



**INTERCITY TRANSIT CONSORTIUM MEETING AGENDA**

**1:30 p.m., Tuesday, May 30, 2017**

**Solano Transportation Authority**

**One Harbor Center, Suite 130**

**Suisun City, CA 94585**

**ITEM**

**STAFF PERSON**

**1. CALL TO ORDER**

Nathaniel Atherstone, Chair

**2. APPROVAL OF AGENDA**

**3. OPPORTUNITY FOR PUBLIC COMMENT**

(1:30 – 1:35 p.m.)

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

(1:35 – 1:40 p.m.)

**5. CONSENT CALENDAR**

Recommendation: Approve the following consent items in one motion.

(1:40 – 1:45 p.m.)

**A. Minutes of the Consortium Meeting of April 25, 2017**

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of April 25, 2017.

**Pg. 5**

**B. Fiscal Year (FY) 2017-18 Transportation Development Act (TDA)**

Liz Niedziela

**Matrix - June 2017 – City of Vacaville and Solano Transportation Authority (STA)**

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the FY 2017-18 Solano TDA Matrix as shown in Attachment B that includes City of Vacaville and STA.

**Pg. 9**

**CONSORTIUM MEMBERS**

<u>Janet Koster</u>	<u>Nathan Atherstone</u>	<u>Debbie McQuilkin</u>	<u>Michael Abegg</u>	<u>Brian McLean</u>	<u>Rachel Ford</u>	<u>Judy Leaks</u>	<u>Liz Niedziela</u>
Dixon Readi-Ride	(Chair) Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Solano County Transit (SolTrans)	Vacaville City Coach	County of Solano Dept. of Health & Social Svcs.	SNCI	STA  <u>Brandon Thomson</u> STA Staff

**C. SolanoExpress Service Mid-Year Report**

Brandon Thomson

Recommendation:

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

**Pg. 13**

**6. ACTION - FINANCIAL ITEM**

**A. Fiscal Year (FY) 2017-18 Intercity Funding Agreement and FY 2015-16 Reconciliation**

Mary Pryor

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the following for SolanoExpress:

1. Cost Sharing Reconciliation of FY 2015-16 subsidies by jurisdiction; and
2. SolanoExpress Cost Sharing Summary for FY 2017-18 as shown in Attachment 5 Tab 6.

(1:45 – 1:55 p.m.)

**Pg. 21**

**7. ACTION NON-FINANCIAL ITEMS**

**A. STA's Overall Work Plan (OWP) for Fiscal Years (FY's) FY 2017-18 and 2018-19**

Daryl Halls

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the STA OWP for FY 2017-18 and FY 2018-19.

(1:55 – 2:05 p.m.)

**Pg. 43**

**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. Regional Transportation Impact Fee Working Group 6 - Transit**

Robert Guerrero

(2:05 – 2:15 p.m.)

**Pg. 49**

**B. Solano Community College (SCC) Student Transportation Fee Update**

Lloyd Nadal

(2:15 – 2:25 p.m.)

**Pg. 53**

**NO DISCUSSION**

**C. Legislative Update**

Jayne Bauer

**Pg. 61**

**D. Solano Mobility Call Center/Transportation Info Depot Monthly Update**

Sean Hurley

**Pg. 71**

**E. Summary of Funding Opportunities**

Drew Hart

**Pg. 73**

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

Group

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

Group

June 2017

- A. SolanoExpress Service Plan Recommendation
- B. SolanoExpress Capital Improvement Projects Update
- C. STAF Funds for FY 2017-18
- D. TDA Matrix and Claims (Round 2)
- E. Update on SB 1 – Transit Programs
- F. SCC Student Fee Update

August 2017

- A. SolanoExpress Marketing Update
- B. TDA Matrix and TDA Claims (Round 3)
- C. Status of Intercity Taxi Program – Non Ambulatory
- D. First/Last Mile Pilot Update

**12. ADJOURNMENT**

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, June 27, 2017.**

**Meeting Schedule for the Remainder of Calendar Year 2017**

11:30 p.m., June 27, 2017

No Meeting in July

1:30 p.m., Tues., August 29, 2017

1:30 p.m., Tues., September 26, 2017

No Meeting in October

1:30 p.m., Tues., November 28, 2017

1:30 p.m., Tues., December 19, 2017

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**INTERCITY TRANSIT CONSORTIUM  
Meeting Minutes of April 25, 2017**

**1. CALL TO ORDER**

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

**Members**

<b>Present:</b>	Janet Koster	Dixon Read-Ride
	Diane Feinstein for Nathaniel Atherstone	Fairfield and Suisun Transit (FAST)
	Debbie McQuilkin	Rio Vista Delta Breeze
	Michael Abegg, Vice Chair	Solano County Transit (SolTrans)
	Judy Leaks	SNCI
	Liz Niedziela	STA
	Rachel Ford	County of Solano – Health & Social Services

<b>Members</b>	Nathaniel Atherstone, Chair	Fairfield and Suisun Transit (FAST)
<b>Absent:</b>	Brian McLean	Vacaville City Coach

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

Anthony Adams	STA
Kristina Botsford	SolTrans
Ryan Dodge	STA
Daryl Halls	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Elizabeth Richards	STA Project Manager
Brandon Thomson	STA

**2. APPROVAL OF THE AGENDA**

On a motion by Janet Koster, and a second by Rachel Ford, the SolanoExpress Intercity Transit Consortium approved the agenda. (7 Ayes, 1 Absent – Brian McLean, Vacaville City Coach)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

1. Robert Macaulay invited the TAC members to attend the Plan Bay Area Meeting for the Solano Elected Officials scheduled at 5:30 p.m., Wednesday May 10<sup>th</sup>, 2017 at the Suisun City Hall and the Public Meeting scheduled at the Solano County Events Center at 6:00 p.m., Monday, May 15, 2017.
2. Judy Leaks announced two upcoming events: National Bike to School Day on Wednesday, May 10<sup>th</sup>, 2017 and the Bay Area Bike to Work Day the following day, Thursday, May 11<sup>th</sup>, 2017.

## 5. CONSENT CALENDAR

On a motion by Rachel Ford, and a second by Debbie McQuilkin, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A and B. (7 Ayes, 1 Absent – Brian McLean, Vacaville City Coach)

### A. Minutes of the Consortium Meeting of February 21, 2017

#### Recommendation:

Approve the Consortium Meeting Minutes of February 21, 2017.

### B. State Route (SR) 12 (Jameson Canyon) Route 21 Bus Service Contract Extension with Napa Valley Transportation Authority (NVTA)

#### Recommendation:

Forward a recommendation to the STA TAC and STA Board to authorize the Executive Director to extend the contract with Napa Valley Transportation Authority (NVTA) for \$30,000 for the operation of Route 21 on State Route 12 Jameson Canyon between Cities of Napa, Fairfield, and Suisun City for FY 2017-18.

## 6. ACTION FINANCIAL ITEMS

### A. Intercity Bus Replacement Capital Plan

Mary Pryor reviewed cost and schedule and funding shares for each agency, funding swaps, and funding agreements. She noted that STA will continue to work with the Consortium members to secure the funding for the intercity bus replacement plan, including the recommended reimbursement of SolTrans. She commented that FAST is considering a swap of approximately \$700,000 in FTA 5307 funds with the Prop 1B funds committed in 2013. She continued by noting that the proposed swap arrangement with SolTrans would replace the full amount of Prop 1B funds with TDA, and FAST would subsequently replace approximately \$700,000 of the TDA with FTA 5307 funds. This swap would have the benefits of spending the Prop 1B funds sooner, and consolidating FAST's Federal funds within the vehicle procurement. She concluded by stating that STA will assist with the development of funding agreements between the agencies to ensure that the near-term procurements are fully funded and that the necessary local matching funds are provided.

#### Recommendation:

Forward a recommendation to the STA TAC and STA Board for approval of the updated Intercity Bus Replacement Funding Plan.

On a motion by Diane Feinstein, and a second by Rachel Ford, the SolanoExpress Intercity Transit Consortium approved the recommendation. (7 Ayes, 1 Absent – Brian McLean, Vacaville City Coach)

## 7. ACTION NON-FINANCIAL ITEMS

### A. Legislative Update

Robert Macaulay reviewed AB 1113 (Bloom) and noted that this bill amends the statutes governing the State Transit Assistance (STA) program to clarify several ambiguities in law that led to administrative changes made in 2016 by the State Controller's Office. He noted that these changes implemented new calculation and allocation methodologies for the STA program, suddenly changing the way these funds are distributed to transit agencies. This bill would benefit Solano County transit operators, as it would restore the funding formula to pre-2016 status. Assembly Transportation Committee Analysis of AB 1113 is provided for further insight (Attachment C). Staff recommends forwarding a request to the STA Board for support of AB 1113.

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve the following:  
*Support* – AB 1113 (Bloom), State Transit Assistance Program formula clarification.

On a motion by Rachel Ford, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium approved the recommendation. (7 Ayes, 1 Absent – Brian McLean, Vacaville City Coach)

**B. Water Transit Plan – Scope, Schedule, and Budget**

Ryan Dodge cited that STA is seeking consulting services to develop a Solano Countywide Water Transit Plan & Financial Feasibility Study. The Plan would cover the relevant unincorporated areas of the county as well as the cities of Benicia, Rio Vista, Suisun City, and Vallejo. Attachment A is the Scope of Work for this Plan.

After discussion and with the Consortium’s concurrence, Vice Chair Abegg requested *to include “existing, planned, and proposed transit connections” to Section 5 Land-side a. Opportunity Locations*.

Recommendation:

Forward a recommendation to the STA TAC and STA Board to authorize the Executive Director to:

1. Release a Request for Proposal (RFP) for a consultant to develop the Solano Countywide Water Transit Plan & Financial Feasibility Study; and
2. Enter into a contract for an amount not-to-exceed \$48,000.

On a motion by Janet Koster, and a second by Diane Feinstein, the SolanoExpress Intercity Transit Consortium approved the recommendation to include the amendment requested above shown in *bold italics*. (7 Ayes, 1 Absent – Brian McLean, Vacaville City Coach)

**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. Fiscal Year (FY) 2017-18 Intercity Funding Agreement and FY 2015-16 Reconciliation**

Mary Pryor reviewed the series of documents and data from FAST and SolTrans for reconciling the FY 2015-16 revenues and expenditures for the intercity routes, and projections of the FY 2017-18 costs and subsidies for the SolanoExpress service. She stated that the data is compiled into summaries of the annual amounts each funding participant will owe for FY 2017-18, after accounting for the FY 2015-16 reconciliation. She also summarized the timeline for the Intercity Funding Agreement review.

**B. Status of Solano Mobility Update Study for Solano Seniors and People with Disabilities**

Elizabeth Richards provided an update to the development of the Seniors and People with Disabilities Study. She summarized the Mobility Summit held in Rio Vista. She noted that The next two Mobility Summits will be held in Suisun City and Benicia. The Suisun City Mobility Summit will be on Thursday, June 1 at the Joe Nelson Community Center. The Benicia Mobility Summit is scheduled for Thursday, July 27 at the Benicia Library.

**C. STA Overall Work Plan for FY 2017-18 and FY 2018-19**

Daryl Halls requested that the Consortium members review the STA’s draft OWP for FY 2017-18 and FY 2018-19 which is also being forwarded to the STA TAC and Board with a request to release for a 30-day review and public comment period at their May 10<sup>th</sup> 2017 meeting.

**D. Lifeline Transportation Program Update**

Liz Niedziela noted that MTC will be presenting the guidelines for review to the Transit Finance Working Group and the Policy Advisory Committee in May/June and then the Commission in July. The Call for Projects will be announced after MTC Commission approves the Guidelines. STA staff will reconvene a Lifeline Advisory Committee to score the applications and make recommendations to the STA Board as early as October 2017. The MTC Commission is tentatively scheduled to approve the projects by December 2017.

**E. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Call for Projects**

This item was not presented.

**F. First/Last Mile Pilot - Suisun Train Station/Solano Business Park**

This item was not presented.

**NO DISCUSSION**

**G. Solano Mobility Call Center/Transportation Info Depot Monthly Update**

**H. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2017-18**

**I. Summary of Funding Opportunities**

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

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

**11. ADJOURNMENT**

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, May 30, 2017.**





DATE: May 22, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Fiscal Year (FY) 2017-18 Transportation Development Act (TDA) Matrix - June 2017 – City of Vacaville and Solano Transportation Authority (STA)

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**Background:**

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

The Solano FY 2017-18 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A).

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. The initial TDA matrix for FY 2017-18 (Attachment B) is scheduled to be submitted to the STA Board for approval on June 7, 2017.

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 2015-16 audited amounts were reconciled to the estimated amounts for FY 2015-16. The reconciliation amounts and the estimated amounts for FY 2017-18 are merged to determine the cost per funding partner.

**Discussion:**

The reconciling calculations for FY 2015-16 planned versus actual subsidies from the local jurisdictions are approximately \$440,000 less than had been budgeted for. Each of the local jurisdictions, except Dixon, will receive a credit toward the subsidy required for the FY 2017-18 Solano Express operations. Solano County's contribution does not change. Dixon's subsidy requirement increased by \$5,666 primarily due to lower than anticipated fare revenue on Route 30.

For FY 2017-18, the following two TDA claims are being brought forward for review are:

#### Solano Transportation Authority

STA is requesting \$1,033,696 in TDA funds. TDA funds in the amount of \$521,046 will be used for transit programs, administration, coordination, and planning. TDA funds in the amount of \$141,845 will be claimed against the Suisun City TDA share for operating and maintenance cost for the Suisun City AMTRAK station for FY 2013-14, FY 2014-15, FY 2015-16, and FY 2016-17. Solano County TDA funds in the amount of \$512,650 are to be claimed for the Intercity Taxi Scrip Program (\$472,650) and Faith in Action's program (\$40,000) to provide medical transportation for seniors. This amount may be subject to future modification pending discussions with the Consortium regarding Intercity Taxi Scrip Program contributions from each jurisdiction and implementation of Phase 2 of the program. STA's TDA claim amounts are included in Attachment B.

#### City of Vacaville

The City of Vacaville requested \$2,709,551 in their local TDA funds. TDA funds in the amount of \$1,380,551 will be used for operating, and \$1,329,000 will be used for capital projects.

Vacaville's capital projects include:

- \$450,000 contribution for the construction of an administration building at Vacaville Corporation Yard which will be offices for City Coach transit staff;
- \$85,000 for Compressed Natural Gas (CNG) system to Vacaville's 2010 New Flyer Buses;
- \$426,000 for CNG bus upgrades
- \$268,000 for Transit Garages upgrades to Vacaville's CNG fire suppression system;
- \$100,000 for the continuation of the City's annual transit amenities installation program (including bus shelters, transit information kiosks, solar bus shelter lighting, map cases, bus benches and trash receptacles and an asset management system to manages these valuable asset resource.

The City of Vacaville's TDA claim amounts are included in Attachment B, the TDA Matrix. Both the STA's and City of Vacaville's TDA claims are scheduled for the June 14th meeting of the STA Board.

Additional TDA claims from agencies will be brought to the Consortium meeting of June 27<sup>th</sup> and added to the TDA Matrix in preparation for the STA Board meeting on July 12, 2017. TDA claims received after June 30, 2017 will be brought to the Consortium in August and STA Board in September.

#### **Fiscal Impact:**

The STA is a recipient of TDA funds from each jurisdiction for the purpose of countywide transit planning, and coordination, and programs. STA claims Suisun City TDA for maintenance of the Suisun Amtrak Station and County TDA for the Intercity Taxi Scrip Program. The STA Board approval of the June 2017 TDA matrix provides the guidance needed by MTC to process the TDA claim submitted by City of Vacaville from their local TDA funds and STA.

#### **Recommendation:**

Forward a recommendation to the STA TAC and Board to approve the FY 2017-18 Solano TDA Matrix as shown in Attachment B that includes City of Vacaville and STA.

Attachments:

- A. FY 2017-18 TDA Fund Estimate for Solano County dated February 22, 2017
- B. FY 2017-18 Solano TDA Matrix for June 2017

**FY 2017-18 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SOLANO COUNTY**

Attachment A  
Res No. 4268  
Page 9 of 17  
2/22/2017

FY2016-17 TDA Revenue Estimate			FY2017-18 TDA Revenue Estimate		
<b>FY2016-17 Generation Estimate Adjustment</b>			<b>FY2017-18 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 16)	17,773,436		13. County Auditor Estimate		18,508,568
2. Revised Estimate (Feb, 17)	18,508,568		<b>FY2017-18 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		735,132	14. MTC Administration (0.5% of Line 13)		92,543
<b>FY2016-17 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)		92,543
4. MTC Administration (0.5% of Line 3)	3,676		16. MTC Planning (3.0% of Line 13)		555,257
5. County Administration (Up to 0.5% of Line 3) <sup>1</sup>	3,676		17. Total Charges (Lines 14+15+16)		740,343
6. MTC Planning (3.0% of Line 3)	22,054		18. TDA Generations Less Charges (Lines 13-17)		17,768,225
7. Total Charges (Lines 4+5+6)		29,406	<b>FY2017-18 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		705,726	19. Article 3.0 (2.0% of Line 18)		355,365
<b>FY2016-17 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		17,412,860
9. Article 3 Adjustment (2.0% of line 8)	14,115		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		691,611	22. TDA Article 4 (Lines 20-21)		17,412,860
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		691,611			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>2</sup>	Outstanding Commitments <sup>3</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	454,872	3,633	458,505	(307,353)	0	341,250	14,115	506,517	355,365	861,882
Article 4.5										
<b>SUBTOTAL</b>	<b>454,872</b>	<b>3,633</b>	<b>458,505</b>	<b>(307,353)</b>	<b>0</b>	<b>341,250</b>	<b>14,115</b>	<b>506,517</b>	<b>355,365</b>	<b>861,882</b>
Article 4/8										
Dixon	1,057,683	4,549	1,062,232	(501,795)	0	745,767	31,104	1,337,308	776,613	2,113,921
Fairfield	2,644,836	19,059	2,663,895	(6,121,099)	0	4,355,601	180,058	1,078,456	4,535,754	5,614,210
Rio Vista	409,992	2,440	412,432	(335,741)	0	318,930	12,985	408,606	332,122	740,728
Solano County	1,158,796	6,193	1,164,989	(598,596)	0	753,163	31,407	1,350,963	784,315	2,135,278
Suisun City	42,081	246	42,328	(1,166,611)	0	1,124,528	46,724	46,969	1,171,040	1,218,009
Vacaville	7,141,004	39,952	7,180,956	(2,967,211)	0	3,686,482	153,209	8,053,436	3,838,959	11,892,395
Vallejo/Benicia <sup>4</sup>	7,990,922	29,989	8,020,911	(9,945,605)	0	5,736,777	236,124	4,048,206	5,974,057	10,022,263
<b>SUBTOTAL</b>	<b>20,445,313</b>	<b>102,429</b>	<b>20,547,742</b>	<b>(21,636,658)</b>	<b>0</b>	<b>16,721,249</b>	<b>691,611</b>	<b>16,323,944</b>	<b>17,412,860</b>	<b>33,736,804</b>
<b>GRAND TOTAL</b>	<b>\$20,900,186</b>	<b>\$106,061</b>	<b>\$21,006,247</b>	<b>(\$21,944,012)</b>	<b>\$0</b>	<b>\$17,062,499</b>	<b>\$705,726</b>	<b>\$16,830,461</b>	<b>\$17,768,225</b>	<b>\$34,598,686</b>

- Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 1/31/17.
- Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
- Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

22-May-17

FY 2017-18

AGENCY	TDA Est from MTC, 2/22/17	Projected Carryover 2/22/17	Carryover Adjustment 2/28/17	Available for Allocation 2/22/17	FY2016-17 Allocations / Returns after 1/31/17	Paratransit		Local Transit					Intercity						STA Planning	Other Swaps	Transit Capital	Total	Balance				
						ADA Subsidized Intercity Taxi	Paratransit	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SoITrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SoITrans Rt. 78	SoITrans Rt. 80	SoITrans Rt 85						FAST Rt. 90	FAST Intercity Subtotal	SoITrans Intercity Subtotal	
						(4)																			(6)	(6)	(7)
<b>Dixon</b>	776,613	1,337,308		2,113,921		5,000							\$ 4,911	\$ 112,848	\$ 3,705	\$ 8,685	\$ 2,982	\$ 6,020	\$ 3,026	\$ 124,491	\$ 17,687	\$ 22,700				\$ 169,878	1,944,043
<b>Fairfield</b>	4,535,754	1,078,456		5,614,210		40,000							\$ 96,554	\$ 135,088	\$ 167,970	\$ 40,714	\$ 25,114	\$ 107,924	\$ 93,684	\$ 493,295	\$ 173,752	\$ 132,533				\$ 839,580	4,774,630
<b>Rio Vista</b>	332,122	408,606		740,728		5,000							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 9,699				\$ 14,699	726,029
<b>Suisun City</b>	1,171,040	46,969		1,218,009		0							\$ 17,216	\$ 37,135	\$ 58,085	\$ 9,104	\$ 6,059	\$ 27,599	\$ 33,897	\$ 146,333	\$ 42,761	\$ 46,463	\$ 141,845			\$ 377,403	840,606
<b>Vacaville</b>	3,838,959	8,053,436		11,892,395	172,853	70,000	475,291				905,260		\$ 139,981	\$ 192,801	\$ 131,387	\$ 30,552	\$ 16,440	\$ 35,576	\$ 31,455	\$ 495,624	\$ 82,568	\$ 112,196			1,329,000	\$ 3,642,792	8,249,603
<b>Vallejo/Benicia (SoITrans)</b>	5,974,057	4,048,206	39,810	10,062,073		85,000							\$ 31,729	\$ 90,533	\$ 31,941	\$ 541,986	\$ 266,902	\$ 291,623	\$ 12,772	\$ 166,976	\$ 1,100,511	\$ 174,530	\$ 186,830		\$ 1,713,846	8,348,227	
<b>Solano County</b>	784,315	1,350,963	-39,810	2,095,468		512,650							\$ 17,335	\$ 34,895	\$ 23,647	\$ 36,799	\$ 13,841	\$ 23,727	\$ 8,219	\$ 84,095	\$ 74,367	\$ 22,925				\$ 694,037	1,401,431
<b>Total</b>	<b>17,412,860</b>	<b>16,323,944</b>	<b>0</b>	<b>33,736,804</b>	<b>172,853</b>	<b>717,650</b>	<b>475,291</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>905,260</b>	<b>0</b>	<b>\$ 307,726</b>	<b>\$ 603,300</b>	<b>\$ 416,735</b>	<b>\$ 667,839</b>	<b>\$ 331,337</b>	<b>\$ 492,470</b>	<b>183,053</b>	<b>\$ 1,510,814</b>	<b>\$ 1,491,645</b>	<b>\$ 521,046</b>	<b>\$ 328,675</b>	<b>\$ 1,329,000</b>	<b>\$ 7,452,235</b>	<b>26,284,569</b>	

NOTES:

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

- (1) MTC February 22, 2017 Fund Estimate; Reso 4268; columns I, H, J
- (2) Correction from MTC on 2/28/17 for Solano County apportionment mistakenly attributed to the Vallejo apportionment.
- (3) Vacaville return of \$7,146.65, per MTC 4/18/17 and \$180,000 route planning allocation, per MTC 5/8/17.
- (4) STA will be claimant. Amounts subject to change. \$40,000 will go to Faith In Action.
- (5) Includes flex routes, paratransit, local subsidized taxi
- (6) Consistent with FY2017-18 Intercity Transit Funding Agreement and FY 2015-16 Reconciliation
- (7) Claimed by STA from all agencies per formula; presented to STA Board on May 10, 2017. Suisun City amount includes \$12,240 unclaimed from FY16-17 and \$34,223 for FY17-18.
- (8) Suisun City item to be claimed by STA for Suisun Amtrak station maintenance (includes FY16-17 unclaimed and FY17-18 amounts and \$41,845 return). STA will use \$63,548 for STAF Loan Repayment. SoITrans item includes LCTOP fund swap with Dixon (\$30,216), Rio Vista (\$12,543), and Vacaville (\$144,070) for FY15-16 and FY16-17.
- (9) Transit Capital purchases include bus purchases, maintenance facilities, etc.



DATE: May 22, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Brandon Thomson, Transit Mobility Coordinator  
RE: SolanoExpress Service Mid-Year Report

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**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 on two factors: ridership by residence and population. This shared funding is for the cost of these routes after farebox and other non-local revenues 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 mid-year FY 2016-17 quarterly reports for the working group's review (Attachment A).

Attachment A is a further breakdown of the Costs, Ridership, Fares and Farebox Recovery Ratio (FBR) by route/operator; compared to FY 2015-16, quarters one and two.

**Recommendation:**

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

Attachment:

- A. FAST and SolTrans Intercity Quarterly Report by Cost, Fares, Ridership and Service Hours

**FAST and SolTrans Intercity Quarterly Report by Cost, Fares, Ridership and Service Hours**

<b>FY2016-17 Q1 and Q2</b>				
<b>Route</b>	<b>Cost</b>	<b>Fares</b>	<b>Ridership</b>	<b>FBR</b>
FAST RT 20	\$200,337	\$39,380	33,046	20%
FAST RT 30	\$255,257	\$64,757	18,144	25%
FAST RT 40	\$406,766	\$96,717	26,363	24%
FAST RT 90	\$885,860	\$591,904	137,597	67%
<b>Subtotal, FAST FY 2016-17</b>	<b>\$1,748,221</b>	<b>\$792,758</b>	<b>215,150</b>	<b>45%</b>

<b>FY 2015-16 Q1 and Q2</b>				
<b>Route</b>	<b>Cost</b>	<b>Fares</b>	<b>Ridership</b>	<b>FBR</b>
FAST RT 20	\$190,244	\$40,760	23,468	21%
FAST RT 30	\$244,944	\$80,691	21,941	33%
FAST RT 40	\$280,929	\$83,298	22,385	30%
FAST RT 90	\$787,028	\$547,877	130,681	70%
<b>Subtotal, FAST FY 2015-16</b>	<b>\$1,503,145</b>	<b>\$752,626</b>	<b>198,475</b>	<b>50%</b>

<b>FY2016-17 Q1 and Q2</b>				
<b>Route</b>	<b>Cost</b>	<b>Fares</b>	<b>Ridership</b>	<b>FBR</b>
SolTrans RT 78	\$724,781	\$163,318	49,888	23%
SolTrans RT 80	\$1,188,354	\$830,334	242,091	70%
SolTrans RT 85	\$452,743	\$125,831	34,915	28%
<b>Subtotal, SolTrans FY 2016-17</b>	<b>\$2,365,878</b>	<b>\$1,119,483</b>	<b>326,894</b>	<b>47%</b>

<b>FY 2015-16 Q1 and Q2</b>				
<b>Route</b>	<b>Cost</b>	<b>Fares</b>	<b>Ridership</b>	<b>FBR</b>
SolTrans RT 78	\$570,374	\$171,950	43,607	30%
SolTrans RT 80	\$976,167	\$695,886	235,950	71%
SolTrans RT 85	\$439,217	\$147,727	38,315	34%
<b>Subtotal, SolTrans FY 2015-16</b>	<b>\$1,985,758</b>	<b>\$1,015,563</b>	<b>317,872</b>	<b>51%</b>

**SOLANO EXPRESS  
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

**FY 2016-17 Budget vs Estimated or Actual Cost**

SolanoExpress Route	FY 16-17 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 416,316	\$ 101,540	24.4%	\$ 98,798	23.7%		0.0%		0.0%	\$ 200,337	48.1%
FAST Rt 30	\$ 775,112	\$ 128,883	16.6%	\$ 126,374	16.3%		0.0%		0.0%	\$ 255,257	32.9%
FAST Rt 40	\$ 1,082,008	\$ 205,749	19.0%	\$ 201,017	18.6%		0.0%		0.0%	\$ 406,767	37.6%
FAST Rt 90	\$ 2,368,317	\$ 443,634	18.7%	\$ 442,225	18.7%		0.0%		0.0%	\$ 885,860	37.4%
Subtotal, FAST	\$ 4,641,753	\$ 879,807	19.0%	\$ 868,414	18.7%	\$ -	0.0%	\$ -	0.0%	\$ 1,748,221	37.7%
SolTrans Rt 78	\$ 1,616,964	\$ 386,190	23.9%	\$ 338,591	20.9%		0.0%		0.0%	\$ 724,781	44.8%
SolTrans Rt 80	\$ 2,639,476	\$ 615,422	23.3%	\$ 572,932	21.7%		0.0%		0.0%	\$ 1,188,354	45.0%
SolTrans Rt 85	\$ 1,063,915	\$ 240,626	22.6%	\$ 212,117	19.9%		0.0%		0.0%	\$ 452,743	42.6%
Subtotal, SolTrans	\$ 3,703,391	\$ 856,048	23.1%	\$ 785,049	21.2%	\$ -	0.0%	\$ -	0.0%	\$ 1,641,097	44.3%
<b>Total</b>	<b>\$ 8,345,144</b>	<b>\$ 1,735,855</b>	<b>20.8%</b>	<b>\$ 1,653,463</b>	<b>19.8%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ 3,389,318</b>	<b>40.6%</b>

Report Completed By: Kristina Botsford  
Diane Feinstein

# SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

## FY 2016-17 Budget vs Estimated or Actual Cost

Intercity Route	FY 16-17 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 96,092	\$ 20,176	21.0%	\$ 19,204	20.0%		0.0%		0.0%	\$ 39,380	41.0%
FAST Rt 30	\$ 173,886	\$ 33,244	19.1%	\$ 31,513	18.1%		0.0%		0.0%	\$ 64,757	37.2%
FAST Rt 40	\$ 181,192	\$ 47,861	26.4%	\$ 48,856	27.0%		0.0%		0.0%	\$ 96,717	53.4%
FAST Rt 90	\$ 1,110,258	\$ 303,671	27.4%	\$ 288,233	26.0%		0.0%		0.0%	\$ 591,904	53.3%
Subtotal, FAST	\$ 1,561,428	\$ 404,952	25.9%	\$ 387,806	24.8%	\$ -	0.0%	\$ -	0.0%	\$ 792,758	50.8%
SolTrans Rt 78	\$ 332,791	\$ 82,499	24.8%	\$ 80,819	24.3%		0.0%		0.0%	\$ 163,318	49.1%
SolTrans Rt 80	\$ 1,744,106	\$ 462,284	26.5%	\$ 368,050	21.1%		0.0%		0.0%	\$ 830,334	47.6%
SolTrans Rt 85	\$ 272,829	\$ 63,857	23.4%	\$ 61,974	22.7%		0.0%		0.0%	\$ 125,831	46.1%
Subtotal, SolTrans	\$ 2,016,935	\$ 526,141	26.1%	\$ 430,024	21.3%	\$ -	0.0%	\$ -	0.0%	\$ 956,165	47.4%

Report Completed By: Kristina Botsford  
Diane Feinstein



# SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

## FY 2016-17 Budget vs Estimated or Actual Cost

Intercity Route	FY 16-17 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	45,338	22,104	48.8%	10,942	24.1%		0.0%		0.0%	33,046	72.9%
FAST Rt 30	42,018	9,027	21.5%	9,117	21.7%		0.0%		0.0%	18,144	43.2%
FAST Rt 40	46,409	13,166	28.4%	13,197	28.4%		0.0%		0.0%	26,363	56.8%
FAST Rt 90	266,387	69,591	26.1%	68,006	25.5%		0.0%		0.0%	137,597	51.7%
Subtotal, FAST	400,152	113,888	28.5%	101,262	25.3%	0	0.0%	0	0.0%	215,150	53.8%
SolTrans Rt 78	94,517	25,658	27.1%	24,230	25.6%		0.0%		0.0%	49,888	52.8%
SolTrans Rt 80	480,057	121,501	25.3%	120,590	25.1%		0.0%		0.0%	242,091	50.4%
SolTrans Rt 85	74,244	18,120	24.4%	16,795	22.6%		0.0%		0.0%	34,915	47.0%
Subtotal, SolTrans	648,818	165,279	25.5%	161,615	24.9%	0	0.0%	0	0.0%	326,894	50.4%

Report Completed By: Kristina Botsford  
Diane Feinstein

**SOLANO EXPRESS  
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

**FY 2016-17 Budget vs Estimated or Actual Cost**

Intercity Route	FY 16-17 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	3,732	934	25.0%	929	24.9%		0.0%		0.0%	1,863	49.9%
FAST Rt 30	4,471	1,108	24.8%	1,111	24.8%		0.0%		0.0%	2,219	49.6%
FAST Rt 40	7,382	1,792	24.3%	1,791	24.3%		0.0%		0.0%	3,583	48.5%
FAST Rt 90	15,753	3,837	24.4%	3,922	24.9%		0.0%		0.0%	7,759	49.3%
Subtotal, FAST	31,338	7,671	24.5%	7,753	24.7%	0	0.0%	0	0.0%	15,424	49.2%
SolTrans Rt 78	11,383	2,911	25.6%	2,941	25.8%		0.0%		0.0%	5,852	51.4%
SolTrans Rt 80	18,430	4,695	25.5%	4,752	25.8%		0.0%		0.0%	9,447	51.3%
SolTrans Rt 85	9,398	2,358	25.1%	2,340	24.9%		0.0%		0.0%	4,698	50.0%
Subtotal, SolTrans	27,828	7,053	25.3%	7,092	25.5%	0	0.0%	0	0.0%	14,145	50.8%

Report Completed By: Kristina Botsford  
Diane Feinstein

Intercity Route	Cost		Fares		Ridership		Revenue Hours		Farebox Recovery Ratio
	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	Estimate or Actual	% of Budget	
FAST Rt 20	\$ 200,337		\$ 39,380		33,046		1,863		20%
FAST Rt 30	\$ 255,257		\$ 64,757		18,144		2,219		25%
FAST Rt 40	\$ 406,767		\$ 96,717		26,363		3,583		24%
FAST Rt 90	\$ 885,860		\$ 591,904		137,597		7,759		67%
	\$ -		\$ -		0		0		
Subtotal, FAST	\$ 1,748,221		\$ 792,758		215,150		15,424		45%
	\$ -		\$ -		0		0		
	\$ -		\$ -		0		0		
SolTrans Rt 78	\$ 724,781		\$ 163,318		49,888		5,852		23%
SolTrans Rt 80	\$ 1,188,354		\$ 830,334		242,091		9,447		70%
SolTrans Rt 85	\$ 452,743		\$ 125,831		34,915		4,698		28%
	\$ -		\$ -		0		0		
Subtotal, SolTrans	\$ 1,641,097		\$ 956,165		326,894		14,145		58%
<b>Total SolanoExpress</b>	<b>\$ 3,389,318</b>		<b>\$ 1,748,923</b>		<b>542,044</b>		<b>29,569</b>		<b>52%</b>

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DATE: May 19, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Brandon Thomson, Transit Mobility Coordinator  
Mary Pryor, STA Consultant  
RE: Fiscal Year (FY) 2017-18 Intercity Funding Agreement and FY 2015-16 Reconciliation

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**Background:**

The SolanoExpress Intercity Transit Consortium (Consortium) reviews the annual funding of intercity transit routes included in the Intercity Transit Funding Agreement. The Agreement addresses the process for reconciling planned to actual revenues and expenditures and for sharing costs for the upcoming budget year. The Consortium reviews and approves the prior year reconciliation and subsidy projections for the upcoming fiscal year for inclusion in the Transit Development Act (TDA) funding matrix.

Draft Solano Express funding materials were provided to the Consortium for review on April 25, 2017. Since that time, the FY 2017-18 Regional Measure 2 (RM2) funds for Routes 40 and 90 have been updated slightly to match the amounts approved by STA and MTC, and the draft TDA matrix (Attachment E, Tab 0) has been updated to include an allocation of \$180,000 in FY 2016-17 to Vacaville for route planning, Vacaville's FY 2017-18 TDA claim amounts, and \$12,240 from Suisun City for STA Planning that was not claimed in FY 2016-17. The FY 2015-16 reconciliations are unchanged.

On May 10, 2017, representatives from STA, FAST, and SolTrans met to discuss the FY 2015-16 reconciliation and FY 2017-18 subsidy sharing projections for two scenarios: FY 2017-18 projections based on SolTrans and FAST Cost Allocation Models (CAMs) and FY 2017-18 projections with costs per hour capped at \$135 for each SolanoExpress route. The CAMs for both SolTrans and FAST are projected to exceed, in FY 2017-18, the \$135 cost per hour performance target set by the Consortium and the STA Board.

**Discussion:**

The attached series of documents provide data from FAST and SolTrans for reconciling the FY 2015-16 revenues and expenditures for the intercity routes, and projections of the FY 2017-18 costs and subsidies for the SolanoExpress service. This data is compiled into summaries of the annual amounts each funding participant will owe for FY 2017-18, after accounting for the FY 2015-16 reconciliation.

**Intercity Funding Process**

The annual funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. To allow for the completion of audits, the reconciliation for a given fiscal year takes place one year after the completion of the fiscal year and at the same time as the planned (budgeted) amounts are calculated for the upcoming fiscal year. In this cycle, FY 2015-16 audited amounts are reconciled to the planned FY 2015-16 amounts, and the planned amounts for FY 2017-18 will be estimated.

### **FY 2015-16 Reconciliation**

The FY 2015-16 reconciliation compares the budgeted and audited actual revenue and expenditure amounts for the fiscal year for each intercity route. The difference results in credits or debits to the participating cities and the county for their FY 2017-18 intercity funding shares. FAST and SolTrans cost allocation models (CAMs) showing audited actual costs and revenues for FY 2015-16 form the basis for the reconciliation. The summary sheet from each operator's FY 2015-16 CAM with actual costs and revenues are shown in Attachments A and B. Additional detail from the CAMs is available on request.

The calculations for reconciling the FY 2015-16 planned versus actual are shown in Attachment 5, Tabs 3 and 4. The attachments show that the actual subsidies from the local jurisdictions are approximately \$440,000 less than had been planned. Each of the local jurisdictions, except Dixon will receive a credit toward the subsidy required for the FY 2017-18 Solano Express operations. Solano County's contribution does not change. Dixon's subsidy requirement increased by \$5,666 primarily due to lower than anticipated fare revenue on Route 30.

### **FY 2017-18 Calculations**

Budgeted amounts for the upcoming fiscal year provided by FAST and SolTrans are used in calculating funding shares for each of the participating jurisdictions. The gross cost of each route is offset by fares and route-specific funding to arrive at the net cost of the route to be shared. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and are shown in Attachment E, Tab 1. Ridership by residency is based on on-board surveys conducted by an independent ridership estimating firm every 2 – 3 years. The survey data used in this calculation is from 2014 and is shown in Attachment E, Tab 2. Next year's reconciliation and budgeting process will include updated ridership data from MTC's anticipated ridership survey that will be conducted in 2017.

Attachment G provides the annual budgeted and actual cost per hour for the FAST and SolTrans elements of the service, as well as the total service. The data for FY 2017-18 in Attachment G is based on each operator's budgeted CAM. As shown in the attachment, in recent years the budgeted amounts have been significantly greater than the actuals. FAST generally has greater hourly operating costs than SolTrans.

### **Capped Cost per Hour**

Both the SolTrans and FAST FY 2017-18 budget CAMs (Attachments C and D, respectively) indicate that the cost per hour for several of the routes exceeds the \$135 per hour performance goal rate that was developed by the Consortium and agreed to in the SolanoExpress Transit Corridor Study. Attachment H compares SolTrans' and FAST's SolanoExpress operating costs included in their FY 2017-18 CAM with the projected costs assuming the \$135 per hour rate. As shown in Attachment H, if the cost per hour is capped at \$135 for each route, the subsidy requirement would be reduced by approximately \$1.2 million for FY 2017-18. Attachment I calculates the Alternative FY 2017-18 Cost Sharing amounts under the capped cost per hour. Attachment J provides the alternative TDA matrix with the capped cost per hour. The actual operating costs for FY 2017-18 will be reconciled with the planned amounts during the FY 2019-20 Intercity Funding Agreement process.

At the April 25, 2017 Consortium meeting and the May 10, 2017 meeting, the groups discussed whether to cap the cost per hour at \$135 for FY 2017-18, or to use the costs included in the operators' CAMs. The meeting participants expressed a preference for using the CAMs as the basis for the FY 2017-18 subsidies. Stated reasons for this preference include the following:

- FAST and SolTrans noted that actual FY 2017-18 costs are likely to increase from FY 2015-16 actuals of \$128.92 per hour based on negotiated increases to operating contracts, including annual escalation adjustments and increases to operator wages, which may result in a cost per hour greater than \$135;
- At the April 25 Consortium meeting, the City of Dixon stated a preference to pay a higher subsidy amount up front and receive a “rebate” in the reconciliation process, rather than be required to pay additional funds in arrears; and
- Planned service changes for the SolanoExpress routes will likely impact the subsidy requirements for each route; SolTrans and FAST expressed a preference to wait to apply hourly rate caps after the implementation of the new plan.

STA staff will request information from SolTrans and FAST for actual costs that exceed the \$135 per hour performance target rate agreed to in the SolanoExpress Transit Corridor Study. This information will be reported back to the Consortium and the STA Board. For the purpose of the FY 2017-18 Intercity Funding Agreement, the CAMs submitted by SolTrans and FAST are recommended.

### **TDA Funding Matrix**

The intercity funding shares for FY 2017-18 will be reflected in the annual TDA matrix, showing amounts to be claimed by jurisdiction/transit agency. The TDA matrix has been updated since the April 25, 2017 Consortium meeting to incorporate Vacaville’s FY 2016-17 request for \$180,000 for route planning, Vacaville’s FY 2017-18 TDA claim, and \$12,240 for Suisun City’s share of planning funds that were unable to be claimed by STA in FY 2016-17.

Members of the Intercity Transit Funding Working Group (ITFWG) and Consortium have reviewed the FY 2017-18 cost sharing documents, and the numbers have been finalized and incorporated into the TDA funding matrix. Individual operator amounts claimed for local transit operating and capital will be added to the TDA funding matrix as they become available. The current matrix will be considered for adoption by the Solano Express Consortium in May, by the Technical Advisory Committee in May, and by the STA Board in June. Once the TDA matrix is approved by the STA Board, it is submitted to Metropolitan Transportation Commission (MTC) to provide MTC guidance when reviewing individual TDA claims.

### **Fiscal Impact:**

The STA is a recipient of TDA funds from each jurisdiction for the purpose of countywide transit planning and coordination. 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**

Forward a recommendation to the STA TAC and Board to approve the following for SolanoExpress:

1. Cost Sharing Reconciliation of FY 2015-16 subsidies by jurisdiction; and
2. SolanoExpress Cost Sharing Summary for FY 2017-18 as shown in Attachment 5 Tab 6.

Attachments:

- A. SolTrans FY 15-16 CAM with Reconciliation
- B. FAST FY 15-16 CAM with Reconciliation
- C. SolTrans FY 17-18 CAM Estimate
- D. FAST FY 17-18 CAM Estimate

- E. FY 2015-16 Reconciliation and FY 2017-18 Cost Sharing
  - Tab 0: TDA Matrix Working Draft
  - Tab 1: Population Estimates
  - Tab 2: Ridership by Route by Residency
  - Tab 3: FY 2015-16 Planned vs. Actual Costs and Revenues
  - Tab 4: FY 2015-16 Reconciliation Summary by Jurisdiction
  - Tab 5: FY 2017-18 Cost Sharing
  - Tab 6: Reconciliation of FY 2015-16 Subsidies plus Subsidies Owed for FY 2017-18
  - Tab 7: Summary Comparison of FY 2016-17 vs. FY 2017-18 Total Amounts Due
- F. Annual Costs and Subsidies by Jurisdiction FY09-10 through FY17-18
- G. Solano Express Cost per Hour Budget vs. Actual History
- H. Cost per Hour Comparison of FY 2017-18 CAM vs. \$135 per Hour Capped Rate
- I. Alternative FY 2017-18 Cost Sharing Under Capped Hourly Rate
- J. Alternative FY 2017-18 TDA Matrix Under Capped Hourly Rate



Updated 10-17-16  
Final

**SoITrans  
Bus Operations - Cost Allocations  
FY 2015-2016 Actuals July - June 2016**

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 5307JARC	RM-2	STAF Lifeline						
1	281,541	147,525	263,996	693,062	208,315				272,467	212,281	30%	142,605	7,955	87.13	6.6%
2	402,323	207,735	395,995	1,006,052	271,253		140,014			594,786	27%	193,174	11,367	88.50	9.5%
3	169,385	94,822	263,996	528,203	113,194					415,010	21%	70,846	4,786	110.37	5.0%
4	149,452	73,050	263,996	486,499	101,362					385,137	21%	75,187	4,223	115.21	4.6%
5	172,327	100,572	263,996	536,895	96,112					440,783	18%	70,251	4,869	110.27	5.1%
6	135,977	62,389	131,998	330,364	49,512					280,852	15%	38,425	3,842	85.99	Average Route 1-8 3.1%
7	413,135	187,440	395,995	996,569	232,286					764,283	23%	160,297	11,673	85.38	9.4%
8	132,992	84,774	131,998	349,764	52,391					297,373	15%	35,519	3,758	93.08	\$ 93.91 3.3%
20 pilot	96,472	84,012	65,999	246,483	5,410					241,074	2%	4,859	2,726	90.43	Average Route 1-20 2.3%
15	12,745	7,969	131,998	152,712	9,878					142,835	6%	4,926	360	424.10	1.4%
17	14,459	9,529	131,998	155,986	24,468					131,518	16%	11,671	409	381.83	\$ 97.96 1.5%
78	406,762	439,644	527,993	1,374,399	312,354		643,726			418,319	23%	91,673	10,101	136.06	13.0%
80	724,310	775,094	791,989	2,291,394	1,668,577		561,873			60,944	73%	478,239	17,987	127.39	21.7%
80s	8,484	9,703	-	18,187	9,240					8,947	51%	2,534	240	75.87	Average Intercity 0.2%
85	331,365	314,174	263,996	909,536	299,989	40,000		201,741	247,467	120,339	33%	71,430	9,362	97.15	8.6%
200	140,798	162,587	197,997	501,382	28,701					472,681	n/a	60,745	3,978	126.04	\$ 122.27 4.7%
	-	-	-	-						-			-		0.0%
<b>Totals</b>	<b>3,592,526</b>	<b>2,761,020</b>	<b>4,223,943</b>	<b>10,577,489</b>	<b>3,483,041</b>	<b>40,000</b>	<b>140,014</b>	<b>1,407,340</b>	<b>519,934</b>	<b>4,987,160</b>	<b>33%</b>	<b>1,512,381</b>	<b>97,634</b>	<b>108.34</b>	100.0%

Total Local	5,482,591	52%
Total Intercity	5,094,899	48%

140,014

519,934 sustaining service  
272,467 Route 1  
247,467 Route 85

22.1% Local (excludes route 20)  
22.8% Local (excludes route 20 & school trippers)

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

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	\$ 165,839.34	\$ 259,353.44	\$ 144,672.09	\$ 569,864.88				\$ 119,048.98	21%	\$ 450,815.90	88,338	\$ 6.45	7,336.73	\$ 77.67
2	\$ 165,540.84	\$ 255,962.32	\$ 144,672.09	\$ 566,175.26				\$ 104,213.72	18%	\$ 461,961.54	88,179	\$ 6.42	7,240.80	\$ 78.19
3	\$ 153,073.51	\$ 264,577.11	\$ 144,672.09	\$ 562,322.72				\$ 102,909.55	18%	\$ 459,413.17	81,538	\$ 6.90	7,484.50	\$ 75.13
4	\$ 121,312.89	\$ 140,244.08	\$ 78,865.50	\$ 340,422.46				\$ 21,653.37	6%	\$ 318,769.09	64,620	\$ 5.27	3,967.30	\$ 85.81
5	\$ 91,472.77	\$ 142,089.35	\$ 78,865.50	\$ 312,427.61				\$ 38,976.20	12%	\$ 273,451.42	48,725	\$ 6.41	4,019.50	\$ 77.73
6	\$ 181,002.51	\$ 258,370.36	\$ 144,672.09	\$ 584,044.97				\$ 93,024.17	16%	\$ 491,020.80	96,415	\$ 6.06	7,308.92	\$ 79.91
7	\$ 267,624.27	\$ 290,264.90	\$ 276,285.29	\$ 834,174.46				\$ 110,099.84	13%	\$ 724,074.63	142,556	\$ 5.85	8,211.17	\$ 101.59
8	\$ 104,017.07	\$ 129,828.90	\$ 78,865.50	\$ 312,711.47				\$ 37,473.15	12%	\$ 275,238.33	55,407	\$ 5.64	3,672.67	\$ 85.15
20	\$ 171,191.60	\$ 131,554.34	\$ 78,865.50	\$ 381,611.43	\$ 82,713.00			\$ 83,269.80	22%	\$ 215,628.64	91,189	\$ 4.18	3,721.48	\$ 102.54
30 (includes Sat.)	\$ 279,280.60	\$ 157,265.46	\$ 276,285.29	\$ 712,831.34	\$ 28,020.00	\$ 100,000.00		\$ 154,499.70	22%	\$ 430,311.65	148,765	\$ 4.79	4,448.81	\$ 160.23
40	\$ 379,554.28	\$ 212,492.42	\$ 263,226.39	\$ 855,273.09			\$ 328,072.00	\$ 176,270.51	21%	\$ 350,930.58	202,178	\$ 4.23	6,011.10	\$ 142.28
90	\$ 979,337.83	\$ 523,371.67	\$ 537,207.17	\$ 2,039,916.67			\$ 545,469.00	\$ 1,108,382.44	54%	\$ 386,065.24	521,666	\$ 3.91	14,805.42	\$ 137.78
<b>Totals</b>	<b>\$ 3,059,247.52</b>	<b>\$ 2,765,374.34</b>	<b>\$ 2,247,154.50</b>	<b>\$ 8,071,776.37</b>	<b>\$ 110,733.00</b>	<b>100,000.00</b>	<b>\$ 873,541.00</b>	<b>\$ 2,149,821.38</b>	<b>27%</b>	<b>\$ 4,837,680.98</b>	<b>1,629,576</b>	<b>\$ 5.51</b>	<b>78,228.40</b>	<b>\$ 100.33</b>

(Average) (Average)

Actual Cost Per Revenue Hour \$ 103.18  
 Actual Cost Per Revenue Mile \$ 4.95

Farebox Ratio (Overall) 27%

SolTrans  
 Bus Operations - Cost Allocations  
 FY 2017-2018 Proposed Budget

Updated  
 17-Apr-17

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 5307 JARC	RM-2	STAF Lifeline							
1	364,989	222,823	283,481	871,293	177,093				150,000	544,201	20%	134,827	7,838	111.16	7.0%	
2	532,629	309,214	396,874	1,238,716	203,831		144,000		-	890,886	16%	169,321	11,438	108.30	10.0%	
3	226,314	139,000	226,785	592,098	67,086				-	525,013	11%	53,175	4,860	121.83	4.8%	
4	194,742	110,793	226,785	532,320	73,697				-	458,623	14%	55,092	4,182	127.29	4.3%	
5	229,387	151,417	226,785	607,589	67,992				-	539,598	11%	59,409	4,926	123.34	Average Route 1-8 4.9%	
6	180,865	114,161	113,393	408,418	43,819				-	364,599	11%	39,787	3,884	105.15	3.3%	
7	554,329	280,699	283,481	1,118,509	173,740				-	944,770	16%	144,501	11,904	93.96	9.0%	
8	180,399	133,360	113,393	427,152	40,229				-	386,922	9%	30,467	3,874	110.26	\$ 109.55 3.4%	
20	148,641	130,827	113,393	392,860	9,063				-	383,797	2%	7,168	3,192	123.08	Average Route 1-17 3.2%	
15	15,986	10,113	113,393	139,491	10,612				-	128,879	8%	7,807	343	406.34	1.1%	
17	15,896	12,882	113,393	142,170	14,643				-	127,527	10%	9,948	341	416.48	\$ 113.95 1.1%	
78	663,593	656,638	453,570	1,773,801	394,367		731,700		-	647,735	22%	96,200	11,704	151.56	14.3%	
80	1,071,252	1,283,883	623,659	2,978,794	1,928,623		578,000		-	472,171	65%	476,384	18,894	157.66	24.0%	
85	437,540	454,948	226,785	1,119,273	237,329		201,741	150,000	-	530,203	21%	67,692	9,396	119.12	Intercity 9.0%	
82	25,891	27,000	-	52,891	22,878		30,000		-	13	43%	3,372	556	95.13	\$ 146.11 0.4%	
<b>Totals</b>	<b>4,842,451</b>	<b>4,037,756</b>	<b>3,515,170</b>	<b>12,395,377</b>	<b>3,465,000</b>	-	<b>144,000</b>	<b>1,541,441</b>	<b>300,000</b>	<b>6,944,936</b>	28%	<b>1,355,149</b>	<b>97,333</b>		100.0%	
							estimate		estimate							

Fairfield and Suisun Transit Cost Allocation Model Estimates - FY 17-18

Route	Allocated Costs - Rev Miles (Annual)	Allocated Costs - Revenue Hours (Annual)	Allocated Costs - Peak Vehicles (Annual)	Total allocated Costs (Gross) (Annual)	JARC Funding	5311 Funding	RM2 Reimbursement	Farebox Revenues (Annual)	Farebox Recovery Ratio	Net Costs by Route (Annual)	Revenue Veh Miles	Route Costs by Rev Veh Miles (Gross)	Rev Veh Hours	Route Costs by Rev Veh Hours (Gross)
1	\$ 187,562.22	\$ 278,506.61	\$ 162,022.76	\$ 628,091.59				\$ 118,630.65	19%	\$ 509,460.94	88,026	\$ 7.14	7,305.28	\$ 85.98
2	\$ 186,360.47	\$ 276,222.98	\$ 162,022.76	\$ 624,606.21				\$ 98,799.43	16%	\$ 525,806.78	87,462	\$ 7.14	7,245.38	\$ 86.21
3	\$ 173,200.90	\$ 284,389.91	\$ 162,022.76	\$ 619,613.57				\$ 99,689.33	16%	\$ 519,924.24	81,286	\$ 7.62	7,459.60	\$ 83.06
4	\$ 136,700.99	\$ 151,982.15	\$ 88,664.86	\$ 377,348.01				\$ 20,117.09	5%	\$ 357,230.92	64,156	\$ 5.88	3,986.52	\$ 94.66
5	\$ 104,535.05	\$ 153,915.04	\$ 88,664.86	\$ 347,114.95				\$ 36,753.03	11%	\$ 310,361.92	49,060	\$ 7.08	4,037.22	\$ 85.98
6	\$ 206,146.70	\$ 276,906.17	\$ 162,022.76	\$ 645,075.62				\$ 87,962.95	14%	\$ 557,112.67	96,748	\$ 6.67	7,263.30	\$ 88.81
7	\$ 293,584.54	\$ 301,291.81	\$ 382,096.45	\$ 976,972.80				\$ 101,851.75	10%	\$ 875,121.05	137,784	\$ 7.09	7,902.94	\$ 123.62
8	\$ 117,984.40	\$ 139,581.17	\$ 88,664.86	\$ 346,230.44				\$ 29,830.75	9%	\$ 316,399.69	55,372	\$ 6.25	3,661.24	\$ 94.57
9	\$ 124,730.39	\$ 152,381.69	\$ 88,664.86	\$ 365,776.94				\$ 14,879.31	4%	\$ 350,897.63	58,538	\$ 6.25	3,997.00	\$ 91.51
20	\$ 194,274.11	\$ 141,852.60	\$ 88,664.86	\$ 424,791.57	\$ 42,306.00			\$ 88,029.12	21%	\$ 294,456.45	91,176	\$ 4.66	3,720.82	\$ 114.17
30	\$ 315,343.85	\$ 169,233.27	\$ 308,738.55	\$ 793,315.67	\$ 28,020.00	\$ 100,000.00		\$ 138,770.50	17%	\$ 526,525.17	147,996	\$ 5.36	4,439.02	\$ 178.71
40	\$ 508,126.43	\$ 273,163.91	\$ 293,431.59	\$ 1,074,721.93			\$ 433,100.00	\$ 202,820.62	19%	\$ 438,801.31	238,472	\$ 4.51	7,165.14	\$ 149.99
90	\$ 1,149,842.95	\$ 591,604.67	\$ 617,477.10	\$ 2,358,924.71			\$ 636,600.00	\$ 1,192,975.46	51%	\$ 529,349.25	539,640	\$ 4.37	15,517.90	\$ 152.01
<b>Totals</b>	<b>\$ 3,698,393.00</b>	<b>\$ 3,191,032.00</b>	<b>\$ 2,693,159.00</b>	<b>\$ 9,582,584.00</b>	<b>\$ 70,326.00</b>	<b>100,000.00</b>	<b>\$ 1,069,700.00</b>	<b>\$ 2,231,109.98</b>	<b>23%</b>	<b>\$ 6,111,448.02</b>	<b>1,735,716</b>	<b>\$ 6.15</b>	<b>83,701.36</b>	<b>\$ 109.94</b>

(Average) (Average)

Estimated Cost Per Revenue Hour \$ 114.49  
 Estimated Cost Per Revenue Mile \$ 5.52

Farebox Ratio (Overall) 23.28%

FY 2017-18 TDA Matrix WORKING DRAFT

22-May-17

FY 2017-18

AGENCY	TDA Est from MTC, 2/22/17	Projected Carryover 2/22/17	Carryover Adjustment 2/28/17	Available for Allocation 2/22/17	FY2016-17 Allocations / Returns after 1/31/17	Paratransit		Local Transit					Intercity						STA Planning	Other Swaps	Transit Capital	Total	Balance				
						ADA Subsidized Intercity Taxi	Paratransit	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SoITrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SoITrans Rt. 78	SoITrans Rt. 80	SoITrans Rt 85						FAST Rt. 90	FAST Intercity Subtotal	SoITrans Intercity Subtotal	
						(4)																			(6)	(6)	(7)
<b>Dixon</b>	776,613	1,337,308		2,113,921		5,000							\$ 4,911	\$ 112,848	\$ 3,705	\$ 8,685	\$ 2,982	\$ 6,020	\$ 3,026	\$ 124,491	\$ 17,687	\$ 22,700				\$ 169,878	1,944,043
<b>Fairfield</b>	4,535,754	1,078,456		5,614,210		40,000							\$ 96,554	\$ 135,088	\$ 167,970	\$ 40,714	\$ 25,114	\$ 107,924	\$ 93,684	\$ 493,295	\$ 173,752	\$ 132,533				\$ 839,580	4,774,630
<b>Rio Vista</b>	332,122	408,606		740,728		5,000							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 9,699				\$ 14,699	726,029
<b>Suisun City</b>	1,171,040	46,969		1,218,009		0							\$ 17,216	\$ 37,135	\$ 58,085	\$ 9,104	\$ 6,059	\$ 27,599	\$ 33,897	\$ 146,333	\$ 42,761	\$ 46,463	\$ 141,845			\$ 377,403	840,606
<b>Vacaville</b>	3,838,959	8,053,436		11,892,395	172,853	70,000	475,291				905,260		\$ 139,981	\$ 192,801	\$ 131,387	\$ 30,552	\$ 16,440	\$ 35,576	\$ 31,455	\$ 495,624	\$ 82,568	\$ 112,196			1,329,000	\$ 3,642,792	8,249,603
<b>Vallejo/Benicia (SoITrans)</b>	5,974,057	4,048,206	39,810	10,062,073		85,000							\$ 31,729	\$ 90,533	\$ 31,941	\$ 541,986	\$ 266,902	\$ 291,623	\$ 12,772	\$ 166,976	\$ 1,100,511	\$ 174,530	\$ 186,830		\$ 1,713,846	8,348,227	
<b>Solano County</b>	784,315	1,350,963	-39,810	2,095,468		512,650							\$ 17,335	\$ 34,895	\$ 23,647	\$ 36,799	\$ 13,841	\$ 23,727	\$ 8,219	\$ 84,095	\$ 74,367	\$ 22,925			\$ 694,037	1,401,431	
<b>Total</b>	<b>17,412,860</b>	<b>16,323,944</b>	<b>0</b>	<b>33,736,804</b>	<b>172,853</b>	<b>717,650</b>	<b>475,291</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>905,260</b>	<b>0</b>	<b>\$ 307,726</b>	<b>\$ 603,300</b>	<b>\$ 416,735</b>	<b>\$ 667,839</b>	<b>\$ 331,337</b>	<b>\$ 492,470</b>	<b>183,053</b>	<b>\$ 1,510,814</b>	<b>\$ 1,491,645</b>	<b>\$ 521,046</b>	<b>\$ 328,675</b>	<b>\$ 1,329,000</b>	<b>\$ 7,452,235</b>	<b>26,284,569</b>	

NOTES:

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

- (1) MTC February 22, 2017 Fund Estimate; Reso 4268; columns I, H, J
- (2) Correction from MTC on 2/28/17 for Solano County apportionment mistakenly attributed to the Vallejo apportionment.
- (3) Vacaville return of \$7,146.65, per MTC 4/18/17 and \$180,000 route planning allocation, per MTC 5/8/17.
- (4) STA will be claimant. Amounts subject to change. \$40,000 will go to Faith In Action.
- (5) Includes flex routes, paratransit, local subsidized taxi
- (6) Consistent with FY2017-18 Intercity Transit Funding Agreement and FY 2015-16 Reconciliation
- (7) Claimed by STA from all agencies per formula; presented to STA Board on May 10, 2017. Suisun City amount includes \$12,240 unclaimed from FY16-17 and \$34,223 for FY17-18.
- (8) Suisun City item to be claimed by STA for Suisun Amtrak station maintenance (includes FY16-17 unclaimed and FY17-18 amounts and \$41,845 return). STA will use \$63,548 for STAF Loan Repayment. SoITrans item includes LCTOP fund swap with Dixon (\$30,216), Rio Vista (\$12,543), and Vacaville (\$144,070) for FY15-16 and FY16-17.
- (9) Transit Capital purchases include bus purchases, maintenance facilities, etc.

**SOLANO COUNTY POPULATION ESTIMATES**

<i>DRAFT</i> <i>13-Apr-17</i>
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	Values for FY15-16 Calculations <sup>1</sup>				Values for FY17-18 Calculations <sup>2</sup>			
	DOF Value	Share	Without County Uninc. And without Rio Vista	Share	DOF Value	Share	Without County Uninc. And without Rio Vista	Share
<b>Solano County</b>								
Benicia	27,689	6.4%	27,689	6.89%	27,501	6.4%	27,501	6.82%
Dixon	19,158	4.5%	19,158	4.77%	19,018	4.4%	19,018	4.72%
Fairfield	111,891	26.0%	111,891	27.83%	112,637	26.1%	112,637	27.93%
Rio Vista	8,193	1.9%	0	0.00%	8,601	2.0%	0	0.00%
Suisun City	28,888	6.7%	28,888	7.19%	29,091	6.7%	29,091	7.21%
Vacaville	94,702	22.0%	94,702	23.56%	97,667	22.6%	97,667	24.22%
Vallejo	119,683	27.9%	119,683	29.77%	117,322	27.2%	117,322	29.10%
Balance Of County	19,348	4.5%	0	0.00%	19,661	4.6%	0	0.00%
Incorporated	410,204	95.5%	402,011	100.00%	411,837	95.4%	403,236	100.00%
County Total	429,552	100.0%	402,011	100.00%	431,498	100.0%	403,236	100.00%

1. 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

2. State of California, Department of Finance, E-4 Population Estimates for Cities, Counties, and the State, 2011-2016, with 2010 Census Benchmark. Sacramento, California, May 2016

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

*DRAFT*  
13-Apr-17

Values for FY15-16 Calculations<sup>1</sup>

**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	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%
<b>Total</b>	<b>185</b>	<b>100%</b>	<b>107</b>	<b>100%</b>	<b>110</b>	<b>100%</b>	<b>84</b>	<b>100%</b>	<b>864</b>	<b>100%</b>	<b>234</b>	<b>100%</b>	<b>397</b>	<b>100%</b>
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	
<b>Total</b>	<b>209</b>		<b>111</b>		<b>122</b>		<b>98</b>		<b>1,048</b>		<b>256</b>		<b>434</b>	

Values for FY17-18 Calculations<sup>1</sup>

**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%
<b>Total</b>	<b>185</b>	<b>100%</b>	<b>107</b>	<b>100%</b>	<b>110</b>	<b>100%</b>	<b>84</b>	<b>100%</b>	<b>864</b>	<b>100%</b>	<b>234</b>	<b>100%</b>	<b>397</b>	<b>100%</b>
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	
<b>Total</b>	<b>209</b>		<b>111</b>		<b>122</b>		<b>98</b>		<b>1,048</b>		<b>256</b>		<b>434</b>	

1. 2014 Solano Express Intercity Ridership Study, June 25, 2014, Figure 43. City of Residence - Individual Intercity

DRAFT  
13-Apr-17

**SOLANO TRANSPORTATION AUTHORITY  
FY 15-16 SOLANO EXPRESS COST SHARING RECONCILIATION**

Based on FY 2015-16 Planned vs Actual Cost<sup>1</sup>

Cost & Subsidy	Route 78		Route 20		Route 30		Route 40		Route 80		Route 85		Route 90		Total							
	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned	Actual						
Gross Cost	1,183,409	1,374,399	425,588	381,611	717,275	712,831	796,379	855,273	2,454,456	2,291,394	947,487	909,536	2,316,899	2,039,917	8,841,493	8,564,962						
Fares	274,681	312,354	140,516	83,270	235,719	154,500	239,310	176,271	1,739,739	1,668,577	303,376	299,989	1,057,575	1,108,382	3,990,915	3,803,342						
Sec 5311					100,000	100,000					40,000	40,000			140,000	140,000						
Sec 5316 JARC					28,020	28,020									28,020	28,020						
RM-2	510,226	643,726					184,072	328,072	511,873	561,873	201,741	201,741	526,963	545,469	1,934,875	2,280,881						
STAF Lifeline			82,713	82,713			-	-			244,162	247,467			326,875	330,180						
<b>Subtotal, Net Subsidy</b>	<b>398,502</b>	<b>418,319</b>	<b>202,359</b>	<b>215,629</b>	<b>353,536</b>	<b>430,312</b>	<b>372,997</b>	<b>350,931</b>	<b>202,844</b>	<b>60,944</b>	<b>158,208</b>	<b>120,339</b>	<b>732,361</b>	<b>386,065</b>	<b>2,420,808</b>	<b>1,982,538</b>						
County Subsidy Share 4.50%	24,679	31,633	12,532	16,306	21,894	32,540	23,099	26,537	12,562	4,609	9,798	9,100	45,355	29,194	149,919	149,919						
County Cap @ \$149,919 130.39%																						
<b>Balance to be Shared (Required Subsidy) 167.89%</b>	<b>373,823</b>	<b>386,686</b>	<b>189,827</b>	<b>199,323</b>	<b>331,642</b>	<b>397,772</b>	<b>349,898</b>	<b>324,393</b>	<b>190,282</b>	<b>56,335</b>	<b>148,410</b>	<b>111,239</b>	<b>687,007</b>	<b>356,871</b>	<b>2,270,889</b>	<b>1,832,619</b>						
<b>Population Shares</b>																						
at 20% of Required Subsidy	74,765	77,337	37,965	39,865	66,328	79,554	69,980	64,879	38,056	11,267	29,682	22,248	137,401	71,374	454,178	366,524						
Benicia 6.89%	5,150	5,327	2,615	2,746	4,568	5,479	4,820	4,469	2,621	776	2,044	1,532	9,464	4,916	31,282	25,245						
Dixon 4.77%	3,563	3,686	1,809	1,900	3,161	3,791	3,335	3,092	1,814	537	1,415	1,060	6,548	3,401	21,644	17,467						
Fairfield 27.83%	20,809	21,525	10,567	11,095	18,461	22,142	19,477	18,058	10,592	3,136	8,261	6,192	38,243	19,865	126,410	102,014						
Rio Vista 0.00%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Suisun City 7.19%	5,372	5,557	2,728	2,865	4,766	5,717	5,029	4,662	2,735	810	2,133	1,599	9,873	5,129	32,637	26,338						
Vacaville 23.56%	17,612	18,218	8,944	9,391	15,625	18,741	16,485	15,284	8,965	2,654	6,992	5,241	32,368	16,814	106,991	86,342						
Vallejo 29.77%	22,258	23,024	11,303	11,868	19,747	23,684	20,834	19,315	11,330	3,354	8,837	6,623	40,906	21,249	135,214	109,118						
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%	74,765	77,337	37,965	39,865	66,328	79,554	69,980	64,879	38,056	11,267	29,682	22,248	137,401	71,374	454,178	366,524						
<b>Ridership by Residence</b>																						
at 80% of Required Subsidy	299,058	309,349	151,862	159,458	265,314	318,217	279,918	259,515	152,226	45,068	118,728	88,991	549,605	285,497	1,816,711	1,466,096						
Benicia 43.19%	129,174	133,619	0.93%	1,419	1,490	0.00%	0	0	1.19%	3,332	3,089	2.66%	4,052	1,200	1.71%	2,030	1,521	0.00%	0	0	140,007	140,919
Dixon 0.54%	1,618	1,674	0.93%	1,419	1,490	23.64%	62,711	75,215	0.00%	0	0	0.00%	0	0	0.43%	507	380	1.01%	5,538	2,877	71,793	81,636
Fairfield 1.08%	3,236	3,347	34.58%	52,513	55,140	22.73%	60,299	72,322	46.43%	129,962	120,489	2.89%	4,405	1,304	21.79%	25,877	19,396	59.95%	329,486	171,154	605,777	443,152
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	5.61%	8,516	8,942	6.36%	16,884	20,250	16.67%	46,653	43,252	0.58%	881	261	5.56%	6,596	4,944	22.42%	123,211	64,003	202,740	141,652
Vacaville 0.00%	0	0	54.21%	82,318	86,435	36.36%	96,478	115,715	35.71%	99,971	92,684	0.35%	529	156	3.42%	4,059	3,042	16.12%	88,601	46,025	371,955	344,058
Vallejo 55.18%	165,031	170,709	3.74%	5,677	5,961	10.91%	28,943	34,715	0.00%	0	0	93.52%	142,359	42,147	67.09%	79,660	59,708	0.50%	2,769	1,438	424,439	314,678
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%	299,058	309,349	100.00%	151,862	159,458	100.00%	265,314	318,217	100.00%	279,918	259,515	100.00%	152,226	45,068	100.00%	118,728	88,991	100.00%	549,605	285,497	1,816,711	1,466,096
<b>Total Subsidy with County Share</b>	<b>398,502</b>	<b>418,319</b>	<b>202,359</b>	<b>215,629</b>	<b>353,536</b>	<b>430,312</b>	<b>372,997</b>	<b>350,931</b>	<b>202,844</b>	<b>60,944</b>	<b>158,208</b>	<b>120,339</b>	<b>732,361</b>	<b>386,065</b>	<b>2,420,808</b>	<b>1,982,538</b>						
<b>Total Subsidy by Jurisdiction</b>																						
Benicia	134,323	138,945	4,034	4,236	4,568	5,479	8,152	7,558	6,673	1,976	4,074	3,054	9,464	4,916	171,289	166,164						
Dixon	5,181	5,359	3,229	3,390	65,871	79,006	3,335	3,092	1,814	537	1,922	1,441	12,086	6,278	93,437	99,103						
Fairfield	24,045	24,872	63,080	66,235	78,760	94,464	149,439	138,547	14,997	4,440	34,138	25,588	367,729	191,020	732,188	545,166						
Rio Vista	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Suisun City	5,372	5,557	11,244	11,806	21,650	25,967	51,682	47,915	3,616	1,070	8,729	6,543	133,085	69,132	235,377	167,990						
Vacaville	17,612	18,218	91,261	95,826	112,103	134,456	116,456	107,967	9,494	2,811	11,051	8,283	120,969	62,838	478,946	430,400						
Vallejo	187,289	193,734	16,980	17,829	48,690	58,399	20,834	19,315	153,689	45,501	88,496	66,331	43,675	22,687	559,652	423,797						
Balance of County	24,679	31,633	12,532	16,306	21,894	32,540	23,099	26,537	12,562	4,609	9,798	9,100	45,355	29,194	149,919	149,919						
Check Total	398,502	418,319	202,359	215,629	353,536	430,312	372,997	350,931	202,844	60,944	158,208	120,339	732,361	386,065	2,420,808	1,982,538						

Notes:  
 1. SOURCES for Cost & Subsidy data:  
 FY15-16 Planned values for Routes 78, 80, & 85: SOLTRANS - Cost Allocation Model - FY 15-16 Budget.xls  
 FY15-16 Planned values for Routes 20, 30, 40, & 90: FF - Cost Allocation Model - Estimated FY 15-16 April 2015.xls  
 FY15-16 Actual values for Routes 78, 80, & 85: SOLTRANS - Cost Allocation Model - FY 15-16 Actuals thru 6-30-16 FINAL.xls  
 FY15-16 Actual values for Routes 20, 30, 40, & 90: FF - Cost Allocation Model - FY 15-16-RECONCILED.xls



**SOLANO TRANSPORTATION AUTHORITY  
SOLANO EXPRESS COST SHARING  
RECONCILIATION OF FY 15-16 SUBSIDIES BY JURISDICTION  
SUMMARY**

*DRAFT*  
*13-Apr-17*

	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	202	911	-594	-4,548	<b>-4,029</b>	4,622	-4,698	-1,020	<b>-1,096</b>
Dixon	162	13,135	-243	-5,808	<b>7,246</b>	178	-1,277	-481	<b>-1,580</b>
Fairfield	3,155	15,705	-10,893	-176,709	<b>-168,742</b>	827	-10,557	-8,550	<b>-18,280</b>
Rio Vista	0	0	0	0	<b>0</b>	0	0	0	<b>0</b>
Suisun City	562	4,317	-3,767	-63,953	<b>-62,841</b>	185	-2,545	-2,186	<b>-4,547</b>
Vacaville	4,565	22,353	-8,489	-58,131	<b>-39,701</b>	606	-6,683	-2,768	<b>-8,845</b>
Vallejo	849	9,709	-1,519	-20,988	<b>-11,948</b>	6,445	-108,187	-22,165	<b>-123,908</b>
Balance of County	3,774	10,646	3,438	-16,161	<b>1,697</b>	6,954	-7,953	-698	<b>-1,697</b>
<b>TOTAL</b>	<b>13,270</b>	<b>76,775</b>	<b>-22,067</b>	<b>-346,296</b>	<b>-278,318</b>	<b>19,817</b>	<b>-141,900</b>	<b>-37,869</b>	<b>-159,952</b>

## Notes:

Negative amounts are credits to jurisdiction.

Positive amounts are funds owed to Solano Express operators.

DRAFT  
17-May-17

**SOLANO TRANSPORTATION AUTHORITY  
SOLANO EXPRESS COST SHARING**

FY 2017-18 Budget<sup>1</sup>

	Route 78		Route 20		Route 30		Route 40		Routes 80 & 82		Route 85		Route 90		Total
<b>Cost &amp; Subsidy</b>															
Gross Cost	1,773,801		424,792		793,316		1,074,722		3,031,685		1,119,273		2,358,925		10,576,514
Fares	394,079		88,029		138,771		202,821		1,950,449		237,194		1,192,975		4,204,318
Sec 5311					100,000										100,000
Sec 5316 JARC			42,306		28,020										70,326
RM-2	731,700						433,100		608,000		201,741		636,600		2,611,141
STAF Lifeline											150,000				150,000
<b>Subtotal, Net Subsidy</b>	<b>648,022</b>		<b>294,456</b>		<b>526,525</b>		<b>438,801</b>		<b>473,237</b>		<b>530,338</b>		<b>529,349</b>		<b>3,440,729</b>
County Subsidy Share	29844.48798		13,561		24,249		20,209		21,795		24,425		24,379		158,462
County Cap @ \$158,462															
<b>Balance to be Shared (Required Subsidy)</b>	<b>618,177</b>		<b>280,895</b>		<b>502,276</b>		<b>418,592</b>		<b>451,442</b>		<b>505,914</b>		<b>504,970</b>		<b>3,282,267</b>
<b>Population Shares</b>															
at 20% of Required Subsidy	123,635		56,179		100,455		83,718		90,288		101,183		100,994		656,453
Benicia	6.82%	8,432	3,831		6,851		5,710		6,158		6,901		6,888		44,771
Dixon	4.72%	5,831	2,650		4,738		3,948		4,258		4,772		4,763		30,961
Fairfield	27.93%	34,535	15,693		28,060		23,385		25,221		28,264		28,211		183,369
Rio Vista	0.00%	-	-		-		-		-		-		-		-
Suisun City	7.21%	8,920	4,053		7,247		6,040		6,514		7,300		7,286		47,359
Vacaville	24.22%	29,945	13,607		24,331		20,277		21,869		24,507		24,462		158,998
Vallejo	29.10%	35,972	16,345		29,228		24,358		26,270		29,439		29,384		190,996
Balance of County	0.00%	-	-		-		-		-		-		-		-
Check Total	100.00%	123,635	56,179		100,455		83,718		90,288		101,183		100,994		656,453
<b>Ridership by Residence</b>															
at 80% of Required Subsidy	494,542		224,716		401,821		334,874		361,154		404,731		403,976		2,625,814
Benicia	43.19%	213,610	0.93%	2,100	0.00%	-	1.19%	3,987	2.66%	9,614	1.71%	6,918	0.00%	-	236,229
Dixon	0.54%	2,676	0.93%	2,100	23.64%	94,976	0.00%	-	0.00%	-	0.43%	1,730	1.01%	4,070	105,551
Fairfield	1.08%	5,351	34.58%	77,706	22.73%	91,323	46.43%	155,477	2.89%	10,450	21.79%	88,211	59.95%	242,182	670,700
Rio Vista	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Suisun City	0.00%	-	5.61%	12,601	6.36%	25,570	16.67%	55,812	0.58%	2,090	5.56%	22,485	22.42%	90,564	209,123
Vacaville	0.00%	-	54.21%	121,809	36.36%	146,117	35.71%	119,598	0.35%	1,254	3.42%	13,837	16.12%	65,125	467,739
Vallejo	55.18%	272,905	3.74%	8,401	10.91%	43,835	0.00%	-	93.52%	337,745	67.09%	271,550	0.50%	2,035	936,472
Balance of County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Check Total	1	494,542	1	224,716	1	401,821	1	334,874	1	361,154	1	404,731	1	403,976	2,625,814
<b>Total Subsidy</b>	<b>648,022</b>		<b>294,456</b>		<b>526,525</b>		<b>438,801</b>		<b>473,237</b>		<b>530,338</b>		<b>529,349</b>		<b>3,440,729</b>
Benicia	222,042		5,932		6,851		9,696		15,772		13,819		6,888		281,000
Dixon	8,507		4,750		99,714		3,948		4,258		6,502		8,834		136,512
Fairfield	39,887		93,398		119,383		178,862		35,671		116,474		270,393		854,069
Rio Vista	-		-		-		-		-		-		-		-
Suisun City	8,920		16,654		32,818		61,852		8,604		29,785		97,850		256,482
Vacaville	29,945		135,416		170,448		139,875		23,123		38,344		89,586		626,737
Vallejo	308,877		24,746		73,063		24,358		364,015		300,990		31,419		1,127,468
Balance of County	29,844		13,561		24,249		20,209		21,795		24,425		24,379		158,462
Check Total	648,022		294,456		526,525		438,801		473,237		530,338		529,349		3,440,729
<b>Reconciliation with FY 15-16</b>															
Benicia	4,622	222,042	202	5,932	911	6,851	(594)	9,696	(4,698)	15,772	(1,020)	13,819	(4,548)	6,888	<b>FY 17-18 Due (net)</b>
Dixon	178	8,507	162	4,750	13,135	99,714	(243)	3,948	(1,277)	4,258	(481)	6,502	(5,808)	8,834	<b>275,875</b>
Fairfield	827	39,887	3,155	93,398	15,705	119,383	(10,893)	178,862	(10,557)	35,671	(8,550)	116,474	(176,709)	270,393	<b>142,178</b>
Rio Vista	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>667,047</b>
Suisun City	185	8,920	562	16,654	4,317	32,818	(3,767)	61,852	(2,545)	8,604	(2,186)	29,785	(63,953)	97,850	<b>189,095</b>
Vacaville	606	29,945	4,565	135,416	22,353	170,448	(8,489)	139,875	(6,683)	23,123	(2,768)	38,344	(58,131)	89,586	<b>578,192</b>
Vallejo	6,445	308,877	849	24,746	9,709	73,063	(1,519)	24,358	(108,187)	364,015	(22,165)	300,990	(20,988)	31,419	<b>991,612</b>
Balance of County	6,954	29,844	3,774	13,561	10,646	24,249	3,438	20,209	(7,953)	21,795	(698)	24,425	(16,161)	24,379	<b>158,462</b>
Check Total	19,817	648,022	13,270	294,456	76,775	526,525	(22,067)	438,801	(141,900)	473,237	(37,869)	530,338	(346,296)	529,349	3,002,459
Net Due By Route	667,839		307,726		603,300		416,735		331,337		492,470		183,053		

Notes:

- 1. SOURCES for Cost & Subsidy data:  
FY17-18 Planned values for Routes 78, 80, 82 & 85: SOLTRANS - Cost Allocation Model - FY 17-18 Budget\_4-17-17.xls  
FY17-18 Planned values for Routes 20, 30, 40, & 90: FF - Cost Allocation Model - FY 17-18-FINAL.xls

(5) FY17-18 Budget

**SOLANO TRANSPORTATION AUTHORITY  
SOLANO EXPRESS COST SHARING**

*DRAFT*  
*17-May-17*

**RECONCILIATION OF FY 15-16 SUBSIDIES BY JURISDICTION PLUS AMOUNT OWED FOR 17-18  
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	6,133	7,762	9,102	2,340	<b>25,338</b>	226,664	11,074	12,799	<b>250,537</b>
Dixon	4,911	112,848	3,705	3,026	<b>124,491</b>	8,685	2,982	6,020	<b>17,687</b>
Fairfield	96,554	135,088	167,970	93,684	<b>493,295</b>	40,714	25,114	107,924	<b>173,752</b>
Rio Vista	0	0	0	0	<b>0</b>	0	0	0	<b>0</b>
Suisun City	17,216	37,135	58,085	33,897	<b>146,333</b>	9,104	6,059	27,599	<b>42,761</b>
Vacaville	139,981	192,801	131,387	31,455	<b>495,624</b>	30,552	16,440	35,576	<b>82,568</b>
Vallejo	25,595	82,771	22,839	10,432	<b>141,638</b>	315,322	255,828	278,825	<b>849,974</b>
Balance of County	17,335	34,895	23,647	8,219	<b>84,095</b>	36,799	13,841	23,727	<b>74,367</b>
<b>TOTAL</b>	<b>307,726</b>	<b>603,300</b>	<b>416,735</b>	<b>183,053</b>	<b>1,510,814</b>	<b>667,839</b>	<b>331,337</b>	<b>492,470</b>	<b>1,491,645</b>

(6) Total Due in 17-18

**SOLANO TRANSPORTATION AUTHORITY  
SOLANO EXPRESS COST SHARING  
COMPARISON OF TOTAL SUBSIDIES PAID IN FY 2016-17 TO FY 2017-18  
SUMMARY**

*DRAFT*  
*17-May-17*

	FY 16-17 TDA Matrix			FY 17-18 TDA Matrix		
	Amount Owed to FAST	Amount Owed to SolTrans	TOTAL	Amount Owed to FAST	Amount Owed to SolTrans	TOTAL
Benicia	26,669	125,966	<b>152,635</b>	25,338	250,537	<b>275,875</b>
Dixon	106,055	6,990	<b>113,045</b>	124,491	17,687	<b>142,178</b>
Fairfield	568,772	45,834	<b>614,606</b>	493,295	173,752	<b>667,047</b>
Rio Vista	0	0	<b>0</b>	0	0	<b>0</b>
Suisun City	182,421	11,868	<b>194,289</b>	146,333	42,761	<b>189,095</b>
Vacaville	480,811	23,529	<b>504,340</b>	495,624	82,568	<b>578,192</b>
Vallejo	139,282	238,352	<b>377,634</b>	141,638	849,974	<b>991,612</b>
Balance of County	114,027	39,810	<b>153,838</b>	84,095	74,367	<b>158,462</b>
<b>TOTAL</b>	<b>1,618,038</b>	<b>492,350</b>	<b>2,110,387</b>	<b>1,510,814</b>	<b>1,491,645</b>	<b>3,002,459</b>

Notes:

FY 16-17 TDA Matrix: amounts each jurisdiction paid to Solano Express operators in FY 16-17  
(combination of FY 14-15 reconciliation and FY 16-17 budget)

FY 17-18 TDA Matrix: amounts each jurisdiction will pay to Solano Express operators in FY 17-18  
(combination of FY 15-16 reconciliation and FY 17-18 budget)

**SOLANO TRANSPORTATION AUTHORITY**  
**SOLANO EXPRESS COST SHARING HISTORY**

Annual Actual or Budgeted Costs and Subsidies for FY 2009-10 to FY 2017-18  
 (before reconciliation of budget vs. actual plus future budget)  
 17-May-17

	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
	Actual <sup>1</sup>	Actual <sup>2</sup>	Actual <sup>3</sup>	Actual <sup>4</sup>	Actual <sup>5</sup>	Actual <sup>6</sup>	Actual <sup>7</sup>	Budget <sup>8</sup>	CAM Budget <sup>9</sup>
<b>Cost &amp; Subsidy</b>									
Gross Cost	8,681,613	9,975,009	8,570,381	7,972,638	8,198,028	8,026,592	8,564,962	9,963,603	10,576,514
Fares	2,973,956	3,305,665	3,453,362	3,641,020	3,768,623	3,698,907	3,803,342	3,911,153	4,204,318
Sec 5307 PM		907,600	346,526						
Sec 5311	284,786	298,590	186,065	307,300	163,474	140,000	140,000	100,000	100,000
ARRA PM	1,153,558								
RM-2	1,928,500	1,934,875	1,934,875	1,934,875	1,934,875	1,934,875	2,280,881	2,672,875	2,611,141
STAF/JARC Lifeline		125,000	195,891	185,000	363,537	-	358,200	347,218	220,326
Other	155,000	35,446				-			
<b>Subtotal, Net Subsidy</b>	<b>2,185,813</b>	<b>3,367,833</b>	<b>2,453,662</b>	<b>1,904,443</b>	<b>1,967,519</b>	<b>2,252,811</b>	<b>1,982,538</b>	<b>2,932,357</b>	<b>3,440,729</b>
	<b>FY 2009-10</b>	<b>FY 2010-11</b>	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>
<b>Total Subsidy by Jurisdiction</b>									
Benicia	118,946	277,063	213,680	142,076	101,006	122,229	166,164	223,400	281,000
Dixon	57,204	95,178	63,849	57,917	81,078	91,198	99,103	121,122	136,512
Fairfield	611,033	815,919	619,895	651,914	623,261	721,415	545,166	817,758	854,069
Rio Vista	-	-	-	-	-	-	-	-	-
Suisun City	183,406	251,886	188,395	211,159	177,491	201,806	167,990	253,584	256,482
Vacaville	362,838	532,103	392,550	397,847	457,299	536,501	430,400	587,162	626,737
Vallejo	718,485	1,266,575	841,394	304,911	385,202	433,885	423,797	775,493	1,127,468
Balance of County	133,900	129,108	133,900	138,619	142,181	145,777	149,919	153,838	158,462
<b>Total</b>	<b>2,185,813</b>	<b>3,367,833</b>	<b>2,453,662</b>	<b>1,904,443</b>	<b>1,967,519</b>	<b>2,252,811</b>	<b>1,982,538</b>	<b>2,932,357</b>	<b>3,440,729</b>
Check Total	0	0	0	0	0	0	0	0	0

## Notes:

1. Source: FY 09-10 Reconciliation with 11-12 Cost Sharing 061011 (2)a.xls
2. Source: 6\_FY 10-11 Reconciliation and 12-13 Cost Sharing DRAFT\_20120511.xls
3. Source: FY 11-12 Reconciliation and 13-14 Cost Sharing DRAFT 050513 w TDA Matrix.xls
4. Source: FY 12-13 Reconciliation and 14-15 Cost Sharing DRAFT 050714.xls
5. Source: FY 13-14 Reconciliation and 15-16 Cost Sharing DRAFT 050715.xls
6. Source: FY 14-15 Reconciliation and 16-17 Cost Sharing DRAFT 042816.xls
7. Source: FY 15-16 Reconciliation and 17-18 Cost Sharing DRAFT 051717.xls
8. Source: FY 14-15 Reconciliation and 16-17 Cost Sharing DRAFT 042816.xls
9. Source: FY 15-16 Reconciliation and 17-18 Cost Sharing DRAFT 051717.xls

**SOLANO TRANSPORTATION AUTHORITY**  
**SOLANO EXPRESS COST PER HOUR BUDGET vs. ACTUAL HISTORY**

17-Apr-17

<b>FAST: Rts 20, 30, 40 &amp; 90</b>	<b>FY 2010-11</b>	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>
	Budget	Budget	Budget	Budget	Budget	Budget	Budget	Budget
<b>Total Service Hours</b>	30,803	30,929	29,034	27,196	27,196	27,581	31,338	30,843
<b>Gross Cost</b>	\$ 3,895,727	\$4,163,783	\$4,161,405	\$4,129,315	\$4,206,110	\$4,256,141	\$4,641,753	\$ 4,651,754
<b>Gross Cost per Service Hour</b>	<b>\$ 126.47</b>	<b>\$ 134.62</b>	<b>\$ 143.33</b>	<b>\$ 151.84</b>	<b>\$ 154.66</b>	<b>\$ 154.31</b>	<b>\$ 148.12</b>	<b>\$ 150.82</b>
<b>Annual Percent Change</b>		6.4%	6.5%	5.9%	1.9%	-0.2%	-4.0%	1.8%
	Actual	Actual	Actual	Actual	Actual	Actual		
<b>Total Service Hours</b>	30,803	27,868	27,256	27,621	27,581	28,987		
<b>Gross Cost</b>	\$ 4,005,090	\$3,886,209	\$4,024,533	\$4,061,514	\$3,950,246	\$3,989,633		
<b>Gross Cost per Service Hour</b>	<b>\$ 130.02</b>	<b>\$ 139.45</b>	<b>\$ 147.66</b>	<b>\$ 147.05</b>	<b>\$ 143.22</b>	<b>\$ 137.64</b>		
<b>Annual Percent Change</b>		7.2%	5.9%	-0.4%	-2.6%	-3.9%		
<b>Budget to Actual Variance</b>	2.8%	3.6%	3.0%	-3.2%	-7.4%	-10.8%		

<b>SolTrans: Rts 78, 80, 82 &amp; 85</b>	<b>FY 2010-11</b>	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>
	Budget (Vallejo)	Budget	Budget	Budget	Budget	Budget	Budget	Budget
<b>Total Service Hours</b>	42,220	41,377	39,629	41,530	36,827	35,095	39,211	40,550
<b>Gross Cost</b>	\$ 5,281,139	\$5,806,015	\$4,248,235	\$4,583,966	\$4,582,149	\$4,585,352	\$5,321,850	\$ 5,924,759
<b>Gross Cost per Service Hour</b>	<b>\$ 125.09</b>	<b>\$ 140.32</b>	<b>\$ 107.20</b>	<b>\$ 110.38</b>	<b>\$ 124.42</b>	<b>\$ 130.66</b>	<b>\$ 135.72</b>	<b>\$ 146.11</b>
<b>Annual Percent Change</b>		12.2%	-23.6%	3.0%	12.7%	5.0%	3.9%	7.7%
	Actual (Vallejo)	Actual	Actual	Actual	Actual	Actual		
<b>Total Service Hours</b>	44,349	44,293	37,137	35,056	34,793	37,450		
<b>Gross Cost</b>	\$ 6,324,609	\$4,684,172	\$3,948,105	\$4,136,514	\$4,076,346	\$4,575,329		
<b>Gross Cost per Service Hour</b>	<b>\$ 142.61</b>	<b>\$ 105.75</b>	<b>\$ 106.31</b>	<b>\$ 118.00</b>	<b>\$ 117.16</b>	<b>\$ 122.17</b>		
<b>Annual Percent Change</b>		-25.8%	0.5%	11.0%	-0.7%	4.3%		
<b>Budget to Actual Variance</b>	14.0%	-24.6%	-0.8%	6.9%	-5.8%	-6.5%		

<b>SOLANO EXPRESS</b>	<b>FY 2010-11</b>	<b>FY 2011-12</b>	<b>FY 2012-13</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>
	Budget	Budget	Budget	Budget	Budget	Budget	Budget	Budget
<b>Total Service Hours</b>	73,023	72,306	68,663	68,726	64,023	62,676	70,549	71,393
<b>Gross Cost</b>	\$ 9,176,866	\$9,969,798	\$8,409,640	\$8,713,281	\$8,788,259	\$8,841,493	\$9,963,603	\$10,576,513
<b>Gross Cost per Service Hour</b>	<b>\$ 125.67</b>	<b>\$ 137.88</b>	<b>\$ 122.48</b>	<b>\$ 126.78</b>	<b>\$ 137.27</b>	<b>\$ 141.07</b>	<b>\$ 141.23</b>	<b>\$ 148.14</b>
<b>Annual Percent Change</b>		9.7%	-11.2%	3.5%	8.3%	2.8%	0.1%	4.9%
	Actual (Vallejo)	Actual	Actual	Actual	Actual	Actual		
<b>Total Service Hours</b>	75,152	72,161	64,393	62,677	62,374	66,437		
<b>Gross Cost</b>	\$ 10,329,699	\$8,570,381	\$7,972,638	\$8,198,028	\$8,026,592	\$8,564,962		
<b>Gross Cost per Service Hour</b>	<b>\$ 137.45</b>	<b>\$ 118.77</b>	<b>\$ 123.81</b>	<b>\$ 130.80</b>	<b>\$ 128.68</b>	<b>\$ 128.92</b>		
<b>Annual Percent Change</b>		-13.6%	4.2%	5.6%	-1.6%	0.2%		
<b>Budget to Actual Variance</b>	9.4%	-13.9%	1.1%	3.2%	-6.3%	-8.6%		

**SOLANO TRANSPORTATION AUTHORITY**  
**SOLANO EXPRESS COST PER HOUR CAPPED AT \$135**

17-Apr-17

	FY 2017-18 CAM		
	Budgeted Hours	Total Cost	Cost per Hour
<b>Rt 20</b>	3,721	\$ 424,792	\$ 114.17
<b>Rt 30</b>	4,439	\$ 793,316	\$ 178.71
<b>Rt 40</b>	7,165	\$ 1,074,722	\$ 149.99
<b>Rt 78</b>	11,704	\$ 1,773,801	\$ 151.56
<b>Rt 80 &amp; 82</b>	19,450	\$ 3,031,685	\$ 155.87
<b>Rt 85</b>	9,396	\$ 1,119,273	\$ 119.12
<b>Rt 90</b>	15,518	\$ 2,358,925	\$ 152.01
<b>Subtotal / Average FAST</b>	<b>30,843</b>	<b>\$ 4,651,754</b>	<b>\$ 150.82</b>
<b>Subtotal / Average SolTrans</b>	<b>40,550</b>	<b>\$ 5,924,759</b>	<b>\$ 146.11</b>
<b>Total / Average</b>	<b>71,393</b>	<b>\$10,576,513</b>	<b>\$ 148.15</b>

\$135/Hour Capped Rate by Route		
Budgeted Hours	Total Cost	Cost per Hour
3,721	\$ 424,792	\$ 114.17
4,439	\$ 599,268	\$ 135.00
7,165	\$ 967,294	\$ 135.00
11,704	\$ 1,580,040	\$ 135.00
19,450	\$ 2,625,750	\$ 135.00
9,396	\$ 1,119,273	\$ 119.12
15,518	\$ 2,094,917	\$ 135.00
30,843	\$ 4,086,270	\$ 132.49
40,550	\$ 5,325,063	\$ 131.32
71,393	\$ 9,411,333	\$ 131.82

Difference		
Budgeted Hours	Total Cost	Cost per Hour
-	\$ -	\$ -
-	\$ (194,048)	\$ (43.71)
-	\$ (107,428)	\$ (14.99)
-	\$ (193,761)	\$ (16.56)
-	\$ (405,935)	\$ (20.87)
-	\$ -	\$ -
-	\$ (264,008)	\$ (17.01)
-	\$ (565,484)	\$ (18.33)
-	\$ (599,696)	\$ (14.79)
-	\$ (1,165,181)	\$ (16.32)

DRAFT  
17-May-17

**SOLANO TRANSPORTATION AUTHORITY  
SOLANO EXPRESS COST SHARING**

FY 2017-18 Budget with Hourly Cost Capped at \$135<sup>1</sup>

	Route 78		Route 20		Route 30		Route 40		Routes 80 & 82		Route 85		Route 90		Total
<b>Cost &amp; Subsidy</b>															
Gross Cost		1,580,040		424,792		599,268		967,294		2,625,750		1,119,273		2,094,917	9,411,333
Fares		394,079		88,029		138,771		202,821		1,951,502		237,194		1,192,975	4,205,371
Sec 5311						100,000									100,000
Sec 5316 JARC				42,306		28,020									70,326
RM-2		731,700						433,100		608,000		201,741		636,600	2,611,141
STAF Lifeline												150,000			150,000
<b>Subtotal, Net Subsidy</b>		<b>454,261</b>		<b>294,456</b>		<b>332,477</b>		<b>331,373</b>		<b>66,248</b>		<b>530,338</b>		<b>265,341</b>	<b>2,274,495</b>
County Subsidy Share		31647.91636		20,515		23,163		23,086		4,615		36,948		18,486	158,462
County Cap @ \$158,462															
<b>Balance to be Shared (Required Subsidy)</b>		<b>422,613</b>		<b>273,942</b>		<b>309,314</b>		<b>308,287</b>		<b>61,633</b>		<b>493,390</b>		<b>246,855</b>	<b>2,116,033</b>
<b>Population Shares</b>															
at 20% of Required Subsidy		84,523		54,788		61,863		61,657		12,327		98,678		49,371	423,207
Benicia	6.82%	5,765		3,737		4,219		4,205		841		6,730		3,367	28,863
Dixon	4.72%	3,986		2,584		2,918		2,908		581		4,654		2,329	19,960
Fairfield	27.93%	23,610		15,304		17,280		17,223		3,443		27,564		13,791	118,215
Rio Vista	0.00%	-		-		-		-		-		-		-	-
Suisun City	7.21%	6,098		3,953		4,463		4,448		889		7,119		3,562	30,532
Vacaville	24.22%	20,472		13,270		14,984		14,934		2,986		23,901		11,958	102,504
Vallejo	29.10%	24,592		15,941		17,999		17,939		3,586		28,710		14,365	123,132
Balance of County	0.00%	-		-		-		-		-		-		-	-
Check Total	100.00%	84,523		54,788		61,863		61,657		12,327		98,678		49,371	423,207
<b>Ridership by Residence</b>															
at 80% of Required Subsidy		338,090		219,154		247,451		246,629		49,306		394,712		197,484	1,692,826
Benicia	43.19%	146,033	0.93%	2,048	0.00%	-	1.19%	2,936	2.66%	1,313	1.71%	6,747	0.00%	-	159,077
Dixon	0.54%	1,829	0.93%	2,048	23.64%	58,488	0.00%	-	0.00%	-	0.43%	1,687	1.01%	1,990	66,042
Fairfield	1.08%	3,658	34.58%	75,782	22.73%	56,239	46.43%	114,507	2.89%	1,427	21.79%	86,027	59.95%	118,391	456,030
Rio Vista	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Suisun City	0.00%	-	5.61%	12,289	6.36%	15,747	16.67%	41,105	0.58%	285	5.56%	21,928	22.42%	44,272	135,627
Vacaville	0.00%	-	54.21%	118,794	36.36%	89,982	35.71%	88,082	0.35%	171	3.42%	13,494	16.12%	31,836	342,360
Vallejo	55.18%	186,570	3.74%	8,193	10.91%	26,995	0.00%	-	93.52%	46,110	67.09%	264,828	0.50%	995	533,691
Balance of County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Check Total	1	338,090	1	219,154	1	247,451	1	246,629	1	49,306	1	394,712	1	197,484	1,692,826
<b>Total Subsidy</b>		<b>454,261</b>		<b>294,456</b>		<b>332,477</b>		<b>331,373</b>		<b>66,248</b>		<b>530,338</b>		<b>265,341</b>	<b>FY 17-18 Due (Gross)</b> <b>2,274,495</b>
Benicia		151,797		5,785		4,219		7,141		2,153		13,477		3,367	187,940
Dixon		5,815		4,632		61,406		2,908		581		6,341		4,318	86,002
Fairfield		27,268		91,086		73,519		131,729		4,870		113,591		132,182	574,246
Rio Vista		-		-		-		-		-		-		-	-
Suisun City		6,098		16,242		20,210		45,553		1,175		29,047		47,834	166,159
Vacaville		20,472		132,064		104,966		103,016		3,157		37,395		43,794	444,864
Vallejo		211,162		24,133		44,994		17,939		49,697		293,539		15,359	656,823
Balance of County		31,648		20,515		23,163		23,086		4,615		36,948		18,486	158,462
Check Total		454,261		294,456		332,477		331,373		66,248		530,338		265,341	2,274,495
<b>Reconciliation with FY 15-16</b>															<b>FY 17-18 Due (net)</b>
Benicia	4,622	151,797	202	5,785	911	4,219	(594)	7,141	(4,698)	2,153	(1,020)	13,477	(4,548)	3,367	182,815
Dixon	178	5,815	162	4,632	13,135	61,406	(243)	2,908	(1,277)	581	(481)	6,341	(5,808)	4,318	91,668
Fairfield	827	27,268	3,155	91,086	15,705	73,519	(10,893)	131,729	(10,557)	4,870	(8,550)	113,591	(176,709)	132,182	387,224
Rio Vista	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Suisun City	185	6,098	562	16,242	4,317	20,210	(3,767)	45,553	(2,545)	1,175	(2,186)	29,047	(63,953)	47,834	98,771
Vacaville	606	20,472	4,565	132,064	22,353	104,966	(8,489)	103,016	(6,683)	3,157	(2,768)	37,395	(58,131)	43,794	396,318
Vallejo	6,445	211,162	849	24,133	9,709	44,994	(1,519)	17,939	(108,187)	49,697	(22,165)	293,539	(20,988)	15,359	520,967
Balance of County	6,954	31,648	3,774	20,515	10,646	23,163	3,438	23,086	(7,953)	4,615	(698)	36,948	(16,161)	18,486	158,462
Check Total	19,817	454,261	13,270	294,456	76,775	332,477	(22,067)	331,373	(141,900)	66,248	(37,869)	530,338	(346,296)	265,341	1,836,225
Net Due By Route		474,078		307,726		409,252		309,307		(75,652)		492,470		(80,955)	

Notes:

1. SOURCES for Cost & Subsidy data:

Annual Subsidies by Jurisdiction 041717.xls, Solano Express Cost per Hour Capped at \$135

FY 17-18 Planned values for Routes 78, 80, 82 & 85: SOLTRANS - Cost Allocation Model - FY 17-18 Budget\_4-17-17.xls

FY 17-18 Planned values for Routes 20, 30, 40, & 90: FF - Cost Allocation Model - FY 17-18-FINAL.xls

(5) FY17-18 Budget



FY 2017-18 TDA Matrix WORKING DRAFT WITH \$135/HR RATE FOR SOLANO EXPRESS

22-May-17

FY 2017-18

AGENCY	TDA Est from MTC, 2/22/17	Projected Carryover 2/22/17	Carryover Adjustment 2/28/17	Available for Allocation 2/22/17	FY2016-17 Allocations / Returns after 1/31/17	Paratransit		Local Transit					Intercity						STA Planning	Other Swaps	Transit Capital	Total	Balance			
						ADA Subsidized Intercity Taxi	Paratransit	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SolTrans	FAST	FAST	FAST	SolTrans	SolTrans	SolTrans						FAST	FAST	SolTrans
													Rt 20	Rt 30	Rt 40	Rt. 78	Rt. 80	Rt 85						Rt. 90	Intercity Subtotal	Intercity Subtotal
(1)	(1)	(2)	(1)	(3)	(4)	(5)	(6)	(6)	(7)	(8)	(9)															
Dixon	776,613	1,337,308		2,113,921		5,000							\$ 4,794	\$ 74,541	\$ 2,665	\$ 5,994	\$ (695)	\$ 5,859	\$ (1,489)	\$ 80,510	\$ 11,158	\$ 22,700		\$ 119,368	1,994,553	
Fairfield	4,535,754	1,078,456		5,614,210		40,000							\$ 94,242	\$ 89,224	\$ 120,837	\$ 28,096	\$ (5,687)	\$ 105,041	\$ (44,527)	\$ 259,775	\$ 127,449	\$ 132,533		\$ 559,757	5,054,453	
Rio Vista	332,122	408,606		740,728		5,000							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,699		\$ 14,699	726,029	
Suisun City	1,171,040	46,969		1,218,009		0							\$ 16,804	\$ 24,527	\$ 41,786	\$ 6,283	\$ (1,371)	\$ 26,861	\$ (16,119)	\$ 66,998	\$ 31,773	\$ 46,463	\$ 141,845	\$ 287,079	930,930	
Vacaville	3,838,959	8,053,436		11,892,395	172,853	70,000	475,291						\$ 136,629	\$ 127,319	\$ 94,527	\$ 21,078	\$ (3,526)	\$ 34,627	\$ (14,336)	\$ 344,139	\$ 52,179	\$ 112,196		\$ 1,329,000	\$ 3,460,918	8,431,477
Vallejo/Benicia (SolTrans)	5,974,057	4,048,206	39,810	10,062,073		85,000							\$ 30,969	\$ 59,833	\$ 22,968	\$ 374,026	\$ (61,035)	\$ 283,831	\$ (6,809)	\$ 106,961	\$ 596,821	\$ 174,530	\$ 186,830	\$ 1,150,142	8,911,931	
Solano County	784,315	1,350,963	-39,810	2,095,468		512,650							\$ 24,288	\$ 33,809	\$ 26,524	\$ 38,602	\$ (3,338)	\$ 36,250	\$ 2,326	\$ 86,947	\$ 71,515	\$ 22,925		\$ 694,037	1,401,431	
<b>Total</b>	<b>17,412,860</b>	<b>16,323,944</b>	<b>0</b>	<b>33,736,804</b>	<b>172,853</b>	<b>717,650</b>	<b>475,291</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>905,260</b>	<b>0</b>	<b>\$ 307,726</b>	<b>\$ 409,252</b>	<b>\$ 309,307</b>	<b>\$ 474,078</b>	<b>\$ (75,652)</b>	<b>\$ 492,470</b>	<b>-80,955</b>	<b>\$ 945,330</b>	<b>\$ 890,895</b>	<b>\$ 521,046</b>	<b>\$ 328,675</b>	<b>\$ 1,329,000</b>	<b>\$ 6,286,001</b>	<b>27,450,803</b>

NOTES:

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

- (1) MTC February 22, 2017 Fund Estimate; Reso 4268; columns I, H, J
- (2) Correction from MTC on 2/28/17 for Solano County apportionment mistakenly attributed to the Vallejo apportionment.
- (3) Vacaville return of \$7,146.65, per MTC 4/18/17.
- (4) STA will be claimant. Amounts subject to change. \$40,000 will go to Faith in Action.
- (5) Includes flex routes, paratransit, local subsidized taxi
- (6) Consistent with FY2017-18 Intercity Transit Funding Agreement and FY 2015-16 Reconciliation
- (7) Claimed by STA from all agencies per formula; presented to STA Board on May 10, 2017. Suisun City amount includes \$12,240 unclaimed from FY 16-17 and \$34,223 for FY17-18.
- (8) Suisun City item to be claimed by STA for Suisun Amtrak station maintenance (includes FY16-17 unclaimed and FY17-18 amounts and \$41,845 return). STA will use \$63,548 for STAF Loan Repayment. SolTrans item includes LCTOP fund swap with Dixon (\$30,216), Rio Vista (\$12,543), and Vacaville (\$144,070) for FY15-16 and FY16-17.
- (9) Transit Capital purchases include bus purchases, maintenance facilities, etc.

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DATE: May 22, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Daryl Halls, Executive Director  
RE: STA's Overall Work Plan (OWP) for Fiscal Years (FY's) FY 2017-18 and 2018-19

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**Background:**

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority plans, projects and programs. These tasks provide the foundation for the STA's Overall Work Plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year Overall Work Plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2015-16 and FY 2016-17 included a list of 46 priority projects, plans and programs.

Over the past 16 years, the STA's OWP has evolved. The emphasis in the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role in partnership with Solano's multiple transit operators. The past nine years, STA has initiated and is now managing several mobility programs designed to improve mobility and access for seniors, people with disabilities, low income residents, and school age children and their parents traveling to and from school.

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

In addition to planning and projects, STA also manages various programs including the the Solano Safe Routes to Schools (SR2S) Program, Solano Abandon Vehicles Abatement (AVA) Program, 3 SolanoExpress Transit Routes and Marketing of SolanoExpress, the Solano Mobility Employer Program, the Emergency Ride Home

Program, the Solano Mobility Call Center, the Lifeline Program (targeted for lower income communities), Mobility Management Programs such as Countywide In-Person American's with Disabilities Act (ADA) Eligibility Program, the Intercity Taxi Scrip 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).

Two years ago, the US Congress and President authorized a Federal a five year Transportation Authorization Bill called Fixing America's Surface Transportation Act or the "FAST Act". In April of this year, the State Legislature and Governor agreed on a \$5.2 billion per year transportation bill (Senate Bill 1) that will help restore funding for local streets and roads, transit, the State Transportation Improvement Program (STIP), maintenance of the state highway system and other transportation programs. Several new program categories have been established that include grant funding freight projects and congested corridors. It is anticipated that this funding and the various programs will emerge over the forthcoming year.

Four 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. STA and various partner agencies have successfully landed five ATP grants over the three initial cycles of ATP. The 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. .

### **Discussion:**

Attached is the STA's Draft OWP for FY's 2017-18 and 2018-19. The plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved in FY 2016-17

### **PROJECT DELIVERY/COMPLETE PROJECTS/NEAR TERM CONSTRUCTION PROJECTS**

Based on the Budget for FY 2016-17 and FY 2017-18, the following OWP projects are currently fully funded and are currently under construction this year or slated to begin construction in FY 2017-18, with construction to be concluded during the next two to three years.

- Jepson Parkway – Fairfield and Vacaville (Segments 1 and 2) – Fairfield/Vacaville
- I-80/I-680/SR 12 Interchange/Green Valley Interchange – Initial Construction Package 1 – Caltrans STA

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

- I-80/I-680/SR 12 Interchange – Packages 2 and 3 (design near completion) - STA
- I-80 Westbound Truck Scales – STA (environmentally cleared)
- I-80 Express Lanes (HOT Lanes) – Conversion of HOV Lanes to Express Lanes from Red Top Road to Air Base Parkway and the New Express Lanes from Air Base Parkway to I-505 (project design near completion) - STA
- Fairgrounds 360 Access Project – I-80/Redwood Parkway – Fairgrounds Drive (environmental document completed –funding plan developed for design phase – County/Vallejo/STA

- SR 12/Church (environmental studies completed – funding plan developed for design phase) – STA/Rio Vista
- SR 37 (Caltrans/UC Davis Sea Level Rise study completed/MOU Formed/Corridor Study Funded and Initiated/Initial Financial Assessment Conducted) – STA/SCTA/NVTA/TAM/Metropolitan Transportation Commission/Caltrans

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

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

## **TRANSIT CENTERS**

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

There are four transit projects that are funded and under construction or recently constructed:

- Transit Center at Curtola/Lemon Street – Phase 1 –construction completed - SolTrans
- Benicia Industrial Transit Facility –construction nearing completion – Benicia
- Suisun Amtrak Station Upgrade –construction nearing completion – Suisun City
- Fairfield/Vacaville Train Station – under construction - Fairfield

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

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

## **STA PLANNING ACTIVITIES**

The following planning studies were completed in FY 2016-17

- Comprehensive Transportation Plan Update - Transit and Rideshare
- Solano Priority Conservation Area Plan

The following planning studies are currently underway, funded in the currently proposed budget, and scheduled to be concluded in FY 2017-18.

- 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 Seniors and People with Disabilities Mobility Plan
- Solano Water Transit Service Study
- SR 37 Corridor Plan

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

- Emergency Responders and Disaster Preparedness Study

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

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

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

- The Solano Mobility Management Call Center handled 1,573 calls in FY 2015-16;
- The Solano Mobility Management Website received 20,116 views from Aug 2015-June 2016 with an average of 1,829 views/per month.
- Completion of Third Year of In-Person ADA Eligibility Program with 1,081 individuals assessed in FY 2015-16
- Transition of vanpool program to contract with Enterprise and coordination with 166 vanpools
- Transportation Info Depot at Historic Suisun Amtrak Station with 2,970 customers served in FY 2015-16.
- Help obtain three ATP Active Transportation Grants in ATP Cycle 3 totaling \$10 million.
- Began implementation of California Energy Commission Grant for EV Readiness in Solano County
- Completion of third Annual RTIF Report, RTIF Revenues Passed \$3.5 million milestone and four projects funded by RTIF now under construction and RTIF funding programmed in all seven RTIF working groups
- 6th Year of STA's Local Preference Policy Implementation with over \$7 million invested in local businesses
- CTP Public Outreach Effort reached over 58,000 residents and over 2,132 provided public comments
- STA completed second year of managing Solano Intercity Taxi Program which provided 12,246 passenger trips
- Developed five travel training programs and developed transit rider guides for four transit operators

**Recommendation:**

Forward a recommendation to the STA TAC and Board to approve the STA OWP for FY 2017-18 and FY 2018-19.

Attachment:

*For immediate review and printing, please click:*

[STA's Draft Overall Work Plan for FY 2017-18 and FY 2018-19](#)

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DATE: May 19, 2017  
TO: SolanoExpress Transit Consortium  
FROM: Robert Guerrero, Senior Project Manager  
Re: Regional Transportation Impact Fee Working Group 6 – Transit

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**Background:**

The STA and the County of Solano coordinates on the collection and management of the Regional Transportation Impact Fee (RTIF), a transportation component of the County’s Public Facilities Fee (PFF). The County Board of Supervisors added a \$1,500 per dwelling unit equivalent dedicated to the RTIF program as part of the PFF at on December 3, 2013. The RTIF collection formally began on February 3, 2014 with \$3.6 million collected as of the 2<sup>nd</sup> Quarter of Fiscal Year 2017-18.

Seven RTIF Working Groups were created by STA to administer the RTIF funds for transportation projects that address development growth. Five of the seven RTIF Working Groups are geographically situated with the City of Fairfield and the County of Solano located in multiple Working Groups. Attachment A illustrates the five RTIF Working Group boundaries. The remaining two working groups were created separately with a 10% off the top revenue dedication (5% each) for both the unincorporated County area and transit related projects. The selected RTIF eligible transportation projects for each Working Group are:

1. Working Group District - Jepson Parkway
2. Working Group District 2 - Hwy 12/Church Road Project
3. Working Group District 3 - Fairgrounds Drive
4. Working Group District 4 - Green Valley Overcrossing
5. Working Group District 5 - Intersection Safety Improvements at Midway, Pedrick, Pitt School and Porter Roads
6. County Unincorporated Working Group District 7 - Midway and Vaca Valley Roads

The RTIF Working Groups meet at least once annually to provide a status update on the program and the selected project. STA staff is scheduled to meet with Transit Working Group 6 as part of the SolanoExpress Transit Consortium meeting to discuss the status of the Benicia Bus Hub Project and the next steps for the RTIF program. All other RTIF Working Groups have met.

**Discussion:**

Transit Working Group 6 previously selected the Benicia Transit Bus Hub as the priority for RTIF funding followed with an allocation of \$260k. This project also received a separate allocation of \$60k from RTIF Working Group 3 for a total allocation of \$336k. The City of Benicia and the STA coordinated on financing the Bus Hub project given that the RTIF funding is reliant on development market conditions.

The Benicia Bus Hub project is anticipated to be completed in June 2017 and the City of Benicia is ready to be reimbursed for funding. Currently, Working Group 3 has collected enough revenue to reimburse the City of Benicia the full \$60k with the remaining \$31k recommended for the County Fairground Drive Project. Working Group 6 has collected a little over \$181k and has a funding balance of \$149k after a \$32k funding disbursement toward the project in October 2016. Future RTIF funding will continue to be collected to pay back the remaining financed amount of \$95k.

STA staff estimates \$66k as the average annual revenue collected for this Working Group. Staff is projecting the Benicia Bus Hub's financed amount of \$95k to be paid by FY 2019-20 and recommend that the Working Group 6 consider another transit project for future RTIF revenue. The previous priority project was the Fairfield Transit Center (FTC), however STA staff is recommending Working Group 6 consider a different project given the enormity of the project's scope and estimated cost. For example, STA staff would like to have Working Group 6 consider SolanoExpress Capital Improvements at SR 37 and Fairgrounds Drive.

The RTIF program is set up to fund fully fundable phases of a project and continue advancing it toward construction. The RTIF annual revenue generation is too small to fund a phase of the FTC project. The STA will continue to work with Fairfield to identify other larger scale funding sources to complete the FTC.

**Fiscal Impact:**

None to the STA Budget. The Benicia Bus Hub was approved for a total of \$336k in RTIF funding and has collected \$241k since the 2014. The RTIF will continue to be collected for the Benicia Bus Hub until remaining financed amount of \$95k is paid back.

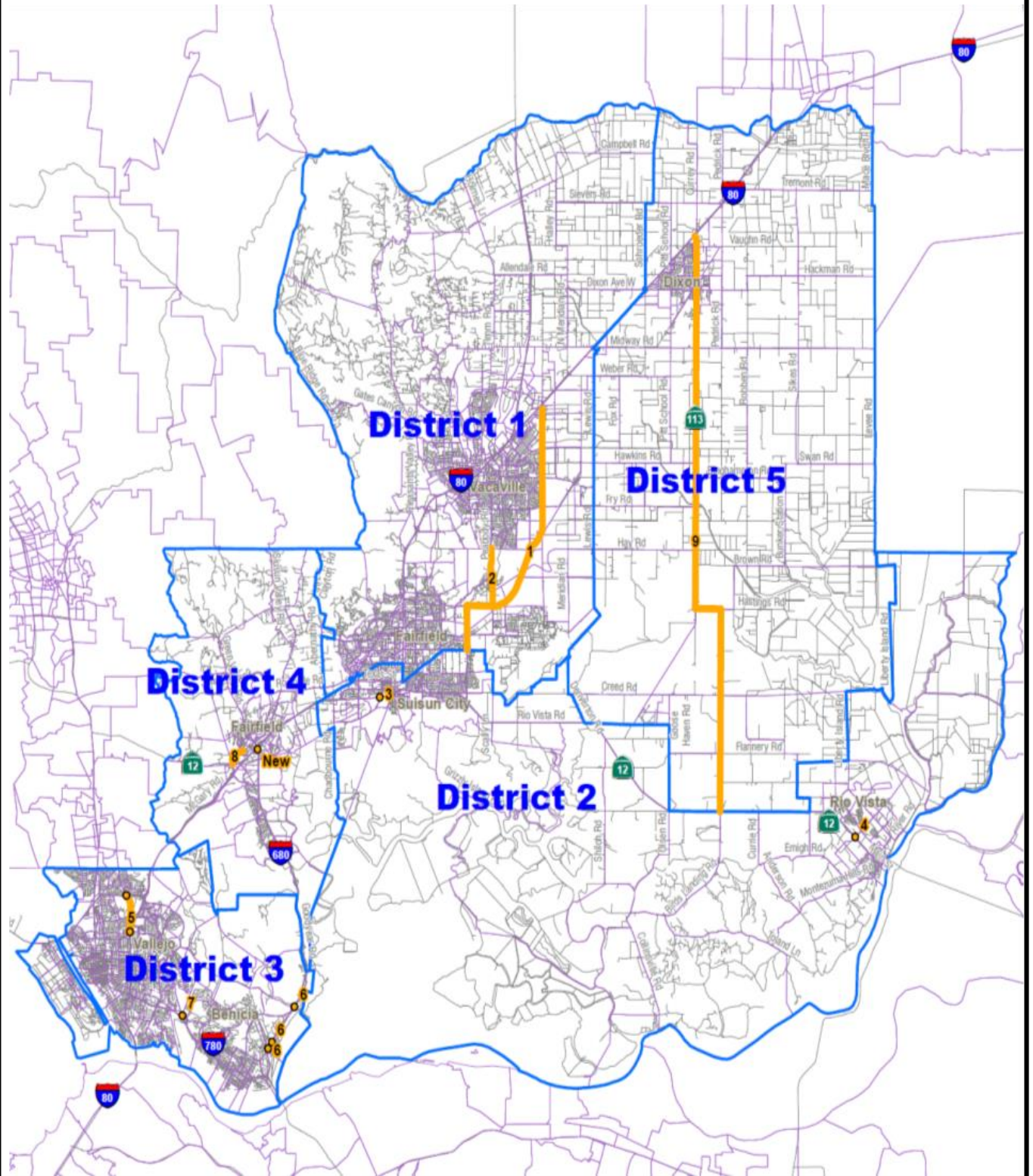
**Recommendation:**

Informational.

Attachment:

- A. Regional Transportation Impact Fee (RTIF) Working Group Boundaries

# Regional Transportation Impact Fee Working Group Districts



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DATE: May 30, 2017  
TO: Solano Express Intercity Transit Consortium  
FROM: Lloyd Nadal, SR2S Program Administrator  
Brandon Thomson, Transit Mobility Coordinator  
RE: Solano Community College (SCC) Student Transportation Fee Update

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**Background/Discussion:**

At the November 2016 Consortium, a recommendation was made to the STA Board to evaluate and report on the SCC Student Transportation Fee 2-Year Pilot Program performance after the first year of the program. We have now completed one academic year cycle and indications are that the SCC Student Transportation Fee Program has seen low usage by SCC students and a small percentage of the student fee being utilized.

Based on these concerns and with only one academic year left in the pilot program, STA staff recently met with SCC staff to explore opportunities to develop a useful “product” that may be more appealing for students to purchase. One option discussed was the Clipper Card Institutional Program as a potential solution for developing a one-card system which would be easier to administer, fast to implement and provide unlimited countywide transit access to all students for a reduced price. SCC supports instituting a “product” that will make it easier and efficient for their students to take transit to and from their campuses and time is of the essence to implement revisions since the SCC 2017-2018 academic calendar begins on August 14, 2017.

After further review and discussion, the Clipper Card Institutional Program seems like a viable mechanism that could be implemented quickly and potentially before the start of the 2<sup>nd</sup> year of the pilot program. Nathan Atherstone, FAST, has proposed development of an application-based system or approach which could be another workable option with just some concerns about the timeliness of the implementation and coordination with MTC’s regional Clipper Card. Regardless, the key to either program is an agreement amongst the operators on a basic, countywide unlimited access “product” for SCC students and a framework for reimbursement either through apportioning the student fee, plus user fees or through reimbursement per user. STA staff believes that seeking to split the fees would be financially beneficial for the operators and provide better marketing accessibility and convenience for SCC and its students.

STA staff is following up with the three transit operators to reach a consensus on a program for the second year of the pilot period that can be presented to SCC as a proposal. The elements of this meeting with the operators would include to:

1. Propose a “product” that would be universally more accessible and convenient to the SCC students in the form of a countywide pass with a low user fee for the students wishing to access the transit systems. Initially, the use of the countywide pass would be via the Clipper Card Institutional Program.
2. Develop a proposal to split campus fee revenue, plus user fee revenue to be provided to each of the three transit operators.

STA would then meet with SCC to present the proposal and for further discussion on usage mechanisms whether it be using a Clipper Card and future implementation of an application-based system.

**Recommendation:**

Informational.



**INTERCITY TRANSIT CONSORTIUM  
Meeting Minutes of November 29, 2016**

**1. CALL TO ORDER**

Chair Atherstone called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1:35 p.m. in the Solano Transportation Authority Conference Room.

**Members**

<b>Present:</b>	Nathaniel Atherstone, Chair	Fairfield and Suisun Transit (FAST)
	Liz Niedziela, Vice Chair	STA
	Janet Koster (By Phone)	Dixon Read-Ride
	Michael Abegg for Mona Babauta	Solano County Transit (SolTrans)
	Brandon Thomson	Rio Vista Delta Breeze
	Judy Leaks	SNCI
	Brian McLean (By Phone)	Vacaville City Coach

**Members**

<b>Absent:</b>	Mona Babauta	SolTrans
	Rachel Ford	County of Solano – Health & Social Services

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

Jayne Bauer	STA
Philip Kamhi	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Jim McElroy	STA Project Manager
Alan Zahradnik (By Phone)	ARUP

**2. APPROVAL OF THE AGENDA**

By consensus, the SolanoExpress Intercity Transit Consortium approved the agenda. (7 Ayes, 1 Absent, Rachel Ford, County of Solano)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

None presented.



## 5. CONSENT CALENDAR

On a motion by Michael Abegg, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A and B. (7 Ayes, 1 Absent, Rachel Ford, County of Solano)

### A. Minutes of the Consortium Meeting of September 27, 2016

Recommendation:

Approve the Consortium Meeting Minutes of September 27, 2016.

### B. Solano Intercity Taxi Scrip Program First Quarter Report for Fiscal Year (FY) 2016-17

Recommendation:

Receive and file.

## 6. ACTION FINANCIAL ITEMS

### A. Solano Community College (SCC) Transportation Fee Agreement

Philip Kamhi reviewed the recommendations made by the three operators who recently met on Thursday, November 22, 2016 regarding the Implementation of the half-priced student fee at Solano Community College (SCC). Based on input received from Nathaniel Atherstone of Fairfield and Suisun Transit (City of Fairfield), Michael Abegg of Solano County Transit (SolTrans), and Brian McLean of Vacaville City Coach, the group recommended an approach with Solano Community College to keep the funding at Solano Community College. Their recommended arrangement would function as follows:

1. Each of the three operators would distribute passes to the SCC bookstore as a sales site. SolTrans already has an agreement for this, and the other operators would obtain similar agreements.
2. SCC collects the Student Transportation Fee.
3. Students purchase transit passes at the SCC bookstore for half price.
4. The SCC bookstore bills the SCC (Transportation Fee Account) for the remaining half of the ticket price.

He added that as this is recommended as a two-year pilot program, enacting the program with the operator's recommended arrangement allows for data collection in order to measure success and determine the future of this program.

Recommendation:

Forward a recommendation to the STA Board to evaluate and report on the SCC Student Transportation Fee Program performance after the first year of the program.

On a motion by Brian McLean, and a second by Michael Abegg, the SolanoExpress Intercity Transit Consortium approved the recommendation to the STA TAC and Board. (7 Ayes, 1 Absent, Rachel Ford, County of Solano)

## 7. ACTION NON-FINANCIAL ITEMS

### A. STA's Draft 2017 Legislative Platform and Legislative Update

Jayne Bauer noted that after STA Board approval to distribute the draft document for review and public comment and the Final Draft 2017 Legislative Platform will be placed on the January 2017 agenda of the TAC and Consortium, and forwarded to the STA Board for consideration of adoption at their February 8, 2017 meeting.



STA's state legislative advocate (Shaw/Yoder/Antwih, Inc.) will work with STA staff to schedule project briefings in early 2017 with each of Solano's state legislators and their staff (as well as key state agency staff) to provide the current status of STA priority projects and discuss future funding.

Ms. Bauer noted that their federal lobbyist, Susan Lent, participated in a debriefing conference call with the Department of Transportation staff regarding the unsuccessful recent submittal of the Solano I-80/I-680/SR 12 Interchange project for the first round of federal FASTLANE funding. With the results of November presidential election and change in the federal administration, STA's federal legislative advocate (Susan Lent of Akin Gump) will work with STA staff to refine the STA's strategy objectives for the annual lobbying trip to Washington, DC, which will be scheduled in spring 2017.

Recommendation:

Forward a recommendation to the STA TAC and Board to release the STA's Draft 2017 Legislative Platform for review and comment.

On a motion by Michael Abegg, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium approved the recommendation to the STA TAC and Board.  
(7 Ayes, 1 Absent, Rachel Ford, County of Solano)

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

Robert Macaulay noted that the final list of comments and any recommended changes will be provided to the Transit and Rideshare Committee at its meeting of December 6, and a recommendation for adoption of the final Element is anticipated to be sent to the STA Board for their meeting of January 11, 2017.

Recommendation:

Review and provide final comments prior to forwarding recommendation to the STA TAC and Board at December Consortium meeting.

On a motion by Brandon Thomson, and a second by Michael Abegg, the SolanoExpress Intercity Transit Consortium approved the recommendation to the STA TAC and Board.  
(7 Ayes, 1 Absent, Rachel Ford, County of Solano)

**C. Solano County Coordinated Short Range Transit Plan (SRTP)**

Jim McElroy mentioned when this item was introduced to the Consortium at their September 19, 2016 meeting, the Committee requested additional time to review the Coordination element of the document. He noted that the review is now completed and relevant changes have been incorporated. He added that it is important to note that the SRTP's are intended to be financially constrained so they do not necessarily reflect the levels of service that would be provided if more resources were available. Preliminary results from the Corridor Study, Phase 2 show the challenges of trying to improve services with limited resources.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Solano County Coordinated Short Range Transit Plan as shown in Attachment A.

On a motion by Michael Abegg, and a second by Brandon Thomson, the SolanoExpress Intercity Transit Consortium approved the recommendation to the STA TAC and Board.  
(7 Ayes, 1 Absent, Rachel Ford, County of Solano)

**D. Replacement of Route 200 Evening Service with Enhanced SolanoExpress Route 80 Late Evening Service**

Philip Kamhi reviewed the development of WETA's proposed service concept that would enhance the ferry schedule and eliminate the need for scheduled Route 200 bus service provided by SolTrans to meet the scheduled trip times. He noted that this service change would provide a solution to the current ferry riders, who take Route 200 when necessary as an alternative to the ferry by providing additional ferry service instead of Route 200 service. He concluded by stating that STA staff recommends that further analysis be done to assess the demand for direct bus service from Solano County to the Transbay Terminal in San Francisco and to address the elimination of the Route 200 9:30 p.m. departure from Vallejo and 10:30 p.m. from San Francisco.

Recommendation:

Forward a recommendation to the STA TAC and Board to continue the 9:30 PM Vallejo to San Francisco and 10:30 PM San Francisco to Vallejo trip by the Route 200 service late evening service incorporating and extending the SolanoExpress Route 80 service to serve downtown San Francisco and Vallejo, *with a review of the route service performance provided by no later than June 2017.*

On a motion by Michael Abegg, and a second by Liz Niedziela, the SolanoExpress Intercity Transit Consortium approved the recommendation to the STA TAC and Board amended shown above in *bold italics*. (7 Ayes, 1 Absent, Rachel Ford, County of Solano)

**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. Fairfield and Suisun Transit (FAST) Service Changes**

Nathaniel Atherstone reported that FAST is proposing to make minor modifications to the service schedule for SolanoExpress Routes 30, 40, and 90 which will be implemented on January 9, 2017. He explained that these changes address current traffic patterns recognized on Interstate 80 and 680 throughout the day. He noted that there is no additional service frequency, and a nominal increase in daily revenue hours. These changes will result in more reliable service timing, improving on-time performance and service reliability for customers.

**B. Plan Bay Area Update and One Bay Area Grant Cycle 2 (OBAG 2) Project Submittal**

Robert Macaulay distributed a list and summarized the OBAG project submittals with assessment from STA staff of whether or not the project helps meet the requirement that 50% of OBAG 2 funds be spent in or in support of Priority Development Areas. A detailed assessment and preliminary funding recommendation will follow in December 2016.

**NO DISCUSSION**

**C. Countywide In-Person American with Disabilities Act (ADA) Assessment Program – Annual Report for Fiscal Year (FY) 2015-16**

**D. Solano Mobility Travel Training Report- November 2016**

**E. Solano Mobility Call Center/Transportation Info Depot Monthly Update**

**F. Summary of Funding Opportunities**

**Pg.**

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

Group

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

Group

**11. ADJOURNMENT**

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, December 20, 2016.**

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DATE: May 23, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On February 8, 2017, the STA Board approved its 2017 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2017.

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

**Discussion:**

**State Legislative Update (Shaw/Yoder/Antwih, Inc.):**

STA's state legislative advocates Josh Shaw and Matt Robinson of Shaw/Yoder/Antwih, Inc. (SYA) joined STA Board members and staff on April 24<sup>th</sup> for meetings with each of Solano's state legislators and their staff (as well as key state agency staff) to provide the current status of STA priority projects and discuss future funding.

**State Transportation Funding**

On April 28, 2017, Governor Brown signed the "Road Repair and Accountability Act of 2017" state transportation funding package. This bill incorporates many provisions covered in Assembly Bill 1, introduced by State Assembly Member Jim Frazier and the earlier version of Senate Bill 1, introduced by State Senator Jim Beall. More details of the bill are outlined in Attachment A.

The bill is projected to raise \$5.2 billion per year for critical transportation projects and programs and includes some of the following investment categories:

- Fix it First Highways (\$1.5 billion)
- Bridge and Culvert Repair (\$400 million)
- Trade Corridor Investments (\$300 million)
- Solutions for Congested Commute Corridors (\$250 million)
- State Transportation Improvement Program (STIP - \$110 million)
- Fix it First Local Roads (\$1.5 billion)
- Transit Capital and Operations (\$750 million)
- Local Partnership Funds (\$200 million)
- Active Transportation Program – Bike and Pedestrian (\$100 million)

In addition to the April 26<sup>th</sup> state legislative update provided by Shaw/Yoder/Antwih (Attachment A), the following lists STA-supported bill activity since that date:

[AB 1113 \(Bloom\) – State Transit Assistance Program Formula Clarification](#)

This bill amends the statutes governing the State Transit Assistance (STA) program to clarify several ambiguities in law that led to administrative changes made in 2016 by the State Controller’s Office. *The STA Board approved support for this bill at the May 10<sup>th</sup> Board meeting.*

[AB 1324 \(Gloria\) – Local Sales Taxes for Transportation](#)

This bill would authorize a Metropolitan Planning Organization or Regional Transportation Planning Agency authorized to levy a sales tax to levy that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization or agency has authority if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the sales tax to be used only within the area for which the tax was approved by the voters. AB 1324 would benefit counties that have transportation needs that differ between rural and suburban areas, and that have difficulty obtaining the required 2/3 voter support countywide for local transportation sales tax measures. *The STA Board approved support for this bill at the May 10<sup>th</sup> Board meeting.*

[ACA 5 \(Frazier and Newman\) – Protection of Transportation Revenues](#)

Assembly Member Jim Frazier introduced Assembly Constitutional Amendment (ACA) 5 to dedicate for transportation purposes all vehicle fee and gasoline or diesel tax revenues raised by SB 1. ACA 5 has already been chaptered and will be on the June 2018 statewide ballot. *The STA Board approved support for this measure at the May 10<sup>th</sup> Board meeting.*

[SB 595 \(Beall\) – Regional Measure 3](#)

This bill is the Senate placeholder for Regional Measure 3 and would authorize the nine counties in the Bay Area to vote on an unspecified increase in tolls on the Bay Area’s bridges to be used for transportation projects throughout the region. Bay Area leaders in both houses are working on the legislation, which could take shape in the coming weeks. *Hearing is set for May 25<sup>th</sup> by Senate Appropriations Committee.*

[SCA 6 \(Wiener\) – Lower Vote Threshold for Local Transportation Taxes](#)

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for transportation purposes. *Placed on Appropriations Committee suspense file May 22<sup>nd</sup>.*

Federal Legislative Update (Akin Gump):

STA’s federal legislative advocate (Susan Lent of Akin Gump) continues to work with STA staff to refine the STA’s strategic objectives to align with those of the new administration. Topics covered in the federal legislative update include: the Administration interest in financing public projects through privatization; the omnibus bill; the President’s infrastructure plan, State and local government officials’ testimony at a hearing on the implementation of the FAST Act, and more.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

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

April 26, 2017

TO: Board of Directors, Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – May 2017**

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### ***Legislative Update***

The legislature returned from Spring Recess on April 17 and begin the mad rush to move bills out of policy committees before the April 28 deadline for committees to hear fiscal bills. **The Governor is expected to release the May Revise – the update to the budget he released in January – on May 12.** We highlight bills of note affecting STA under ***Bills of Interest***, below.

### ***Transportation Funding***

Late the evening on April 6, the Legislature passed SB 1 (Beall and Frazier), a landmark transportation funding package that is the culmination of more than two years of strong leadership by Senate Transportation and Housing Committee Chair Jim Beall and Assembly Transportation Committee Chair Jim Frazier. The bill passed the Senate by a vote of 27-11, while the Assembly approved it on a 54-26 count. The funding package is a \$5.2 billion plan, with revenues coming from increasing gasoline and diesel excise taxes, an increase in diesel sales tax, a new transportation fee based on the value of vehicles, and a fee on zero emission vehicles. We provided a significant amount of detail regarding the package in last month's report to the Board.

As part of the deal to get SB 1 passed, the Governor reached an agreement to set aside some of the new money for specific projects in the Central Valley, the Los Angeles region, and in Riverside County. These projects are identified in SB 132 (Committee on Budget and Fiscal Review). The Governor also agreed to indemnity for design professionals as constituted in SB 496 (Cannella and De León). The companion measures were passed by the Legislature on April 24. Now that the Governor will soon have these bills in his possession for action, we believe the signing of SB 1 is imminent. **The Governor is expected to sign SB 1 on April 28.**

Finally, the funding package also advances a constitutional amendment – ACA 5 (Frazier and Newman) – to dedicate for transportation purposes all vehicle fee and gasoline or diesel tax revenues raised by the bill. This measure will be on the statewide ballot in June of 2018.

### ***Sacramento Visit***

On April 24, STA Board members, led by Chair Jim Spering, visited Sacramento and met with STA's legislative delegation and other state leaders, including California State Transportation Agency Secretary Brian Kelly, Caltrans Director Malcolm Dougherty, and CTC Executive Director Susan Bransen. This visit followed up on staff's earlier visit to Sacramento and included discussions on the new SB 1

transportation funding & STIP funding, goods movement/freight projects, sea-level rise and Highway 37, formulation of Regional Measure 3, and the funding needs of key Solano County projects.

***Bills of Interest***

**AB 28 (Frazier) – Caltrans NEPA Delegation (Signed by the Governor on March 29)**

This bill would grant Caltrans the authority to continue performing federal environmental responsibilities for highway projects under the National Environmental Policy Act (NEPA) and other federal laws until January 1, 2020. ***The STA Board SUPPORTS this bill (Board Action: 2/8/17).***

**AB 733 (Berman) – Enhanced Infrastructure Financing Districts**

Existing law authorizes a city or a county to establish an enhanced infrastructure financing district (EIFD) to finance capital projects with property tax increment under certain conditions. This bill would allow the financing of projects that adapt to the impacts of climate change, including sea level rise. ***We recommend the STA Board SUPPORT this measure.***

**AB 1113 (Bloom) – State Transit Assistance Program Formula Clarification**

This bill amends the statutes governing the State Transit Assistance (STA) program to clarify several ambiguities in law that led to administrative changes made in 2016 by the State Controller’s Office; these changes implemented new calculation and allocation methodologies for the STA program, suddenly changing the way these funds are distributed to transit agencies. ***We recommend the STA Board SUPPORT this measure.***

**AB 1121 (Chiu) – WETA Board**

Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority, composed of 3 members appointed by the Governor, one member appointed by the Senate Committee on Rules, and one member appointed by the Speaker of the Assembly. This bill would increase the membership of the authority to 9 members, with 5 members to be appointed by the Governor, 2 members appointed by the Senate Committee on Rules, and 2 members appointed by the Speaker of the Assembly. ***We recommend the STA Board SUPPORT this measure.***

**AB 1324 (Gloria) – Local Sales Taxes for Transportation**

This bill would authorize a metropolitan planning organization or regional transportation planning agency authorized to levy a sales tax to levy that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization or agency has authority if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the sales tax to be used only within the area for which the tax was approved by the voters.

**ACA 4 (Aguiar-Curry) – Lower Vote Threshold for Local Infrastructure Taxes**

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing, which specifically includes improvements to transit and streets & highways, as well as protection from impacts of sea-level rise. This measure would also reduce the threshold to 55 percent for local governments to increase property taxes to cover bonded indebtedness to fund similar project-types. ***The STA Board SUPPORTS this bill (Board Action: 4/12/17).***



### **ACA 5 (Frazier and Newman) – Protection of Transportation Revenues**

This measure would prohibit the state from borrowing revenues from fees and taxes imposed on vehicles or their use, and from using those revenues other than as specifically permitted by Article XIX. This measure would prohibit vehicle revenues and fuel tax revenues from being pledged or used for the payment of principal and interest on general obligation bonds issued by the state, except for vehicle weight fee revenues used to pay bond approved prior to January 1, 2017. **We recommend the STA Board SUPPORT this measure.**

### **SB 1 (Beall) - Transportation Funding Package**

This bill would increase several taxes and fees to address issues of deferred maintenance on state highways and local streets and roads, as well as provide new funding for public transit. Specifically, this bill would increase both the gasoline (over three years) and diesel excise taxes by 12 and 20 cents, respectively; increase the vehicle registration fee by \$38; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; increase Cap and Trade funding for transit; increase the rate of sales tax on diesel by another 4% for the State Transit Assistance Program and intercity & commuter rail, limit the borrowing of weight-fee revenues, and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$6 billion per year. **The STA Board SUPPORTS this bill (Board Action: 12/14/16).**

### **SB 4 (Mendoza) – Goods Movement**

This bill would do two things:

- Places on the June 5, 2018, statewide primary election ballot the Goods Movement and Clean Trucks Bond Act to authorize \$600 million in general obligation bonds, as follows –
  - \$200 million to the California Transportation Commission for projects and programs eligible for funding from the Trade Corridors Improvement Fund (TCIF);
  - \$200 million to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and,
  - \$200 million to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero emission trucks.
- Directs an estimated \$580 million in FAST Act formula funding for goods movement to the TCIF, and divides the revenue as follows:
  - \$150 million to improvements to California’s existing or planned land ports of entry on the border with Mexico;
  - \$70 million for projects for the elimination, alteration, or improvement of hazardous railroad-highway grade crossings; and,
  - \$360 million for projects nominated by regional transportation agencies and other public agencies, including counties, cities, and port authorities.

### **SB 595 (Beall) – Regional Measure 3**

This bill is the Senate placeholder for Regional Measure 3 and would authorize the nine counties in the Bay Area to vote on an unspecified increase in tolls on the Bay Area’s bridges to be used for transportation projects throughout the region. Bay Area leaders in both houses are working on the legislation, which could take shape in the coming weeks. **The STA Board SUPPORTS this bill.**

**SCA 6 (Wiener) – Lower Vote Threshold for Local Transportation Taxes**

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for transportation purposes. ***The STA Board SUPPORTS this bill (Board Action: 4/12/17).***

M E M O R A N D U M

April 26, 2017

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

During the month of April we monitored transportation developments in Washington. We drafted comments regarding the House Transportation and Infrastructure Committee's April 5 hearing on the FAST Act. We also scheduled a conference call on May 5 for Supervisor Spering and STA staff with Department of Transportation staff to discuss the potential for TIFIA financing for State Route 37.

**Fiscal Year 2017 Appropriations**

Congressional leaders are close to reaching an agreement on an omnibus bill to fund the federal government for the remainder of fiscal year 2017. President Trump agreed to drop his demand for funding a wall along the US-Mexico border and agreed to continue paying Affordable Care Act cost-sharing subsidies for low income persons to avoid a government shutdown. Congressional leaders hope to reach agreement on and pass an omnibus bill before April 28 when the current continuing resolution (CR) expires. Because of time constraints, however, Congress may find it necessary to pass a short term CR while it finalizes work on the omnibus bill.

The omnibus bill should include funding increases for transportation programs authorized in the FAST Act for fiscal year 2017. The bill also should include another round of TIGER funding despite the fact that President Trump proposed eliminating the program.

**President Trump's Infrastructure Plan**

Trump Administration officials continue to talk about the President's infrastructure plan, but it is not clear when the President will release it. Transportation Secretary Elaine Chao first indicated the President would release a plan in May and more recently predicted summer or fall during an April 24 event. She said that the plan will rely on public funding and public-private partnerships, with funding possibly coming from repatriation of overseas earnings. Secretary Chao also said the infrastructure proposal would remove barriers that discourage public-private partnerships.

On April 20, Office of Management and Budget Director Mick Mulvaney said the Administration may include \$200 billion for new infrastructure spending in the President's fiscal year 2018 budget, which he is scheduled to release on May 22. Director Mulvaney said the proposal would require private sector leverage of 5 to 1.

Solano Transportation Authority  
April 26, 2017  
Page 2

Steven Roth, co-chairman of the President's infrastructure task force, has said that the Administration is reviewing Australia's model for financing public projects through privatization. Under Australia's infrastructure recycling program, roads and other public utilities are privatized with the proceeds invested in the buildout of additional infrastructure. States participating in the program are awarded a 15 percent bonus from the national government to invest in additional projects. Roth explained that the program allows the private sector to more efficiently manage the development of infrastructure projects.

The Republican leadership of the House and Senate as well as the leaders of the House and Senate transportation committees have expressed support for infrastructure legislation. While Democratic members support increased funding, they have cautioned that the legislation must include direct spending since only a small percentage of projects are candidates for private investment. President Trump has indicated that he will work with Democrats on passing infrastructure legislation, which he may need to do if Freedom Caucus members, who tend to oppose additional federal spending, oppose the infrastructure plan.

### **FAST Act Implementation**

State and local government officials testified at an April 4 hearing before the House Subcommittee on Highways and Transit on the implementation of the FAST Act. Witnesses included Oklahoma Department of Transportation Executive Director J. Michael Patterson on behalf of the American Association of State Highway Transportation Officials (AASHTO); Dallas Area Rapid Transit President and Executive Director Gary Thomas on behalf of the American Public Transportation Association (APTA); and Atlanta Mayor Kasim Reed, on behalf of the United States Conference of Mayors (USCM). The witnesses expressed concern about the President's recommendations to reduce funding for transit capital investment grants, eliminate TIGER grants and reduce spending for Amtrak in fiscal year 2018. .

### **Goods Movement**

The Senate Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security held a hearing on April 4 focused on the importance of the multimodal freight network and policies to support a growing economy. The Committee heard testimony from Werner Enterprises and FedEx Freight, Union Pacific Railroad and the Port of Newark. Appearing on behalf of the Coalition for America's Gateways and Trade Corridors, James Pelliccio, CEO of the Port of Newark Container Terminal, testified in support of dedicated, sustainable, and flexible funding for goods movement through formula grants implementing merit-based criteria for funding allocation, leveraging private participation and providing

Solano Transportation Authority  
April 26, 2017  
Page 3

transportation planners with the largest toolbox of financing options possible to move freight projects forward quickly.

Subcommittee Chair Deb Fischer (R-NE) recommended that Congress and the Trump Administration work to address infrastructure needs with revenue from tax reform, emphasizing that expanding the national freight program should be on the table.

### **Metropolitan Planning Organization Coordination and Planning Area Reform Rule Repeal**

On March 6, the Senate approved a bill (S.496) which would repeal the Department of Transportation's rule requiring consolidation of Metropolitan Planning Organizations (MPOs). The House is scheduled to vote on the bill tomorrow. Once the House passes the bill, the President is expected to sign it into law. The rule, which became final on December 20, 2016, would have required MPOs to develop single metropolitan and statewide transportation plans and a jointly established set of performance targets for an urbanized area and any contiguous areas expected to become urbanized within a 20-year period. As we previously reported, the Metropolitan Transportation Commission for the San Francisco Bay Area (MTC) and the adjacent MPOs filed comments opposing the rule.

### **The Surface and Maritime Transportation Security Act.**

On April 5, the Senate Commerce Committee approved a bill (S. 763) to require the Transportation Security Agency (TSA) to reassess the efficiency of its programs on an annual basis. The bill would address "deficiencies" in how TSA identifies security risks for the different modes of transportation, including rail, transit, highway, freight and passenger ships. It contains a provision that would create an "awareness" program to promote surface transportation security by training surface transportation operators and frontline employees, including over-the-road bus drivers, security personnel, dispatchers, maintenance and maintenance support personnel, ticket agents, and other terminal employees, to recognize and respond to security threats. The bill was sponsored by Senate Commerce, Science and Transportation Chairman John Thune, ranking member Bill Nelson (D-FL) as well as Senators Deb Fischer and Cory Booker (D-NJ).

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DATE : May 31, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Sean Hurley, Call Center Supervisor  
RE: Solano Mobility Call Center/Transportation Info Depot Monthly Update

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**Background:**

The STA expanded their services to include the **Solano Mobility Call Center** in February 2014. In addition to providing commuters and Solano/Napa county employers with information on a variety of transit services and incentive programs, the Mobility Call Center provides seniors and people with disabilities with a range of various mobility information. The **Transportation Info Depot**, at the Suisun-Fairfield Train Depot opened in November 2014, which now provides the public with expanded access to transportation information and mobility options.

**Discussion:**

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

For the month of April 2017, the Solano Mobility Call Center assisted 522 customers, of which 141 were ADA/Mobility related. The Call Center also assisted 351 walk in customers, processed eight (8) Regional Transit Connection (RTC) applications, and sold eight (8) Clipper cards. The Solano Mobility website had 1,568 hits in April and 9,716 hits YTD.

***Transportation Info Depot***

The hours of operation are Monday through Friday from 7am until 3pm. Customers can still receive assistance from 3pm till 5pm at the office at One Harbor Center in Suisun City. Clipper card sales are available only at the Transportation Info Depot.

**Recommendation:**

Informational.

Attachment:

- A. Call Center Activity Chart

<b>Mobility Call Center Activities</b>	<b>17-Jan</b>	<b>16-Feb</b>	<b>17-Mar</b>	<b>17-Apr</b>	<b>FY 16/17 Totals</b>
<b><u>Seniors &amp; People W/Disabilities-Calls</u></b>					
ADA Paratransit Eligibility	43	28	40	39	439
RTC Questions	11	12	19	23	186
Trip Planning	6	4	0	0	33
<i>Calls Referred to Outside Agencies</i>					
NonProfit	5	3	5	3	60
Private	5	6	7	2	65
Transit Agency	2	8	2	2	43
Taxi Scrip Local Questions	8	9	12	7	120
Taxi Scrip InterCity Questions	19	17	21	11	385
<b>Totals:</b>	<b>99</b>	<b>87</b>	<b>106</b>	<b>87</b>	<b>1331</b>
<b><u>Seniors &amp; People W/Disabilities-Other</u></b>					
RTC Apps Processed	7	11	18	8	116
Senior/Disabled Walk-Ins	25	36	45	39	346
Materials Mailed	12	12	10	7	104
<b>Totals:</b>	<b>44</b>	<b>59</b>	<b>73</b>	<b>54</b>	<b>566</b>
<b><u>General Mobility Call Center</u></b>					
Transit Calls	34	28	44	27	445
SNCI Incentives/Programs	7	12	11	4	89
Trip Planning	27	25	29	25	251
Other	17	35	43	28	280
<b>Totals:</b>	<b>85</b>	<b>100</b>	<b>127</b>	<b>84</b>	<b>1065</b>
<b><u>General Walk-Ins</u></b>					
General Transit Questions	350	259	324	273	2738
Trip Planning	27	7	5	7	169
RTC Questions	7	1	2	2	60
Clipper Questions	10	4	1	1	75
Other - Taxi, Misc	17	4	11	6	214
<b>Totals:</b>	<b>411</b>	<b>275</b>	<b>343</b>	<b>289</b>	<b>3256</b>
<b><u>Sales</u></b>					
Clipper Card Sales	<b>18</b>	<b>8</b>	<b>13</b>	<b>8</b>	<b>107</b>
Senior	4	2	1	4	28
Adult	2	6	10	4	62
Youth	12	0	2	0	17
Bike Link Cards Sold	0	0	0	0	0
FasTrak Applications	0	0	0	0	0
<b><u>Travel Training</u></b>					
Travel Training Referrals	0	3	5	11	<b>32</b>
Travel Training Completed	<b>18</b>	<b>14</b>	<b>2</b>	<b>24</b>	<b>368</b>
Individual	0	0	2	0	12
Classroom	12	0	0	17	325
Field Trip	6	14	0	7	31
<b><u>Outreach</u></b>					
Events & Presentations	5	1	5	1	17
# Attendees	69	75	126	27	443
Solano Mobility Website Hits	1151	1418	1898	1568	<b>9716</b>
<b>Total Calls</b>	<b>184</b>	<b>187</b>	<b>233</b>	<b>171</b>	<b>2396</b>
<b>Total Walk-Ins</b>	<b>473</b>	<b>342</b>	<b>429</b>	<b>351</b>	<b>3929</b>





DATE: May 22, 2017  
 TO: SolanoExpress Intercity Consortium  
 FROM: Drew Hart, Associate Planner  
 RE: Summary of Funding Opportunities

**Discussion:**

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
<b>Regional</b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$15 million</b>	Due On First-Come, First Served Basis
2.	**Bay Area Air Quality Management District (BAAQMD) Bikeways Program	Anticipated \$5 million	June 30, 2017
3.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
4.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$2,500</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
5.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
<b>State</b>			
1.	Environmental Enhancement and Mitigation (EEM) Grant Program	<b>\$7 million</b>	June 30, 2017
<b>Federal</b>			

\*\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Regional Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District <b>(415) 749-4961</b> <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$15 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>*BAAQMD Bikeways Program</b>	Grants Programs Information Request Line  415 749-4994	June 30, 2017  Must be in BAAQMD boundaries (western Solano County)	<b>\$5 million</b>	The 2017 Bikeways Program is a resurrection of BAAQMD's old Bikeways Program. The details and guidelines for this iteration has not yet been released at the time of this writing but is expected to be posted on their website the week of April 17, 2017.	N/A	Please contact Drew Hart at STA who will be tracking this program closely. <a href="mailto:dhart@sta.ca.gov">dhart@sta.ca.gov</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District <b>(916) 874-4893</b> <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Regional Grants<sup>1</sup></b>						
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Graciela Garcia ARB (916) 323-2781 <a href="mailto:ggarcia@arb.ca.gov">ggarcia@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm">http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <b>888-457-HVIP</b> <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>
<b>Environmental Enhancement and Mitigation (EEM) Grant Program</b>	<a href="mailto:eemcoordinator@resources.ca.gov">eemcoordinator@resources.ca.gov</a> or call (916) 653-2812	June 30, 2017	<b>\$7 million</b> <b>Approx \$500,000</b> <b>per project</b>	Every EEM project must mitigate, either directly or indirectly, the environmental impacts of the modification of an existing Transportation Facility or the environmental impacts of the construction of a new Transportation Facility Eligible EEM projects must fit one of the following categories: <ul style="list-style-type: none"> <li>▪ Urban Forestry</li> <li>▪ Resource Lands</li> <li>▪ Mitigation Projects Beyond the Scope of the Lead Agency</li> </ul>	N/A	<a href="http://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/">http://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/</a>

\*New Funding Opportunity

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