completed <ul style="list-style-type: none"> PCC Brochure 2013- Completed Updated Mobility Brochure for Seniors and People with Disabilities - March 2015- Completed <u>ECD:</u> PCC Work plans - 2016 and 2017 FTA 5310 call for projects - 2016 and 2017 TDA Claim Review – FY 2015-16 and 2016-17						

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STA Lead – Programs	33.	<p><u>SolanoExpress/Intercity Coordination</u> Coordinate to implement recommended strategies as identified in the Countywide studies and agreements.</p> <ul style="list-style-type: none"> A. Manage Intercity Transit Consortium B. Monitor Route 20, 30, 40, 78, 80, 85, 90 C. Funding Agreement Update D. RM2 Transit Operating Fund Coordination E. Solano Express Intercity Transit Marketing F. Intercity Ridership Study Update G. TDA Matrix - Reconciliation and Cost Sharing H. Development of multi-year funding plan I. Development of Intercity Bus Replacement Plan J. Marketing implementation of Clipper <p><u>Status:</u></p> <ul style="list-style-type: none"> • Solano Express Intercity Transit Marketing in process • Intercity Transit Funding Group Development • TDA Matrix - Reconciliation and Cost Sharing to be approved June 2015-16 and 2016-17 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Solano Express Capital Bus Replacement Plan Developed - Completed <ul style="list-style-type: none"> • 2014 Intercity Ridership Survey- Completed • Intercity Transit Funding agreement updated FY 2014-15- Completed <ul style="list-style-type: none"> • Implement Clipper – November 2014 <p><u>EDC:</u> Development of Transit Capital Plan July 2015</p>	STA	TDA	X			Transit Philip Kamhi

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STA Lead – Programs	34.	<p><u>Solano County Mobility Management</u></p> <ul style="list-style-type: none"> A. Implement Mobility Management Programs B. Monitor Programs C. CTSA Implementation D. Update Solano Transportation Study for Seniors and People with Disabilities <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Implementation of Ambassador Program with coordination with Transit operators on travel training ● Partner with non-profits for one-on-one travel training (Independent Living Resource Center and Connections for Life) ● Evaluate In Person Eligibility Program <p><u>Milestones:</u></p> <ul style="list-style-type: none"> ● Countywide In Person ADA Eligibility Program Initiated (July 2013) - Completed <p>Develop Website – Completed Implement Call Center - Completed Disseminate information on Senior Safety Driver Programs – September 2014 CTSA Designation- Completed Transition Intercity Taxi Scrip Program from Solano County to STA - Completed</p> <p><u>ECD:</u> Evaluate In Person ADA Eligibility Program Option Year 2015 Travel Training Programs development – July 2015</p>	STA/ County/ Transit Operators	JARC/STAF/ OBAG/NEW FREEDOM	X	X	\$800,000	Transit/ Tiffany Gephart & Kristina Holden
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STA Lead Program	35.	<p><u>Intercity Mobility Program</u> Implementation of the Intercity Mobility Management Program will be completed with a variety of tools. A. Develop and Implement Phase 2 on Intercity Taxi/Paratransit Program</p> <p>Status:</p> <ul style="list-style-type: none"> • Implementation of Phase 2 to begin Summer 2015 • Implementation of improvements to current Taxi Script Program – on-going 	STA	TDA	X	X		Transit Philip Kamhi
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STA Lead – Programs	36.	<p><u>Solano Napa Commuter Information (SNCI) Program</u></p> <p>A. Customer Service Program-Call Center, Display Racks, website/facebook</p> <p>B. Vanpool Program</p> <p>C. Employer Outreach/Support Program</p> <p>D. Employer Commute Challenge Promotion</p> <p>E. Incentives Program</p> <p>F. Emergency Ride Home (ERH) Program</p> <p>G. Campaigns/Events – Bike to Work Promo</p> <p>H. Coordination with Napa County</p> <p>I. College Coordination</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Continue to deliver overall rideshare services to Solano and Napa employers and general public Start 28 new vanpools and provide support to all vans with origin/destinations in Solano and Napa counties. Direct the Napa and Solano Employer Commute Challenges Assist employers in Solano and Napa counties with 50+ employees comply with requirements of the Bay Area Commuter Benefits Program. Encourage them to select Option 4 as a way to comply, with a goal to expand and sustain participation in SNCI’s Employer Program. Implement the recommendations per the Marketing Evaluation and Assessment to increase public awareness of program Incorporate Mobility Management calls (from seniors, people with disabilities, and low-income) into the SNCI Call Center (transit and trip planning) to become the Solano Mobility Call Center. Design and implement transportation information center at the Suisun City train station in partnership with the City of Suisun City. 	STA	MTC/RRP TFCA ECMAQ	X	X	\$600,000	<p>Transit/SNCI Judy Leaks</p> <p>Debbie McQuilkin Paulette Cooper</p> <p>Sean Hurley</p>

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CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none"> Develop and implement a feedback and evaluation system to assess/analyze promotions, events, etc. Implement a Transit Incentive pilot program that coincides with the launch of Clipper in Solano County Coordinate efforts with Solano Community College with a goal to encourage an overall commute alternative plan at the school <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Implemented Bike to Work campaign. There were 17 Energizer in Solano County and 9 stations in Napa that nearly 800 cyclists visited. Completed the seventh Solano Commute Challenge with 40 employers and 747 employees participating; and the second Napa Commute Challenge with 24 employees and 171 employee participants. 27 new vans were started to/from Solano/Napa counties through April 2014 and SNCI supported 193 vanpools Solano Community College has implemented a pilot program to provide significantly reduced-fare passes to students who use transit to get to the school. 						
STA Co-Lead Projects	37.	<p><u>Capitol Corridor Rail Stations/Service</u></p> <p><u>Status:</u></p> <p>A. Fairfield/Vacaville Train Station: First phase Fairfield/Vacaville station expected to begin construction 2015. Staff working with Fairfield on completing funding plan for Phase 1. Phase 2 funding plan to be developed this year.</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>City of Fairfield</p> <p>City of Dixon</p>	<p>RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds</p>	X		\$68 M FF/VV Station	<p>Planning/Projects Janet Adams Robert Macaulay</p>

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
		C. Update Solano Passenger Rail Station Plan; draft plan released for public review. D. Monitor Vallejo's Rail Service Plan for Mare Island E. Suisun/Fairfield Train Station Upgrade <u>ECD:</u> Updated Solano Passenger Rail Station Plan in June 2015. Fairfield/Vacaville Station construction began Suisun/Fairfield Train Station Upgrade to begin FY 2015-16	STA City of Vallejo City of Suisun City	STAF, PPM STP Planning, Vaca TDA, CCJPA CMAQ, TDA Article 3, STAF MTC Rail Program	X X X X		\$125,000 \$66,050 \$600,000	
STA Monitoring Projects	38.	<u>WETA Ferry Support and Operational Funds</u> A. Vallejo Station B. Maintenance Facility Phase I & II C. Ferry Service <u>Status:</u> <ul style="list-style-type: none"> Monitor project schedule and phasing plan for Vallejo Station. Assist Vallejo in effort to relocate post office to facilitate Phase 2 Phase I of the Maintenance Facility are funded. Support and market Vallejo ferry service Potential development of advisory committee <u>Milestone</u> Reappointment of Anthony Intintoli – 2014 Main ground breaking on Ferry Maintenance Facility – May 2014	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD	X		\$65M \$10.8M \$0.5M	Projects Janet Adams Transit Liz Niedziela

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	39.	<p><u>Countywide Traffic Model and Geographic Information System</u></p> <p>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</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Convene Model TAC Adopt new traffic model. Perform validation counts <p><u>Milestones:</u></p> <ul style="list-style-type: none"> New Activity Based Model in April 2015. Conduct validation counts in spring of 2015 <p>ECD: Model update for Plan Bay Area consistency FY 2015-16.</p>	<p>STA, NCTPA STA</p> <p>STA</p>	Funded by OBAG	X	X	<p>\$150,000 \$24,000</p>	<p>Planning Robert Macaulay Ryan Dodge</p>
STA Lead – Programs	40.	<p><u>Abandoned Vehicle Abatement Program</u></p> <p><u>Status:</u> Ongoing – 4,035 vehicles abated in FY 2013-14, \$510,113 distributed countywide, average cost per abatement, \$126.</p>	STA	DMV	X	X	<p>FY 2013-14 \$510,113 countywide distribution</p>	<p>Projects/ Finance Judy Kowalsky</p>

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Planning	41.	<u>New or Updated Countywide Plans</u> Water Transportation Plan – new Airport surface access plan – new Safety and Adaptability Plan	STA	OBAG STAF	X	X		Planning/ Robert Macaulay Drew Hart Ryan Dodge
STA Lead - Planning	42.	<u>Vine Trail Alignment Study</u> <u>Status:</u> <ul style="list-style-type: none"> Consultant work completed Action by City of Vallejo pending <u>Milestones:</u> <ul style="list-style-type: none"> STA Board approval April 2015 Applications for implementation funding being prepared <u>ECD:</u> May 2015	STA, City of Vallejo	ABAG Bay Trail Vine Trail Partnership	X		\$100,000	Planning: Drew Hart
STA Lead Program	43.	<u>Develop and Implement Title IV Program</u> Translation of Documents (Vital and Informational) Annual Monitoring Translator Services <u>Status:</u> Title IV Plan Approved by Caltrans – COMPLETED Add Title IV to websites, with complaint form – COMPLETED Establish phone translation service - COMPLETED						Agency Wide: Anthony Adams, Coordinator Liz Niedziela Judy Leaks Sarah Fitzgerald Robert Macaulay Janet Adams Johanna Masielat



SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
		Establish document translation service – COMPLETED Translate Vital Documents – COMPLETED Translate Informational Documents – ON-GOING Annual Reporting – First Annual Report June 2015 On-Going Requirement as STA directly receives FTA Funding						



DATE: May 15, 2015
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 December 10, 2014, the STA Board approved its 2015 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2015.

Monthly legislative updates are provided by STA's State and Federal lobbyists 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:

SB 32 Pavley

The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. This bill would require the state board to approve a statewide greenhouse gas emissions limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. Supported by California Transit Association. Last Amended on 5/5/15. Scheduled for Senate Committee on Appropriations 5/18/15. For discussion and potential recommendation.

SB 413 Wieckowski

Existing law makes it a crime, punishable as an infraction, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise or selling or peddling any goods, merchandise, property, or services of any kind whatsoever on the facilities, vehicles, or property of the public transportation system, in specified circumstances. This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. The bill would also make it an infraction for a person on or in a facility or vehicle of a public transportation system to fail to yield seating reserved for an elderly or disabled person. The bill would make a 3rd or subsequent violation of the prohibition against selling or peddling goods, merchandise, property, or services, as specified, punishable as a misdemeanor. This bill contains other related provisions and other existing laws. (Based on text date 4/16/2015). Sponsored by California Transit Association. Last Amended on 4/16/15. Scheduled for Senate Committee on Appropriations 5/18/15. For discussion and potential recommendation – the STA 2015 Legislative Priorities and Platform has no specific platform relating to this issue.

SB 508 Beall

Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in non-urbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms. Amended and ordered to third reading 5/12/2015. Sponsored by California Transit Association and supported by the CTA Legislative Committee. For discussion and potential recommendation.

Fiscal Impact:

None.

Recommendation:

For discussion and potential recommendation.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. SB 32 (Pavley)
- D. SB 413 (Wieckowski)
- E. SB 508 (Beall)



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

April 30, 2015

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner
Matt Robinson, Legislative Advocate
Shaw / Yoder / Antwih, Inc.

RE: **STATE LEGISLATIVE UPDATE – May 2015**

Legislative Update

May 1 marked the last day for policy committees to meet and report bills deemed to have a fiscal impact to the Appropriations Committees for consideration. The Legislature has until May 29 to finish with policy and fiscal committees and report bills to the floor. The Legislature will break for Summer Recess on July 17. We have flagged several bills for STA's consideration and discuss some of the more relevant bills under ***Bills of Interest***, below.

May Revise

On May 14, the Governor will release an update to his January proposed budget, known as the "May Revise." While we don't expect much in terms of new transportation funding proposals, we anticipate the Administration will provide a revised expenditure plan for excess Cap and Trade revenues that have been generated through the auctions in 2014-15. Initially, the auctions were estimated by the Administration to generate approximately \$550 million in 2014-15. As of the last auction, the state is exceeding projections by approximately \$315 million. With one more auction left in the fiscal year, we could see Cap and Trade revenues exceeding projections by almost \$1 billion. We will provide a detailed update on the May Revise to the STA Board after its release.

Transportation Funding Proposal Introduced

On April 15, Senator Jim Beall (D-San Jose) introduced Senate Bill 16, a comprehensive funding package that, through a mix of revenue sources, would ultimately dedicate approximately \$3-\$3.5 billion annually to transportation. Specifically, Senator Beall's proposal would do the following:

- Increase the excise tax on gasoline by 10 cents in year one;
- Increase the excise tax on diesel fuel by 12 cents in year one;
- Increase the Vehicle License Fee by 35 percent (totaling 1 percent) over five years;
- Increase vehicle registration fee by \$35;
- Add a new vehicle registration fee of \$100 for zero-emission vehicles;
- Repay of transportation loans.

Senator Beall proposes to distribute the new revenues generated by his proposal to cities and counties for local streets & roads maintenance (47.5 percent), to the state for highway and bridge maintenance

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Sacramento, CA 95814

(47.5 percent), and set aside funding for a state-local partnership program for new self-help counties (5 percent). In Solano County, this would mean approximately \$16-\$20 million annually. Please see below for a breakdown of these funds between the County and the cities within Solano County (using an assumption of \$1.3 billion to \$1.7 billion to cities and counties).

SOLANO COUNTY	7,445,403	9,572,661
BENICIA	569,876	732,440
DIXON	385,483	495,622
FAIRFIELD	2,231,524	2,869,103
RIO VISTA	168,838	217,077
SUISUN CITY	587,444	755,285
VACAVILLE	1,973,663	2,537,567
VALLEJO	2,463,098	3,166,841

In February, the Assembly Speaker sketched out a transportation funding plan that differs substantially from the plan released by Senator Beall. We anticipate the Assembly will be releasing a more detailed proposal in the coming weeks.

Solano County Cap and Trade Project Moving Forward

The City of Fairfield's Fairfield/Vacaville Intermodal Station project was selected by the Strategic Growth Council to submit a full application for project funding, which was due on April 20. The Council is scheduled to announce the first round of awards in mid-June. If approved, the project would pay for building components, site improvements for transit access and parking, and bicycle connections, as well as provide funding to subsidize the initial FAST transit service to the station. **We encourage STA members to submit letters in support of this project, as well as contact members of the STA legislative delegation to urge their support, as well.**

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.***

AB 4 (Linder) Vehicle Weight Fees

This bill would prohibit vehicle weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund. This bill would sunset on January 1, 2020.

AB 194 (Frazier) Managed Lanes

This bill would authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane. This bill further requires that a regional transportation agency "consult" with any local transportation authority (e.g. STA) prior to applying for a HOT lane if any portion of the lane exists in the local transportation authority's jurisdiction. This bill also specifically does not authorize the conversion of a mixed-flow lane into a HOT lane. ***The STA Board SUPPORTS this bill.***

AB 227 (Alejo) Vehicle Weight Fees

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

AB 464 (Mullin) Local Sales Tax Limit Increase

This bill would increase, from 2 percent to 3 percent, the statewide cap on sales tax at the local level. Currently, the statewide sales tax may not exceed 9.5 percent when combined with any local sales tax. This would increase the overall limit to 10.5 percent. ***We recommend the STA Board take a position of SUPPORT on this bill.***

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.***

AB 1347 (Chiu) Prompt Payment of Claims

This bill would require a public entity to review and respond to written claims within 30 days of receipt, and would mandate payment of undisputed claims within 30 days. If a public entity fails to respond to a claim from a contractor within the 30-day period, this bill would penalize that public entity by requiring that the claim be “deemed approved” in its entirety. ***We recommend the STA Board take a position of OPPOSE on this bill.***

SB 9 (Beall) Changes to Cap and Trade Transit and Intercity Rail Capital Program

This bill would amend the Transit and Intercity Rail Capital Program to remove operational investments and instead, require that 90 percent of the funding dedicated to the program be used for large, transformative capital improvements with a total cost exceeding \$100 million. The remaining 10 percent would be for small projects. The bill would require CalSTA, when selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require CalSTA, by July 1, 2016, to develop an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods. The bill would authorize the CTC to approve a letter of no prejudice.

SB 16 (Beall) Transportation Funding

This bill would increase several taxes and fees for the next five years, beginning in 2015, to address issues of deferred maintenance on state highways and local streets and roads. Specifically, this bill would increase both the gasoline and diesel excise taxes by 10 and 12 cents, respectively; increase the vehicle registration fee; increase the vehicle license fee; redirect truck weight fees; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$3-\$3.5 billion per year. ***We recommend the STA Board take a position of SUPPORT on this bill.***

SB 32 (Pavley) Extension of the California Global Warming Solutions Act of 2006 (AB 32)

Under AB 32, ARB adopted a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990, to be achieved by 2020, and was authorized to adopt regulations to achieve the GHG reduction-target, including a market-based compliance mechanism (e.g.

Cap and Trade). This bill would require ARB to approve a GHG limit equivalent to 80% below the 1990 level to be achieved by 2050 and would authorize the continued use of the regulatory process to ensure the target is met.

SB 254 (Allen) Highway Relinquishments

This bill would establish a general authorization for Caltrans and the CTC to relinquish state highways to cities and counties for those highways deemed to present more of a regional significance. The goal of this bill is to streamline the relinquishment process and deter the Legislature from introducing one-off bills dealing with specific segments of the state highway system.

SB 321 (Beall) Stabilization of Gasoline Excise Tax

The gas tax swap replaced the state sales tax on gasoline with an excise tax that was set at a level to capture the revenue that would have been produced by the sales tax. The excise tax is required to be adjusted annually by the Board of Equalization (BOE) to ensure the excise tax and what would be produced by the sales tax remains revenue neutral. This bill would, for purposes of adjusting the state excise tax on gasoline, require the BOE to use a five-year average of the sales tax when calculating the adjustment to the excise tax. ***We recommend the STA Board take a position of SUPPORT on this bill.***

M E M O R A N D U M

April 30, 2015

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

During the month of April we monitored developments in Congress and at the Department of Transportation. We also drafted a letter urging members of the Solano County congressional delegation to support legislation that would establish a new freight infrastructure program and provided an update regarding legislation on safety improvements related to transportation of crude oil by rail.

Surface Transportation Reauthorization

Congress must extend the federal transportation law for some period of time before it expires on May 31 since it has acknowledged that it cannot complete work on a multiyear bill before the expiration date. Currently there is no agreement on how long to extend the current law, how to fund the extension or how to fund multiyear transportation legislation.

Senate Environment and Public Works Committee James Inhofe (R-OK) is arguing for a short-term extension of the transportation programs through July, which is when the Highway Trust Fund revenues will be depleted. Under this approach, Congress would address the funding issues and pass a long-term authorization bill before Congress leaves for its August recess. Transportation Secretary Anthony Foxx supports this approach.

House Transportation and Infrastructure Chairman Bill Shuster (R-PA) has recommended that the extension run for several months, possibly until the end of the year and at least through the construction season to September 31. The House leadership has expressed concern that the caucus would not accept a series of votes on a number of short-term extensions. Any extension that allocates funds beyond the revenue available from the Trust Fund will require action by the House Ways and Means and Senate Finance Committees. Congress would have to identify \$10 billion in new revenues or offsets to fund an extension at current levels through December 2015.

The question of how to fund a multi-year reauthorization remains far from resolution. Democratic Finance Committee Members sent a letter to Senate Finance Committee Chairman Orin Hatch (R-UT) on April 28 stating that the Committee should work toward a long-term reauthorization that makes a significant investment over baseline levels to upgrade and modernize the nation's infrastructure. The letter requested a hearing to examine possible

revenue sources to support transportation programs and cautioned against recommending spending cuts or authorization changes that are under the jurisdictions of other Committees.

The Obama Administration and several members of Congress support using repatriated profits from foreign earnings of U.S. corporations for transportation. On April 16, Senators Paul Rand (R-KY) and Barbara Boxer (D-CA), the Ranking Minority Member of the Senate Environment and Public Works Committee, introduced a bill (*The Invest in Transportation Act*, S. 981) that would create a voluntary tax holiday for corporations returning profits to the United States. The Leadership of the tax committees is opposed to a voluntary tax holiday and also opposes mandatory repatriation outside of comprehensive tax reform because using these funds for transportation would complicate efforts to lower the overall corporate tax rate.

While there is some support for increasing the gas tax within the House Republican Caucus, the House Republican leadership has made it clear that it will not even consider a gas tax increase. In any event, Rep. James Renacci (R-OH) introduced a bill (*The Bridge to Sustainable Infrastructure Act*, H.R. 1846) that would link the gas tax to inflation and immediately increase the tax. It would also create a bipartisan commission to identify sustainable funding for transportation. If the commission failed and Congress did not adopt the proposed mechanism, the bill would authorize additional automatic increases to keep pace with inflation over 10 years. Twenty House members cosponsored the bill, including seven Republicans.

With regard to the substance of the bill, the House and Senate authorizing committees are drafting the legislation so that the bills can be introduced once the funding levels are addressed. The Senate Banking, Housing and Urban Affairs Committee began a series of hearings in April to examine transit programs. During the hearings, Chairman Richard Shelby (R-AL) emphasized the need to encourage private investment in transit projects. The Committee heard testimony from acting FTA Administrator Theresa McMillan on April 22, transit stakeholders, including the American Public Transportation Association on April 23, and a panel addressing the potential for private investment in transit projects on April 29.

Fiscal Year 2016 Appropriations

The House Transportation-HUD Appropriations Subcommittee approved its fiscal 2016 appropriations bill on April 29. Funding for transportation programs is contingent on Congress passing an authorization bill that authorizes funding at the levels set forth in the appropriations bill.

The House bill includes \$40.25 billion for the highway program and \$8.5 billion for transit formula grants, which is consistent with MAP-21 funding levels. The bill provides \$1.9 billion

for Transit Capital Investment Grants (fixed guideway projects), which is approximately \$200 million less than in fiscal year 2015. The bill includes \$1.13 billion for Amtrak, a \$351 million reduction from last year. The bill would not fund high speed rail projects or inter-city passenger rail projects. The proposal would also reduce funding for grade crossing improvements for energy routes to \$6.5 from \$10 million in fiscal year 2015.

The bill provides \$100 million for the TIGER program, \$400 million less than in fiscal year 2015. States, local governments, transit agencies or a collaboration of these entities would be eligible to receive funding for projects that have a significant impact on the nation, a metropolitan area, or a region. Eligible projects would include highway or bridges, transit, passenger and freight rail, port infrastructure investment (including inland port infrastructure and ports of entry) projects. The grants would be between \$2 and \$15 million and would require a 50 percent match. No more than 20 percent of the funds could be awarded to a single project in any state. There would be a rural set-aside of 10 percent total funding with a minimum award of \$1 million. An eighty percent federal share would be provided for rural projects.

The Administration expressed disappointment that Congress did not include additional funding for transportation programs and also objects to policy riders intended to block air and maritime access to Cuba and address highway safety rules concerning truck size and length and driver hours-of-service, but has not yet issued a veto threat. Congressional Democrats are hoping that negotiators will reach an agreement to fund higher spending levels and avoid sequestration.

The Senate Appropriations Committee has not introduced its transportation funding bill yet.

Rail Safety

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is expected to issue a rule on Friday requiring tougher standards for rail cars that transport oil and other flammable liquids. The rule is expected to require railroads to phase-out the use of older DOT 111 tank cars for the shipment of packing group I flammable liquids, including most Bakken crude oil, unless the tank cars are retrofitted to comply with new tank car design standards.

On April 17, DOT issued an emergency order requiring trains carrying crude oil to restrict speeds to under 40 mile-per-hour speed limit in populated areas for trains hauling 20 or more tank cars linked together or 35 cars in total that are filled with oil or other flammable liquids. The order applies to both older model DOT-111 tank cars and newer CPC-1232 cars.

Congressional Democrats have introduced legislation that would adopt higher standards for tank cars than those recommended in the PHMSA rulemaking and have been pressuring the

Administration to raise the standards and make mandatory operational precautions that rail carriers had voluntarily adopted. The railroads, as well as the energy industry, have supported operational changes, but oppose the higher standards for rail cars, warning that the higher standards will cause a shortage of rail cars while older cars are retrofitted to meet the new requirements.

Legislation Introduced

The following bills were introduced in the 114th Congress in April:

- *The Safe Streets Act*, H.R. 2071 (Matsui, D-CA). The bill would require each state to implement a Complete Streets policy within two years for all new federally-funded transportation projects. The bill has 18 cosponsors, including 10 Republicans. It was introduced on April 28 and referred to the House Transportation and Infrastructure Committee.
- *The Toxics by Rail Accountability and Community Knowledge (TRACK) Act*, S. 1114/ H.R. 2074 (Menendez, D-NJ/Norcross, D-NJ). The bill would require the implementation of recommendations made by the National Transportation Safety Board (NTSB) in response to the 2012 Conrail freight train derailment and toxic chemical spill in Paulsboro, N.J. to improve rail safety. The bill would create strong penalties for railroads that violate safety standards. require up-to-date, accurate, and standardized hazardous materials information to better support first responders and emergency management officials, establish new safety procedures and qualifications to improve moveable bridge crossing safety; improve risk assessment and decision-making tools for railroads to ensure that safety is always the top priority, and enhance public education along rail routes that carry hazardous materials to ensure communities are prepared to respond in the event of an emergency. The bills were introduced on April 28 and referred to the Senate Committee on Commerce, Science and Transportation and the House Transportation and Infrastructure Committee, respectively.
- *The Invest in American Jobs Act*, S. 1043 (Merkley, D-OR). The bill would expand Buy America provisions so that all major projects overseen by the Department of Transportation fall under Buy America requirements, with federally-funded transit and Federal Aviation Administration projects eventually having to meet a 100% Buy America standard wherever feasible. The bill was cosponsored by Senators Tammy Baldwin (D-WI) and Bernard Sanders (I-VT) and referred to the Committee on Commerce, Science, and Transportation on April 22.

- *The No More Tolls for Roads Act*, H.R. 1914 (Johnson, R-TX). The legislation would prohibit Federal participation in any activity that results in the construction of a new toll facility, or the conversion of a toll-free facility to a toll facility and participation in pilots or demonstrations that result in establishing a toll. The bill would grandfather tolls adopted prior to January 1, 2016. The bill was introduced on April 14, referred to the House Transportation and Infrastructure Committee, and has no cosponsors.
- *The Innovative Stormwater Infrastructure Act*, S.896/H.R. 1775 (Udall, D-NM/Edwards, D-MD). The legislation would create a discretionary grant program to establish as many as 5 centers of excellence for innovative stormwater control infrastructure. The House bill, introduced on April 14, has 22 Democratic cosponsors and was referred to the House Transportation and Infrastructure Committee. The Senate companion was cosponsored by Sen. Dick Durbin (D-IL) and referred to the Senate Environment and Public Works Committee.

AMENDED IN SENATE MAY 5, 2015

AMENDED IN SENATE MARCH 16, 2015

SENATE BILL

No. 32

Introduced by Senator Pavley

(Coauthors: Senators Allen, Beall, Block, De León, Hancock, Hill, Jackson, Leno, Liu, McGuire, Monning, and Wolk)

(Coauthors: Assembly Members Bloom, Cristina Garcia, Rendon, and Mark Stone)

December 1, 2014

An act to amend Sections ~~38550 and 38551~~ 38505, 38550, 38551, and 38561 of the Health and Safety Code, relating to greenhouse gases.

LEGISLATIVE COUNSEL'S DIGEST

SB 32, as amended, Pavley. California Global Warming Solutions Act of 2006: emissions limit.

The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions.

This bill would require the state board to approve a statewide greenhouse gas emissions limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt

complementary policies that ensure the long-term emissions reductions advance specified criteria. *The bill would make conforming changes.*

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

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

1 SECTION 1. Section 38505 of the Health and Safety Code is
2 amended to read:

3 38505. For the purposes of this division, the following terms
4 have the following meanings:

5 (a) "Allowance" means an authorization to emit, during a
6 specified year, up to one ton of carbon dioxide equivalent.

7 (b) "Alternative compliance mechanism" means an action
8 undertaken by a greenhouse gas emission source that achieves the
9 equivalent reduction of greenhouse gas emissions over the same
10 time period as a direct emission reduction, and that is approved
11 by the state board. "Alternative compliance mechanism" includes,
12 but is not limited to, a flexible compliance schedule, alternative
13 control technology, a process change, or a product substitution.

14 (c) "Carbon dioxide equivalent" means the amount of carbon
15 dioxide by weight that would produce the same global warming
16 impact as a given weight of another greenhouse gas, based on the
17 best available science, including from the Intergovernmental Panel
18 on Climate Change.

19 (d) "Cost-effective" or "cost-effectiveness" means the cost per
20 unit of reduced emissions of greenhouse gases adjusted for its
21 global warming potential.

22 (e) "Direct emission reduction" means a greenhouse gas
23 emission reduction action made by a greenhouse gas emission
24 source at that source.

25 (f) "Emissions reduction measure" means programs, measures,
26 standards, and alternative compliance mechanisms authorized
27 pursuant to this division, applicable to sources or categories of
28 sources, that are designed to reduce emissions of greenhouse gases.

29 (g) "Greenhouse gas" or "greenhouse gases" includes all of the
30 following gases:

31 (1) Carbon dioxide.

32 (2) Methane.

33 (3) Nitrous oxide.

(4) Hydrofluorocarbons.

(5) Perfluorocarbons.

(6) Sulfur hexafluoride.

(7) Nitrogen trifluoride.

(h) “Greenhouse gas emissions limit” means an authorization, during a specified year, to emit up to a level of greenhouse gases specified by the state board, expressed in tons of carbon dioxide equivalents.

(i) “Greenhouse gas emission source” or “source” means any source, or category of sources, of greenhouse gas emissions whose emissions are at a level of significance, as determined by the state board, that its participation in the program established under this division will enable the state board to effectively reduce greenhouse gas emissions and monitor compliance with the statewide greenhouse gas emissions limit.

(j) “Leakage” means a reduction in emissions of greenhouse gases within the state that is offset by an increase in emissions of greenhouse gases outside the state.

(k) “Market-based compliance mechanism” means either of the following:

(1) A system of market-based declining annual aggregate emissions limitations for sources or categories of sources that emit greenhouse gases.

(2) Greenhouse gas emissions exchanges, banking, credits, and other transactions, governed by rules and protocols established by the state board, that result in the same greenhouse gas emission reduction, over the same time period, as direct compliance with a greenhouse gas emission limit or ~~emission~~ *emissions* reduction measure adopted by the state board pursuant to this division.

(l) “State board” means the State Air Resources Board.

(m) “Statewide greenhouse gas emissions” means the total annual emissions of greenhouse gases in the state, including all emissions of greenhouse gases from the generation of electricity delivered to and consumed in California, accounting for transmission and distribution line losses, whether the electricity is generated in state or imported. Statewide emissions shall be expressed in tons of carbon dioxide equivalents.

(n) “Statewide greenhouse gas emissions limit” or “statewide emissions limit” means the maximum allowable level of statewide greenhouse gas ~~emissions in 2020~~, *emissions*, as determined by

1 the state board pursuant to Part 3 (commencing with Section
2 38550).

3 ~~SECTION 1.~~

4 *SEC. 2.* Section 38550 of the Health and Safety Code is
5 amended to read:

6 38550. (a) By January 1, 2008, the state board shall, after one
7 or more public workshops, with public notice, and an opportunity
8 for all interested parties to comment, determine what the statewide
9 greenhouse gas emissions level was in 1990, and approve in a
10 public hearing, a statewide greenhouse gas emissions limit that is
11 equivalent to that level, to be achieved by 2020. In order to ensure
12 the most accurate determination feasible, the state board shall
13 evaluate the best available scientific, technological, and economic
14 information on greenhouse gas emissions to determine the 1990
15 level of greenhouse gas emissions.

16 (b) (1) Notwithstanding subdivision (a), the state board shall
17 approve in a public hearing a statewide greenhouse gas emissions
18 limit that is equivalent to 80 percent below the 1990 level, as
19 determined pursuant to subdivision (a) or Section 39730, to be
20 achieved by 2050 based on the best available scientific,
21 technological, and economic assessments. The greenhouse gas
22 emissions limit shall include short-lived climate pollutants, as
23 defined in Chapter 4.2 (commencing with Section 39730) of Part
24 2 of Division 26.

25 (2) The state board also may approve interim greenhouse gas
26 emissions level targets to be achieved by 2030 and 2040 consistent
27 with paragraph (1).

28 ~~SEC. 2.~~

29 *SEC. 3.* Section 38551 of the Health and Safety Code is
30 amended to read:

31 38551. (a) The statewide greenhouse gas emissions limit shall
32 remain in effect unless otherwise amended or repealed.

33 (b) It is the intent of the Legislature that the 2050 statewide
34 greenhouse gas emissions limit established pursuant to Section
35 38550 continue in existence and be used to maintain and continue
36 reductions in emissions of greenhouse gases beyond 2050.

37 (c) The state board shall make recommendations to the Governor
38 and the Legislature on how to continue reductions of greenhouse
39 gas emissions beyond 2050.

(d) In implementing subdivision (b) of Section 38550, it is the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions adopted pursuant to subdivision (b) of Section 38550 advance all of the following:

(1) Job growth and local economic benefits in California.

(2) Public health benefits for California residents, particularly in disadvantaged communities.

(3) Innovation in technology and energy, water, and resource management practices.

(4) Regional and international collaboration to adopt similar greenhouse gas emissions reduction policies.

SEC. 4. Section 38561 of the Health and Safety Code is amended to read:

38561. (a) (1) On or before January 1, 2009, the state board shall prepare and approve a scoping plan, as that term is understood by the state board, for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions from sources or categories of sources of greenhouse gases ~~by 2020~~ under this division. ~~The~~

(2) ~~The~~ state board shall consult with all state agencies with jurisdiction over sources of greenhouse gases, including the Public Utilities Commission and the State Energy Resources Conservation and Development Commission, on all elements of its plan that pertain to ~~energy-related~~ *energy-related* matters including, but not limited to, electrical generation, load based-standards or requirements, the provision of reliable and affordable electrical service, petroleum refining, and statewide fuel supplies to ensure the greenhouse gas emissions reduction activities to be adopted and implemented by the state board are complementary, nonduplicative, and can be implemented in an efficient and cost-effective manner.

(b) The plan shall identify and make recommendations on direct ~~emission~~ *emissions* reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives for sources and categories of sources that the state board finds are necessary or desirable to facilitate the achievement of the maximum feasible and cost-effective reductions of greenhouse gas emissions ~~by 2020~~ under this division.

(c) In making the determinations required by subdivision (b), the state board shall consider all relevant information pertaining to greenhouse gas emissions reduction programs in other states, localities, and nations, including the northeastern states of the United States, Canada, and the European Union.

(d) The state board shall evaluate the total potential costs and total potential economic and noneconomic benefits of the plan for reducing greenhouse gases to California's economy, environment, and public health, using the best available economic models, emission estimation techniques, and other scientific methods.

(e) In developing its plan, the state board shall take into account the relative contribution of each source or source category to statewide greenhouse gas emissions, and the potential for adverse effects on small businesses, and shall recommend a de minimis threshold of greenhouse gas emissions below which ~~emission~~ *emissions* reduction requirements will not apply.

(f) In developing its plan, the state board shall identify opportunities for ~~emission reductions~~ *emissions reduction* measures from all verifiable and enforceable voluntary actions, including, but not limited to, carbon sequestration projects and best management practices.

(g) The state board shall conduct a series of public workshops to give interested parties an opportunity to comment on the plan. The state board shall conduct a portion of these workshops in regions of the state that have the most significant exposure to air pollutants, including, but not limited to, communities with minority populations, communities with low-income populations, or both.

(h) The state board shall update its plan for achieving the maximum technologically feasible and cost-effective reductions of greenhouse gas emissions at least once every five years.

AMENDED IN SENATE APRIL 16, 2015

SENATE BILL**No. 413****Introduced by Senator Wieckowski**

February 25, 2015

An act to amend Section 640 of the Penal Code, and to amend Section 99580 of the Public Utilities Code, relating to public transit.

LEGISLATIVE COUNSEL'S DIGEST

SB 413, as amended, Wieckowski. Public transit: prohibited conduct.

Existing law makes it a crime, punishable as an ~~infraction or misdemeanor, as specified~~, *infraction*, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable ~~noise. noise or selling or peddling any goods, merchandise, property, or services of any kind whatsoever on the facilities, vehicles, or property of the public transportation system, in specified circumstances.~~

This bill would ~~restate this~~ *revise the unreasonable noise provision* so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. ~~By revising the definition of a crime, the bill would thereby impose a state-mandated local program.~~ *The bill would also make it an infraction for a person on or in a facility or vehicle of a public transportation system to fail to yield seating reserved for an elderly or disabled person. The bill would make a 3rd or subsequent violation of the prohibition against selling or peddling goods, merchandise, property, or services, as specified, punishable as a misdemeanor.*

The bill would also expand the definition of a facility or vehicle of a public transportation system for these purposes to include a facility or vehicle of a rail authority, whether owned or leased, as specified.

By expanding the definitions of existing crimes and creating new crimes, the bill would impose a state-mandated local program.

Existing law also authorizes a public transportation agency to adopt an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. Existing law requires the ordinance to include the statutory provisions governing the administrative penalties.

This bill would authorize these administrative penalties to also apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and to a person failing to yield seating reserved for an elderly or disabled person. The bill would authorize the administrative penalties to be applied to minors and would delete the requirement for the ordinance to include the statutory provisions.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

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

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

1 SECTION 1. Section 640 of the Penal Code is amended to
2 read:
3 640. (a) (1) Any of the acts described in paragraphs (1) to (6),
4 inclusive, of subdivision (b) is an infraction punishable by a fine
5 not to exceed two hundred fifty dollars (\$250) and by community
6 service for a total time not to exceed 48 hours over a period not to
7 exceed 30 days, during a time other than during the violator's hours
8 of school attendance or employment. Any of the acts described in
9 paragraphs (1) to (3), inclusive, of subdivision (c), upon a first or

1 second violation, is an infraction punishable by a fine not to exceed
2 two hundred fifty dollars (\$250) and by community service for a
3 total time not to exceed 48 hours over a period not to exceed 30
4 days, during a time other than during the violator's hours of school
5 attendance or employment. A third or subsequent violation of any
6 of the acts described in paragraphs (1) to (3), inclusive, of
7 subdivision (c) is a misdemeanor punishable by a fine of not more
8 than four hundred dollars (\$400) or by imprisonment in a county
9 jail for a period of not more than 90 days, or by both that fine and
10 imprisonment. Any of the acts described in subdivision (d) shall
11 be punishable by a fine of not more than four hundred dollars
12 (\$400), by imprisonment in a county jail for a period of not more
13 than 90 days, or by both that fine and imprisonment.

14 (2) This section shall apply only to acts committed on or in a
15 facility or vehicle of a public transportation system.

16 (b) (1) Eating or drinking in or on a system facility or vehicle
17 in areas where those activities are prohibited by that system.

18 (2) Playing sound equipment on or in a system facility or
19 vehicle, or failing to comply with the warning of a transit official
20 related to disturbing another person by loud or unreasonable noise.

21 (3) Smoking in or on a system facility or vehicle in areas where
22 those activities are prohibited by that system.

23 (4) Expectorating upon a system facility or vehicle.

24 (5) Skateboarding, roller skating, bicycle riding, roller blading,
25 or operating a motorized scooter or similar device, as defined in
26 Section 407.5 of the Vehicle Code in a system facility, vehicle, or
27 parking structure. This paragraph does not apply to an activity that
28 is necessary for utilization of the transit facility by a bicyclist,
29 including, but not limited to, an activity that is necessary for
30 parking a bicycle or transporting a bicycle aboard a transit vehicle,
31 if that activity is conducted with the permission of the transit
32 agency in a manner that does not interfere with the safety of the
33 bicyclist or other patrons of the transit facility.

34 ~~(6) Selling or peddling any goods, merchandise, property, or~~
35 ~~services of any kind whatsoever on the facilities, vehicles, or~~
36 ~~property of the public transportation system, if the public~~
37 ~~transportation system has prohibited those acts and neither the~~
38 ~~public transportation system nor its duly authorized representatives~~
39 ~~have granted written consent to engage in those acts.~~

1 (6) *Failing to yield seating reserved for an elderly or disabled*
2 *person.*

3 (c) (1) Evasion of the payment of a fare of the system. For
4 purposes of this section, fare evasion includes entering an enclosed
5 area of a public transit facility beyond posted signs prohibiting
6 entrance without obtaining valid fare, in addition to entering a
7 transit vehicle without valid fare.

8 (2) Misuse of a transfer, pass, ticket, or token with the intent to
9 evade the payment of a fare.

10 (3) (A) Unauthorized use of a discount ticket or failure to
11 present, upon request from a transit system representative,
12 acceptable proof of eligibility to use a discount ticket, in
13 accordance with Section 99155 of the Public Utilities Code and
14 posted system identification policies when entering or exiting a
15 transit station or vehicle. Acceptable proof of eligibility must be
16 clearly defined in the posting.

17 (B) In the event that an eligible discount ticket user is not in
18 possession of acceptable proof at the time of request, any citation
19 issued shall be held for a period of 72 hours to allow the user to
20 produce acceptable proof. If the proof is provided, the citation
21 shall be voided. If the proof is not produced within that time period,
22 the citation shall be processed.

23 (4) *Selling or peddling any goods, merchandise, property, or*
24 *services of any kind whatsoever on the facilities, vehicles, or*
25 *property of the public transportation system, if the public*
26 *transportation system has prohibited those acts and neither the*
27 *public transportation system nor its duly authorized representatives*
28 *have granted written consent to engage in those acts.*

29 (d) (1) Willfully disturbing others on or in a system facility or
30 vehicle by engaging in boisterous or unruly behavior.

31 (2) Carrying an explosive, acid, or flammable liquid in a public
32 transit facility or vehicle.

33 (3) Urinating or defecating in a system facility or vehicle, except
34 in a lavatory. However, this paragraph shall not apply to a person
35 who cannot comply with this paragraph as a result of a disability,
36 age, or a medical condition.

37 (4) Willfully blocking the free movement of another person in
38 a system facility or vehicle. This paragraph shall not be interpreted
39 to affect any lawful activities permitted or First Amendment rights
40 protected under the laws of this state or applicable federal law,

1 including, but not limited to, laws related to collective bargaining,
 2 labor relations, or labor disputes.

3 (5) Willfully tampering with, removing, displacing, injuring,
 4 or destroying any part of any facility or vehicle of a public
 5 transportation system.

6 (e) Notwithstanding subdivision (a), a public transportation
 7 agency, as defined in paragraph (4) of subdivision (c) of Section
 8 99580 of the Public Utilities Code, may enact and enforce an
 9 ordinance providing that a person who is the subject of a citation
 10 for any of the acts described in subdivision (b) of Section 99580
 11 of the Public Utilities Code on or in a facility or vehicle described
 12 in subdivision (a) for which the public transportation agency has
 13 jurisdiction shall, under the circumstances set forth by the
 14 ordinance, be afforded an opportunity to complete an administrative
 15 process that imposes only an administrative penalty enforced in a
 16 civil proceeding. The ordinance for imposing and enforcing the
 17 administrative penalty shall be governed by Chapter 8
 18 (commencing with Section 99580) of Part 11 of Division 10 of
 19 the Public Utilities Code.

20 (f) For purposes of this section, a “facility or vehicle of a public
 21 transportation system” means any of the following:

22 (1) A facility or vehicle of a public transportation system as
 23 defined by Section 99211 of the Public Utilities Code.

24 (2) A facility of, or vehicle operated by any entity subsidized
 25 by, the Department of Transportation.

26 ~~(3) A facility or vehicle of the Southern California Regional~~
 27 ~~Rail Authority, whether owned or leased.~~

28 *(3) A facility or vehicle of a rail authority, whether owned or*
 29 *leased, including, but not limited to, any part of a railroad, or*
 30 *track of a railroad, or any branch or branchway, switch, turnout,*
 31 *bridge, viaduct, culvert, embankment, station house, or other*
 32 *structure or fixture, or any part thereof, attached or connected to*
 33 *a railroad.*

34 (4) A leased or rented facility or vehicle for which any of the
 35 entities described in paragraph (1), (2), or (3) incurs costs of
 36 cleanup, repair, or replacement as a result of any of those acts.

37 SEC. 2. Section 99580 of the Public Utilities Code is amended
 38 to read:

39 99580. (a) Pursuant to subdivision (e) of Section 640 of the
 40 Penal Code, a public transportation agency may enact and enforce

1 an ordinance to impose and enforce an administrative penalty for
2 any of the acts described in subdivision (b).

3 (b) (1) Evasion of the payment of a fare of the system.

4 (2) Misuse of a transfer, pass, ticket, or token with the intent to
5 evade the payment of a fare.

6 (3) Playing sound equipment on or in a system facility or
7 vehicle, or failing to comply with the warning of a transit official
8 related to disturbing another person by loud or unreasonable noise.

9 (4) Smoking, eating, or drinking in or on a system facility or
10 vehicle in those areas where those activities are prohibited by that
11 system.

12 (5) Expectorating upon a system facility or vehicle.

13 (6) Willfully disturbing others on or in a system facility or
14 vehicle by engaging in boisterous or unruly behavior.

15 (7) Carrying an explosive or acid, flammable liquid, or toxic or
16 hazardous material in a system facility or vehicle.

17 (8) Urinating or defecating in a system facility or vehicle, except
18 in a lavatory. However, this paragraph shall not apply to a person
19 who cannot comply with this paragraph as a result of a disability,
20 age, or a medical condition.

21 (9) (A) Willfully blocking the free movement of another person
22 in a system facility or vehicle.

23 (B) This paragraph shall not be interpreted to affect any lawful
24 activities permitted or First Amendment rights protected under the
25 laws of this state or applicable federal law, including, but not
26 limited to, laws related to collective bargaining, labor relations,
27 or labor disputes.

28 (10) Skateboarding, roller skating, bicycle riding, or roller
29 blading in a system facility, including a parking structure, or in a
30 system vehicle. This paragraph does not apply to an activity that
31 is necessary for utilization of a system facility by a bicyclist,
32 including, but not limited to, an activity that is necessary for
33 parking a bicycle or transporting a bicycle aboard a system vehicle,
34 if that activity is conducted with the permission of the agency of
35 the system in a manner that does not interfere with the safety of
36 the bicyclist or other patrons of the system facility.

37 (11) (A) Unauthorized use of a discount ticket or failure to
38 present, upon request from a system representative, acceptable
39 proof of eligibility to use a discount ticket, in accordance with
40 Section 99155, and posted system identification policies when

entering or exiting a system station or vehicle. Acceptable proof of eligibility must be clearly defined in the posting.

(B) In the event that an eligible discount ticket user is not in possession of acceptable proof at the time of request, an issued notice of fare evasion or passenger conduct violation shall be held for a period of 72 hours to allow the user to produce acceptable proof. If the proof is provided, that notice shall be voided. If the proof is not produced within that time period, that notice shall be processed.

(12) Selling or peddling any goods, merchandise, property, or services of any kind whatsoever on the facilities, vehicles, or property of the public transportation system without the express written consent of the public transportation system or its duly authorized representatives.

(13) Failing to yield seating reserved for an elderly or disabled person.

(c) (1) The public transportation agency may contract with a private vendor or governmental agency for the processing of notices of fare evasion or passenger conduct violation, and notices of delinquent fare evasion or passenger conduct violation pursuant to Section 99581.

(2) For the purpose of this chapter, "processing agency" means either of the following:

(A) The agency issuing the notice of fare evasion or passenger conduct violation and the notice of delinquent fare evasion or passenger conduct violation.

(B) The party responsible for processing the notice of fare evasion or passenger conduct violation and the notice of delinquent violation, if a contract is entered into pursuant to paragraph (1).

(3) For the purpose of this chapter, "fare evasion or passenger conduct violation penalty" includes, but is not limited to, a late payment penalty, administrative fee, fine, assessment, and costs of collection as provided for in the ordinance.

(4) For the purpose of this chapter, "public transportation agency" shall mean a public agency that provides public transportation as defined in paragraph (1) of subdivision (f) of Section 1 of Article XIX A of the California Constitution.

(5) All fare evasion and passenger conduct violation penalties collected pursuant to this chapter shall be deposited in the general fund of the county in which the citation is administered.

1 (d) (1) If a fare evasion or passenger conduct violation is
2 observed by a person authorized to enforce the ordinance, a notice
3 of fare evasion or passenger conduct violation shall be issued. The
4 notice shall set forth the violation, including reference to the
5 ordinance setting forth the administrative penalty, the date of the
6 violation, the approximate time, and the location where the
7 violation occurred. The notice shall include a printed statement
8 indicating the date payment is required to be made, and the
9 procedure for contesting the notice. The notice shall be served by
10 personal service upon the violator. The notice, or copy of the
11 notice, shall be considered a record kept in the ordinary course of
12 business of the issuing agency and the processing agency, and
13 shall be prima facie evidence of the facts contained in the notice
14 establishing a rebuttable presumption affecting the burden of
15 producing evidence.

16 (2) When a notice of fare evasion or passenger conduct violation
17 has been served, the person issuing the notice shall file the notice
18 with the processing agency.

19 (3) If, after a notice of fare evasion or passenger conduct
20 violation is issued pursuant to this section, the issuing officer
21 determines that there is incorrect data on the notice, including, but
22 not limited to, the date or time, the issuing officer may indicate in
23 writing on a form attached to the original notice the necessary
24 correction to allow for the timely entry of the corrected notice on
25 the processing agency's data system. A copy of the correction shall
26 be mailed to the address provided by the person cited at the time
27 the original notice of fare evasion or passenger conduct violation
28 was served.

29 (4) If a person contests a notice of fare evasion or passenger
30 conduct violation, the issuing agency shall proceed in accordance
31 with Section 99581.

32 (e) In setting the amounts of administrative penalties for the
33 violations listed in subdivision (b), the public transportation agency
34 shall not establish penalty amounts that exceed the maximum fine
35 amount set forth in Section 640 of the Penal Code.

36 (f) A person who receives a notice of fare evasion or passenger
37 conduct violation pursuant to this section shall not be subject to
38 citation for a violation of Section 640 of the Penal Code.

39 (g) If an entity enacts an ordinance pursuant to this section it
40 shall, both two years and five years after enactment of the

1 ordinance, report all of the following information to the Senate
2 Committee on Transportation and Housing and the Assembly
3 Committee on Transportation:

4 (1) A description of the ordinance, including the circumstances
5 under which an alleged violator is afforded the opportunity to
6 complete the administrative process.

7 (2) The amount of the administrative penalties.

8 (3) The number and types of citations administered pursuant to
9 the ordinance.

10 (4) To the extent available, a comparison of the number and
11 types of citations administered pursuant to the ordinance with the
12 number and types of citations issued for similar offenses and
13 administered through the courts both in the two years prior to the
14 ordinance and, if any, since enactment of the ordinance.

15 (5) A discussion of the effect of the ordinance on passenger
16 behavior.

17 (6) A discussion of the effect of the ordinance on revenues to
18 the entity described in subdivision (a) and, in consultation with
19 the superior courts, the cost savings to the county courts. The
20 superior courts are encouraged to collaborate on and provide data
21 for this report.

22 SEC. 3. No reimbursement is required by this act pursuant to
23 Section 6 of Article XIII B of the California Constitution because
24 the only costs that may be incurred by a local agency or school
25 district will be incurred because this act creates a new crime or
26 infraction, eliminates a crime or infraction, or changes the penalty
27 for a crime or infraction, within the meaning of Section 17556 of
28 the Government Code, or changes the definition of a crime within
29 the meaning of Section 6 of Article XIII B of the California
30 Constitution.

AMENDED IN SENATE MAY 12, 2015

AMENDED IN SENATE APRIL 27, 2015

SENATE BILL**No. 508**

Introduced by Senator Beall

February 26, 2015

An act to amend Sections 99233.3, 99234, 99247, 99268.2, 99268.3, 99268.4, 99268.17, 99268.19, and 99314.6 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 508, as amended, Beall. Transportation funds: transit operators: pedestrian safety.

(1) Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a $\frac{1}{4}\%$ sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law authorizes an operator to satisfy the applicable ratio of fare revenues to operating costs by supplementing its fare revenues with local funds, as defined. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978–79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for

funding. Existing law provides various exceptions to the definition of “operating cost” for these purposes.

This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978–79 fiscal year. The bill would exempt additional categories of expenditures from the definition of “operating cost” used to determine compliance with required farebox ratios, including, among others, certain fuel, insurance, and claims settlement ~~costs~~ *cost increases beyond the change in the Consumer Price Index*. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of local funds. The bill would revise the definition of “operating cost” for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation.

(2) The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, also generally requires the allocation of 2% of available funds to cities and counties for facilities for bicycles and pedestrians. Existing law provides that a city or county may expend up to 5% of its bicycle and pedestrian allocation to supplement moneys from other sources to fund bicycle safety education programs, as long as this amount is not used to fully fund the salary of any one person.

This bill would also authorize the funding of pedestrian safety education programs from the 5% amount.

(3) Existing law creates the State Transit Assistance program, under which certain revenues in the Public Transportation Account are allocated by formula for public transportation purposes. Under that program, funds may not be allocated to a transit operator for operating purposes unless the operator meets certain efficiency standards. Compliance with the efficiency standards is based on whether the operator’s total operating cost per revenue vehicle hour is increasing by no more than the Consumer Price Index, as specified. Existing law imposes no restrictions on allocations of funds for capital purposes. Existing law provides for funds withheld from an operator to be retained by the allocating transportation planning agency for allocation in a later year if the operator can subsequently meet the efficiency standards, and in certain cases, provides for the funds to be reallocated to other transit purposes, or to revert to the Controller.

This bill, rather than making an operator ineligible to receive State Transit Assistance program funds for operating purposes for an entire year for failing to meet the efficiency standards, would instead reduce

the operator's operating allocation by a specified percentage, based on the percentage amount that the operator failed to meet the efficiency standards, as specified. The bill would delete provisions related to funds withheld, reallocated, or reverted by the transportation planning agency.

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

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

1 SECTION 1. Section 99233.3 of the Public Utilities Code is
2 amended to read:

3 99233.3. Two percent of the remaining money in the fund shall
4 be made available to counties and cities for facilities provided for
5 the exclusive use of pedestrians and bicycles unless the
6 transportation planning agency finds that the money could be used
7 to better advantage for the purposes stated in Article 4
8 (commencing with Section 99260) and Article 4.5 (commencing
9 with Section 99275), or for local street and road purposes in those
10 areas where the money may be expended for those purposes, in
11 the development of a balanced transportation system. Of the
12 amount made available to a city or county pursuant to this section,
13 5 percent thereof may be expended to supplement moneys from
14 other sources to fund bicycle and pedestrian safety education
15 programs, but shall not be used to fully fund the salary of any one
16 person.

17 SEC. 2. Section 99234 of the Public Utilities Code is amended
18 to read:

19 99234. (a) Claims for facilities provided for the exclusive use
20 of pedestrians and bicycles or for bicycle and pedestrian safety
21 education programs shall be filed according to the rules and
22 regulations adopted by the transportation planning agency.

23 (b) The money shall be allocated for the construction, including
24 related engineering expenses, of those facilities pursuant to
25 procedures or criteria established by the transportation planning
26 agency for the area within its jurisdiction, or for bicycle and
27 pedestrian safety education programs.

28 (c) The money may be allocated for the maintenance of bicycling
29 trails that are closed to motorized traffic pursuant to procedures
30 or criteria established by the transportation planning agency for
31 the area within its jurisdiction.

(d) The money may be allocated without respect to Section 99231 and shall not be included in determining the apportionments to a city or county for purposes of Sections 99233.7 to 99233.9, inclusive.

(e) Facilities provided for the use of bicycles may include projects that serve the needs of commuting bicyclists, including, but not limited to, new trails serving major transportation corridors, secure bicycle parking at employment centers, park and ride lots, and transit terminals where other funds are unavailable.

(f) Notwithstanding any other provision of this section, a planning agency established in Title 7.1 (commencing with Section 66500) of the Government Code may allocate the money to the Association of Bay Area Governments for activities required by Chapter 11 (commencing with Section 5850) of Division 5 of the Public Resources Code.

(g) Notwithstanding any other provision of this section, the transportation planning agencies that allocate funds, pursuant to this section, to the cities and counties with jurisdiction or a sphere of influence within the delta, as defined in Section 5852 of the Public Resources Code, may allocate the money to the Delta Protection Commission for activities required by Chapter 12 (commencing with Section 5852) of Division 5 of the Public Resources Code.

(h) Within 30 days after receiving a request for a review from any city or county, the transportation planning agency shall review its allocations made pursuant to Section 99233.3.

(i) In addition to the purposes authorized in this section, a portion of the amount available to a city or county pursuant to Section 99233.3 may be allocated to develop a comprehensive bicycle and pedestrian facilities plan, with an emphasis on bicycle projects intended to accommodate bicycle commuters rather than recreational bicycle users. An allocation under this subdivision may not be made more than once every five years.

(j) Up to 20 percent of the amount available each year to a city or county pursuant to Section 99233.3 may be allocated to restripe class II bicycle lanes.

SEC. 3. Section 99247 of the Public Utilities Code is amended to read:

99247. For purposes of Section 99246, and as used elsewhere in this article:

1 (a) "Operating cost" means all costs in the operating expense
2 object classes exclusive of the costs in the depreciation and
3 amortization expense object class of the uniform system of
4 accounts and records adopted by the Controller pursuant to Section
5 99243. "Operating cost" excludes all subsidies for commuter rail
6 services operated on railroad lines under the jurisdiction of the
7 Federal Railroad Administration, all direct costs for providing
8 charter services, all vehicle lease costs, and principal and interest
9 payments on capital projects funded with certificates of
10 participation.

11 (b) "Operating cost per passenger" means the operating cost
12 divided by the total passengers.

13 (c) "Operating cost per vehicle service hour" means the
14 operating cost divided by the vehicle service hours.

15 (d) "Passengers per vehicle service hour" means the total
16 passengers divided by the vehicle service hours.

17 (e) "Passengers per vehicle service mile" means the total
18 passengers divided by the vehicle service miles.

19 (f) "Total passengers" means the number of boarding passengers,
20 whether revenue producing or not, carried by the public
21 transportation system.

22 (g) "Transit vehicle" means a vehicle, including, but not limited
23 to, one operated on rails or tracks, which is used for public
24 transportation services funded, in whole or in part, under this
25 chapter.

26 (h) "Vehicle service hours" means the total number of hours
27 that each transit vehicle is in revenue service, including layover
28 time.

29 (i) "Vehicle service miles" means the total number of miles that
30 each transit vehicle is in revenue service.

31 (j) "Vehicle service hours per employee" means the vehicle
32 service hours divided by the number of employees employed in
33 connection with the public transportation system, based on the
34 assumption that 2,000 person-hours of work in one year constitute
35 one employee. The count of employees shall also include those
36 individuals employed by the operator which provide services to
37 the agency of the operator responsible for the operation of the
38 public transportation system even though not employed in that
39 agency.

1 SEC. 4. Section 99268.2 of the Public Utilities Code is
2 amended to read:

3 99268.2. In the case of an operator required to be in compliance
4 with Section 99268 under Section 99268.1, the operator may be
5 allocated additional funds that could not be allocated to it because
6 of those requirements, if it maintains, for the fiscal year, a ratio of
7 fare revenues to operating cost, as defined by subdivision (a) of
8 Section 99247, at least equal to one-fifth if serving an urbanized
9 area or one-tenth if serving a nonurbanized area.

10 SEC. 5. Section 99268.3 of the Public Utilities Code is
11 amended to read:

12 99268.3. (a) In the case of an operator that is serving an
13 urbanized area, and that was eligible for funds under this article
14 during the 1978–79 fiscal year even though not required to be in
15 compliance with Section 99268 or that commenced operation after
16 that fiscal year, the operator shall be eligible for those funds in
17 any fiscal year, commencing with claims for the 1980–81 fiscal
18 year, if it maintains, for the fiscal year, a ratio of fare revenues to
19 operating cost, as defined by subdivision (a) of Section 99247, at
20 least equal to one-fifth.

21 (b) In the case of an operator that is serving an urbanized area,
22 and that was in operation during the 1978–79 fiscal year even
23 though not then eligible for funds under this article, but that has
24 since become eligible for those funds, the operator shall be eligible
25 for the funds in any fiscal year, commencing with the 1980–81
26 fiscal year, if it complies with either of the following:

27 (1) The requirements of Section 99268.

28 (2) The requirements of subdivision (a).

29 SEC. 6. Section 99268.4 of the Public Utilities Code is
30 amended to read:

31 99268.4. In the case of an operator that is serving a
32 nonurbanized area, and that was eligible for funds under this article
33 during the 1978–79 fiscal year even though not required to be in
34 compliance with Section 99268 or that commenced operation after
35 that fiscal year, the operator shall be eligible for those funds in
36 any fiscal year, commencing with claims for the 1980–81 fiscal
37 year, if it maintains, for the fiscal year, a ratio of fare revenues to
38 operating cost, as defined by subdivision (a) of Section 99247, at
39 least equal to one-tenth.

SEC. 7. Section 99268.17 of the Public Utilities Code is amended to read:

99268.17. (a) Notwithstanding subdivision (a) of Section 99247, the following costs shall be excluded from the definition of “operating cost” for the purposes of calculating any required ratios of fare revenues to operating cost specified in this article:

(1) The additional operating costs required to provide comparable complementary paratransit service as required by Section 37.121 of Title 49 of the Code of Federal Regulations, pursuant to the federal Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101 et seq.), as identified in the operator’s paratransit plan pursuant to Section 37.139 of Title 49 of the Code of Federal Regulations that exceed the operator’s costs required to provide comparable complementary paratransit service in the prior year as adjusted by the Consumer Price Index.

~~(2) Fuel.~~

~~(3) Alternative fuel programs.~~

~~(4) Power, including electricity.~~

~~(5) Insurance premiums and payments in settlement of claims arising out of the operator’s liability.~~

~~(6) State or federal mandates.~~

(2) *Cost increases beyond the change in the Consumer Price Index for all of the following:*

(A) *Fuel.*

(B) *Alternative fuel programs.*

(C) *Power, including electricity.*

(D) *Insurance premiums and payments in settlement of claims arising out of the operator’s liability.*

(E) *State and federal mandates.*

~~(7)~~

(3) Startup costs for new services for a period of not more than two years.

(b) The exclusion of costs from the definition of operating costs in subdivision (a) applies solely for the purpose of this article and does not authorize an operator to report an operating cost other than as defined in subdivision (a) of Section 99247 or a ratio of fare revenue to operating cost other than as that ratio is described elsewhere in this article, to any of the following entities:

(1) The Controller pursuant to Section 99243.

1 (2) The entity conducting the fiscal audit pursuant to Section
2 99245.

3 (3) The entity conducting the performance audit pursuant to
4 Section 99246.

5 SEC. 8. Section 99268.19 of the Public Utilities Code is
6 amended to read:

7 99268.19. If fare revenues are insufficient to meet the
8 applicable ratio of fare revenues to operating cost required by this
9 article, an operator may satisfy that requirement by supplementing
10 its fare revenues with local funds. As used in this section, "local
11 funds" means any nonfederal or nonstate grant funds or other
12 revenues generated by, earned by, or distributed to an operator.

13 SEC. 9. Section 99314.6 of the Public Utilities Code is
14 amended to read:

15 99314.6. (a) Except as provided in Section 99314.7, the
16 following eligibility standards apply:

17 (1) Except as provided in paragraph (3), funds shall be allocated
18 for operating or capital purposes pursuant to Sections 99313 and
19 99314 to an operator if the operator meets either of the following
20 efficiency standards:

21 (A) The operator shall receive its entire allocation, and any or
22 all of this allocation may be used for operating purposes, if the
23 operator's total operating cost per revenue vehicle hour in the latest
24 year for which audited data are available does not exceed the sum
25 of the preceding year's total operating cost per revenue vehicle
26 hour and an amount equal to the product of the percentage change
27 in the Consumer Price Index for the same period multiplied by the
28 preceding year's total operating cost per revenue vehicle hour.

29 (B) The operator shall receive its entire allocation, and any or
30 all of this allocation may be used for operating purposes, if the
31 operator's average total operating cost per revenue vehicle hour
32 in the latest three years for which audited data are available does
33 not exceed the sum of the average of the total operating cost per
34 revenue vehicle hour in the three years preceding the latest year
35 for which audited data are available and an amount equal to the
36 product of the average percentage change in the Consumer Price
37 Index for the same period multiplied by the average total operating
38 cost per revenue vehicle hour in the same three years.

39 (2) If an operator does not meet either efficiency standard under
40 paragraph (1), the operator shall receive its entire allocation and

1 the funds shall be allocated pursuant to this paragraph. The portion
2 of the allocation that the operator may use for operations shall be
3 the total allocation to the operator reduced by the lowest percentage
4 by which the operator's total operating cost per revenue vehicle
5 hour for the applicable year or three-year period calculated pursuant
6 to subparagraph (A) or (B) of paragraph (1) exceeded the target
7 amount necessary to meet the applicable efficiency standard. The
8 remaining portion of the operator's allocation shall be used only
9 for capital purposes.

10 (3) The transportation planning agency, county transportation
11 commission, or the San Diego Metropolitan Transit Development
12 Board, as the case may be, shall adjust the calculation of operating
13 costs and revenue vehicle hours pursuant to paragraph (1) to
14 account for either or both of the following factors:

15 (A) Exclusion of cost increases beyond the change in the
16 Consumer Price Index for fuel; alternative fuel programs; power,
17 including electricity; insurance premiums and payments in
18 settlement of claims arising out of the operator's liability; or state
19 or federal mandates, including the additional operating costs
20 required to provide comparable complementary paratransit service
21 as required by Section 37.121 of Title 49 of the Code of Federal
22 Regulations, pursuant to the federal Americans with Disabilities
23 Act of 1990 (42 U.S.C. Sec. 12101 et seq.), as identified in the
24 operator's paratransit plan pursuant to Section 37.139 of Title 49
25 of the Code of Federal Regulations.

26 (B) Exclusion of startup costs for new services for a period of
27 not more than two years.

28 (b) As used in this section, the following terms have the
29 following meanings:

30 (1) "Operating cost" means the total operating cost as reported
31 by the operator under the Uniform System of Accounts and
32 Records, pursuant to Section 99243 and subdivision (a) of Section
33 99247.

34 (2) "Revenue vehicle hours" has the same meaning as "vehicle
35 service hours," as defined in subdivision (h) of Section 99247.

36 (3) "Consumer Price Index," as applied to an operator, is the
37 regional Consumer Price Index for that operator's region, as
38 published by the United States Bureau of Labor Statistics. If a
39 regional index is not published, the index for the State of California
40 applies.

1 (4) “New service” has the same meaning as “extension of public
2 transportation services” as defined in Section 99268.8.

3 (c) The restrictions in this section do not apply to allocations
4 made for capital purposes.

5 (d) The exclusion of cost increases described in paragraph (3)
6 of subdivision (a) applies solely for the purpose of calculating an
7 operator’s eligibility to claim funds pursuant to this section and
8 does not authorize an operator to report an operating cost per
9 revenue vehicle hour other than as described in this section and in
10 Section 99247, to any of the following entities:

11 (1) The Controller pursuant to Section 99243.

12 (2) The entity conducting the fiscal audit pursuant to Section
13 99245.

14 (3) The entity conducting the performance audit pursuant to
15 Section 99246.



DATE: May 15, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Senior Project Manager
RE: Managed Lanes Implementation Plan Priority Projects

Background:

Managed lanes are exclusive lanes set aside within a freeway, separated from general purpose lanes, which are operated using a variety of fixed or real-time strategies, such as pricing, vehicle eligibility, or access control. The Metropolitan Transportation Commission, as part of the Bay Area Infrastructure Financing Authority, begun developing a Managed Lanes Implementation Plan (MLIP) for the Bay Area with a focus on the region's existing and planned High Occupancy Vehicle (HOV) lanes, High Occupancy Toll (HOT) lanes or express lanes, and express toll lanes. Solano County currently has HOV lanes on I-80 in Fairfield between Red Top Road and North Texas. The I-80 HOV lane is planned to be expanded and converted to an express lane from the Carquinez Bridge in Vallejo to I-505 in Vacaville.

In addition to the managed lane facilities, MTC is analyzing support facilities for travelers anticipated to utilize the managed lanes network. This includes support facilities such as Park and Ride lots and Transit Centers servicing commuters, vanpoolers, and express bus type services. The goal is to analyze key support facility improvements to maximize the usage of the future express lane network.

Discussion:

Staff from MTC, STA and the two Solano transit operators that operate SolanoExpress Service on I-80, Soltrans and FAST, met to discuss the Solano Express Bus service and its operators and support facilities. MTC staff requested a list of tiered projects for the MLIP process to consider in its analysis.

In response, STA staff reviewed the draft 2014 Transit Corridor Study recommended critical near term capital improvements for consideration. These are: 1) direct access improvements at the Fairfield Transit Center, 2) a new station stop at the Solano College campus in Fairfield and 3) transit priority measures (e.g. signal priority, queue jumps and bus bulbs, and bus lanes). In addition, the Transit Corridor Study recommended new park and ride lots at Hiddenbrook/I-80, SR 37/Fairgrounds Drive (adjacent to I-80) and I-680/Gold Hill. Curtola Park and Ride Phase 2 was also recommended by Soltrans staff to be considered.

STA staff is seeking further input from the Solano Express Transit Consortium regarding MLIP priority projects.

Fiscal Impact:

None at this time. However, this Plan will set-up priorities for future funding recommendations.

Recommendation:

Informational.

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DATE : May 15, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
Ryan Dodge, Associate Planner
RE: Water Emergency Transportation Authority (WETA) System Expansion Plan

Background:

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) is a regional public transit agency tasked with operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies. Under the San Francisco Bay Ferry brand, WETA carries over 1.8 million passengers annually utilizing a fleet of 12 high speed passenger-only ferry vessels. San Francisco Bay Ferry currently serves the cities of Alameda, Oakland, San Francisco, South San Francisco and Vallejo.

WETA currently proposes to expand in the near-term to Berkeley, Richmond, and Treasure Island. Long-term expansion includes serving Antioch, Hercules, Martinez, and Redwood City. No future new terminals or new services are currently planned for any location in Solano County.

WETA is in the process of developing a Strategic Plan that will encompass current operations, emergency response, and system expansion. STA will work with WETA during this process.

Discussion:

STA will begin developing a water transportation plan in 2016 for passenger and freight (goods movement) in Solano County. STA will work with WETA so that any system expansion policy proposed by WETA does not preclude the review and approval of any proposed new or expanded water transportation services affecting Solano County or the cities in the county.

Recommendation:

Informational.

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Date: September 15, 2014
To: SolanoExpress Intercity Transit Consortium
From: Philip Kamhi, Transit Program Manager
Jim McElroy, McElroy Transit, Project Manager
RE: Solano Short Range Transit Plan (SRTP) and Transit Corridor Study –
Phase 2 Schedule Update

Background

At the regular meeting of December 10, 2014, the STA Board authorized “the Executive Director to develop and issue a Request for Proposal (RFP) for consultant services for the Transit Corridor Study Phase 2 and the Coordinated SRTP”; and, to “enter into an agreement in an amount not-to-exceed \$275,000 for Transit Corridor Study Phase 2 and Coordinated SRTP”. This item is to provide an update to the Consortium on activities related to that direction.

Discussion

Coordinating with STA staff and directly impacted Solano County transit operators, consultant Jim McElroy prepared the relevant RFP (Attachment A). The SRTP portion consists largely of Metropolitan Transportation Commission (MTC) required elements and a separate task with agency-specific supplemental sub-tasks (Attachment A, Page 18). The supplemental sub-tasks were developed collaboratively between consultant McElroy, STA staff, and transit agency staff. The Corridor Study element was developed from recommended next steps in the Phase 1 study.

STA posted the RFP on April 2, 2015. Notices were mailed from STA to an extensive list of contacts (on file), including to firms that would likely be interested in providing services of the type requested in the RFP. The full RFP document was posted, as noticed in the STA mailing, on the STA website.

The proposal due date was 3:00 pm on May 1, 2015. By the due time, one proposal from Arup North America Ltd. was received. Staff reviewed the proposal and the process shortly after the due date. Although only a single proposal was received, staff and the project manager determined that the Arup proposal includes all the required submittals; and, it meets or exceeds the STA selection criteria, as specified in the RFP. STA staff is now consulting with legal counsel to develop an agreement with Arup. Staff expects to kick-off the project on or about June 8, 2015. Jim McElroy will continue to act as project manager, reporting to STA’s new Transit Manager, Philip Kamhi.

Fiscal Impact:

The expected award for consultant services is within existing STA budget for 2015. The budgeted amount for this project is \$275,000 and is funded with \$120,000 of MTC’s Federal Transit Administration (FTA) Section 5303 funds and \$155,000 of State Transit Assistance Funds (STAF).

Recommendation

Informational.

Attachments:

- A. STA Request for Proposal (RFP 2015-02) w/o Attachments
- B. Review of Arup Proposal and Recommendation (McElroy)

April 2, 2015

RE: Request for Proposal (RFP 2015-02) for Solano County Coordinated Short Range Transit Plan (SRTP), and I-80/I-680/I-780/State Route 12 Transit Corridor Study in Solano County Phase 2

Dear Consultant:

The Solano Transportation Authority (STA) invites your firm to submit a proposal to provide professional services for the preparation of the Coordinated SRTP and the Transit Corridor Study Phase 2.

To obtain a copy of the full Request for Proposal (RFP) and all referenced documents, please access them on the STA website: <http://tiny.cc/jobsrfps> or call the STA at (707) 424-6075.

The Request for Proposal (RFP) describes the project, presents the requirements of the work and outlines the criteria that will be used to evaluate the proposals.

Qualified organizations are invited to submit eight (8) hard copies and one (1) digital copy (CD or flash drive) of your Proposal to the STA office no later than 3:00 PM, on Friday, May 1, 2015 addressed to:

Jim McElroy
STA Project Manager
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

Note that this deadline is firm and late submittals will not be accepted. Proposals will be reviewed and the firms/teams whose proposals most closely meet the STA's needs will be invited to an interview on or about Tuesday, May 12, 2015.

The STA has adopted a Disadvantaged Business Enterprise ("DBE") goal for this project, which is 11%. Please note that the referenced DBE forms (Exhibit 10-O1 and Exhibit 10-O2) must be filled out and included in an appendix of your firm's proposal. Firms whose proposals fail to meet the established DBE goal must demonstrate in writing what efforts they have made to locate DBE firms. The STA has the right to deem a proposal as non-responsive if this participation goal has not been met, and documentation demonstrating a good faith effort is judged inadequate. Guidelines for determining good faith efforts are available from the STA.

Referenced Forms

Exhibit 10-I Notice to proposers Disadvantage Business Enterprise Information
Exhibit 10-J Standard Agreement for Subcontractor/DBE Participation
Exhibit 10-O1 Local Agency Proposer DBE Commitment
Exhibit 10-O2 Local Agency Proposer DBE Information
Exhibit 15-H DBE Information – Good Faith Efforts

In addition, the STA encourages, but does not require for this solicitation, the use of local firms. To assist in the use of local firms, the STA has prepared a database of contact information for local firms for convenience purposes only and without guarantees as to the ability of such firms to provide the services. This database and the Local Preference Policy can be viewed at <http://tiny.cc/localpref>.

If you have questions regarding this project, please contact Jim McElroy, STA Project Manager at (707) 424-6075. Thank you for your interest.

Sincerely,



Daryl K. Halls
Executive Director



REQUEST FOR PROPOSALS (RFP #2015-02)

for the

1) Solano County Coordinated Short Range Transit Plan (SRTP)

and the

2) I-80/I-680/I-780/State Route 12 Transit Corridor Study in
Solano County Phase 2

Release Date: April 2, 2015

RESPONSES DUE:

3:00 PM, May 1, 2015

Eight (8) complete hard copies and one digital copy (CD or flash drive) of each response must be received before 3:00 p.m. PST on May 1, 2015

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

DISCLOSURE:

The master copy of each response to this RFQ shall be retained for official files and will become a public record after the award of a contract unless the qualifications or specific parts of the qualifications can be shown to be exempt by law (Government Code section 6250 et seq.). Each Responding Firm may clearly label part of a submittal as "CONFIDENTIAL" if the Responding Firm agrees to indemnify and defend the STA for honoring such a designation. The failure to so label any information that is released by the STA shall constitute a complete waiver of all claims for damages caused by any release of the information. If a public records request for labeled information is received by the STA, the STA will notify the Responding Firm of the request and delay access to the material until seven working days after notification to the Responding Firm. Within that time delay, it will be the duty of the Responding Firm to act in protection of its labeled information. Failure to so act shall constitute a complete waiver.

PROTEST AND APPEALS:

Any actual or prospective bidder, offeror, or contractor who is aggrieved in connection with the Solicitations or Notice of Intent to Award a contract may protest to the Executive Director. The protest shall be submitted in writing to the Executive Director within seven (7) working days after such aggrieved person or company knows or should have known of the facts giving rise thereto. All letters of protest shall clearly identify the reasons for the protest. The protest also must state the law, rule, regulation, or policy upon which the protest is based. The Executive Director shall issue a written decision within ten (10) working days after receipt of the protest. The decision shall state the reason for the action taken; and inform the protester that a request of further administrative appeal of an adverse decision must be submitted in writing to the Clerk of the STA Board of Directors within seven (7) working days after receipt of the decision by the Executive Director.

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INTRODUCTION

The Solano Transportation Authority's (STA) Mission is to improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety and economic vitality.

The STA was created in 1990 through a Joint Powers Agreement between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to serve as the Congestion Management Agency for Solano. As the Congestion Management Agency (CMA) for the Solano area, the STA partners with various transportation and planning agencies, such as the Metropolitan Transportation Commission (MTC) and Caltrans District 4.

The STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities. More specifically, STA is responsible for countywide planning and coordination of local transit service with express service.

The STA uses an open and inclusive public involvement process through various committees made up of local elected officials, public works directors, transit operators, and interested citizens.

TWO PLANS – ONE CONSULTANT TEAM

STA plans to contract with one consultant team for the development of the Solano Coordinated Short Range Transit Plan (SRTP) including the MTC requested areas of coordination, and the I-80/I-680/I-780/State Route 12 Transit Corridor Study Phase 2. The consultant will analyze and prepare Short Range Transit Plans for four transit operators in Solano County including both intercity transit providers.

The transit operators to be included in this Plan are Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST), Dixon Redit-Ride and Rio Vista Delta Breeze. The Plan will include a dedicated subsection for each transit operator covering their requirements of the SRTP. The SRTP shall describe coordination with the City of Vacaville.

The Transit Corridor Study Phase 2 will include planning service implementation resulting from completion of the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study, now also referred to as Transit Corridor Study Phase 1.

The STA will award the proposer whose proposal presents the best value and is most advantageous to STA and the public. Accordingly, the STA may not necessarily award the proposer with the highest technical ranking or the proposer with the lowest price proposal if doing so would not be in the overall best interest of the STA. STA reserves the right to expand or reduce the proposed scope of work during the contract negotiations based on budget constraints.

RELEVANT STUDIES COMPLETED

- Dixon Redit-Ride SRTP for FY 2012/13 – FY 2022/23
- Fairfield and Suisun Transit SRTP for FY 2012/13 – FY 2022/23
- Rio Vista Delta Breeze SRTP for FY 2012/13 – FY 2022/23
- SolTrans SRTP FY 2012/13 – FY 2022/23
- Vacaville City Coach SRTP for FY 2012/13 – FY 2022/23
- Solano County Coordinated SRTP FY 2012/13 – FY 2022/23
- I-80/I-680/I-780 Transit Corridor Study – July 2004
- State Route 12 Transit Corridor Study – 2006
- Transit Consolidation Study – 2007
- Solano County Mobility Management Plan - March 2014
- Solano County Transit Operator Financial Sustainability Study – April 2013
- Solano Intercity Routes Ridership Study - June 2014
- I-80/I-680/I-780/State Route 12 Draft Transit Corridor Study – June 2014

BACKGROUND for Coordinated Short Range Transit Plan

Basis of the SRTP Requirement

Federal statutes require that the Metropolitan Transportation Commission (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.

SRTP Purpose

- A. To serve as a management and policy document for the transit operator, as well as a means of providing FTA and MTC with information necessary to meet regional fund programming and planning requirements.
- B. To clearly and concisely describe and justify the transit operator's capital and operating budgets.
- C. To submit requests for federal, state, and regional funds for capital and operating purposes through MTC's Transit Capital Priorities, and in the MTC TIP.
- D. To assess an operator's financial capacity to carry out proposed levels of operations and the associated capital improvement plan.
- E. To regularly provide MTC with information on projects and programs of regional significance, which include: funding and scheduling of expansion projects included in

MTC Resolution No. 3434, provision of paratransit service to persons with disabilities, older adults and others; compliance with federal Title VI reporting requirements; Environmental Justice outreach and public participation, and related service planning; results of the most recent FTA Triennial Review and related corrective actions.

- F. The goals, objectives, and standards specified in an operator's SRTP serve as a basis for the assessment of the operator's performance conducted as part of the MTC Triennial Performance Audit of the operator.

The SRTP and the Operator's Goals, Objectives and Standards

Goals should reflect the major areas of concern for public transit operators, for example:

- Scheduling and route planning
- Service reliability
- System effectiveness
- System efficiency
- Safety and security
- Funding and reserve policies
- Customer service
- Statutory and regulatory compliance

Objectives should be comprehensive (there can be several objectives under each goal). Service standards should be specific, measurable and quantified where feasible. Goals, objectives and standards should reflect the basis under which new service would be deployed and existing service increased or reduced.

Planning Horizon

The planning horizon is a minimum of ten years. However, a longer planning horizon may be required if necessary to reflect significant capital replacement and/or rehabilitation that would not fall within the ten year period (e.g., railcars, ferryboats, bus subfleet). A longer planning horizon may also be required if necessary to capture the capital or operating budget implications of significant changes in service (e.g., rail extension coming on line).

References to MTC Resolutions

These guidelines make reference in certain sections to the following MTC Resolutions:

MTC Resolution No. 3434, "Regional Transit Expansion Policy."

MTC Resolution No. 3176, "Procedures for Evaluating Transit Efficiency Improvements."

MTC Resolution No. 4140: "Transit Capital Priorities Program for FY 2014-15 & FY 2015-16."

MTC Resolution No. 4072, Transit Capital Priorities Process and Criteria for FY 2012-13 & FY 2013-14.

MTC Resolution No. 3866: "MTC Transit Connectivity Plan."

MTC Resolution No. 4060: "MTC Transit Sustainability Project."

FINAL PRODUCT for Coordinated SRTP

Consultant shall provide an electronic version of a full final Coordinated SRTP from years 2015-16 through 2025-26. The SRTP shall conform to the most recent MTC Short Range Transit Plan Guidelines. Consultant shall deliver products specified in this RFP to STA as approved by the necessary governing bodies formatted for printing and binding. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel. The Report shall be provided in an electronic format that can be edited by STA staff (Adobe Creative Suite,

MS Word, Excel) with all data sources and supporting materials. All electronic files are to be delivered to STA upon completion of the project.

The SRTP shall include the following agencies that operate transit services in Solano County:

- Solano County Transit (SolTrans)
- Fairfield and Suisun Transit (FAST)
- Dixon Redit-Ride
- Rio Vista Delta Breeze
- Coordination with Vacaville City Coach per MTC Agreement

SCOPE OF SERVICE TASKS for Coordinated SRTP

The STA, in coordination with the transit operators in Solano County intend to retain a qualified and committed professional transit planning firm to work closely with STA and Transit Operators to prepare the Coordinated SRTP. Task 1-8 and Task 10-11 and deliverables are required based on MTC's Short Range Transit Plan Guidelines. Task 9 are items requested by the STA or the Transit Operators.

1. Confirm Project Goals and Finalize Scope of Services and Work Plan
2. Title Page
3. Overview of Transit System
4. Goals, Objectives and Standards
5. Service and System Evaluation
6. Operations Plan and Budget
7. Capital Improvement Program
8. Other Requirements
9. Agency Specific Supplemental Work
10. Draft Coordinated SRTP
11. Final Coordinated SRTP

SCOPE OF THE FULL SRTP

The Full SRTP must contain at least the information described in this section. Where applicable, subsections that are required to be included in the Mini-SRTPs are labeled as such.

The following details each task with task deliverable information:

Task 1. Confirm Project Goals and Finalize Scope of Services and Work Plan

- A. Kick off meeting with STA and selected consultant to negotiate final task budget and determine final schedule with milestones and deliverables.

Task 1 Deliverable
1) Finalized budget and detailed project schedule.

Task 2. Title Page

- A. The title page must include the words “Short Range Transit Plan,” the fiscal years covered by the plan, the official name of the transit operator, the date approved by the governing board, and the following statements:

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and 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 programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt and submit to MTC a Short Range Transit Plan (SRTP).

The preparation of this report has been funded in part by a grant from the U.S.

Department of Transportation (DOT) through section 5303 of the Federal Transit Act.

The contents of this SRTP reflect the views of the STA, and not necessarily those of the Federal Transit Administration (FTA) or MTC. STA is solely responsible for the accuracy of the information presented in this SRTP.

Task 2 Deliverable
1) MTC formatted titled page

Task 3. Overview of Transit Systems

- A. Brief History (e.g., year of formation, facilities and fleet development, changes in service focus areas, key milestones and events).
- B. Governance.
1. Type of unit of government (e.g., city, joint powers authority, transit district).
 2. Composition and nature of representation of governing body:
 - a. Number of members;
 - b. Elected or appointed (if appointed, how, and what agencies and/or groups do members represent (e.g., cities, county, general public);
 - c. Current members and terms.
- C. Organizational Structure (use graphic format).
1. Management and staff positions;
 2. Reporting relationships;

3. Contracted transportation services (name of contractor(s), length of current contract(s));
 4. Labor unions representing agency employees and length of current contract(s).
- D. Transit Services Provided and Areas Served — Describe fixed-route, demand responsive, and connecting services and areas served, and the number of vehicles required for each type of service.
1. Fixed-Route (includes bus and rail):
 - a. Local;
 - b. Express;
 - c. Other commuter service (e.g., subscription service);
 - d. Services provided in partnership with others (funding contributions or policy oversight);
 - e. Accommodation of bicycles.
 2. Demand responsive (includes operator-provided services and services provided under partnership agreements):
 - a. General public;
 - b. Americans with Disabilities Act (ADA);
 - c. Persons with disabilities (non-ADA);
 - d. Older adults.
 3. Connecting services provided by others.
- E. Fare Structure — Describe fare structure for fixed-route and demand responsive services, and for interoperator transfers.
1. Fixed-Route Fares:
 - a. Single fare (adults, seniors, student/youth);
 - b. Discounted and/or multi-ride fares (adults, seniors, student/youth);
 - c. Recent changes in fares;
 2. Demand Responsive Fares:
 - a. Single fare;
 - b. Discounted and/or multi-ride fares;
 - c. Recent changes in fares (include the year(s) in which the change(s) took place);
 3. Interoperator Transfer Arrangements and Fares
 - a. ClipperSM (if currently deployed);
 - b. Other proof of transfer;
- F. Revenue Fleet — Provide a general description of the revenue vehicle/vessel fleet. Identify MTC Regional Express Buses separately. The description can be in narrative or graphic format, or a combination of both. (This description differs from the detailed inventory required under Section 6 of these guidelines.) Include the following information:

1. Types of vehicles/vessels operated (e.g., standard bus (any length), trolley bus, articulated bus, over-the-road coach, cutaway van, standard van, minivan, cable car, passenger ferryboat, heavy rail, light rail);
 2. Number of each type of vehicle/vessel;
 3. Recognizing that each type of vehicle might be used in multiple types of service, type(s) of service in which each type of vehicle is used (e.g., local, express, commuter, demand responsive).
- G. Existing Facilities — Describe individual or grouped facilities, according to the categories listed below.
1. Administrative (locations, age, functions located within);
 2. Maintenance and Fueling (type, locations, age);
 3. Vehicle/Vessel Storage/Staging (locations, age, capacity);
 4. Park-and-Ride (locations, age, capacity);
 5. Stations and Stops (type, locations, age, basic amenities);
 6. Right-of-Way, Track or Guideway;
 7. Bicycle Facilities.

Task 3 Deliverable
1) Working Paper: Overview of Transit Systems

Task 4. Goals, Objectives and Standards

- A. Describe the process for establishing, reviewing, and updating goals, objectives, and standards. Goals and objectives should be comprehensive and address all major areas of operator activities, including principles and guidelines under which new service would be implemented. Performance standards should address both the efficiency and effectiveness of the services provided by the operator.
- B. Portray and discuss new or revised goals and related objectives and standards; and identify changes from prior SRTP.
- C. Portray and discuss the Transit Sustainability Project performance measures, targets, and the monitoring process established in MTC Resolution 4060. Building on the TSP Strategic Plans submitted in 2013, discuss strategies to achieve TSP targets.
- D. For SRTPs that begin with FY 2015-16, portray and discuss plans to implement service, paratransit or institutional recommendations, or any similar coordination efforts, as discussed in the Transit Sustainability Project MTC Resolution 4060 and discuss the monitoring process established to assess the performance of these programs.

Task 4 Deliverable
1) Working Paper: Goals, Objectives and Standards

Task 5. Service and System Evaluation

- A. Evaluate route-level and systemwide performance against current service standards (if illustrative, portray local, express or commuter service, or other intercity service separately). Describe the evaluation process. Evaluate the most recent year for which complete data is available. At a minimum, evaluate performance measures relating to effectiveness and efficiency. Key performance measures could include passengers per revenue vehicle hour, passengers per revenue vehicle mile, percent of capacity used, revenue to total vehicle hours, operating cost per revenue vehicle hour, operating cost per passenger, and on-time performance. A retrospective portrayal of performance (e.g., prior five to ten years) may be warranted to exemplify trends. Identify and evaluate MTC Regional Express Bus service separately. Where the evaluation identifies deviations from service standards, describe proposed remedies, including service expansion and/or contraction. Use narrative, tables and other graphic formats as warranted.
- B. Provide a three-year retrospective of revenue service hours, revenue service miles, and patronage. Evaluate and discuss significant changes.
- C. Describe and discuss equipment and facility deficiencies, and describe proposed remedies.
- D. Describe any involvement in MTC's "Community-Based Transportation Planning Program" ("CBTP"). Describe any specific fixed-route solutions to transit gaps recommended through the CBTP process and the status of their implementation. Describe any services funded specifically to address low-income transportation needs and the source(s) of funding (e.g., the Lifeline Transportation Program).
- E. Identify paratransit services provided in compliance with the paratransit provisions of the Americans with Disabilities Act (ADA). Reference planned new activities, major service changes, or procurement of capital equipment to support ADA or other paratransit, dial-a-ride or demand responsive services. Identify other paratransit services with which services are coordinated, and any proposed revisions or improvements to fixed-route services intended to enhance their usage by seniors and/or persons with disabilities.
- F. Provide the date of the agency's most recent federal Title VI analysis and report, and discuss any service deficiencies identified in the report. Generally describe the process used for complying with FTA Circular C4702.1B (updated October 1, 2012). Please reference the most recent triennial Title VI report, plus any subsequent Title VI reports.
- G. Provide the date of the agency's most recent FTA Triennial Review, and describe related remedial actions undertaken or currently underway in response to the review.

Task 5 Deliverable
1) Working Paper: Service and System Evaluation

Task 6. Operations Plan and Budget

A. Operations Plan

The operations plan sets forth the intentions to provide fixed-route and paratransit services over the SRTP period. Document the ongoing evaluation of services and systems

with respect to adopted goals, objectives and standards, and legal and regulatory requirements, subject to financial constraints.

1. Describe the modes and types of transit services to be operated over the plan period. Separately identify service provided in partnership with others:
 - a. For the continuation of existing service, refer to or summarize the descriptions provided under Section 2, Subsection “D”, Transit Services Provided and Areas Served;
 - b. For the deployment of new service, identify the mode, and describe the service characteristics using the format used in Section 2, Subsection “D,” above. Separately identify new service(s) contained in MTC Resolution No. 3434.
2. Separately describe planned new activities or service changes relative to paratransit services provided in accordance with the Americans with Disabilities Act (ADA service).
3. Separately describe any proposed revisions or improvements to fixed-route services intended to enhance their usage by persons with disabilities and older adults.
4. Where reductions in service levels are required in order to achieve a balanced operating budget, describe the reductions and assess their impact on the affected service areas and communities.
5. Portray the levels of service planned — Use a table (or other graphic format) to portray planned levels of service hours and service miles. Separately identify the following:
 - a. Fixed-route modes by type (e.g. local, express/commuter);
 - b. Demand responsive modes by type (e.g., ADA, non-ADA older adult);
 - c. Expansion service included in MTC Resolution No. 3434 and other major planned service expansions.

The table (or other graphic format) shall clearly identify service expansion and/or reduction by the year of planned deployment (expansion) and/or elimination (reduction). There shall be a rational relationship between the information portrayed and the “Service and System Evaluation” section of the SRTP.

6. Describe and discuss planned (not yet implemented or underway) service changes in response to the most recent federal Title VI report and/or FTA Triennial Review.

B. Operations Budget

Demonstrate that planned level of transit service over the planning period, including rehabilitation and replacement of capital assets, is sustainable. Take into consideration expense forecasts, regional and local revenue projections, fare policies, labor or service agreements, competitive demands on funding, regional priorities and policies. The budget should reflect a “baseline” level of service, taking into consideration the existing level of service at the time of publication of the SRTP. Committed service changes must also be defined, with their expenses and revenue separately identified in the operating

and capital financial plan tables. Provide sufficient detail to allow a reviewer of the SRTP to evaluate costs of implementing the operating and capital plans, and compare the total with anticipated revenues available during the study period.

The narrative must specifically explain, and the spreadsheet clearly isolate in the appropriate year, by mode, any major change in service hours and miles due to deployment of new service or major service reductions.

The narrative must specifically explain, and the spreadsheet clearly isolate by year (e.g., through individual line items) the following:

- Change in fare revenue due to a fare increase or decrease.
- Change in fare revenue due to a change in the level of service.
- Change in expenses due to a change in the level of service.
- Change in expenses due to a labor or service contract change.

All operations expenses and revenues are to be stated in year of expenditure dollars, with the assumed escalation factors stated. All sources of revenue shown in the operations and in the capital financial plan should be identified individually. All assumptions that relate to expenditure and revenue estimates must also be documented, including specification of ridership or sales growth (if appropriate) separately from inflation forecasts.

1. The operations budget must be sustainable and generally balanced each year over the period of the SRTP, using currently available or reasonably projected revenues.
2. Where increases in local revenues (e.g., fares, sales taxes, general fund revenues) are required in order to sustain existing service levels, describe and discuss the steps and timelines needed to achieve the revenue increases, and the contingent policies and actions that will be taken if the proposed revenue increases do not materialize.
3. Fixed-route and demand responsive services may be portrayed separately or in a single budget; however, the expenses and revenue for each must be separately identifiable if portrayed in a single budget.
4. Describe planned fare increases and/or decreases, and/or changes in fare policies, including the year(s) these changes are planned to take effect. Describe planned changes in interoperator transfer arrangements and/or fares (this pertains to interoperator fares themselves, not to the means of fare collection; i.e., ClipperSM) Note: as set forth in MTC Resolution No. 3176, fare and local discretionary revenue contributions are expected to keep pace with inflation, and fare structure shall comply with regional policy on fare coordination (Resolution No. 3866).
5. Separately identify funding sources and amounts to support operating budgets for ADA service, and any other paratransit or demand responsive services available to older adults and/or persons with disabilities.

6. Separately identify and describe funding contributions (expended or received) for services provided in partnership with others.
7. The multi-year operating budget shall utilize MTC projections of regional operating revenues. Local funding sources (e.g., transportation sales tax) that will expire during the period covered by the plan shall not be assumed to continue beyond their expiration dates, unless specific renewals have been approved. In order to portray the operating budget:
 - a. Forecast operating costs shall be portrayed in a manner that distinguishes significant expansion and/or contraction of existing service, and the introduction of new service;
 - b. The basis for the operating cost forecasts shall be clearly portrayed (e.g., cost per service hour and service hours);
 - c. The forecast escalation rates (revenue and expenses) must be clearly portrayed;
 - d. Indicate reserves available for operations and changes to reserves over the period of the SRTP, including anticipated unallocated TDA reserves;
 - e. Budget levels must correlate with the changes in service identified in the “Operations Plan.”
 - f. Identify sources of operating revenue:
 - i. Fares;
 - ii. Property taxes (directly levied, levied by others);
 - iii. Bridge tolls (directly levied (e.g., GGT), MTC 2% toll revenues, MTC 5% unrestricted general fund, MTC Regional Measure 2);
 - iv. Sales tax (AB 1107, directly levied (e.g., transit district), levied by others (e.g., county sales tax measure (identify Measure)));
 - v. Contributions from JPA partner funding agencies;
 - vi. Federal (FTA section 5307 Operating Assistance, FTA section 5307 Preventive Maintenance, FTA section 5311, STP Preventive Maintenance, CMAQ Operating Assistance (new service), Jobs Access Reverse Commute, New Freedom);
 - vii. Regional (MTC Lifeline, Air District);
 - viii. Advertising;
 - ix. Earned interest;
 - x. BART coordination funds (TDA, STA, BART district funds);
 - xi. TDA (directly apportioned, contributed by others);
 - xii. State Transit Assistance [(directly apportioned, contributed by others) – Revenue-Based, Population-Based (Small Operators, Northern Counties, Regional Paratransit)].

- C. In addition to future year forecasts, the SRTP should include a three-year retrospective of audited (if available) operating expenses and revenue.

Task 6 Deliverable
1) Working Paper: Operations Plan and Budget

Task 7: Capital Improvement Program

Describe and discuss the capital programs (vehicles, facilities and equipment) required to carry out the operations and services set forth in the operating plan and budget. The Capital Improvement Plan (CIP) should provide the basis for requests for federal, state and regional funding for capital replacements, rehabilitation, and expansion projects. While the CIP does not have to be financially constrained to the extent that the operations budget does, it should reflect the operator's reasonable expectation of funding, particularly as outlined in MTC's Regional Transportation Plan.

A. Basis for Revenue Vehicle/Vessel Projects and/or Proposals, for Replacement, Rehabilitation, and Expansion.

1. Describe and discuss policies (or basis), and justification for vehicle replacement:
 - a. Life cycle considerations (current vehicles/vessels);
 - b. Passenger amenity considerations (vehicles to be acquired);
 - c. Mode of power and/or emissions considerations (vehicles/vessels to be acquired);
 - d. Other considerations (e.g., safety, lack of availability of service parts for current vehicles/vessels)
2. Describe and discuss policies (or basis), and justification for rehabilitation/retrofit:
 - a. Life cycle considerations;
 - b. Passenger amenity considerations;
 - c. Emissions considerations;
 - d. Other considerations.
3. Describe and discuss policies (or basis), and justification for proposed fleet expansion (or contraction):
 - a. Relationship to fixed-route or demand responsive operations plan;
 - b. Basis for type(s) of vehicles/vessels desired (expansion).
 - c. Number and type(s) of vehicles to be removed from service (contraction), including intended disposition (e.g., sale, placed for lease, salvaged).
4. Current Revenue Vehicle/Vessel Fleet Inventory: Identify items "a" through "l" below individually or by subfleet. Identify MTC Regional Express Buses separately.

- a. Manufacturer;
 - b. Year of manufacture;
 - c. Identification number (individual VIN or VIN sequence for subfleets);
 - d. Operator's bus number
 - e. Length of vehicle(s)/vessel(s);
 - f. Seating capacity of vehicle(s)/vessel(s);
 - g. Wheelchair capacity of vehicle(s)/vessel(s);
 - h. Vehicle/Vessel type (e.g., mini van, standard van, cutaway van, standard motorbus, articulated motorbus, trolley bus, articulated trolleybus, over-the-road coach, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - i. In fixed-route service or demand responsive service;
 - j. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - k. Has major rehabilitation of the vehicle(s)/vessel(s) been performed; if yes, how many years of service life were added;
 - l. Year the vehicle(s)/vessel(s) will be retired from service (even if this is beyond the time horizon of the SRTP);
5. Vehicle/Vessel Replacement: Identify items "a" through "k" below individually or by subfleet, showing the number of replacement vehicles/vessels to be placed in service per year over the planning horizon.
- a. Number of vehicles/vessels to be replaced;
 - b. Anticipated year of manufacture of replacement vehicle(s)/vessel(s);
 - c. Year vehicle(s)/vessel(s) will be placed in service;
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., mini van, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Placement of the vehicle(s) in fixed-route service or demand responsive service;
 - i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Estimated cost of replacement vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - k. Sources and amounts of funding for replacement vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in "j" above), with annual escalation rates clearly portrayed.

(This is also a requirement for Mini-SRTPs.)

6. Vehicle/Vessel Rehabilitation (if applicable): Identify items “a” through “m” below individually or by subfleet, showing the number of vehicles/vessels to be rehabilitated per year over the planning horizon.
- a. Manufacturer;
 - b. Year of manufacture;
 - c. Identification number, (individual VIN or VIN sequence for subfleets);
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., mini van, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - i. Year of planned rehabilitation (even if this falls outside the time horizon of the SRTP);
 - j. Years of service life to be added;
 - k. Rehabilitation to be performed in-house or contracted, if known;
 - l. Estimated cost of rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - m. Sources and amounts of funding for rehabilitation of vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “l” above), with annual escalation rates clearly portrayed.

(This is also a requirement for Mini-SRTPs.)

7. Vehicle/Vessel Expansion (if applicable): Identify items “a” through “k” below individually or by subfleet.
- a. Number of expansion vehicle(s)/vessel(s) to be placed in service per year over the planning horizon of the SRTP.
 - b. Anticipated year of manufacture;
 - c. Year vehicle(s)/vessel(s) will be placed in service;
 - d. Length of vehicle(s)/vessel(s);
 - e. Seating capacity of vehicle(s)/vessel(s);
 - f. Wheelchair capacity of vehicle(s)/vessel(s);
 - g. Vehicle/Vessel type (e.g., mini van, large van, small bus, suburban bus, trolley bus, over-the-road coach, articulated bus, light rail, heavy rail, passenger ferryboat, diesel-electric locomotive, trailer car);
 - h. Placement of the vehicle(s) in fixed-route service or demand responsive service;

- i. Mode of power (e.g., diesel, CNG, LPG, gasoline, electric, hydrogen fuel cell, hybrid gasoline-electric, diesel-electric locomotive, trailer car not powered).
 - j. Estimated cost of expansion vehicle(s)/vessel(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
 - k. Sources and amounts of funding for expansion vehicle(s)/vessel(s) (unit cost or total by subfleet – same as portrayed in “j” above), with annual escalation rates clearly portrayed.
 - 8. Summary of Revenue Vehicle/Vessel Fleet Inventory:
 - a. Total number of fixed-route vehicles in active fleet (identified by type; e.g., see item 7.g. above);
 - b. Total number of fixed-route vehicles in reserve fleet;
 - c. Spare ratio of fixed-route vehicles (at maximum pullout);
 - d. Total number of vessels in active fleet;
 - e. Total number of vessels in reserve fleet;
 - f. Spare ratio of vessels (at maximum pullout);
 - g. Total number of demand responsive vehicles in active fleet (identified by type; e.g., see item 7. g. above);
 - h. Total number of demand responsive vehicles in reserve fleet;
 - i. Spare ratio of demand responsive vehicles (at maximum pullout)
 - j. Useful life of revenue vehicles;
 - k. Next rehabilitation or replacement of vehicles and vessels, even if beyond the SRTP horizon.
- B. Non-Revenue Vehicle Projects and/or Proposals: Replacement, Rehabilitation, and Expansion or Contraction.
- 1. Discuss replacement, and/or expansion or contraction of non-revenue vehicle fleet:
 - a. Briefly, describe uses of non-revenue vehicles;
 - b. Briefly, discuss policies or basis, and justification for replacement (e.g., life cycle, obsolescence, safety considerations);
 - c. Briefly discuss policies or basis, and justification for expansion and/or contraction.
 - 2. Non-Revenue Vehicle Fleet Inventory: Identify items “a” through “n” below, showing the number of vehicles per year over the planning horizon.
 - a. Manufacturer (current vehicles);
 - b. The year of manufacture (or anticipated year of manufacture for replacement and expansion vehicles);
 - c. The years the vehicle(s) will remain in service;
 - d. Year vehicle(s) will be retired from service;
 - e. The year replacement vehicle(s) will be placed in service;

- f. Estimated cost of replacement vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
- g. Replacement vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
- h. The year expansion vehicle(s) will be placed in service;
- i. Estimated cost of expansion vehicle(s) (unit cost or total by subfleet), with annual escalation rates clearly portrayed;
- j. Expansion vehicle(s): source(s) and amount of funding, identifying funds that have been secured (programmed, allocated or received) and funds that have not been secured, with annual escalation rates clearly portrayed;
- k. Vehicle type;
- l. Mode of power;
- m. Has rehabilitation of the vehicle(s) been performed or is it planned;
- n. Total number of vehicles in non-revenue fleet.

Operators with non-revenue vehicles which are not proposed for replacement with regionally programmed funds may choose to provide less detailed information.

- C. Major Facilities Replacement, Rehabilitation, Upgrade, and Expansion projects of the types listed below. Identify the locations of new or expanded facilities. Provide project budget, including costs, sources of funds and amounts from each source, identifying funds that have been programmed, allocated or received, and funds that have not been secured. Separately describe security projects. Specify if replacement and rehabilitation of facilities and equipment results in an asset that differs from the existing asset, and how it differs.

- 1. Administrative;
- 2. Maintenance and Fueling;
- 3. Vehicle/Vessel Storage/Staging;
- 4. Park-and-Ride;
- 5. Stations and Stops;
- 6. Right-of-Way, Track, or Guideway;
- 7. Bicycle Facilities (e.g., lockers).

- D. Tools and Equipment: Replacement and/or Upgrade. Discuss current and/or proposed projects. Combine projects into a lump sum and indicate costs, sources of funds and amounts.

Asset Management: Describe any efforts to employ a systemic asset management program. Include current/past achievements and plans to upgrade or improve management (e.g. software tools, applications, business processes, integration into decision making processes).

Task 7 Deliverable
1) Working Paper: Capital Improvement Program

Task 8. Other Requirements

- A. Provide the following information on expansion projects included in MTC Resolution No. 3434:
1. Portray the project's current capital cost, providing explanation where costs differ from the portrayal in MTC Resolution No. 3434.
 2. Capital Funding:
 - a. Discuss and describe secured funding, including fund programming and/or allocation actions, conditions imposed on the use of funds, fund sources and amounts;
 - b. Explain any changes in secured or anticipated funding, providing explanation where funding differs from the portrayal in MTC Resolution No. 3434;
 - c. Portray and discuss the project's cash flow needs, including any anticipated difficulties, and approved or anticipated decisions on bond financing.
 3. Project Schedule. Provide the most current schedule for the project, showing key milestones completed, and anticipated milestone completion dates.
 4. Operating Costs. Provide operating expense and revenue projections (including sources of funds).
 5. Discuss any activities related to changes in land use planned or anticipated in association with the project, including:
 - a. Participation in the development of local land use policies;
 - b. Policies and/or planning pertaining to, and/or development adjacent to transit stations;
 - c. Descriptions of land that the transit agency currently owns or controls adjacent to transit stop/stations (use a map if desired to show locations).
 6. Discuss any current or anticipated policy, planning, funding or operating issues associated with the project, not reflected in responses to items 1 through 5, above.
- B. Describe the agency's public outreach and involvement process relative to environmental justice goals. Describe the most recent outcomes from this process.
- C. In the event the operator intends to use FTA section 5303 funds to contract out for the authoring of the SRTP, the MTC SRTP Program Manager must review the description or scope of work before publication of the RFP. In addition, the SRTP Program Manager is to be invited to participate in or at least observe the consultant selection for work to be

performed under contract. MTC may or may not be able to actually participate in the consultant selection process, depending upon scheduling and other commitments, but transit operators are to extend the invitation in a timely manner.

Task 8 Deliverable
1) Working Paper: Other requirements in Task 8

Task 9: Agency Specific Supplemental Work (STA Requirements)

SolTrans:

1. Assess potential to increase farebox recovery ratio and develop high level operating scenarios to accomplish various levels of increase. SolTrans' mandated target is 20%. The system currently accomplishes about 36%. SolTrans would like to consider strategies that accomplish incremental improvements up to about 50%.
2. Thoroughly explore the concept of means-based fare subsidy programs to enhance the usability of the transit system for lower income and other disadvantaged users. Tasks shall include:
 - Identify and evaluated existing peer programs;
 - Identify potential resources within SolTrans and in the local community for managing a means-based fare program. Examples of resources include, but should not be limited to, existing means testing programs and processes, funding sources for subsidy, and staffing;
 - Recommend and pursue other relevant experience to assess the opportunities and challenges of a means-based fare program for SolTrans;
 - Design a potential means-based fare program, and clearly outline opportunities and challenges in its implementation. Include consideration of controls that limit SolTrans' financial exposure to be within an adopted annual budget.

SolTrans, City of Benicia and STA:

Evaluate potential transit service for Benicia to complement current priority development area (PDA) study being undertaken by Benicia and STA for PDA and Benicia Industrial Park.

Ultimately, service would be provided under the SolTrans operational framework and therefore approved by the SolTrans (Solano County Transit) Board of Directors as well as other relevant jurisdictions.

City of Fairfield:

Develop Service Implementation and Phasing Plan for transit service connection to the Fairfield/ Vacaville Intermodal Station. The City of Fairfield and various agencies are constructing a new train station on undeveloped land along the Capitol Corridor rail line. Construction is to be completed 2017. Ultimately, the station is to be surrounded by a pedestrian-oriented and multi-modal mixed-use community. And, the station is intended to be a transfer point from various modes to the train mode for surrounding communities including Fairfield and Vacaville. With this task, the consultant is to prepare a phasing and service model to connect the target communities to the new station. The tasks shall consider:

1. Develop general and specific routing for services provided by the local transit operators to dovetail with existing services;
2. Describe appropriate phasing of services to accommodate growth over the life of the SRTP. Propose development based triggers for incremental service expansion;
3. Identify capital and operating costs;
4. Identify potential revenue sources.

City of Rio Vista:

City of Rio Vista is engaging in a project with the following description:

Educate residents on available transit services and programs and on alternative transportation services. Seek feedback from residents to identify transit gaps through previous studies, use of random phone contacts, distribution of surveys and participation at key community gatherings. Identify transportation gaps and discuss strategies. Assess financial and operational resources. Provide recommendations on strategies to address the need. Receive community and City Council input before finalizing the implementation and marketing plan. The final product shall be a “roadmap” to enhance transit services and programs within available resources to better meet the needs of a larger percentage of residents.

The City of Rio Vista estimates that the project shall be completed in about July of 2016. The consultant selected for this SRTP update shall include the most current information from the Rio Vista project, as appropriate, in developing service plans and financial plans for the City of Rio Vista portion of the SRTP; and shall clearly call out this project within the SRTP as supporting said plans.

City of Dixon

Evaluate options for enhanced transit operational usage of Dixon Intermodal Station. Further information on the Dixon Intermodal Station can be found at [http://www.sta.ca.gov/docManager/1000003110/Dixon Intermodal Station Factsheet by STA.pdf](http://www.sta.ca.gov/docManager/1000003110/Dixon%20Intermodal%20Station%20Factsheet%20by%20STA.pdf)

Task 9 Deliverable
1) Technical Memorandum: Individual deliverable for each agency supplemental work.

Task 10. Draft Coordinated SRTP

1. Submit draft Coordinated Short Range Transit Plan based on working papers for tasks 2 – 8 for review to transit operators, STA and MTC. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel.
2. Incorporate any edits and changes required in the review process.

Task 10 Deliverable
1) Draft Coordinated SRTP

Task 11. Final SRTP

1. Submit final Short Range Transit Plan to STA. Electronic copies may be provided in PDF format, but all spreadsheets must also be provided in MS Excel.
2. Incorporate any edits and changes if any after STA Board approval and Council approvals in each of the Cities.

Task 11 Deliverable
1) Final Coordinated SRTP

Proposed Project Timeline for Coordinated SRTP

Key Deliverables	Timeframe
Confirm Project Goals, Finalize Scope of Services and Work Plan	Week of June 1, 2015
Draft Plan	November 2015
Final Plan	March 2016

BACKGROUND for I-80/I-680/I-780/SR12 Transit Corridor Study Phase 2

STA recently completed the I-80/I-680/I-780/SR12 Transit Corridor Study (TCS Phase 1). The TCS Phase 1 assessed the current “intercity” bus services operating in Solano County— those routes that connect Solano County cities and connect the county to other counties—and branded as SolanoExpress. That study recommends a more focused and frequent core system primarily operating along the I-80 and I-680 freeway corridors.

The proposed routing alternative – referred to as Alternative B in the TCS Phase 1 – consists of three all-day, frequent routes, designated by color:

- Green Line – Operating from Sacramento and Davis via Interstate 80 and Interstate 680 to the Walnut Creek BART Station.
- Blue Line – Operating from Suisun City via Highway 12, Interstate 80, Highway 37 and then Mare Island Way and Curtola Parkway to Interstate 80 and the El Cerrito del Norte BART Station.
- Red Line – Operating from the Vallejo Ferry Terminal via Curtola Parkway, Interstate 780, Military (Benicia) and then via Interstate 680 to the Walnut Creek BART Station.
- Yellow Line - A peak period only route provides additional express service from Fairfield and Vacaville to Sacramento.

The TCS Phase 2 consists of a series of tasks that implement Alternative B of the TCS Phase 1 in coordination with the operators of the existing services, FAST and SolTrans.

FINAL PRODUCT for Transit Corridor Study Update

Consultant shall provide to STA an electronic version of a full final I-80/I-680/I-780/SR 12 Transit Corridor Study Phase 2, as approved by the necessary governing bodies formatted for printing and binding including all worksheets. The Report shall be provided in an electronic format that can be edited by STA staff (Adobe Creative Suite, MS Word, Excel) with all data sources and supporting materials. All electronic files are to be delivered to STA upon completion of the project.

SCOPE OF SERVICE TASKS for Transit Corridor Study Phase 2

The STA, in coordination with the transit operators in Solano County intend to retain a qualified and committed professional planning firm to work closely with STA and Transit Operators to prepare the I-80/I-680/I-780/SR 12 Transit Corridor Study Phase 2. The following major tasks are required to complete the Study:

- A. Confirm Project Goals and Finalize Scope of Services and Work Plan.
- B. Review Operator and Board questions and concerns as included in summary spreadsheet and incorporate into planning process.
- C. Prepare Capital Project Plan.
- D. Develop a transition and phasing plan for the service changes.
- E. Develop a fully fleshed out service proposal work plan for early implementation
- F. Research, analysis and results on services in the Highway 29 corridor
- G. Finalize a financial and operating plan for the proposed service. Identify funding for capital program and consider Express Lane revenues to support the capital program.
- H. Develop process to integrate service changes with BART services.
- I. Coordinate a “Universal Student Pass” arrangement with Solano Community College to expand the improved service between three college campuses.
- J. Develop an overall Master Capital Improvement Plan
- K. Public Outreach.
- L. Draft Study.
- M. Final Study.

The following details each task with task deliverable information:

Task A. Confirm Project Goals and Finalize Scope of Services and Work Plan

- 1. Kick off meeting with STA and selected consultant to negotiate final task budget and determine final schedule with milestones and deliverables.

Task A Deliverable
1) Finalized budget and detailed project schedule.

Task B. Review Operator and Board questions and concerns as included in summary spreadsheet and incorporate into planning process.

Task B Deliverable
1) Working Paper: Detailed plan to incorporate questions and concerns into the planning process.

Task C. Prepare Capital Project Plan

1. Perform early analysis of implementation of capital projects for available funding.
2. Include importance to attaining service goals.
3. Develop high level design schematics to allow service planning analysis.

Task C Deliverable
1) Working Paper: Capital Project Plan to allow parallel process to begin preparation for implementation of initial service changes.

Task D. Develop a transition and phasing plan for the service changes.

1. Develop base line service proposal based on early implementation date with limited capital improvements.
2. Develop midterm capital improvements and associated service proposal.
3. Develop build out capital improvements and associated service proposal.

Task D Deliverable
1) Working Paper: Transition and Phasing Plan

Task E. Develop a fully fleshed out service proposal work plan for early implementation

1. Full timetables.
2. Fare revenue collection validation.
3. Marketing concepts.
4. Develop full analysis of service deployment at the operator level based on an approved service allocation model, including blocking and run cut scenarios based on planned passenger schedules.
5. Other products and documents, as necessary, to implement initial service changes.

Task E Deliverable
1) Working Paper: Full plan to implement service initial service changes.

Task F. Research and analysis on services in the Highway 29 corridor.

1. Evaluation of Service Providers/Coordination with SolTrans and NCTPA to identify potential routes to augment or improve service in the Highway 29 corridor that provides service to BART or the Vallejo Ferry.
2. Consider joint routing, express-local routing or skip-stop services and additional frequency.

Task F Deliverable
1) Working Paper: Research, analysis and results on services in the Highway 29 corridor as described in Task 6.

Task G. Prepare a financial and operating plan.

1. Finalize a financial and operating plan for the proposed service.
2. Identify funding for capital program.
3. Consider Express Lane revenues to support the capital program.

Task G Deliverable
1) Working Paper: Financial and Operating Plan

Task H. Develop process to integrate service changes with BART services.

1. Demonstrate and accomplish guided process to integrate service changes with BART services.
2. Coordinate service planning and fare policies with BART to ensure minimizing costs of passengers and maximizing revenue to SolanoExpress and BART.
3. Describe successful outcome and identify shortcomings that impact service implementation.

Task H Deliverable
1) Working Paper: Process to integrate service changes with BART services.

Task I. Coordinate a “Universal Student Pass” arrangement with Solano Community College to expand the improved service between college campuses.

Task I Deliverable
1) Working Paper: Demonstrate and accomplish a guided process to attain an unlimited use pass for students, faculty, and staff of Solano Community College.

Task J. Develop an overall Master Capital Improvement Plan.

1. Develop an overall Master Capital Improvement Plan that delivers an infrastructure that allows 35 mph service speeds.
2. Start this effort early to ensure coordination with other freeway projects and consider a programmatic environmental document to speed delivery.
3. Coordinate with Napa County to develop Highway 29 transit enhancements tied to

other corridor congestion relievers, such as intersection improvements, and Bus Rapid Transit street treatments, in order to compete with the auto.

4. Identify fleet needs, and determine the vehicle type as part of the intercity bus replacement plan.
5. Present the existing services, programs, and capital demand data and services inventory.

Task J Deliverable
1) Working Paper: Master Capital Improvement Plan.

Task K. Public Outreach

1. Develop a public outreach plan
2. Initiate a public input process.
3. Incorporate input from public and committee review into draft study.
4. Prepare the report for electronic and hard copy distribution.

Task K Deliverable
1) Working Paper: Public outreach plan to be approved by Project Manager. 2) Working Paper: Conduct public input process. 3) Working Paper: Evaluation of public outreach process and incorporation of results into draft study. 4) Final Document: Public Input Process overview and results.

Task L. Draft Study

1. Finalize the report incorporating input from public and committee review of draft study.
2. Prepare the report for electronic and hard copy distribution.

Task L Deliverable
1) Draft Transit Corridor Study Phase 2

Task M. Final Study

1. Finalize the report incorporating input from public and committee review of draft study.
2. Prepare the report for electronic and hard copy distribution.

Task M Deliverable
1) Final Transit Corridor Study Phase 2

Proposed Project Timeline for Transit Corridor Study Phase 2

Key Deliverables	Timeframe
Confirm Project Goals, Finalize Scope of Services and Work Plan	Week of June 1, 2015
Draft Study	Completed by September 2015
Final Plan	Completed by November 2015

RFP SUBMITTAL REQUIREMENTS

Please prepare your proposal in accordance with the following requirements:

1. *Proposal Length and Format:* The proposal shall not exceed a total of 25 single-sided, 8.5" x 11" pages excluding resumes and the transmittal letter. A **copy of the RFP** and resumes shall be included in an appendix.
2. *Transmittal Letter:* The proposal shall be transmitted with a cover letter describing the firm's/team's interest and commitment to the proposed project. The letter shall state that the proposals shall be valid for a 90-day period and should include the name, title, address and telephone number of the individual to whom correspondence and other contacts should be directed during the consultant selection process. The person authorized by the firm/team to negotiate a contract with STA shall sign the cover letter.

Address the cover letter as follows:

Jim McElroy, Project Manager
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, California 94585

3. *Project Understanding:* This section shall clearly convey that the consultant understands the nature of the work, and issues related to providing the Coordinated SRTP for Solano County and I-80/I-680/I-780/SR 12 Transit Corridor Study Phase 2.
4. *Approach and Management Plan:* This section shall provide the firm's/team's proposed approach and management plan for providing the services. Include an organization chart showing the proposed relationships among consultant staff, STA staff and any other parties that may have a significant role in the delivery of this project.
5. *Qualifications and Experience:* The proposal shall provide the qualifications and experience of the consultant team that will be available for the Coordinated SRTP for Solano County and I-80/I-680/I-780/SR 12 Transit Corridor Study Phase 2. It is expected that team members would include planning expertise in Short Range Transit Plan development, corridor planning and analysis, and transit operating and capital plans. Please emphasize the specific qualifications and experience from projects similar to this project for the Key Team Members. Key Team Members are expected to be committed for the duration of the project. Replacement of Key Team Members will **not be permitted** without prior consultation with and approval of the STA.
6. *Staffing Plan:* The proposal shall provide a staffing plan and an estimate of the **total hours** (detailed by position) required for each task included in the scope of services. Discuss the workload, both current and anticipated, for all Key Team Members, and their capacity to perform the requested services for the Solano Coordinated SRTP and Transit Corridor Study according to your proposed schedule.
7. *Work Plan and Schedule:* This section shall include a description and schedule of how each task deliverable of the project will be completed. The Work Plan should be in sufficient detail to demonstrate a clear understanding of the project. The schedule should show the expected sequence of tasks and include durations for the performance of each task, milestones, submittal

dates and review periods for each submittal. Discuss the firm/team's approach for completing the requested services for this project on schedule. **The SRTP project is expected to commence no later than June 1, 2015, SRTP draft documents completed by November 2015, and final plans submitted by March 2016. The Transit Corridor Study Phase 2 is expected to commence no later than June 1, 2015, and draft documents completed by October 2015 and final plan submitted by January 2016.**

8. *Cost Control:* Provide information on how the firm/team will control project costs to ensure all work is completed within the negotiated budget for the project. Include the name and title of the individual responsible for cost control.
9. *Additional Relevant Information:* Provide additional relevant information that may be helpful in the selection process (not to exceed the equivalent of 2 single-sided pages).
10. *References:* For each Key Team Member, provide at least three references (names and current phone numbers) from recent work (previous three years). Include a brief description of each project associated with the reference, and the role of the respective team member.
11. *Submittal of Proposals:* Eight (8) hard copies and one digital copy (CD or flash drive) of your proposals are due at the STA office **no later than 3:00 p.m., Friday, May 1, 2015**. Envelopes or packages containing the proposals should be clearly marked, **"Coordinated SRTP/Transit Corridor Study"**.
12. *Budget:* The maximum consulting services budget has been set at \$275,000 for this project. No change orders that require cost increases will be allowed. The project is funded by State Transit Assistance and Transportation Development Act (TDA) funds. Provide a detailed budget for the project including costs by task for consultant labor and other direct costs. Discuss the firm/team's approach for completing the requested services for this project within budget.

SELECTION OF CONSULTANT & CRITERIA

The overall process will be to evaluate the following components of the proposal completely and independently from the proposed budgeted cost. The qualifications will be evaluated and scored on a 100-point total basis using the following criteria:

1. Qualifications, including specific experience, and schedule availability of Key Team Members. (25 points)
2. Project understanding and approach, including an understanding of STA, public and private transportation operations in cities of Solano County, and STA and other agency review, approval and coordination processes. (25 points)
3. Cost control and budget (25 points)
4. Experience with similar types of projects. (25 points)

If needed, two or more of the firms/teams may be invited to an interview on or about **May 12, 2015**. The Project Manager and Key Team Members should attend the interview. The evaluation interview panel may include representatives from STA, and other agencies, but the specific composition of the panel will not be revealed prior to the interviews. Costs for travel expenses and proposal preparation shall be borne by the consultants.

STA staff will provide the appropriate notice and schedule for the interviews. STA staff will select the most qualified consultant or consultant team based primarily on experience, ability to contain costs and conducting very similar projects. Recent experience in Solano County is desirable.

Once the top firm/team has been selected, STA staff will develop a services contract with the selected firm/team.

SELECTION SCHEDULE

April 2, 2015	RFP Issued
April 10, 2015	Questions concerning RFP emailed to jim@mcelroytransit.com no later than 5:00 PM
April 15, 2015	Answers to questions posted on STA website
<u>May 1, 2015</u>	Proposals are due no later than 3:00 PM at the offices of the Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA 94585. <i>Late submittals will not be accepted.</i>
<u>May 6, 2015</u>	Consultants notified if selected for interview
May 12, 2015	Consultant interviews
May 15, 2015	Notified of selected consultant
June 1, 2015	Project commences
November 2015	Draft plan completed for Coordinated SRTP
March 2016	Final plan for Coordinated SRTP
October 2015	Draft plan completed for Transit Corridor Study Phase 2
January 2016	Final plan for Transit Corridor Study Phase 2

If you have any questions regarding this RFP, please contact:

Jim McElroy, Project Manager
Phone (707) 424-6075
Fax (707) 424-6074
jim@mcelroytransit.com

Review of Arup Proposal and Recommendation

Request for Proposal (RFP 2015-02) for Solano County Coordinated Short Range Transit Plan (SRTP), and I-80/I-680/I-780/State Route 12 Transit Corridor Study in Solano County Phase 2

Prepared by Jim McElroy, Consultant to STA and Project Manager

May 11, 2015

Background:

STA issued an RFP on April 2, 2015. Notices were mailed from STA to an extensive list of contacts (On File), including to firms that would likely be interested in providing services of the type requested in the RFP. The RFP included a schedule of activities related to the RFP (Attachment A). The full RFP document was posted, as noticed in the STA mailing, on the STA website.

Questions from potential proposers regarding the RFP were due on April 10, 2015. No questions were received and therefore no answers were posted on that due date of April 15, 2015.

The proposal due date was 3:00 pm on May 1, 2015. By the due time, one proposal from Arup North America Ltd. was received. No additional proposals were received after the due time and date.

STA project lead, Jim McElroy began review of the proposal and the process shortly after the due date.

Review of Arup Proposal and RFP Process:

1. Review of Arup Proposal for RFP Submittal Requirements: McElroy reviewed the proposal against submittal requirements specified in the RFP (Attachment B); and, McElroy concludes that all requirements were completed as specified.
2. Comparison of Arup Proposal against Selection Criteria (Attachment B): McElroy reviewed the proposal against the selection criteria:

Qualifications: McElroy reviewed the proposal for experience and schedule availability and concluded that the proposal meets the requirements. In particular, the key team members of Bruzzone, Zahradnik, and Matheson collectively present a force that meets or exceeds qualifications for the project's requirements. McElroy noted that the support team member Justin Walker has limited experience but a large number of project hours. McElroy requested further information on Walker from Arup which was provided; and, McElroy consulted directly with Bruzzone. McElroy concluded that Walker meets minimum requirements for support work required by the project and will be adequately supported by the leadership team. SolTrans has recent Arup project experience with the same leadership team. McElroy consulted with SolTrans leadership who supported McElroy's conclusion.

Project Understanding and Approach: McElroy concluded that the Arup proposal meets or exceeds minimum project understanding and presents an approach that is acceptable to STA. The project consists of three key areas. Tasks presented by Arup identically matched those presented in two of the three areas. Tasks presented under the Corridor Study Phase 2 element were slightly modified. The modified tasks are acceptable as presented and represent a reasonable approach to the outcomes specified in the RFP. The deliverables were not modified from those required in the RFP.

Cost Control and Budget: The Cost Control information presented in the proposal is largely anecdotal and subjective, relying largely on the commitment of the Arup leadership team. Past experience supports this as a reasonable approach. McElroy reviewed the Proposed Budget against the RFP. McElroy confirmed that the proposed budget (\$274,950) is within funds allocated to the project by STA (\$275,000). And, McElroy compared the costs and hours to a similar previous proposal from Arup. The proposals compared reasonably. The only anomaly noted by McElroy is that the overall cost per hour of consultant time dropped from the previous proposal. This is likely due to reliance on lower paid consultant time for more of the work in the current proposal. Given information presented earlier in this review, McElroy finds the difference to be reasonable.

Experience with Similar Types of Projects: McElroy notes that Arup with the proposed leadership team completed a very similar project for STA. Outcomes from the previous projects were accepted by STA staff and appropriately received and approved by the STA Board and other relevant public boards. Further, Arup recently completed a project with similarities for SolTrans. SolTrans leadership indicated positive outcomes from that project. Therefore, McElroy determined that the Arup proposal meets or exceeds the STA experience requirements.

In summary, McElroy concludes that the Arup proposal meets or exceeds the STA selection criteria.

Review of the Overall RFP Process:

Despite extensive distribution of the RFP notice, only a single proposal was received. McElroy informally contacted several consultants that are generally active in this RFP's response space to try to determine why more proposals were not received. The informal and anecdotal response reflected upon other firm's sense that an investment in preparing a proposal would not likely be repaid in either the overall value of the project or the likely successful award given the project-similar experience of Arup. There was apparently belief that Arup would likely respond to the RFP; and, given their successful execution of the previous similar project, that the Arup proposal would be competitive and strong. McElroy believes that there would not likely be benefit in attempting to reposition and repost the RFP given the size and nature of the project demands. In other words, the outcome of a single proposal would likely be repeated.

Additional Considerations

Reconsider Task B5, Highway 29 Corridor Study: The Arup proposal allocates 122 hours to this piece. Discussions with both STA leadership and with Arup cause McElroy to present for consideration reduction or elimination this item. It was included in the Next Steps piece of Phase 1, so was included in the RFP for Phase 2. Discussions around this task should likely include SolTrans leadership.

Increase Emphasis Task B4, Finalize Operating Plan: The Arup proposal allocates 64 hours to this piece. FAST leadership wants to be sure this is an adequate level of emphasize. One could argue that the proposal does not adequately emphasize the analysis that may be necessary in considering issues around the Route 90 and issues around allocating service hours to particular operators. McElroy concludes that STA should expect that additional force will be required to complete this task.

Uncertainty of Work Task B12, Public Outreach: The Arup proposal allocates 104 hours to this piece. At this time, the relative allocation is reasonable. STA is still developing the specific approach to outreach so there is some uncertainty about the roles of the consultant team and the STA team.

Final Recommendation:

In summary, McElroy recommends acceptance of the proposal with modifications that may occur in final negotiations with regards to minor changes in tasks as may be required by STA and as discussed above.

Attachment A: RFP Schedule of Activities

Attachment B: RFP Submittal Requirements

SELECTION SCHEDULE

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October 2015	Draft plan completed for Transit Corridor Study Phase 2
January 2016	Final plan for Transit Corridor Study Phase 2

If you have any questions regarding this RFP, please contact:

Jim McElroy, Project Manager
 Phone (707) 424-6075
 Fax (707) 424-6074
jim@mcelroytransit.com

RFP SUBMITTAL REQUIREMENTS

Please prepare your proposal in accordance with the following requirements:

1. *Proposal Length and Format:* The proposal shall not exceed a total of 25 single-sided, 8.5" x 11" pages excluding resumes and the transmittal letter. A **copy of the RFP** and resumes shall be included in an appendix.
2. *Transmittal Letter:* The proposal shall be transmitted with a cover letter describing the firm's/team's interest and commitment to the proposed project. The letter shall state that the proposals shall be valid for a 90-day period and should include the name, title, address and telephone number of the individual to whom correspondence and other contacts should be directed during the consultant selection process. The person authorized by the firm/team to negotiate a contract with STA shall sign the cover letter.

Address the cover letter as follows:

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Solano Transportation Authority
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3. *Project Understanding:* This section shall clearly convey that the consultant understands the nature of the work, and issues related to providing the Coordinated SRTP for Solano County and I-80/I-680/I-780/SR 12 Transit Corridor Study Phase 2.
4. *Approach and Management Plan:* This section shall provide the firm's/team's proposed approach and management plan for providing the services. Include an organization chart showing the proposed relationships among consultant staff, STA staff and any other parties that may have a significant role in the delivery of this project.
5. *Qualifications and Experience:* The proposal shall provide the qualifications and experience of the consultant team that will be available for the Coordinated SRTP for Solano County and I-80/I-680/I-780/SR 12 Transit Corridor Study Phase 2. It is expected that team members would include planning expertise in Short Range Transit Plan development, corridor planning and analysis, and transit operating and capital plans. Please emphasize the specific qualifications and experience from projects similar to this project for the Key Team Members. Key Team Members are expected to be committed for the duration of the project. Replacement of Key Team Members will **not be permitted** without prior consultation with and approval of the STA.
6. *Staffing Plan:* The proposal shall provide a staffing plan and an estimate of the **total hours** (detailed by position) required for each task included in the scope of services. Discuss the workload, both current and anticipated, for all Key Team Members, and their capacity to perform the requested services for the Solano Coordinated SRTP and Transit Corridor Study according to your proposed schedule.
7. *Work Plan and Schedule:* This section shall include a description and schedule of how each task deliverable of the project will be completed. The Work Plan should be in sufficient detail to demonstrate a clear understanding of the project. The schedule should show the expected sequence of tasks and include durations for the performance of each task, milestones, submittal

dates and review periods for each submittal. Discuss the firm/team's approach for completing the requested services for this project on schedule. **The SRTP project is expected to commence no later than June 1, 2015, SRTP draft documents completed by November 2015, and final plans submitted by March 2016. The Transit Corridor Study Phase 2 is expected to commence no later than June 1, 2015, and draft documents completed by October 2015 and final plan submitted by January 2016.**

8. *Cost Control:* Provide information on how the firm/team will control project costs to ensure all work is completed within the negotiated budget for the project. Include the name and title of the individual responsible for cost control.
9. *Additional Relevant Information:* Provide additional relevant information that may be helpful in the selection process (not to exceed the equivalent of 2 single-sided pages).
10. *References:* For each Key Team Member, provide at least three references (names and current phone numbers) from recent work (previous three years). Include a brief description of each project associated with the reference, and the role of the respective team member.
11. *Submittal of Proposals:* Eight (8) hard copies and one digital copy (CD or flash drive) of your proposals are due at the STA office **no later than 3:00 p.m., Friday, May 1, 2015**. Envelopes or packages containing the proposals should be clearly marked, **"Coordinated SRTP/Transit Corridor Study"**.
12. *Budget:* The maximum consulting services budget has been set at \$275,000 for this project. No change orders that require cost increases will be allowed. The project is funded by State Transit Assistance and Transportation Development Act (TDA) funds. Provide a detailed budget for the project including costs by task for consultant labor and other direct costs. Discuss the firm/team's approach for completing the requested services for this project within budget.

SELECTION OF CONSULTANT & CRITERIA

The overall process will be to evaluate the following components of the proposal completely and independently from the proposed budgeted cost. The qualifications will be evaluated and scored on a 100-point total basis using the following criteria:

1. Qualifications, including specific experience, and schedule availability of Key Team Members. (25 points)
2. Project understanding and approach, including an understanding of STA, public and private transportation operations in cities of Solano County, and STA and other agency review, approval and coordination processes. (25 points)
3. Cost control and budget (25 points)
4. Experience with similar types of projects. (25 points)

If needed, two or more of the firms/teams may be invited to an interview on or about **May 12, 2015**. The Project Manager and Key Team Members should attend the interview. The evaluation interview panel may include representatives from STA, and other agencies, but the specific composition of the panel will not be revealed prior to the interviews. Costs for travel expenses and proposal preparation shall be borne by the consultants.

STA staff will provide the appropriate notice and schedule for the interviews. STA staff will select the most qualified consultant or consultant team based primarily on experience, ability to contain costs and conducting very similar projects. Recent experience in Solano County is desirable.

Once the top firm/team has been selected, STA staff will develop a services contract with the selected firm/team.



DATE: May 15, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
RE: SolanoExpress Intercity Quarterly Reports

Background:

Prior to 2005, the funding for Solano County's intercity routes, collectively called Solano Express, was shared among local jurisdictions through various verbal understandings and informal and year to year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit (FAST), the STA developed with the transit operators a countywide cost-sharing method that would provide funding stability for the operators of the intercity services and an equitable and predictable cost sharing formula for the funding partners. A working group was formed, the Intercity Transit Funding Working Group (ITFWG), and was comprised of representatives from STA, Solano County, and each participating city in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement are the Intercity Cost Sharing Formula, primarily based upon two factors: ridership by residence and population. This shared funding is for the cost of these routes after farebox and other non-local revenue are taken into account. Another key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of these routes' performances. This data helps guide future funding, service planning and marketing decisions.

In the intercity funding agreement, it states that transit operators shall report at least quarterly to the ITFWG the following information by intercity route:

- Budget vs. actual cost for the quarter
- Budget vs. actual fares for the quarter
- Ridership
- Service Hours

Discussion:

Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) have submitted their Fiscal Year 2014-15 3rd quarter reports for the working group's review (Attachment A). The report shows where the SolanoExpress Intercity routes are compared to the estimated numbers in the Cost Allocation Model (CAM). A percentage of 75% would indicate that the estimate is meeting the actual. A summary of the 3rd Quarter report is presented below.

3rd Quarter	FAST	SolTrans
Cost	63.2%	66.3%
Fares	66.8%	75.2%
Ridership	74.3%	75%
Service Hours	73.5%	71%

In a further breakdown of the Farebox Recovery Ratio (FBR) by route/operator:

Intercity Route	Cost	Fares	FBR
FAST Rt 20	\$ 264,408	\$ 64,706	24.47%
FAST Rt 30	\$ 348,590	\$ 132,292	37.95%
FAST Rt 40	\$ 400,070	\$ 119,391	29.84%
FAST Rt 90	\$1,131,085	\$ 687,499	60.78%
Subtotal, FAST	\$2,144,153	\$1,003,888	46.82%

SolTrans Rt 78	\$ 753,249	\$ 189,391	25.14%
SolTrans Rt 80	\$1,616,244	\$1,152,749	71.32%
SolTrans Rt 85	\$ 682,625	\$ 213,653	31.30%
Subtotal, SolTrans	\$2,298,869	\$1,366,402	59.44%

Recommendation:

Informational.

Attachment:

- A. FAST and SolTrans Intercity Quarterly Report by Cost, Fares, Ridership and Service Hours.

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2014-15 Budget vs Estimated or Actual Cost

Intercity Route	FY 14-15 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 415,274	\$ 69,876	16.8%	\$ 97,671	23.5%	96,861	23.3%		0.0%	\$ 264,408	63.7%
FAST Rt 30	\$ 540,955	\$ 90,158	16.7%	\$ 129,487	23.9%	128,945	23.8%		0.0%	\$ 348,590	64.4%
FAST Rt 40	\$ 626,075	\$ 105,784	16.9%	\$ 147,446	23.6%	146,840	23.5%		0.0%	\$ 400,070	63.9%
FAST Rt 90	\$ 1,808,272	\$ 299,274	16.6%	\$ 419,258	23.2%	412,553	22.8%		0.0%	\$ 1,131,085	62.6%
Subtotal, FAST	\$ 3,390,576	\$ 565,092	16.7%	\$ 793,862	23.4%	\$ 785,199	23.2%	\$ -	0.0%	\$ 2,144,153	63.2%
SolTrans Rt 78	\$ 1,140,991	\$ 245,273	21.5%	\$ 259,855	22.8%	\$ 248,121	21.7%		0.0%	\$ 753,249	66.0%
SolTrans Rt 80	\$ 2,434,648	\$ 542,841	22.3%	\$ 554,422	22.8%	\$ 518,981	21.3%		0.0%	\$ 1,616,244	66.4%
SolTrans Rt 85	\$ 1,031,332	\$ 234,153	22.7%	\$ 237,619	23.0%	\$ 210,853	20.4%		0.0%	\$ 682,625	66.2%
Subtotal, SolTrans	\$ 3,465,980	\$ 776,994	22.4%	\$ 792,041	22.9%	\$ 729,834	21.1%	\$ -	0.0%	\$ 2,298,869	66.3%

Report Completed By: Diane Feinstein

Report Completed By: Kristina Botsford

SOLANO EXPRESS

INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2014-15 Budget vs Estimated or Actual Cost

Intercity Route	FY 14-15 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 92,538	\$ 15,759	17.0%	\$ 27,875	30.1%	21,072	22.8%		0.0%	\$ 64,706	69.9%
FAST Rt 30	\$ 189,646	\$ 38,458	20.3%	\$ 52,182	27.5%	41,652	22.0%		0.0%	\$ 132,292	69.8%
FAST Rt 40	\$ 193,308	\$ 31,495	16.3%	\$ 44,851	23.2%	43,045	22.3%		0.0%	\$ 119,391	61.8%
FAST Rt 90	\$ 1,027,939	\$ 190,811	18.6%	\$ 230,889	22.5%	265,799	25.9%		0.0%	\$ 687,499	66.9%
Subtotal, FAST	\$ 1,503,431	\$ 276,523	18.4%	\$ 355,797	23.7%	\$ 371,568	24.7%	\$ -	0.0%	\$ 1,003,888	66.8%
SolTrans Rt 78	\$ 268,166	\$ 65,033	24.3%	\$ 56,801	21.2%	\$ 67,557	25.2%		0.0%	\$ 189,391	70.6%
SolTrans Rt 80	\$ 1,535,005	\$ 389,292	25.4%	\$ 373,407	24.3%	\$ 390,050	25.4%		0.0%	\$ 1,152,749	75.1%
SolTrans Rt 85	\$ 282,850	\$ 78,353	27.7%	\$ 70,810	25.0%	\$ 64,490	22.8%		0.0%	\$ 213,653	75.5%
Subtotal, SolTrans	\$ 1,817,855	\$ 467,645	25.7%	\$ 444,217	24.4%	\$ 454,540	25.0%	\$ -	0.0%	\$ 1,366,402	75.2%

Report Completed By: Diane Feinstein

Report Completed By: Kristina Botsford

SOLANO EXPRESS

INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2014-15 Budget vs Estimated or Actual Cost

Intercity Route	FY 14-15 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	51,551	12,770	24.8%	11,557	22.4%	11,724	22.7%		0.0%	36,051	69.9%
FAST Rt 30	53,118	13,736	25.9%	12,245	23.1%	11,542	21.7%		0.0%	37,523	70.6%
FAST Rt 40	47,510	11,515	24.2%	10,879	22.9%	11,091	23.3%		0.0%	33,485	70.5%
FAST Rt 90	248,278	64,360	25.9%	62,996	25.4%	63,037	25.4%		0.0%	190,393	76.7%
Subtotal, FAST	400,457	102,381	25.6%	97,677	24.4%	97,394	24.3%	0	0.0%	297,452	74.3%
SolTrans Rt 78	83,401	21,950	26.3%	20,035	24.0%	21,698	26.0%		0.0%	63,683	76.4%
SolTrans Rt 80	461,356	116,552	25.3%	114,136	24.7%	112,726	24.4%		0.0%	343,414	74.4%
SolTrans Rt 85	86,585	24,878	28.7%	21,342	24.6%	20,316	23.5%		0.0%	66,536	76.8%
Subtotal, SolTrans	631,342	163,380	25.9%	155,513	24.6%	154,740	24.5%	0	0.0%	473,633	75.0%

Report Completed By: Diane Feinstein

Report Completed By: Kristina Botsford

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2014-15 Budget vs Estimated or Actual Cost

Intercity Route	FY 14-15 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	3,730	912	24.5%	913	24.5%	900	24.1%		0.0%	2,725	73.1%
FAST Rt 30	4,369	1,082	24.8%	1,110	25.4%	1,121	25.7%		0.0%	3,313	75.8%
FAST Rt 40	5,141	1,276	24.8%	1,269	24.7%	1,283	25.0%		0.0%	3,828	74.5%
FAST Rt 90	14,933	3,601	24.1%	3,626	24.3%	3,603	24.1%		0.0%	10,830	72.5%
Subtotal, FAST	28,173	6,871	24.4%	6,919	24.6%	6,907	24.5%	0	0.0%	20,697	73.5%
SolTrans Rt 78	7,547	1,808	24.0%	1,789	23.7%	1,882	24.9%		0.0%	5,479	72.6%
SolTrans Rt 80	19,611	4,693	23.9%	4,623	23.6%	4,559	23.2%		0.0%	13,875	70.8%
SolTrans Rt 85	9,669	2,333	24.1%	2,291	23.7%	2,289	23.7%		0.0%	6,913	71.5%
Subtotal, SolTrans	29,280	7,026	24.0%	6,914	23.6%	6,848	23.4%	0	0.0%	20,788	71.0%

Report Completed By: Diane Feinstein

Report Completed By: Kristina Botsford



DATE : May 11, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Kristina Holden, Transit Mobility Coordinator
RE: CTSA/Mobility Management Program Update

Background:

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

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

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

This report summarizes the activities of the Solano Mobility Management Plan.

Discussion:

Countywide In-Person ADA Eligibility Program Update

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

Evaluations: Between January 1st and March 31st, there were 322 completed evaluations, 130 cancellations and 49 no-shows countywide.

Eligibility Letters: The average duration between an applicant's assessment and receipt of the eligibility determination letter was ten (10) days. In the 3rd quarter there were no violations of the 21-day assessment letter policy.

Paratransit Usage: During the 3rd quarter, 57% of all applicants' utilized complementary paratransit service to and from their assessments.

Comment Cards: There were a total of 17 ADA Comment Cards received this quarter. Of those who completed comment cards, rating their assessment process and service 70% of clients were "very satisfied" and 30% of clients were "satisfied".

Travel Training

Outreach

On March 17th, STA Mobility Management staff presented mobility options and programs to 20 residents of Heritage Commons in Dixon and on March 20th to 50 members of Mt. Calvary Baptist Church and 50 members of the Ministries in Fairfield.

On March 24th, STA Mobility Management staff attended a Travel Training session with City Coach ADA and Transit Mobility Coordinator Shannon Nelson. Mobility Management staff was able to observe City Coach staff and its Transit Ambassador while travel training was provided to seniors using the newer Route 1/Leisure Town Connect, which provides curb side service to senior communities.

On April 9th, STA Mobility Management staff attended the Solano County Public Health Fair in Fairfield, providing a wide range of transportation information and mobility options to members of the community. Over 90 people stopped by the Mobility Management booth.

On April 16th, STA Mobility Management staff attended the Area Agency on Aging Staff meeting in Vallejo. STA Staff provided mobility options to Area Agency on Aging staff in order for them to better serve their clients. Over 20 staff members attended.

On Saturday April 25th, STA Mobility Management staff attended the City of Fairfield's Earth Day Celebration along with STA's Safe Routes to School staff. Staff reached out to over 100 residents of Fairfield providing them with the Solano Mobility Call Center number and website.

STA Mobility Management Staff has the following outreach events scheduled:

Date	Event
Wednesday, May 13th	Senior Celebration, Vacaville
Thursday, May 14 th	CHP Age Well Drive Smart Class, Senior Center Fairfield
Thursday, May 14th	Mobility Options, Parkway Plaza Senior Community Fairfield

Solano Mobility Call Center/Solano Mobility Website

Solano Mobility Call Center

The Solano Mobility Call Center and Transportation Info Depot continue to see a steady number of ADA/Mobility inquiries. The call center received a total of 78 ADA/Mobility related calls in March and another 78 in April, 22 ADA/Mobility related walk ins in March and 20 in April. The call center processed 22 Regional Transit Connection (RTC Sales and had 4 Senior Clipper Sales in March and 18 RTC Sales and 4 Clipper Sales in April.

Solano Mobility Website

The Solano Mobility website continues to have weekly additions to the Programs/ Services page. A new events page has been created and will list community events for Seniors, People with Disabilities, as well as all residents of Solano County.

Mobility Management staff has updated the Mobility Guide. These guides will be sent out to all display rack locations in place of the previous guide.

Recommendation:

Informational.

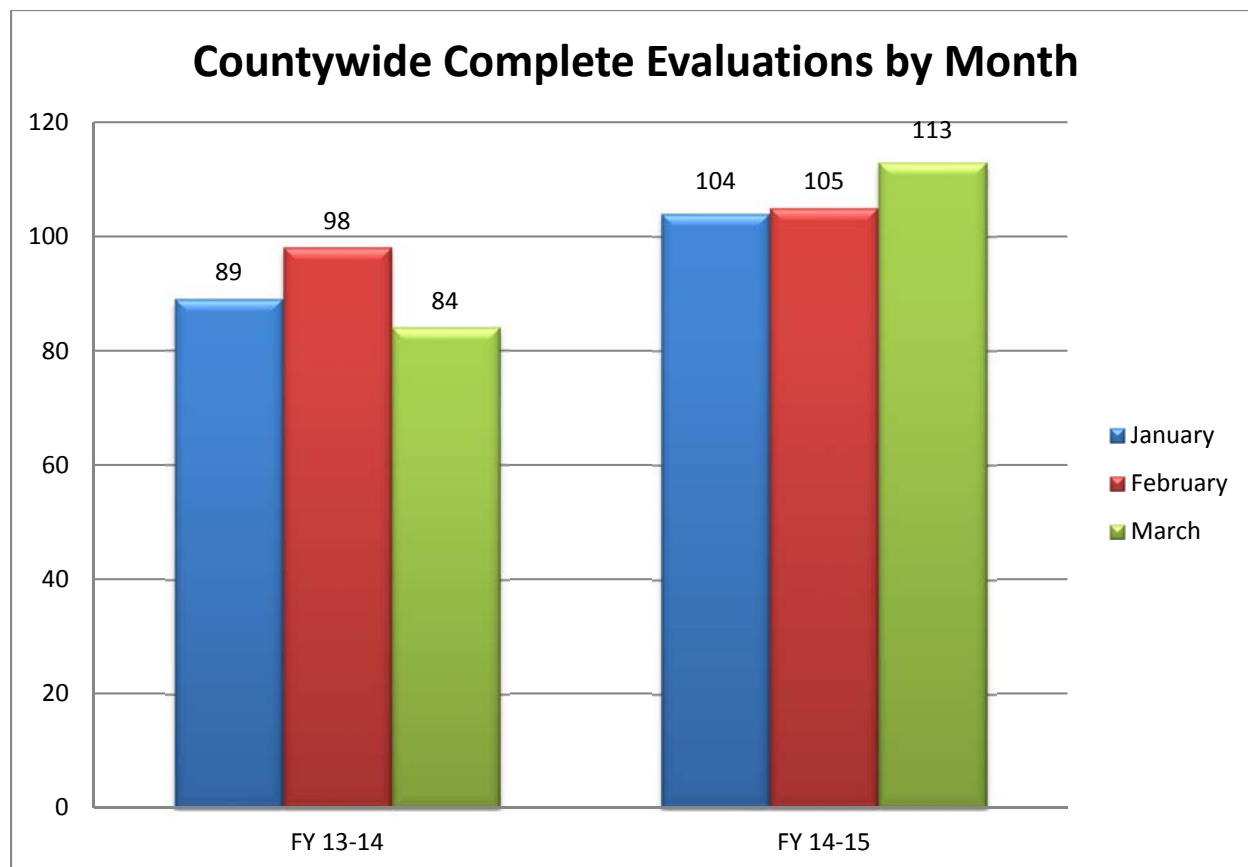
Attachment:

- A. Countywide In-Person ADA Eligibility Program 2015 3rd Quarter Progress Report

Countywide In-Person ADA Eligibility Program FY2014-2015 3rd Quarter Progress Report

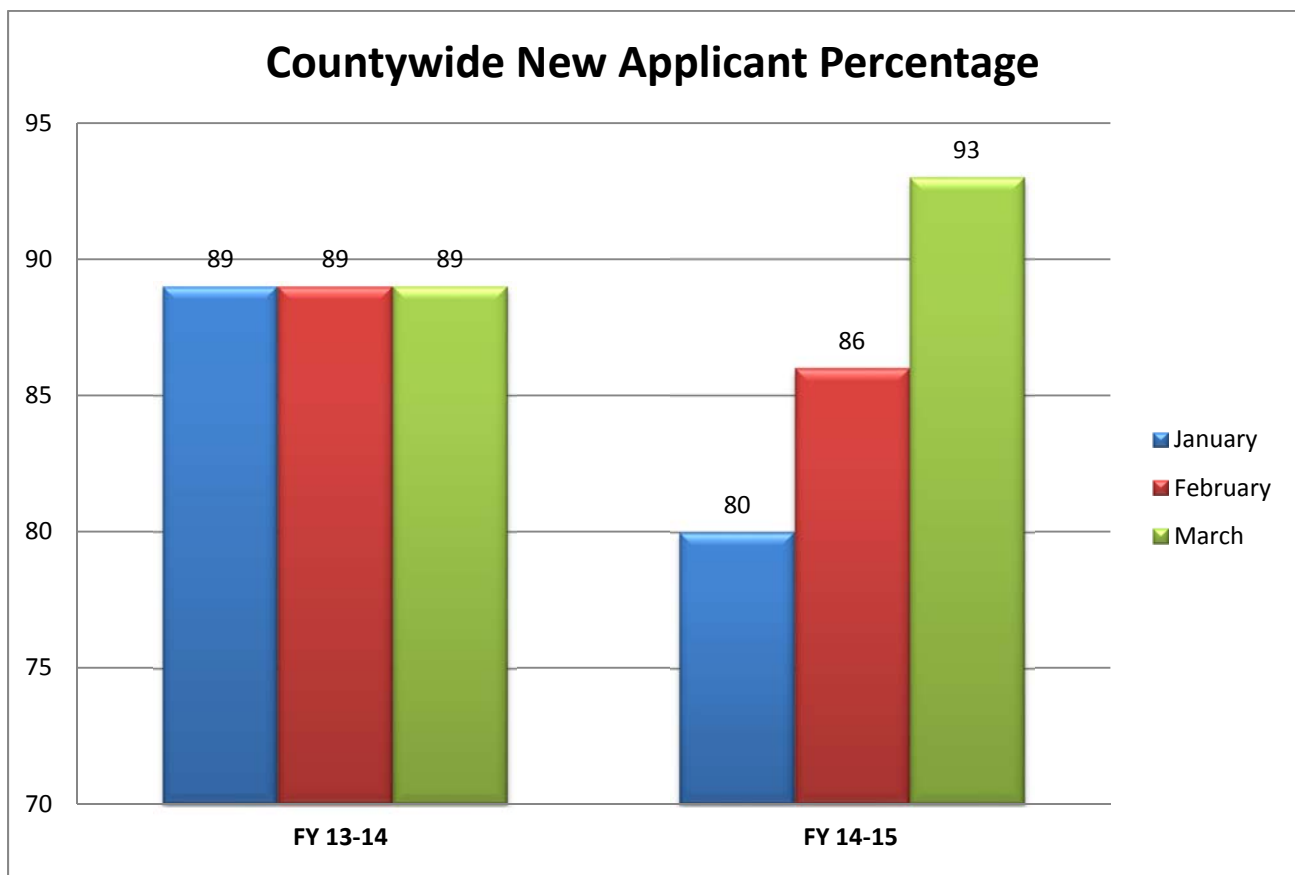
Applicant Volume by Month: CARE Evaluators completed 322 evaluations in Solano County in the third quarter of FY 14-15 (January 1, 2015 – March 31, 2015). The total number of evaluations peaked in March, and increased by 8% overall in comparison to the previous year.

Applicant Volume and Productivity by Location 3rd Quarter FY 14-15						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	322	6	112	3	134	67
Cancellations	130	2	40	0	65	23
No-Shows	49	0	19	1	22	7
Incompletion Rate	36%	25%	35%	25%	39%	31%



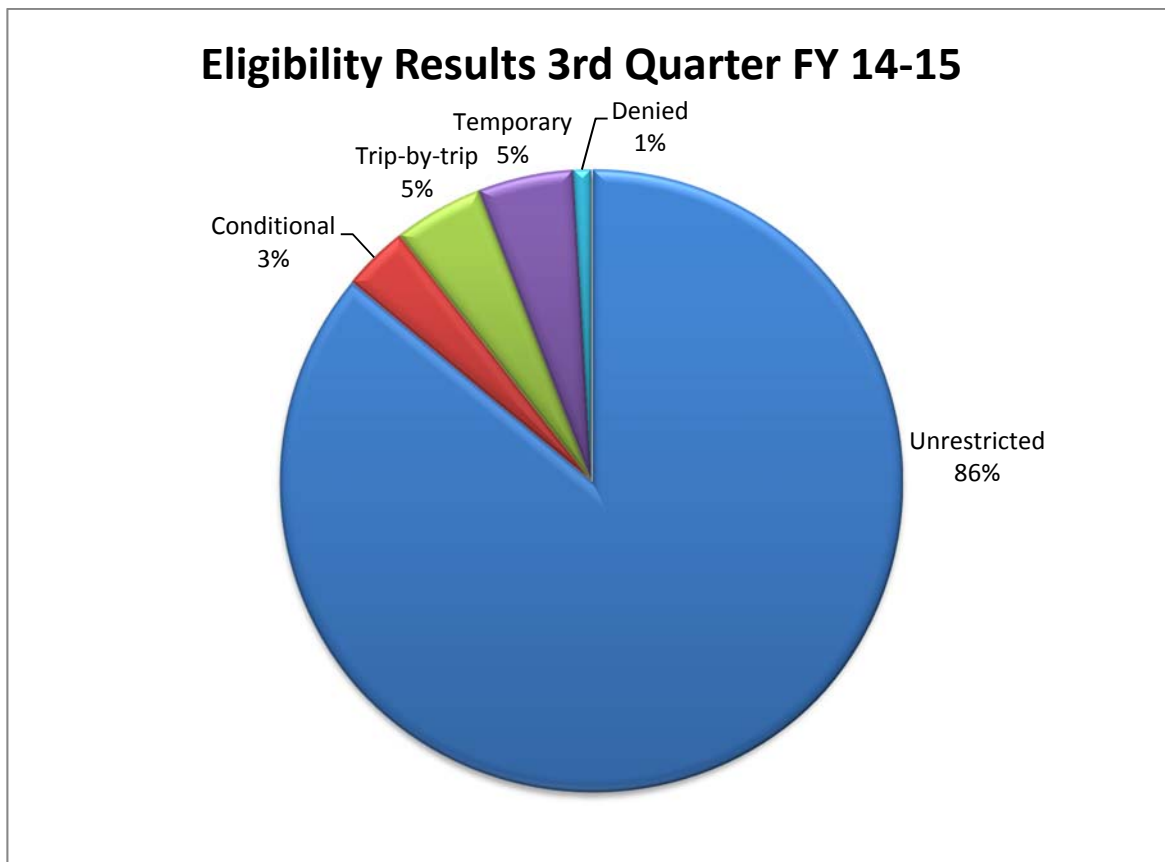
New versus re-certification: In the third quarter of FY 14-15, 278 (86%) of applicants were new, 44 (14%) were seeking recertification.

Countywide Eligibility Results by Application Type 3rd Quarter FY 14-15					
NEW				RECERTIFICATION	
		Percentage			Percentage
Unrestricted	235	73%		Unrestricted	42 13%
Conditional	11	3%		Conditional	0 0%
Trip-by-trip	15	5%		Trip-by-trip	0 0%
Temporary	14	4%		Temporary	2 1%
Denied	3	1%		Denied	0 0%
TOTAL	278	86%		TOTAL	44 14%



Eligibility determinations: Of the 322 completed assessments, 277 (86%) were given unrestricted eligibility, 11 (3%) were given conditional eligibility, 15 (5%) were given trip-by-trip eligibility, 16 (5%) were given temporary eligibility and 3 (1%) were denied. Similar to the first year of the program, the denial rate remains low, suggesting that applicants are self-selecting out of the evaluation process early and are educated about the basic conditions of eligibility.

Eligibility Results By Service Area 3rd Quarter FY 14-15						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	277	6	99	2	109	61
Conditional	11	0	3	0	6	2
Trip-by-trip	15	0	2	1	10	2
Temporary	16	0	6	0	8	2
Denied	3	0	2	0	1	0
Totals	322	6	112	3	134	67

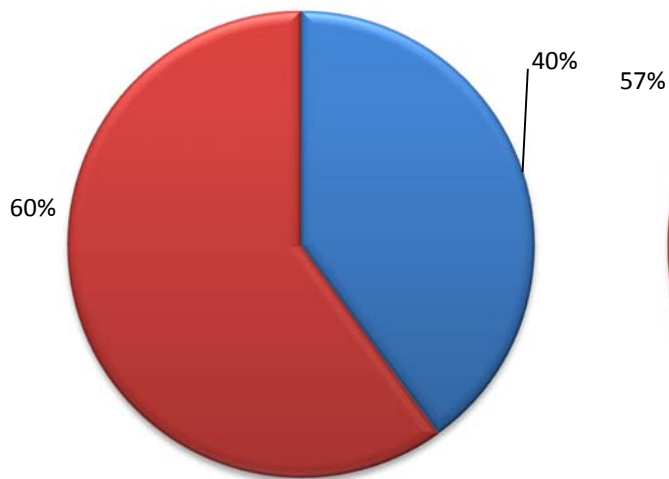


Impact on Paratransit: Applicants are provided a complimentary trip on paratransit for themselves and their Personal Care Attendant (PCA) upon request. On average, in the third quarter of FY 14-15, 57% of all scheduled applicants requested a paratransit trip to the assessment site. Complementary paratransit usage has decreased slightly from the previous year.

Complementary Paratransit Usage 3rd Quarter FY 14-15						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	140	1	50	3	53	33
Complementary Paratransit	182	5	62	0	81	34
Paratransit %	57%	83%	55%	0%	60%	51%

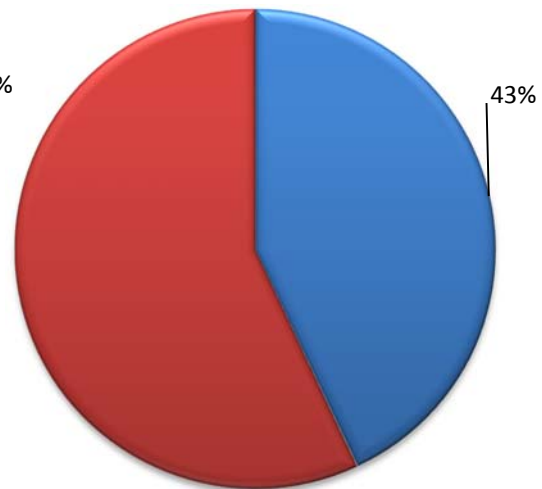
FY 13-14 3rd Quarter

■ Own Transportation ■ Paratransit



FY 14-15 3rd Quarter

■ Own Transportation ■ Paratransit



Type of Disability: Many of the applicants who completed the in-person assessment presented more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability 302 (68%) followed by cognitive disability 76 (17%) and visual disability 55 (13%). An auditory disability was the least commonly reported disability, with 9 (2%) of the total.

Disability Type Countywide and by Service Area 3rd Quarter FY 14-15						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	302	0	104	0	128	62
Cognitive	76	0	35	0	23	18
Visual	55	0	16	0	26	12
Audio	9	0	4	0	4	1
Totals	442	0	159	0	181	93

Time to receipt of eligibility determination letter: On average, the time between the applicant's assessment and the receipt of the eligibility determination letter was 10 days. The longest an applicant had to wait for their determination letter was 18 days. There is a requirement that all ADA determination letters are mailed to clients within 21 days of their evaluation. There were no violations of the 21-day ADA policy this quarter. STA staff continues to work with CARE to monitor performance in order to ensure compliance with terms of the contract.

Time (Days) from Evaluation to Letter 3rd Quarter FY 14-15						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	10	10	12	9	9	9
Longest	18	14	18	13	18	13
# of Clients Past 21 Days	0	0	0	0	0	0

Comment Card Summary: There were a total of 17 ADA Comment Cards received by the STA in the third quarter of FY 14-15. Below is a summary of the scores provided by clients and the number each transit operator received. By far, applicants were “highly satisfied” with the service they received during their assessments.

	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Very Satisfied	12		6		4	2
Satisfied	5		3			2
Neutral						
Dissatisfied						
Very Dissatisfied						
Total Received	17	0	9	0	4	4



DATE: May 16, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager
RE: SNCI Call Center/Transportation Info Depot Update

Background:

STA's Solano Napa Commuter Information (SNCI) program staff routinely provides an update to the Consortium on several key issues: Transportation Info Depot, Mobility Management Call Center, Napa and Solano transit schedule distribution, marketing, promotions and events. Other items are included as they become relevant.

Discussion:

Bike to Work Day:

Bike to Work Day (BTWD) is Thursday, May 14 this year. Many commuters may choose to take transit and use their bikes as a last mile solution on that day. Cyclists will be encouraged to stop by the 15 Energizer Stations throughout Solano County. Four of these are located at transit hubs: Suisun City Amtrak Station, Vacaville Transportation Center, Vallejo Transit Center, and Vallejo Ferry Terminal.

Events:

Staff participated in the Solano County Health Fair on April 9. Additionally, staff attended two (2) Earth Day-related events at Genentech and Kaiser Permanente in Vacaville; as well as Cakebread Cellars in Rutherford.

Vanpools:

One (1) new vanpool was started in April, and two (2) new vanpools in May, bringing the total of new vans started to 22 during FY2014-15. Eight (8) of these vanpools are destined for Solano County.

Transportation Info Depot/Mobility Call Center:

Staff provides a variety of informational services at the Transportation Info Depot at the Suisun City Amtrak Station as well as at the Solano Mobility Call Center. See attached table for a quarterly summary of our customer service requests.

Recommendation:

Informational.

Call Center/Info Depot Activity	15-Feb	15-Mar	15-Apr	Totals
<u>Emergency Ride Home</u>				
New Employees	8	9	5	62
New Employers	1	4	1	8
Trips Taken	6	7	8	37
<u>Bucks for Bikes</u>				
New Applications	0	2	4	11
Incentives Awarded	0	0	2	5
Follow up Surveys sent	3	8	0	42
<u>Train Depot Activity</u>				
Amtrak	225	286	273	1497
Greyhound	55	93	92	513
General Transit Questions	21	22	22	121
Trip Planning	16	16	6	93
RTC Questions	15	1	0	18
Clipper Questions	4	3	5	27
Other - Taxi, Misc	13	10	4	27
Totals:	349	431	402	2296
<u>ADA Call Center Telephone Calls</u>				
ADA Paratransit Eligibility	18	22	31	89
RTC Questions	16	27	33	95
Adult Clipper Questions	3	3	0	9
Senior Clipper Questions	1	3	4	10
Senior Trip Planning	3	9	1	19
Transit Training - Trainer	1	0	0	3
Transit Training - Trainee	0	1	0	1
Taxi Scrip Local	3	2	3	14
Taxi Scrip InterCity	2	3	2	10
Materials Mailed	7	11	7	28
<u>Calls Referred to Outside Agencies</u>				
* NonProfit	0	1	4	14
* Private	0	0	0	1
*Transit Agency	6	7	0	7
Totals:	53	78	78	279
Call Center ADA Customer <i>Walk-In Totals:</i>	39	22	20	108
<u>Clipper Cards Sales</u>				
Senior	3	4	4	16
Adult	2	3	5	24
Youth	0	0	0	0
Totals:	5	7	9	40
<u>RTC Apps processed to Date</u>	26	22	18	106



DATE: May 6, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Drew Hart, Associate Planner
RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Regional			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$110,000	No Deadline
6.	Bay Area Air Quality management District Program Manager Funds	\$108,000	May 29, 2015
State			
1.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads	~\$150 million	July 31, 2015
2.	Active Transportation Program	\$213 million	June 1, 2015
3.	California River Parkways Grant Program*	\$7.6 million	September 1, 2015
Federal			

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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/
TDA Article 3	Cheryl Chi Metropolitan Planning Commission (510) 817-5939 cchi@mtc.ca.gov	No deadline	Approx. \$110,000	The Metropolitan Transportation Commission (MTC) administers TDA Article funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.	N/A	
Bay Area Air Quality Management District Program Manager Funds	Drew Hart STA (707) 399-3214 dhart@sta.ca.gov	May 29, 2015	\$340,000	The purpose of the Program Manager Funds is to provide financial incentives for reducing emissions from the mobile sources of air pollution within the Bay Area Air Quality Management District (BAAQMD).	N/A	Call for projects forthcoming

*New Funding Opportunity

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
State Grants						
Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	Sylvia Fung California Department of Transportation (Caltrans) (510) 286-5226 sylvia.fung@dot.ca.gov	Announcement Anticipated Spring of 2015	Approx. \$100-150 M nationally	The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm	N/A	Eligible Projects: HSIP funds are eligible for work on any public road or publicly owned bicycle/pedestrian pathway or trail, or on tribal lands for general use of tribal members, that corrects or improves the safety for its users.
Active Transportation Program (ATP)	Laurie Waters California Transportation Commission (CTC) (916) 651-6145 Laurie.Waters@dot.ca.gov	June 1, 2015	\$213 M which includes: \$183M Statewide and \$30M Regional	The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as biking and walking.	7 Total from Solano County agencies	Call for projects will be on March 26, 2015. This is a 4-year funding cycle and can include environmental, engineering, and construction.

California River Parkways Grant Program	The Natural Resources Agency (916)653-2812 riverparkways@resources.ca.gov	September 1, 2015 (Postmarked)	\$6.7 M	As California faces a fourth year of drought, the California River Parkway Program guidelines call for our funded projects to promote and practice water conservation. Planting native and drought-tolerant vegetation, enabling groundwater recharge and protecting watersheds are just a few examples of how river parkway projects can promote water conservation goals.	N/A	http://resources.ca.gov/docs/bonds_and_grants/Prop_13_River_Parkways_2015.pdf
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