



**INTERCITY TRANSIT CONSORTIUM
 AGENDA**

**1:30 p.m., Tuesday, June 23, 2015
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City, CA 94585**

ITEM

STAFF PERSON

- | | |
|---|---------------------|
| 1. CALL TO ORDER | Janet Koster, Chair |
| 2. APPROVAL OF AGENDA | |
| 3. OPPORTUNITY FOR PUBLIC COMMENT
(1:30 – 1:35 p.m.) | |
| 4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES
(1:35 – 1:45 p.m.) | |
| <ul style="list-style-type: none"> • MTC Resolution No. 3866: Transit Passenger Surveying | Shimon Israel, MTC |
| 5. CONSENT CALENDAR
<u>Recommendation:</u> Approve the following consent items in one motion.
(1:45 – 1:50 p.m.) | |
| <ul style="list-style-type: none"> A. Minutes of the Consortium Meeting of May 26, 2015
<u>Recommendation:</u>
Approve the Consortium Meeting Minutes of May 26, 2015.
Pg. 5 | Johanna Masielat |

CONSORTIUM MEMBERS

<u>Janet Koster</u> (Chair) Dixon Readi-Ride	<u>Nathan Atherstone</u> (Vice Chair) Fairfield and Suisun Transit (FAST)	<u>Tom Quigley</u> Rio Vista Delta Breeze	<u>Mona Babauta</u> Solano County Transit (SolTrans)	<u>Brian McLean</u> Vacaville City Coach	<u>Matt Tuggle</u> County of Solano	<u>Judy Leaks</u> SNCI	<u>Liz Niedziela</u> STA
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**B. City of Fairfield and Solano County Transit (SolTrans)
SolanoExpress Maps and Schedules Funding Request
Recommendation:**

Philip Kamhi

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

1. \$9,717 of State Transit Assistance Funds to the City of Fairfield to reimburse cost for FAST SolanoExpress signage and schedules; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$9,717 for the FAST SolanoExpress signage and schedules.
3. \$7,665.38 of State Transit Assistance Funds to Solano County Transit to reimburse cost for SolTrans SolanoExpress signage and schedules; and
4. Authorize the Executive Director to enter into a funding agreement with Solano County Transit to cover the cost up to \$7,665.38 for the SolTrans SolanoExpress signage and schedules.

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C. Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix - July 2015

Philip Kamhi

Recommendation:

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

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D. American Disability Act (ADA) In-Person Eligibility Program Request for Qualifications

Kristina Holden

Recommendation:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to release the RFQ for the Countywide ADA In-Person Eligibility Program.

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E. Travel Training Universal Pass

Kristina Holden

Recommendation:

Forward a recommendation to the STA TAC and Board to approve use of the Travel Training Universal Pass on all Solano County bus systems.

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6. ACTION FINANCIAL ITEMS

A. SolanoExpress Service Expansion

Philip Kamhi

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the \$738,200 of RM2 funding to be used in FY 2015-16 for Phase 2 of the Transit Corridor Study and for SolanoExpress service expansion on Routes 40, 78, 80 and 90 as follows:

1. Transit Corridor Study Phase 2: \$421,942
2. SolanoExpress Route 40 Midday Service Expansion: \$143,722
3. SolanoExpress Route 78 Sunday Service Expansion: \$5,000
4. SolanoExpress Route 78 Increase weekday frequency in middays and evenings: \$55,000
5. SolanoExpress Route 80 Sunday Service Expansion: \$40,000
6. SolanoExpress Route 90 Saturday Service Expansion: \$72,536

(1:50 – 2:00 p.m.)

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B. STA Grant Submittal: MTC Climate Initiatives Grant Program

Robert Guerrero

Recommendation:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to submit two grant proposals for the MTC Climate Initiatives Parking Management and TDM Grant program:

1. New Solano Express Bus Service Park and Ride Stop: City of Dixon for a request of \$1.3 million; and
2. SNCI Employer and Vanpool and County Bicycle Map App Services for \$500,000.

(2:00 – 2:05 p.m.)

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7. ACTION NON-FINANCIAL ITEMS

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

Robert Macaulay
Elizabeth Richards

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Draft Transit and Rideshare State of the System Report for inclusion in the Transit and Rideshare Element of the Solano CTP.

(2:05 – 2:10 p.m.)

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B. Managed Lanes Implementation Plan Priority Projects

Robert Guerrero

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the following proposed Managed Lane Implementation Plan list of Solano Projects consistent with the 2014 Draft I-80/680/780 Transit Corridor Study as specified in Attachment A.

(2:10 – 2:15 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

- A. Update on Transit Corridor Study Phase 2** Jim McElroy
(2:15 – 2:25 p.m.)
Pg. 79
- B. Intercity Paratransit/Taxi Scrip Program- Proposed Approach to Service Alternative Analysis** David Koffman,
(2:25 – 2:35p.m.) Nelson/Nygaard
Pg. 81
- C. Legislative Update** Jayne Bauer
(2:35 – 2:40 p.m.)
Pg. 107
- D. SNCI Call Center/Transportation Info Depot Update** Judy Leaks
(2:40 – 2:45 p.m.)
Pg. 119

NO DISCUSSION

- E. Summary of Funding Opportunities** Drew Hart
Pg. 121

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES Group

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS Group

August 2015

- A. CTP and Transit Element
- B. Transit Capital Update
- C. Intercity Funding Agreement – Mary Pryor
- D. 2016 SolanoExpress Marketing Plan – Jayne Bauer
- E. Taxi Scrip Program – Interim Services Changes
- F. MTC 511 Traveler Information & Regional Rideshare Program Strategic Changes – Judy Leaks
- G. Discussion of OBAG 2 Priorities
- H. Annual SolanoExpress Service Update and Vine 21

August 2015

- A. CTSA Update
- B. Transit Corridor Study Update – Capital Projects & Service Changes
- C. Taxi Scrip Program – First Annual Report
- D. RTIF Transit Working Group Update

11. ADJOURNMENT

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, August 25, 2015.**



**INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of May 26, 2015**

1. CALL TO ORDER

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

Members

Present:	Janet Koster, Chair	Dixon Read-Ride
	Nathaniel Atherstone, Vice-Chair	Fairfield and Suisun Transit (FAST)
	Tom Quigley	Rio Vista Delta Breeze
	Michael Abegg for Mona Babauta	Solano County Transit (SolTrans)
	Judy Leaks	Solano Napa Commuter Information (SNCI)
	Liz Niedziela	STA
	Brian McLean	Vacaville City Coach
	Matt Tuggle	County of Solano

Members

Absent:	Mona Babauta	SolTrans
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Also Present (In Alphabetical Order by Last Name):

Jayne Bauer	STA
Ryan Dodge	STA
Robert Guerrero	STA
Daryl Halls	STA
Kristina Holden	STA
Philip Kamhi (Arrived at the meeting at 2:25 p.m.)	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Mary Pryor	Nancy Whelan Consulting
Elizabeth Richards	STA Project Manager

Others

Present:	John Harris	Rio Vista Delta Breeze
	Claudia Preciado	Nelson Nygaard
	Richard Weiner	Nelson Nygaard

2. APPROVAL OF THE AGENDA

On a motion by Liz Niedziela, and a second by Nathaniel Atherstone, the SolanoExpress Intercity Transit Consortium approved the agenda. (7 Ayes, 1 Absent (County of Solano))

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

- **Update on Curtola Park and Ride Expansion Project**

Michael Abegg noted that the public meeting to discuss proposed parking fee at the Curtola Park and Ride lot will be held at SolTrans this evening.

Matt Tuggle arrived at the meeting at this time.

5. CONSENT CALENDAR

On a motion by Brian McLean, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium unanimously approved Consent Calendar Item A-C as amended shown below in *bold italics*. (8 Ayes)

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

Recommendation:

Approve the Consortium Meeting Minutes of March 24, 2015.

B. Revised - Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix - June 2015

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the *revised (to include Vacaville's claim)* FY 2015-16 Solano TDA Matrix as shown in Attachment B for Solano Transportation Authority.

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

Recommendation:

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

6. ACTION FINANCIAL ITEMS

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

Nathaniel Atherstone, FAST, reviewed the proposed schedule changes to the Intercity Transit Consortium for support for implementation in July 2015. He cited that FAST is recommending three minor service changes for Routes 20, 30, and 40 to Intercity Routes 20, 30, and 40 as follows:

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

Recommendation:

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

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

B. Solano Intercity Taxi Scrip Program Update and Fare Modifications

Richard Weiner, Nelson Nygaard Consulting Associates, reviewed a variety of options in order to ensure the long-term sustainability of the Solano Intercity Taxi Program. He noted that it is anticipated that after STA Board approval of the preferred option in the Fall of 2015, actual implementation of this option will not occur until 2016 service. He also noted that an increase in the cost of scrip booklets from \$15 to \$25 per booklet, would provide \$10 more per scrip booklet more towards the program. At current usage, this increase would generate approximately \$48,000 per year in additional fare revenue. The recommended adjustment of the cost for each jurisdiction as shown in the above table per booklet to \$43.54 would equalize costs through the County.

After discussion, the SolanoExpress Intercity Transit Consortium requested the following:

1. Provide participants with 90 (instead of 45) days notification prior to fare increase implementation; and
2. To obtain further input from the Senior and People with Disabilities Transportation Advisory Committee and the Paratransit Coordinating Council (PCC) then bring back at a future meeting with final recommendations for STA TAC and Board approval.

Recommendation:

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

1. Increase the cost of scrip booklets from the current level of \$15 for \$100 worth of scrip to \$25 for \$100 worth of scrip;
2. Provide participants with ~~45~~ **90** days notification prior to fare increase implementation; and
3. Normalize the cost per scrip booklet to \$43.54 for each transit operator in Solano County.

On a motion by Brian McLean, and a second by Nathaniel Atherstone, the SolanoExpress Intercity Transit Consortium approved the recommendation as amended shown above in ~~strikethrough~~ **bold italics**. (8 Ayes).

7. ACTION NON-FINANCIAL ITEMS

A. 2015 Solano Rail Facilities Plan

Robert Macaulay commented that after making modifications to the Plan based on staff and Board comments, the Plan has been posted on the STA web site for public comment on April 30, with comments due June 1, 2015. He noted that to date, no comments on the Plan have been received.

Recommendation:

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

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

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

Robert Macaulay provided an update to the draft State of the System Report for the Transit and Rideshare Element. He noted that the report provides current information as of the end of 2014, with the exception of acknowledgement of the new Solano Rail Facilities Plan which is nearing adoption. He identified the following information included in the report:

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

In addition, he asked the Consortium members to review the information for currency and accuracy, and provide comments to STA staff. He commented that the Report will be provided to the Transit and Rideshare Committee for review and that while the State of the System report is being reviewed, STA staff will be working on an update Goal Gap analysis, and identifying resources and policies to guide STA in addressing identified gaps.

Recommendation:

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

On a motion by Brian McLean, and a second by Matt Tuggle, the SolanoExpress Intercity Transit Consortium approved the recommendation (8 Ayes).

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

Daryl Halls noted that the plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved in FY 2015-16 and FY 2016-17. He commented that current OWP will be recommended for approval at the STA Board meeting on June 10, 2015.

Recommendation:

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

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

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

A. Legislative Update

Jayne Bauer summarized three bills for discussion and potential recommendations. They are as follows:

SB 413 Wiechowski

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

SB 32 Payley

The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria.

SB 508 Beall

This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms.

At this time, Matt Robinson, Shaw, Yoder, Antwih, Inc., called in the meeting to provide more information about the SB 508 Beall, then answered questions from the Consortium members.

After further discussion, the SolanoExpress Intercity Transit Consortium recommended to forward a recommendation to the STA TAC and Board to take a "Support" position on all three Senate Bills, 413 (Wiechowski), 32 (Payley), and 508 Beall.

B. Managed Lanes Implementation Plan Priority Projects

Robert Guerrero commented that staff from MTC, STA and the two Solano transit operators that operate SolanoExpress Service on I-80, Soltrans and FAST, met to discuss the Solano Express Bus service and its operators and support facilities. He noted that MTC staff requested a list of tiered projects for the MLIP process to consider in its analysis. He also noted that in response, STA staff reviewed the draft 2014 Transit Corridor Study recommended critical near term capital improvements for consideration. These are: 1) direct access improvements at the Fairfield Transit Center, 2) a new station stop at the Solano College campus in Fairfield and 3) transit priority measures (e.g. signal priority, queue jumps and bus bulbs, and bus lanes). In addition, the Transit Corridor Study recommended new park and ride lots at Hiddenbrook/I-80, SR 37/Fairgrounds Drive (adjacent to I-80) and I-680/Gold Hill. Curtola Park and Ride Phase 2 was also recommended by Soltrans staff to be considered. He concluded by stating that STA staff is seeking further input from the Solano Express Transit Consortium regarding MLIP priority projects.

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

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

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

Liz Niedziela reported that although only a single proposal was received, staff and the project manager determined that the Arup proposal includes all the required submittals; and, it meets or exceeds the STA selection criteria, as specified in the RFP. STA staff is now consulting with legal counsel to develop an agreement with Arup. Staff expects to kick-off the project on or about June 8, 2015. Jim McElroy will continue to act as project manager, reporting to STA’s new Transit Manager, Philip Kamhi. She concluded by noting that the expected award for consultant services is within existing STA budget for 2015 and that the budgeted amount for this project is \$275,000 and is funded with \$120,000 of MTC’s Federal Transit Administration (FTA) Section 5303 funds and \$155,000 of State Transit Assistance Funds (STAF).

E. SolanoExpress Intercity Quarterly Reports

Liz Niedziela commented that Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) have submitted their Fiscal Year 2014-15 3rd quarter reports for the working group’s review. She noted that the report shows where the SolanoExpress Intercity routes are compared to the estimated numbers in the Cost Allocation Model (CAM). A percentage of 75% would indicate that the estimate is meeting the actual. She also reviewed FAST’s and SolTrans’ Intercity Quarterly Report by Cost, Fares, Ridership and Service Hours.

F. CTSA/Mobility Management Program Update

Kristina Holden provided an update to the four key elements that were identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities:

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

NO DISCUSSION

G. SNCI Call Center/Transportation Info Depot Update

H. Summary of Funding Opportunities

10. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES Group

11. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS Group

12. ADJOURNMENT

The meeting adjourned at 3:00 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, June 23, 2015.**



DATE: June 23, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
RE: City of Fairfield and Solano County Transit (SolTrans) SolanoExpress Maps
And Schedules Funding Request

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

STAF funds had been used for a wide range of activities, including providing funds for countywide transit studies, transit marketing activities, ridership surveys, matching funds for intercity buses, and STA transit planning and coordination activities.

Discussion:

On June 4, 2015, STA received a letter from the City of Fairfield requesting \$9,717 to fund the Fairfield and Suisun Transit (FAST) SolanoExpress Maps and Schedules (Attachment A). FAST's request includes the design, printing and installation of SolanoExpress bus schedule. The frames for the bus schedules have already been purchased. In addition, FAST is requesting funding for SolanoExpress bus signage. STA staff is recommending that the STA Board authorize this request from FAST.

On June 16, 2015, STA received a letter from Solano County Transit (SolTrans) requesting \$7,665.38 to fund schedule printing for the SolanoExpress Routes (Attachment B). SolTrans' request includes SolanoExpress route schedules, bus stop closure signage, and SolanoExpress signs/posters. STA staff is recommending that the STA Board authorize this request from SolTrans.

Fiscal Impact:

The cost of the City of Fairfield proposal is \$9,717 and the cost of the Solano County Transit proposal is \$7,665.38, both of which are to be funded by State Transit Assistance Funds (STAF) out of the Fiscal Year (FY) 2014-15 SolanoExpress Marketing Budget.

Recommendation:

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

1. \$9,717 of State Transit Assistance Funds to the City of Fairfield to reimburse cost for FAST SolanoExpress signage and schedules; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$9,717 for the FAST SolanoExpress signage and schedules.

3. \$7,665.38 of State Transit Assistance Funds to Solano County Transit to reimburse cost for SolTrans SolanoExpress signage and schedules; and
4. Authorize the Executive Director to enter into a funding agreement with Solano County Transit to cover the cost up to \$7,665.38 for the SolTrans SolanoExpress signage and schedules.

Attachment:

- A. City of Fairfield Letter to STA re. Request for SolanoExpress Funding dated June 4, 2015
- B. Solano County Transit Letter to STA re: Request for SolanoExpress Funding dated June 16, 2015



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533

707.434.3800
FAX: 707.426.3298

Home of
 Travis Air Force Base

June 4, 2015

COUNCIL

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 707.428.7395
 Vice-Mayor
 Chuck Timm
 707.429.6298
 Councilmembers
 707.429.6298

Pam Bertani
 Catherine Moy
 Rick Vaccaro

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 City Manager
 David A. White
 707.428.7400

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 City Attorney
 Gregory W. Stepanich
 707.428.7419

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 Karen L. Rees
 707.428.7384

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DEPARTMENTS

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•••
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 707.428.7362

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 Public Works
 707.428.7485

Daryl K. Halls, Executive Director
Solano Transportation Authority
One Harbor Center
Suisun City, CA 94585

RE: Request for Funding for SolanoExpress Schedules

Dear Mr. Halls:

The City of Fairfield respectfully requests Solano Transportation Authority (STA) authorize funding for revamping the SolanoExpress schedules. Schedule updates include revised detailed maps as well as Route 20 and Route 40 schedule changes approved by City Council on June 2 and scheduled for approval by STA on June 10.

The City contracts with Page Design for all FAST marketing materials including local route schedules. The City obtained a quote from Page Design for this project in the amount of \$9,717. Please review the attached quote for a listing of charges.

Thank you for considering this request for funding. Should you have any questions or need additional information, please contact me at your convenience.

Sincerely,

Nathaniel Atherstone
Transportation Manager
natherstone@fairfield.ca.gov

cc: Elizabeth Niedziela, Solano Transportation Authority
 Lori DaMassa, City of Fairfield



BOARD OF DIRECTORS

June 16, 2015

Osby Davis
Chair
City of Vallejo

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

Elizabeth Patterson
Vice Chair
City of Benicia

RE: Solano Express Marketing Expenses

Dear Mr. Halls:

Jesus Malgapo
City of Vallejo

This letter constitutes SolTrans' request for Solano Transportation Authority (STA) to authorize funding for Solano Express Marketing Expenses incurred by SolTrans.

Tom Campbell
City of Benicia

This includes authorization for reimbursement of FY14-15 expenses in the amount of 3,665.38 for the printing of schedules for Routes 78, 80, 80S, and 85. These expenses are detailed on the attached invoice and receipts.

Jim Spering
MTC Representative

In addition, this includes authorization for the expected FY15-16 expenses in the amount of \$4,000.00. This is based on a need to update all regional route schedules during the fiscal year to account to revised running times as well as proposed service modifications. Vendors and amounts would likely be broadly similar to the current fiscal year.

Pete Sanchez
STA, Ex-Officio

Please contact us if there are any questions or concerns about this request.

Sincerely,

Mona Babauta
Executive Director

Michael L. Abegg
Operations and Planning Manager
On behalf of

Suzanne Fredriksen
Board Clerk

Mona Babauta, Executive Director

cc: K. Botsford, Finance Manager
P. Kamhi, STA Transit Program Manager
Chron file



DATE: June 23, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
Mary Pryor, STA Consultant
RE: Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix
July 2015

Background:

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

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

Discussion:

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. The TDA matrix for FY 2015-16 (Attachment B) will be submitted to the STA Board for approval on July 8, 2015.

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

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted in April 2014. The intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2013-14 audited amounts were reconciled to the estimated amounts for FY 2013-14. The reconciliation amounts and the estimated amounts for FY 2015-16 are merged to determine the cost per funding partner.

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

Previously, the STA Board has approved the following TDA claims:

Solano County Transit (SolTrans)

Solano County Transit requested \$5,544,445 in TDA funds. TDA funds in the amount of \$3,703,241 will be used for operating and the amount of \$1,841,204 will be used for capital projects. SolTrans' capital projects include the CNG fueling facility and new bus wash at the operations and maintenance facility, an Automatic Vehicle Locator (AVL) system, facility and vehicle maintenance, and the Curtola Park & Ride Hub Renovation. The claim is consistent with the TDA matrix approved by the STA Board on June 10, 2015.

The City of Vacaville

The City of Vacaville requested \$1,658,745 in TDA funds. TDA funds in the amount of \$993,745 will be used for operating and the amount of \$665,000 will be used for capital projects. Vacaville's capital projects include two (2) paratransit bus replacements, one (1) van, transit amenities, and Compressed Natural Gas (CNG) fuel station upgrades. The claim is consistent with the TDA matrix approved by the STA Board on June 10, 2015.

The following TDA claims are being brought forward for amendment or approval:

Solano Transportation Authority

Solano Transportation Authority is planning to request \$1,140,945 in TDA funds. TDA funds in the amount of \$508,777 will be used for transit program, administration, coordination, and planning. TDA funds in the amount of \$50,000 will be claimed against Suisun City's TDA share for operating and maintenance cost for the Suisun City AMTRAK station. TDA funds in the amount of \$582,168 are planned to be claimed for the Intercity Taxi Scrip Program. This amount may be subject to change pending discussions with the Consortium regarding modifications contributions from selected jurisdiction. The STA Board approval of the TDA matrix on June 10, 2015 included a planned request from STA for \$1,070,945. This amount has been updated in the TDA matrix shown in Attachment B based on a corrected to the amount of Solano County TDA funds needed for the Intercity Taxi Scrip Program and Faith in Action activities.

The City of Dixon

The City of Dixon is requesting \$453,678 in TDA funds as shown in Attachment B. TDA funds in the amount of \$440,000 will be used for operating and the amount of \$13,678 will be used for capital projects. Dixon's capital funding is for a bus replacement. The claim will be consistent with the TDA matrix going to the STA Board for approval July 8, 2015.

The City of Fairfield

The City of Fairfield is requesting \$3,083,768 in their local TDA funds as shown in Attachment B. TDA funds in the amount of \$1,425,348 will be used for operating and the amount of \$1,658,420 will be used for capital projects. Fairfield's capital projects include:

- Paratransit vehicle conversion to propane and related infrastructure
- Tools/Equipment/Extensive & Miscellaneous Bus Maintenance
- Administrative Vehicle Replacement
- Bus/Vehicle Camera Installations
- Security Cameras for the FTC garage
- FTC Interior Security Improvements
- NextBus/AVL System
- FTC Phase II Design and Engineering activities

The claim will be consistent with the TDA matrix going to the STA Board for approval July 8, 2015.

Additional TDA claims from agencies that may be added to the TDA Matrix will be noted in the report to the STA Board for its meeting on July 8, 2015.

Fiscal Impact:

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

Recommendation:

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

Attachment:

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

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

Attachment A
Res No. 4177
Page 9 of 17
2/25/2015

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

TDA APPORTIONMENT BY JURISDICTION

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

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 1/31/15.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

FY2015-16 TDA Matrix

REVISED DRAFT

15-Jun-15

FY 2015-16

AGENCY	TDA Est from MTC, 2/25/15	Projected Carryover 2/25/15	Available for Allocation 2/25/15	FY2014-15 Allocations / Returns after 1/31/15	Paratransit		Local Transit					Intercity						STA Planning	Other Swaps	Transit Capital	Total	Balance					
					ADA Subsidized Taxi Phase I	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)	(1)	(2)	(3)	(4)	(4)	(6)	(7)	(8)																		
Dixon	734,437	862,284	1,596,721	5,000	5,000	440,000							\$ 2,746	\$ 61,004	\$ 1,077	\$ 2,674	\$ 483	\$ 978	\$ 9,370	\$ 74,197	\$ 4,135	\$ 22,434			13,678	\$ 564,445	1,032,276
Fairfield	4,251,582	1,545,800	5,797,382	40,000	40,000	1,244,880	894,769						\$ 47,723	\$ 70,809	\$ 120,360	\$ 8,920	\$ 3,388	\$ 12,541	\$ 291,687	\$ 530,579	\$ 24,848	\$ 131,585			1,658,420	\$ 4,565,082	1,232,300
Rio Vista	306,605	590,565	897,170	420,047	5,000								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ -	\$ 9,240			\$ 434,287	\$ 462,883	462,883
Suisun City	1,103,260	130,662	1,233,922	0	0	219,685	745,664						\$ 8,364	\$ 20,126	\$ 41,186	\$ 1,532	\$ 868	\$ 3,625	\$ 108,539	\$ 178,214	\$ 6,025	\$ 34,334	\$ 50,000			\$ 1,233,922	0
Vacaville	3,617,620	5,148,533	8,766,153	-301,808	70,000	281,492			712,253				\$ 64,727	\$ 101,730	\$ 90,967	\$ 4,249	\$ 1,939	\$ 5,475	\$ 94,521	\$ 351,944	\$ 11,663	\$ 112,700			665,000	\$ 1,903,244	6,862,909
Vallejo/Benicia (SolTrans)	5,575,423	1,732,837	7,308,260	85,000	85,000	1,357,093				2,346,148			\$ 15,372	\$ 48,223	\$ 21,080	\$ 92,020	\$ 43,213	\$ 57,721	\$ 42,386	\$ 127,061	\$ 192,954	\$ 175,445			1,841,204	\$ 6,209,905	1,098,355
Solano County	741,586	1,245,647	1,987,233	332,645	377,168								\$ 14,874	\$ 28,045	\$ 25,788	\$ 14,017	\$ 7,182	\$ 10,951	\$ 49,063	\$ 117,769	\$ 32,150	\$ 23,038			\$ 882,770	\$ 1,104,463	
Total	16,330,513	11,256,328	27,586,841	580,884	582,168	3,103,150	440,000	1,640,433	0	712,253	2,346,148	\$ 153,806	\$ 329,937	\$ 300,457	\$ 123,412	\$ 57,072	\$ 91,291	595,565	\$ 1,379,766	\$ 271,775	\$ 508,777	\$ 50,000	\$ 4,178,302	\$ 15,793,655	11,793,186		

NOTES:

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

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



DATE : June 12, 2015
TO: Solano Express Intercity Consortium
FROM: Kristina Holden, Transit Mobility Coordinator
RE: American Disability Act (ADA) In-Person Eligibility Program
Request for Qualifications

Background:

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan which included authorizing the STA to begin implementation of the four key priority elements identified in the Plan.

The Solano Mobility Management Plan focuses on the following four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities:

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

On July 1, 2013, in advance of the Solano Mobility Management Plan being completed, the STA Board authorized STA to enter into a 2 year contract with C.A.R.E. Evaluators for the Countywide ADA In-Person Eligibility Program, one of the key elements identified earlier in the Solano Transportation Study for Seniors and People with Disabilities. The contract between C.A.R.E. Evaluators and STA expires on June 30, 2015. Recently the STA Board approved the execution of a three month contract extension with C.A.R.E. Evaluators in order to provide STA staff time to review alternative program options.

Discussion:

STA staff is recommending the release of a Request for Qualifications (RFQ) to establish a Pre-Qualified List of Consultants for the Countywide ADA In-Person Eligibility Program in order to assist STA staff with program plans moving forward.

In preparation of the release of the RFQ, STA staff is seeking input from the Consortium on the draft scope of work for the Countywide ADA In-Person Eligibility Program. Staff has been evaluating both the assessment and customer service/ scheduling components of the scope of work and will provide an overview at the meeting. It is intended that after these comments are received from the Consortium that the staff will recommend the STA Board authorize the Executive Director to release the RFQ.

Recommendation:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to release the RFQ for the Countywide ADA In-Person Eligibility Program.



DATE : June 12, 2015
TO: Solano Express Intercity Transit Consortium
FROM: Kristina Holden, Transit Mobility Coordinator
RE: Travel Training Universal Pass

Background:

The Solano County Mobility Management Program was established based on public input provided at two mobility summits held in 2009 and the 2011 Solano Transportation Study for Seniors and People with Disabilities. STA has been working with consultants, the Solano Transit Operators, the Paratransit Coordinating Council (PCC), and the Senior and People with Disabilities Transportation Advisory Committee since July 2012 to develop a Mobility Management Plan for Solano County. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan.

One of the four key elements identified as a strategy in the Solano Transportation Study for Seniors and People with Disabilities was to implement a Travel Training Program.

Solano Transportation Authority (STA) along with Independent Living Resources, Connections for Life and Solano Transit Operators are currently implementing the Travel Training Program which includes the Travel Ambassador component of the program. Travel Training is set to be provided to Solano residents beginning summer of 2015.

Discussion:

Part of the Travel Ambassador and Travel Training programs include utilizing local and regional fixed routes to teach trainees how to use transportation to access destinations they frequent. In order to alleviate a Trainer or Ambassador from having to be issued multiple passes for different operators, STA staff is recommending a Universal Pass for Travel Trainers from Independent Living Resources, Connections for Life, and Transit Ambassadors selected by Solano County Transit Operators. This pass will allow for travel training throughout Solano County and provide trainees the benefit of learning multiple local fixed route systems as well as how to utilize regional transit.

The Universal Pass will allow Trainers and Ambassadors as well as their trainee to access all local fixed route systems in Solano County including Solano Express Regional Routes. These Universal Passes will be issued to the Trainer and Ambassadors. Ambassador passes will expire after 30 days, if the Ambassador is still providing services with the program after the 30 days a new card will be issued by STA. Travel Training Universal Passes issued to trainers from Independent Living Resources and Connections for Life will be valid during the duration of their contract, or employment with each agency.

It is recommended the Travel Training Universal Pass will be an identification card that includes the Trainer/ Ambassadors picture, name, date issued and expiration date if applicable. The card will also have all participating operators' logos. All Trainers and Ambassadors will be required to have this on them in order to board the bus, or they will be required to pay the appropriate fare. STA will create and issue the Travel Training Universal Passes for the operators and training agencies upon their request. STA will maintain a log of all passes issued and their expiration dates, and will reissue passes if needed.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve use of the Travel Training Universal Pass on all Solano County bus systems.



DATE: June 15, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
RE: SolanoExpress Service Expansion for SolanoExpress Routes 40, 78, 80 and 90

Background:

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

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

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

Discussion:

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

Resulting from this additional funding, at the May 2015 Metropolitan Transportation Commission meeting, the Solano Transportation Authority was approved for \$738,200 in RM2 funding to be used for expanded service associated with implementation and the continued enhancements identified in the Solano Transit Corridor Study Phase 1. In the interim, STA staff discussed with MTC plans to allocate this funding to costs associated with the phase 2 Transit Corridor study, and to implement interim expansions to the SolanoExpress system in partnership with Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) that are synergistic with the Transit Corridor Study Phase 1 service concepts.

For FY 2015-16, based on discussions with FAST and SolTrans staff, STA staff recommends five specific SolanoExpress service expansions. The first is to expand service to Sundays on SolanoExpress Route 80. This has been a common request in recent ridership surveys. The SolanoExpress Route 80 is the most productive route in the SolanoExpress Service, carrying over 450,000 passengers in FY 2014, and also has the highest farebox recovery ratio of any route.

Additionally, staff recommends expanding service on SolanoExpress Route 40, to provide midday service to commuters and the SolanoExpress Route 90 to provide Saturday service. Currently, SolanoExpress Route 40 does not provide midday service, which leaves passengers feeling stranded if they need to travel in midday. Providing midday service will make the SolanoExpress Route 40 more attractive to new customers, as well as enhance it for current customers. The SolanoExpress Route 90 currently does not provide Saturday service, but this has been a common customer service request, as it allows options for Solano County residents to travel to BART on Saturdays. Staff recommends expanding the SolanoExpress Route 90 to include Saturday service. SolanoExpress Route 78 is also recommended for expansion. To include Sunday service and to increase frequency in weekdays midday and evenings.

SolanoExpress Route 40, operated by FAST, will increase midday service by 8 hours on weekdays, and will receive \$143,722 of RM2 funding, to subsidize the additional cost. SolanoExpress Route 90, also operated by FAST, will add Saturday service, which will increase service by 20 hours on Saturdays, and will receive \$72,536 of RM2 funding, to subsidize the additional cost. SolanoExpress Route 78, operated by SolTrans, will be modified to replace SolanoExpress Route 80s on Sundays, which will add 2 hours on Sundays and will receive \$5,000 of RM2 funding to subsidize the additional cost. SolanoExpress Route 78, operated by SolTrans, will also be modified to increase frequency on weekdays in the middays and evenings, and will receive \$55,000 of RM2 funding to subsidize the additional cost. SolanoExpress Route 80, operated by SolTrans, will add Sunday service, which will increase service by 25 hours on Sundays, and will receive \$40,000 of RM2 funding, to subsidize the additional cost.

Both of these interim changes are synergistic with the STA Board approved conceptual expanded service that is being planned with the Transit Corridor Study Phase 2. Currently, the seven SolanoExpress Routes provide approximately 62,000 Revenue Vehicle Hours (RVH). For FY 2015-16, this expansion represents approximately 4,200 additional RVH. In future years, this RM2 funding could fund approximately 6,000 more RVH, for a total increase of approximately 10,000 RVH annually.

Fiscal Impact:

The costs for all five SolanoExpress service increases and the Transit Corridor Study Phase 2 is to be covered by \$738,200 of annual RM2 funding beginning in FY 2015-16, of which, \$421,942 will be used for the Transit Corridor Study Phase 2 and \$316,258 will be used for expansion on the four SolanoExpress Routes.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the \$738,200 of RM2 funding to be used in FY 2015-16 for Phase 2 of the Transit Corridor Study and for SolanoExpress service expansion on Routes 40, 78, 80 and 90 as follows:

1. Transit Corridor Study Phase 2: \$421,942
2. SolanoExpress Route 40 Midday Service Expansion: \$143,722
3. SolanoExpress Route 78 Sunday Service Expansion: \$5,000
4. SolanoExpress Route 78 Increase weekday frequency in middays and evenings: \$55,000
5. SolanoExpress Route 80 Sunday Service Expansion: \$40,000

6. SolanoExpress Route 90 Saturday Service Expansion: \$72,536

Attachments:

A. MTC Resolution 4185 - Regional Measure 2 (RM2) Operating Program for FY 2015-16 and Program Performance Update

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2015

Resolution No. 4185

Subject: Regional Measure 2 (RM2) Operating Program for FY2015-16 and Program Performance Update

Background: MTC’s RM2 Operating Policies and Procedures state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year. All RM2 operating projects must meet farebox recovery standards and maintain or increase passengers per revenue hour by the third year of service. Farebox recovery requirements are established by mode (ferry, bus or rail) and type of service (peak, all day and owl service).

Subject to approval of the FY2015-16 Bay Area Toll Authority (BATA) budget, Resolution 4185 approves the Operating Assistance Program budget for FY2015-16 and includes roughly \$41.6 million in RM2 funds. The FY2015-16 proposed budget is based on previous funding levels and proposes to add an additional \$1.8 million for new projects. The RM2 budget also identifies \$2.8 million in marketing funding for Clipper®, 511 Real-Time Transit, and new transit services. These marketing programs will be included in the proposed FY2015-16 BATA budget.

New Projects

RM2 legislation (Streets and Highways Code Section 30914(d)) allows for an annual 1.5% escalation for certain projects through FY 2015-16. Escalation was withheld in FY2008-09 to ensure that sufficient toll revenue would be available to fund all operating projects at the full level identified in the RM2 legislation. Staff believes there are now sufficient RM2 toll revenues to apply a total of \$1.4 million in escalation for eligible projects. In addition to escalation, staff is proposing to apply funding capacity in the Express Bus North category in the amount of \$419,000 that has gone unused since it was withdrawn from routes that did not meet RM2 Operating performance standards.

The following services are proposed for funding:

Project	Agency	Service	Escalation	Remaining Programming	Total
Express Bus North	Solano TA	New Service Planning and Operation	\$319,200	\$419,000	\$738,200
Express Bus South	WestCat	Hercules/Pinole to SF (New service)	\$601,600	\$0	\$601,600

Staff will work with eligible transit operators to identify suitable projects for the remaining project categories and return to the Commission in Summer 2015 with a recommendation on services to fund. Amounts available are as follows:

Project	Escalation
Richmond Bridge Express Bus	\$277,800
Napa VINE Service	\$36,400
Owl Service	\$177,000

Performance Update

In October 2014, staff reported that one RM2-funded route, The Rapid, operated by Livermore Amador Transit Agency (LAVTA), did not meet required performance standards in FY2013-14. This route was required to meet a 20% required farebox recovery standard by the close of FY2013-14. Their actual farebox recovery is shown below.

Required	FY2012-13	FY2013-14	FY2014-15 (partial)
20%	12.8%	13.7%	14.3%

Staff has been working with LAVTA to develop and implement a corrective action plan for their Rapid service. Several actions have been taken including improved connectivity with BART, transit signal priority measures, and on-going outreach to employers in regard to providing transit benefits. The performance of the Rapid continues to improve, but is not sufficient to meet the RM2 Program standards. The route receives \$580,000 in RM2 Operating funds per year, which covers approximately 18% of the cost of its operation.

LAVTA is waiting to make any significant changes to the Rapid until a system-wide Comprehensive Operational Analysis (COA) is completed in Spring, 2016. The COA is expected to recommend changes to the Rapid to bring the service up to RM2 Operating performance standards. Changes recommended in the COA would be implemented in Summer, 2016.

Staff recommends holding RM2 funding for the Rapid in reserve until the COA is adopted and service adjustments are approved by the LAVTA Board, at which point funding could be reinstated. Staff also proposes that the revised Rapid service be in operation for a full year before performance is reassessed for RM2 funding purposes.

At Risk Routes

Two routes began service in FY2012-13 and are required to meet the RM2-identified farebox recovery standard by the end of FY2014-15. While performance continues to improve on both routes, these routes are

currently not meeting the required performance standard. The two routes are the South San Francisco Ferry operated by the Water Emergency Transportation Authority (WETA) and the DB1 operated by AC Transit on behalf of the Dumbarton Consortium.

The farebox recovery ratios for the two at-risks routes are shown below.

Route	Type of Service	Required Farebox Ratio	FY2012-13 Farebox Ratio	FY2013-14 Farebox Ratio	FY2014-15 (partial) Farebox Ratio
DB1	Peak	30%	21.9%	24.0%	27.8%
South San Francisco Ferry	Peak	40%	10.3%	17.3%	19.4%

MTC staff is working with AC Transit to develop and implement corrective actions with the aim of bringing the route's farebox recovery up to the required level. MTC staff is also working with WETA on their corrective action plan to increase ridership and reduce costs. While ridership has grown, it is unlikely that the South San Francisco Ferry will meet the RM2 performance metric. WETA staff believe that it will take ten years for the South San Francisco service to achieve a 40% farebox recovery.

Staff will provide an update regarding these services in October 2015 when the annual performance update is presented.

Issues: None.

Recommendation: Refer MTC Resolution No. 4185 to the Commission for approval.

Attachments: MTC Resolution No. 4185

Date: May 27, 2015
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4185

This resolution adopts the Regional Measure 2 (RM2) Operating Assistance Program for FY2015-16.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 13, 2015.

Date: May 27, 2014
W.I.: 1255
Referred by: PAC

RE: Adoption of FY2015-16 RM2 Operating Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4185

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to California Government Code § 66500 et seq.; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased the toll for all vehicles on the nine State-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Sections 30914(d)(3) & (4) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY2015-16, as outlined in Attachment A and incorporated herewith as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on May 27, 2015.

FY 2015-16 RM-2 Operating Assistance Program -- Streets and Highways Code 30914(d)

Project #	Project Name	Operator	Route	Programmed (1,2)	Notes
1	Richmond Bridge Express Bus	Golden Gate Transit	Route 40/42	2,195,925	
		TBD		277,800	
		Total			2,473,725
2	Napa VINE Service	NCTPA	Vallejo Intermodal Express Bus	390,000	
		TBD		36,400	
Total			426,400		
3	Express Bus North	SolTrans	Route 78	510,226	
		SolTrans	Route 80	511,873	
		SolTrans	Route 85	201,741	
		ECCTA	Route 300	531,835	
		Fairfield/Suisun Transit	Route 40	184,072	
		Fairfield/Suisun Transit	Route 90	526,963	
		Golden Gate Transit	Route 72x	101,264	
		Golden Gate Transit	Route 101	195,339	
		WestCat	Route JPX	249,294	
		Solano TA	New Service Planning and Operation	738,000	
Total			3,750,608		
4	Express Bus South (3)	AC Transit	Route F	890,865	
		AC Transit	Route LA	146,761	
		AC Transit	Route NL/BA	2,678,379	
		AC Transit	Route NX1	91,779	
		AC Transit	Route NX2	88,191	
		AC Transit	Route O	779,077	
		AC Transit	Route P	385,034	
		AC Transit	Route U - Dumbarton Corridor	311,238	
		AC Transit	Route W	56,580	
		CCCTA	Route 96X	145,339	
		WestCat	Hercules LYNX/JX	317,950	
		WestCat	Hercules/Pinole to SF	601,600	
		Total			6,492,793
5	Dumbarton Bus	AC Transit	Routes DB	1,382,828	
			Route DB1	1,284,148	
Total			2,666,976		
6	Ferry Service	WETA	Alameda Harbor Bay	1,114,450	
		WETA	Alameda/Oakland	4,004,500	
		WETA	Vallejo	7,293,850	
		WETA	South San Francisco	2,887,200	
Total			15,300,000		
7	Owl Service	AC Transit	Route 800	665,771	
		AC Transit	Route 801	667,852	
		MUNI	Route 14	187,501	
		SamTrans	Route 397	305,876	
		TBD		177,000	
Total			2,004,000		
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	2,500,000	
9	AC Transit Rapid Bus Corridor	AC Transit	Enhanced Bus Service in the Berkeley/Oakland/San Leandro Corridor	3,000,000	
11	WETA planning	WETA	Planning and operations	3,000,000	
Grand Total				41,614,502	

RM2 Marketing Assistance Program (4)

Project Name	Operator	Description	Programmed (4)	Notes
Clipper®	MTC	Public Information and Marketing	2,825,000	
511 Real Time Transit	MTC	Public Information and Marketing	200,000	
Marketing new services	TBD	Marketing new service	200,000	
Grand Total			3,225,000	

- Notes:
1. The amounts listed reflect the RM-2 base subsidy, with certain projects subject to a 1.5% annual escalation rate through FY2015-16. Escalation was suspended starting in FY2008-09 until BATA RM2 receipts surpass the amounts budgeted to fund the legislative operating projects. Escalation was restored in FY2015-16 for eligible projects.
 2. Amounts shown are subject to approval of the FY 2015-16 BATA Budget.
 3. \$580,836 in funding for LAVTA's Rapid service is held in reserve pending adoption by their board of their Comprehensive Operational Analysis and approval of service changes for the route.
 4. Marketing assistance programs are funded with RM2 toll revenue receipts pursuant to Streets and Highways Code 30914(f) and are outside of the 38% limit on operating funding as described in Streets and Highways Code 30914(d).

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DATE: June 22, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Senior Project Manager
RE: STA Grant Submittal: MTC Climate Initiatives Grant Program

Background:

The Metropolitan Transportation Commission issued a call for application submittals for their Climate Initiatives Parking Management and TDM Grant Program on June 1, 2015. The grant program aims to reduce transportation related emissions through innovative parking strategies and transportation demand management practices. A total of \$6 million is available competitively for 3 tiers of project types in priority order:

- Tier 1. Parking Management Strategies- Implementation of parking management strategies to reduce traffic and GHG emissions in congested areas, including encouraging travelers to use modes other than driving alone or to reduce excess driving.
- Tier 2. Park and Ride Lots- New locations, expansion of existing park and ride facilities, and shared parking targeting ridesharing services to support HOV lane usage and /or access to alternative transportation modes (including transit service, express bus service, and express lanes).
- Tier 3. Other TDM Strategies- A suite of complementary strategies that address transportation needs not currently met by transit operators (highest consideration within this category will be given to programs that address first/last mile connections in areas currently underserved by alternatives).

The minimum request for funding is \$500k with a local match requirement of 15%. The funding source is Congestion mitigation and Air Quality Improvement Program (CMAQ) funds, a federal fund source. Eligible projects must obligate the funds by January 31, 2017. Public agencies are eligible applicants with special considerations for agencies requesting funds for projects included in a Priority Development Area (PDA). Applicants are required to undergo a two-step process which includes: 1) submit a letter of interest by July 17th and 2) submit a proposal for further evaluation by October 2, 2015 if invited by MTC (based on the letter of interest).

Discussion:

STA staff is recommending two separate grant proposals for this call for projects.

New Solano Express Bus Service Park and Ride Stop: City of Dixon

The first proposal is to construct a new Park and Ride lot consistent with the recommendation identified in the 2014 Draft I-80/680/780 Transit Corridor Study. The focus of this proposal is to construct a new park and ride lot in Dixon to accommodate future Solano Express Bus Service. The existing park and ride lot on Market Lane in Dixon was analyzed as part of the study.

The current SolanoExpress Route 30 and future Express Bus Service could benefit from a closer stop that allows better access on and after I-80. In addition, the new lot could be better designed for wayfinding signs, carpool/vanpool/passenger amenities and bus boarding options.

STA staff is recommending a request for \$1 million with a local of match of \$195k from a combination of funds from TDA and STAF. This project is eligible under the Tier 2 category.

Eastern Solano County Commuter Benefits Program

The second proposal is to implement a voluntary version of the Bay Area Commuter Benefits Program in the eastern portion of Solano County, working with employers in Vacaville, Dixon, and Rio Vista. In partnership with the Yolo Solano Air Quality Management District (YSAQMD), SNCI staff would implement a Commuter Benefit Program option that includes a strong carpool and biking/walking component, that would be more successful in areas with limited transit services, where carpooling or vanpooling are often the only feasible commute alternative.

STA staff is recommending a request for \$500,000 with a local match of \$75,000 from YSAQMD CAF funds.

Fiscal Impact:

The grant proposal is for a two requests. The first is for \$1.3 million for a new Solano Express Bus Park and Ride lot in Dixon with a required match of \$195k. The local match for this proposal will come from a combination of TDA and STAF Funds. The second proposal is for \$500,000 with a local match of \$75,000 from YSAQMD CAF funds.

Recommendation:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to submit two grant proposals for the MTC Climate Initiatives Parking Management and TDM Grant program:

1. New Solano Express Bus Service Park and Ride Stop: City of Dixon for a request of \$1.3 million; and
2. SNCI Employer and Vanpool and County Bicycle Map App Services for \$500,000.



DATE : June 15, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan – Transit and Rideshare Element
State of the System

Background:

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

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

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

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

Discussion:

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

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

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

The draft State of the System Report for the Transit and Rideshare Element was provided to the Consortium on May 26, and to the STA Technical Advisory Committee on May 27. Both committees were asked to submit any changes by June 19. To date, no comments have been received.

Fiscal Impact:

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

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Draft Transit and Rideshare State of the System Report for inclusion in the Transit and Rideshare Element of the Solano CTP.

Attachment:

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

Chapter 3

To chart a successful course for Solano County’s intercity transit and rideshare system, two things are needed: to know where the system is at this time, and to know where STA, partner agencies, and Solano’s transit operators want to be by 2040. Before building the future transit system, it is best to understand the foundation that exists, its strengths and weaknesses, resources needed at its current level of service, and existing opportunities and challenges. This report summarizes the current condition and operation of Solano’s intercity transit and rideshare system as of the end of December 2014.

Section 1: The Transit and Rideshare System Defined

Overview

The Transit and Rideshare System (also simply referred to as ‘The Transit System’) for this report incorporates the modes of intercity bus, passenger rail and passenger ferry service, ridesharing (carpools and vanpools), as well as intercity Paratransit services and Mobility Management. The Transit System consists of the vehicles and supporting infrastructure for those modes of travel. For ridesharing and mobility management, it also includes the staff that supports the programs enabling carpool and vanpool creation and operation, and the delivery of mobility management programs.

Solano County has an established and diverse Transit and Rideshare System serving a countywide population of 424,000¹. Over 175,000 Solano residents work outside their home. The Transit System serves all trip purposes and a significant portion of commute trips. Between 2009 and 2013, 18% ²of working Solano residents travelled to work by ridesharing, bus, train, or ferry.

Transit services connect Solano to the adjacent Sacramento and Bay Area regions via limited-stop buses on highways (I-80, I-680, Highways 12 and 29). Passenger rail service stops at a station in the center of the county (Suisun City). Passenger ferry service connects Vallejo and San Francisco daily. Thousands of carpools and vanpools travel daily to and from points in Solano and beyond.

Ridership has been increasing on Solano transit services overall. The seven intercity SolanoExpress bus routes delivered over one million passenger trips in FY2013-14. The Vallejo San Francisco Bay Ferry (SF Bay Ferry) carried over 800,000 riders and 162,000 passengers boarded the Capitol Corridor at the Suisun City train station. Carrying over 2,700 riders on 230 vanpools on a daily basis, Solano commuter vanpools carry the equivalent of over one million passenger trips annually. The thousands of daily Solano

¹ Census, 7/1/13

² American Community Survey, 2013

commuter carpools carry the estimated equivalent annual ‘ridership’ of over seven million³.

In addition to intercity bus, ridesharing, rail and ferry, intercity paratransit and other services for seniors and individuals with disabilities have been developed to maintain mobility and independence in this growing segment of the population. All of these services’ success is in large part due to supporting local infrastructure such as park and ride lots, High Occupancy Vehicles (HOV) lanes, and passenger station facilities. Transportation services are also delivered by the private sector. All private transit services use public roadways and some use other public facilities as well. Public policy has some limited impact on private transportation services and these services are discussed in brief.

The discussion of existing services is organized in the following manner.

- Intercity Bus Service
- Transit Facilities of Regional Significance
- Ridesharing/Park and Ride Lots
- Passenger Rail
- Ferry
- Intercity Paratransit Service/Mobility Management

Within each section there is a description of existing services along with the services’ performance, capital resources, financial status, and governance/partnerships/plans.

Intercity Bus

Intercity public transit service in Solano County is provided by four of the Solano County transit operators, as well as by Napa’s VINE Transit and Yolobus. SolanoExpress consists of seven intercity bus routes operated by Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) that serve the areas with the highest travel demand, offer a higher level of service than the other intercity transit services and carry the most riders. Rio Vista Delta Breeze and SolTrans offer additional limited intercity bus service. Dixon Read-Ride offers an intercity ADA paratransit service to neighboring cities. Privately operated intercity bus services are also delivered.

The discussion below begins with the SolanoExpress services followed by a discussion of all the other services.

³ Local and intercity

SolanoExpress: FAST and SolTrans operate SolanoExpress intercity bus service, which connect cities within Solano County to one another, as well as to regional destinations, including Davis, Sacramento, the Vallejo Ferry Terminal, and three East Bay BART stations. Each of the seven SolanoExpress routes provide a headway (time between buses) of one hour or less during the peak commute times, except for Route 30 and Route 40. Rt. 30 operates seven roundtrips on weekdays all during the peak periods except one midday trip. Rt. 40 operates 9 roundtrips weekdays only during the peak periods.

FAST operates four intercity routes (Routes 20, 30, 40 and 90) that run primarily along the I-80 corridor with destinations within Solano County and in Contra Costa, Yolo and Sacramento counties. FAST’s coverage extends from three BART stations in Contra Costa County to downtown Sacramento. This includes Rt. 40 service along the I-680 corridor from Vacaville to BART servicing Fairfield and Benicia en route. All four routes operate Monday-Friday. Two routes (Rt. 20 and 30) operate on Saturday as well. Rt. 20 operates between Fairfield and Vacaville. Rt. 30 operates weekdays from Fairfield to downtown Sacramento (with stops in Vacaville, Dixon and Davis). Rt. 30 Saturday service does not extend to Sacramento as connections to YoloBus service are available.

The three SolTrans SolanoExpress routes (Rts. 78, 80, 85) primarily serve the southern portion of the County with connections to the Vallejo Ferry Terminal, the three Contra Costa BART stations, and points along the I-780 corridor. Via Rt. 85, SolTrans operates the only transit connection between Vallejo and Fairfield. All services operate Monday-Saturday. On Sunday, Rt. 80s only operates which connects Vallejo, Benicia, BART, and the ferry stations.

SolanoExpress route performance: For the third year in a row, in FY 13-14, SolanoExpress carried over 1 million passengers. The farebox recovery ratio (the ratio between the revenue generated from passenger fares and the cost to operate the route) for SolanoExpress routes was between 26% and 68% in FY 13-14. With few exceptions, California transit systems⁴ are required to meet a farebox ratio of at least 20%. All SolanoExpress routes have been highly productive and exceeded this requirement. The two dominant SolanoExpress routes both operate on I-80 and connect Solano to BART stations. SolanoExpress SolTrans Route 80 (Vallejo to El Cerrito del Norte BART) achieved a farebox ratio of 68% carrying over 450,000 riders in FY13-14. SolanoExpress FAST Route 90 (Fairfield/Suisun City to El Cerrito del Norte BART) achieved a farebox ratio of 50% carrying over 240,000 passengers the same year.

Figure 1 shows the ridership and farebox ratios for each SolanoExpress Route.

Figure 1 SolanoExpress Ridership and Farebox Ratio

Route	FY 11-12 Farebox	FY 12-13 Farebox	FY 13-14 Farebox	FY 11-12 Ridership	FY 12-13 Ridership	11-12 to 12-13 Ridership	FY 13 - 14 Ridership	12-13 to 13-14 Ridership

⁴ Transportation Development Act (TDA)

	Ratio	Ratio	Ratio			Change		Change
FAST 20	35%	31%	40%	51,896	51,135	-1.5%	50,540	-1.2%
FAST 30	32%	29%	32%	46,544	47,883	2.9%	52,077	8.7%
FAST 40	29%	27%	34%	40,699	43,502	6.9%	46,578	7.1%
FAST 90	50%	49%	50%	240,279	252,837	5.2%	243,271	-3.8%
SolTrans 78	19%	25%	26%	88,754	86,677	-2.3%	80,729	-6.9%
SolTrans 80	51%	74%	68%	432,840	446,110	3.1%	453,809	1.7%
SolTrans 85	37%	36%	30%	152,432	97,964	-35.7%	84,197	-14.1%
Systemwide Ridership				1,053,444	1,026,108	-2.6%	1,011,201	-1.2

SolanoExpress Capital:

Fleet: SolanoExpress has 47 buses that are owned and operated by FAST and SolTrans. FAST operates 19 higher capacity over the road (OTR) buses and two older 40’ buses on four intercity routes. The SolTrans intercity bus fleet consists of 25 higher capacity OTR coaches and one diesel-electric hybrid. All SolanoExpress buses are equipped with accessible features (e.g., lifts, dedicated seating) in compliance with the requirements of the Americans with Disabilities Act (ADA). Farebox equipment to accommodate Clipper was installed and operational in the Fall of 2014 on all SolanoExpress routes. An Automated Vehicle Locator (AVL) system that provides passengers a ‘Find your ride’ feature is available on FAST/SolanoExpress routes and is planned for SolTrans/SolanoExpress routes in 2016. In addition, all SolanoExpress buses have the capacity to accommodate one or more bicycles and most have luggage storage compartments. While in good condition, the majority of these vehicles were purchased between 2001 and 2003 and nearing the end of their recommended lifecycle.

SolTrans Bus Yard Rehabilitation: SolTrans is rehabilitating and expanding their bus operations and maintenance facility. A Compressed Natural Gas (CNG) fueling facility is an element of this project. Work has begun and is scheduled to be completed in 2015.

SolTrans Curtola Parkway Park and Ride Improvements: This heavily used Park and Ride (PNR)R is undergoing an expansion and reconfiguration to create a full-featured transit center. Construction began in 2014. A new bus hub will be developed to coordinate local and intercity bus services with an expanded park and ride function. Passenger amenities such as shelters, rest rooms, and security will be enhanced. The project is scheduled for completion near the end of 2015. Regional bridge toll revenues are funding this project.

SolanoExpress Routes Funding: While the SolanoExpress routes are operated by two transit agencies, they deliver transit service throughout the county by connecting all Solano cities, except Rio Vista. SolanoExpress routes are funded by nearly all of the transit operators, the County of Solano, STA, and bridge toll funds obtained by STA through the Bay Area Toll Authority. An Intercity Transit Funding (ITF) Agreement is annually negotiated through the Intercity Transit Funding Working Group using an adopted methodology. The agreement focuses on three principles – stability, efficiency and flexibility. The first ITF agreement was negotiated for FY2006-07 and it has been used since to determine the cost-sharing of SolanoExpress routes. SolTrans, Dixon

Readi-Ride, FAST, Vacaville City Coach, and the County of Solano all contribute to the SolanoExpress network and as a result, significantly participate in service policy decisions. The agreement also includes service design standards and direction to specify performance benchmarks that will be used to design and evaluate the intercity services. This is discussed in greater detail in the I-80/I-680/I-780/SR 12 Transit Corridor Study section below.

To be included in the Agreement, a route must meet all five of the following:

- Operates between two cities (except between Fairfield and Suisun City where local service is provided by FAST)
- Carries at least 2,000 riders per month
- Operates at least 5 days per week
- Has been operating for at least a year and is not scheduled for deletion within the fiscal year, and
- Maintains service that meets at least one of the performance benchmarks identified in the I-80/I-680/I-780/SR-12 Transit Corridor Study (i.e., service productivity, cost efficiency, and cost effectiveness).

Intercity transit costs are shared among jurisdictions using a formula that is based on two factors: ridership by residence and population. This shared funding is for the cost of SolanoExpress routes after farebox and other non-local revenue are taken into account. The resulting net cost is shared among the participating jurisdictions based on 20% of their population share and 80% of ridership by residence. The cost of all seven SolanoExpress routes in 2013-14 was \$8.1million. TDA, RM2 and passenger fares are the primary revenue sources funding the SolanoExpress operations.

Other Intercity Public Transit Services

Dixon Read-Ride: Dixon Read-Ride is a general public dial-a-ride service operating primarily within City limits Monday-Saturday. All vehicles are equipped with lifts. Dixon Read-Ride owns nine cutaway vans. For ADA-certified paratransit riders, Dixon Read-Ride offers intercity paratransit service to the neighboring cities of Vacaville and Davis in Yolo County.

Rio Vista Delta Breeze: Rio Vista Delta Breeze operates three intercity routes. Routes 50, 52 and 54 provide service from Rio Vista to Fairfield, Suisun City, Isleton, Lodi, Antioch, and Pittsburgh/Bay Point BART. All intercity routes have headways of greater than one hour and as a result do not meet the criteria for participating in the SolanoExpress Intercity Transit Funding agreement. Route 50 provides weekday service from Rio Vista and Isleton to Fairfield and Suisun City. Route 52 connects Rio Vista to Antioch and the Pittsburg/Bay Point BART station with one trip in each direction each weekday. Route 54 is Dial-a-Ride shuttle that provides out-of-town service once a week upon request. Route 54 connects Rio Vista and Isleton with a destination city area that alternates between Fairfield/Suisun City, Vacaville, Antioch/Pittsburg, and Lodi each week. RVDB owns three cutaway vans and one standard van.

SolTrans: SolTrans operates three additional intercity routes (one a 2015 pilot program) that are not part of the core SolanoExpress service. Route 80s provides Sunday only service from Vallejo and Benicia to Walnut Creek BART. Route 200 supplements the Vallejo Ferry service under an agreement with the Water Emergency Transportation Authority (WETA). Rt. 200 is an express bus service from Vallejo Ferry Terminal directly to the San Francisco Ferry Building. Route 200 provides five weekday roundtrips and one roundtrip on Saturday and Sunday. At the beginning of 2015, SolTrans began Rt. 20 as a one-year pilot program; Rt. 20 connects Benicia and Vallejo primarily along surface streets in contrast to the existing limited-stop, freeway-based Rt. 78.

Napa VINE Transit: VINE Transit operates two weekday routes connecting Napa County to Solano County. VINE Rt. 29 serves Vallejo connecting it to nearly every city in Napa County. VINE Rt. 29 operates along Hwy 29 from Calistoga to El Cerrito del Norte BART station via St. Helena, Yountville, Napa, American Canyon, and the Vallejo Ferry Station. In July 2013 VINE Rt. 21 began connecting Napa with Fairfield and Suisun City. Rt. 21 operates primarily along Hwy 12 with service to the Suisun City Amtrak Station, Fairfield Transportation Center (FTC), and various points in the city of Napa.

YoloBus: YoloBus operates one route into Solano County. Rt. 220 makes three roundtrips daily connecting Vacaville to Winters and Davis via I-505 and Russell Blvd. Rt. 220 operates Monday-Saturday.

Governance/Partnerships/Plans

Consortium: The organizational structure for collaborative intercity transit service planning is the SolanoExpress Intercity Transit Consortium (Consortium) which is described in the Joint Powers Agreement (JPA) of the STA. STA hosts and staffs the SolanoExpress Intercity Transit Consortium, which meets on a monthly basis. The SolanoExpress Intercity Transit Consortium consists of representatives from each of the Solano County transit agencies, STA, Solano Napa Commuter Information (SNCI) and the County.

Coordinated Short Range Transit Plan: In addition to the above mentioned efforts to coordinate intercity and SolanoExpress bus service, the STA and the Solano County transit operators completed the first Coordinated Short Range Transit Plan (SRTP), which was adopted by the STA Board in September 2013. The Coordinated SRTP came from a recommendation from Metropolitan Transportation Commission's (MTC) Transit Sustainability Project (TSP) as a way to promote interagency transit service planning, capital planning and fare coordination in Solano County. An additional recommendation regarding ADA paratransit service coordination was recommended by MTC; however this task was addressed separately in the Mobility Management Plan, which will be discussed later in this document.

The Coordinated Short Range Transit Plan identifies the current conditions for each of the three areas studied (Service Planning, Fare Coordination, and Capital Planning Coordination), makes findings related to best practices, and recommends that the Consortium consider the following recommendations for service planning, fare coordination and capital planning coordination.

Service Planning:

- **Service Planning Coordination:** Interagency service coordination is conducted through the Consortium and the Intercity Transit Funding Working Group. No recommendation.
- **Schedule Change Calendar:** Establish common schedule change dates of July 1 and January 1 of each year.
 - Discuss procedures to establish a common schedule change timeline for purposes of inter-operator schedule coordination.
 - Operators may make changes to routes and schedules that do not affect established inter-operator connections at any time.

Fare Coordination:

- Designate Clipper⁵ as the coordinated intercity fare media accepted by all Solano County transit operators.
- Designate “upgrade” and “express” categories for intercity routes and set Clipper fares based on value of intercity service delivered.
- Provide discounts for frequent travel using pre-paid monthly Clipper passes.
- Give local fare credit for local transfers to/from intercity routes using Clipper and define a common transfer validity period.
- Define common eligibility for age based Clipper discounts.

Capital Planning Coordination:

- Join SolTrans in assessing feasibility of transitioning diesel buses to CNG.
- Continue to use CalACT to minimize the cost of van and shelter procurements and to standardize paratransit fleets.
- Review fare collection technologies and needs in light of upcoming Clipper implementation and identify opportunities for joint procurement.
- Establish an annual review of all procurement needs for the next 18-24 months.

Transit Corridor Study: In conjunction with the Coordinated SRTP, STA and the Solano County transit operators initiated an I-80/I-680/I-780/SR-12 Transit Corridor Study. The goals of the Transit Corridor Study were to establish performance benchmarks so that the intercity bus service attains its core principles of service stability, efficiency and feasibility, and to examine past and forecasted demographic and land use data to propose alternative service recommendations to improve the performance of intercity bus routes.

⁵ Clipper began to be implemented by Solano County operators in Fall 2014

Currently, the intercity transit operators employ metrics and standards to evaluate service performance in the context of each agency’s internal goals and objectives. The Intercity Transit Funding Agreement developed by the operators and the STA requires the specification of performance measures and benchmarks for the seven intercity bus routes included in the Agreement. The Transit Corridor Study has developed a set of intercity transit performance benchmarks (Figure xx) based on best practices and to ensure sustainability of intercity services over the long term for consideration by the Consortium and the STA. These performance benchmarks were approved by the Consortium and adopted by the STA Board in September 2013.

The current FY 12-13 effectiveness and efficiency performances, as well as the performance benchmarks, are depicted on Figure XX. The lighter color represents performance below the benchmark, while the darker represents performance exceeding the benchmark. Figure XX indicates that Routes 80 and 90 are high performing and productive services. Both routes continue to experience annual ridership increases. However, the table also indicates inconsistent service effectiveness and productivity in general. The Transit Corridor Study evaluated these findings and identified service alternative recommendations to enhance service for intercity and inter-county travel with better connections to local service.

Figure xx SolanoExpress Routes Performance (FY 2012-13)

			FAST	FAST	FAST	SoTrans	SoTrans	SoTrans	FAST
			20	30	40	78	80	85	90
Service Productivity Measures		Benchmark							
Passengers per Vehicle Revenue Hour	Performance	25.0	14.1	10.8	7.1	8.5	25.5	13.1	16.2
Passengers per Trip	Performance	15.0	6.9	9.4	8.8	8.2	15.8	12.0	14.8
Passengers per Vehicle Mile	Performance	1.0	0.6	0.3	0.2	0.4	0.7	0.4	0.5
Peak Corridor Demand (Hourly Demand / Capacity)	Performance	85.0%	42%	52%	40%	42%	88%	35%	66%
Capacity Utilization (Passenger Miles / Seat Miles)	Performance	35.0%	11%	18%	15%	14%	20%	15%	27%
Cost Efficiency Measures		Benchmark							
Cost per Vehicle Revenue Hour	Performance	\$125.00	\$106.68	\$119.94	\$103.95	\$105.73	\$107.06	\$99.34	\$116.68
Cost per Vehicle Revenue Mile	Performance	\$5.00	\$4.31	\$3.40	\$3.43	\$5.39	\$3.01	\$3.29	\$3.38
Cost per Revenue Seat Mile	Performance	\$0.10	\$0.08	\$0.06	\$0.06	\$0.10	\$0.06	\$0.06	\$0.06
Cost Effectiveness Measures		Benchmark							
Subsidy per Passenger Trip	Performance	\$3.50	\$5.65	\$7.31	\$10.36	\$9.01	\$1.31	\$5.48	\$2.94
Revenue per Revenue Seat Mile	Performance	\$0.04	\$0.02	\$0.02	\$0.02	\$0.03	\$0.04	\$0.02	\$0.04
Farebox Recovery Ratio (STA)	Performance	50%	25%	34%	29%	28%	69%	28%	59%
Farebox Recovery Ratio (RM2 RC)	Performance	30%	N/A	34%	29%	N/A	N/A	N/A	N/A
Farebox Recovery Ratio (RM2 RAD)	Performance	20%	25%	N/A	N/A	28%	69%	28%	59%

Performs	Performs	Performs
Worse than	Just Below	Better than
Benchmark	Benchmark	Benchmark

In December 2014, the STA Board approved the “public review and input process for Phase 2...to forward the Phase 1 results to each of the affected Cities and the County including the three service options assessed and Option B as the service option recommended for Phase 2.” Option B consists of three all-day, frequent routes and one peak period only route, designated by color:

- Green Line-Operating from Sacramento and Davis via I-80 and I-680 to Walnut Creek BART Station.

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

Key features of the proposed Option B service alternative for the SolanoExpress system is that it will create the enhanced ability to travel between Solano County cities quickly primarily on the freeway and that there will good connections with the Vallejo Ferry and BART. Service will be frequent throughout the day and into the evening. Some of the key stops need to be created and some existing locations should be upgraded. A new station is proposed at Kaiser Dr. and Suisun Parkway near Solano Community College and business parks. Improvements along the I-680 corridor bus stops in Benicia and Fairfield (Cordelia) are proposed.

As part of the December 2014 action, the STA Board authorized the release of a Request for Proposal (RFP) for the Transit Corridor Study Phase 2 and the Coordinated SRTP.

Intercity Bus Ridership Studies:

An on-board passenger survey is conducted every two to three years on at least the SolanoExpress bus routes and selected local transit routes. The most recent Intercity Ridership Survey was conducted in 2014. These surveys are stipulated in the Intercity Transit Funding agreement. The survey is needed to collect key data needed for the Intercity Transit Funding (ITF) agreement cost-sharing formula. These surveys create an opportunity to collect additional data and monitor the SolanoExpress routes beyond regular ridership counts. STA manages these ridership studies in coordination with the transit operators.

Clipper: Clipper is a reloadable electronic card used to pay for transit fares on multiple Bay Area transit systems throughout Solano County and the Bay Area. It is a plastic card embedded with an electronic sensor that keeps track of the value loaded onto the card. It can hold passes, discounts, multi-ride ‘tickets, and transfers from multiple participating transit operators, as well as cash value that passengers may load onto it. The three major Solano transit operators began to accept Clipper in the Fall of 2014.

Private and Specialized Intercity Bus Services

Along with the public transit services described above, private bus services operate in Solano County. Private transit services range from general public inter-state services to specialized, intercity services. Some use public facilities such as Park and Ride lots to pick-up passengers or to connect with public transit.

- Employer commuter buses: A few large companies in the Bay Area provide their own buses for their employees to ride for free directly from various pick-up locations to the employment site. At least one employer uses two Solano park and ride lots to pick-up their employees.
- Greyhound: This international⁶ bus service stops at the Suisun City Amtrak Station several times a day; there are no Greyhound staff at the station. *It also stops daily in downtown Vallejo.* Buses have lifts and can accommodate wheeled mobility devices. Buses also have restrooms, power outlets and wi-fi, storage for luggage, and guaranteed seating. Tickets may be purchased on-line.
- Megabus: A nationwide bus service with limited stops travels on I-80 through Solano County without stopping. The nearest stops are in Sacramento and Oakland. The buses are ADA compliant, have restrooms and wi-fi, storage for luggage, and reclining seats. Tickets may be purchased on-line and seats guaranteed.
- Airporters: These door-to-door services for individual or groups 24 hours a day, 7 days a week. A variety of national brand and local-owned airporter services connect Solano to San Francisco, Sacramento, Oakland and San Jose airports. Many also serve Travis AFB airport.
- VA Medical Shuttles: The Veteran’s Administration (VA) operates a regular free shuttle to transport VA patients between area medical clinics. The shuttle runs on a schedule and reservations must be made. In Solano, it serves Travis AFB and Mare Island clinics and stops at the Vallejo Transit Center and will stop at the Davis St. PNR in Vacaville on request. The shuttles also travel to locations beyond the county such as Martinez and Sacramento clinics.
- Entertainment and Professional Sports Shuttles: Large entertainment locations that are in somewhat difficult places to travel to often have limited-stop bus service to attract patrons. Several of them pass through and/or have stops in Solano to pick-up passengers at PNRs. These include several Indian game casinos, wine tours, and Tahoe-bound buses. There is at least one professional football fan bus service on game days stopping at Solano park and ride.
- Non-Emergency Medical Transportation (NEMTs): Several companies offer door-to-door specialized transportation particularly for those who need assistance such as a wheelchair or lift. These services are available countywide making local, inter-city, and inter-county trips.

Transit Facilities of Regional Significance

Transit services need a variety of facilities to support their operations. Facilities are needed as locations for passengers to centrally access the system, as locations to transfer among transit services, as well as to house, fuel, and service the vehicles and operational

⁶ Greyhound travels throughout the US and to Canada and Mexico

staff. Some facilities perform more than one of these functions. There are dozens of transit facilities throughout Solano county varying in size, function and capacity in Solano County.

In 2008, the STA Board approved a definition of Transit Facilities of Regional Significance (TFORs) which is proposed for updating. While there are facilities beyond those identified as regionally significant, the discussion in this section will focus on TFORs.

Transit Facilities of Regional Significance (TFORs) include public facilities that are used by public transit passengers, as well as carpool and vanpool passengers. Transit Facilities of Regional Significance are:

1. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
2. All passenger ferry facilities, including terminals, maintenance docks and fueling stations, local water channels, current or planned, identified in an adopted STA Plan.
3. Bus stations providing all of the following services:
 - a. Routes to destinations outside Solano County or between two or more cities in Solano County
 - b. Peak hour headways of one hour or less
4. Maintenance and parking facilities for buses providing services identified in 1, 2 or 3 above.
5. Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.

Along with updating the STA Board’s approved definition of TFORs in 2008, the approved list of Solano facilities is proposed for updating to the list in **Figure 3** as TFORs:

Figure 3: Transportation Facilities of Regional Significance

Facility Name	Location	Description	Transit Services
Passenger Stations			
Dixon Transportation Center	275 N Jefferson St at West B St (Dixon)	Owned by the City of Dixon. A 114 space park and ride lot with a transportation center and platform to accommodate future Capitol Corridor service. Currently, there is no passenger train service commitment	No intercity bus service. Park and Ride for carpools and vanpools, Dixon Read-Ride, and location for ADA In-Person Assessments
Fairfield Transportation Center	2000 Cadenasso Dr (Fairfield)	Owned by the City of Fairfield. A multimodal transit center with 10 dedicated bus bays, a covered passenger waiting area, 2 electric vehicle charging stations and administrative office building. Buses and pedestrians are separated from auto traffic. 640 surface and structure	FAST, SolTrans/ SolanoExpress Rio Vista Delta Breeze, VINE, private bus, casual carpool, Park and Ride

		parking spaces.	
Fairfield/Vacaville Intermodal Station	Peabody Rd and Vanden Rd (Fairfield)	Planned and funded train station and platform for Capitol Corridor service. The facility will include a 350-space surface parking in Phase I.	FAST to plan connective transit service
Suisun City Train Depot	177 Main St at Lotz Way (Suisun City)	Owned by the City of Suisun City. An unstaffed ⁷ by Amtrak train station and platform that serves the Capitol Corridor, but do not sell Amtrak tickets. Bus bays, enclosed passenger waiting area, bike lockers, and short-term parking are on-site. Across the street, there is a 306-space park-and-ride lot with 3 electric charging stations and an on-street bus shelter.	Capitol Corridor, FAST/SolanoExpress, Rio Vista Delta Breeze, Greyhound, VINE, Park and Ride
Vacaville Transportation Center	Allison Dr at Ulatis Dr (Vacaville)	Owned by the City of Vacaville. A multimodal bus transfer station with 10 covered bus bays, real-time bus arrival signage, 200 parking spaces, and 20 dedicated vanpool parking spaces. The site is powered by a solar photovoltaic system that provides 100% offset of electrical charges. Phase II 400-space parking structure; not yet funded.	Vacaville City Coach, FAST/SolanoExpress, Yolobus, Park and Ride
Vallejo Ferry Terminal	289 Mare Island Way at Georgia St (Vallejo)	Owned by the City of Vallejo. It functions as a bus and ferry terminal with a ticket station, café, passenger waiting area, and Visitor's Bureau. Bus traffic is not separated from auto traffic. Bus shelters and benches located on both sides of Mare Island Way. A 900-space parking lot and City-owned parking structure with 4 electric charging stations is located across the street from the Ferry Terminal. Paid parking. Pedestrian paseo connection to Vallejo Transit Center.	San Francisco Bay Ferry, SolTrans, VINE, Park and Ride
Vallejo Transit Center	311 Sacramento St (Vallejo)	Owned by SolTrans. A multimodal bus transfer facility with 12 bus bays, 91 parking spaces, 20 bicycle lockers, covered passenger waiting area, and an administration building. Pedestrian paseo connection to Vallejo Ferry Terminal.	SolTran/SolanoExpress
Passenger Transfer Sites (bus)			

⁷ The Solano Mobility Call Center staffs the station weekdays.

Benicia Industrial Park Bus Hub	Park Rd and Industrial Rd (Benicia)	Existing bus transfer site and on-street parking for 10. Planned and funded parking lot for 46 parking spaces.	FAST/SolanoExpress, Park and Ride spaces
Curtola Park and Ride	Curtola Parkway (Vallejo)	Owned by SolTrans. Existing intercity bus transfer site with 419 parking spaces. Phased expansion including 592 parking spaces, transit platform, electric charging stations, restrooms, vending kiosk and security office to be complete in October 2015	SolTrans/SolanoExpress, casual carpool, Park and Ride
Davis Street Park and Ride Lot	782 Davis St at I-80 (Vacaville)	Owned by the City of Vacaville. Intercity bus transfer site with a 250 space Park and Ride lot and 4 electric vehicle charging stations	FAST/SolanoExpress, Yolobus on Saturdays only, VA Medical Shuttle/on request, Park and Ride
Dixon Park and Ride Lot	Market Ln and Pitt School Rd (Dixon)	Owned by the City of Dixon. Intercity bus transfer site, bus shelter, and 90-space Park and Ride lot (Dixon SRTP, p31).	FAST/SolanoExpress; private bus, Park and Ride
Sereno Transfer Station (Vallejo)	Sereno St between Sonoma Boulevard and Broadway Street – Vallejo	Owned by SolTrans. An off-street, bus-only facility without auto parking. Six bus bays and covered passenger waiting area	SolTrans, VINE
Park and Ride Lots			
Existing Park and Ride Lots	Existing Park and Ride Lots <u>not co-located with other facilities</u>	Benicia – East Second Street – 15 spaces Benicia – Downtown Park – 40 spaces Fairfield – Red Top Road - 214 Spaces Fairfield – Oliver Road - Rio Vista – Front and Main – 10 spaces Vacaville – Leisure Town – 45 spaces Vacaville – Cliffside – 125 spaces Vacaville – Bella Vista – 201 spaces Vallejo – Hiddenbrooke – 25 spaces* Vallejo – Benicia Road – 13 spaces Vallejo – Magazine Street – 19 spaces Vallejo – Lemon Street – 64 spaces	
Proposed Park and Ride Lots	Approved and/or partly or fully funded Park and Ride Lots	Fairfield – Gold Hill Rd Fairfield – Kaiser Rd/Suisun Parkway	
* Not officially designated by Caltrans or a City as a Park and Ride lot, but continuously functions as such.			
Support Facilities (bus, ferry, rail)			
SolTrans Bus Maintenance yard	1850 Broadway (Vallejo)	Owned by City of Vallejo; leased to SolTrans. Maintenance and storage yard for SolTrans local and intercity buses. Undergoing major improvements and	

		expansion in 2015.	
Fairfield and Suisun Transit Bus Maintenance yard	420 Gregory St (Fairfield)	Owned by the City of Fairfield. Maintenance and storage yard for FAST local and intercity buses and other City vehicles	
San Francisco Bay Ferry Maintenance and Fueling Station	Bldg 477 Nimitz Ave on Mare Island (Vallejo)	Owned by WETA. Ferry maintenance facility and fuel station. Being relocated on Mare Island to Bldg 165 in 2015.	
Mare Island Strait	Waterway between Mare Island and Downtown Vallejo	Dredged by WETA to maintain adequate depth for SF Bay Ferry.	
Union Pacific Railroad Tracks	Solano County; Dixon, Fairfield, Suisun City, Benicia	Railroad tracks, switches, right-of-way used for passenger train service, from Yolo County border to Carquinez Strait.	

Ridesharing

Ridesharing (carpooling and vanpooling) has long been a popular commute option for Solano residents. For Solano residents, it has been the most popular way to commute other than driving alone. Between 1998 and 2005, 18-25% of commuters were carpool or vanpool users. With over 25,000 residents regularly carpooling or vanpooling, the 2013 American Community Survey found that Solano County continues to boast the highest carpool/vanpool mode share by percentage (15%) in the Bay Area. Solano County has traditionally had the highest rate of ridesharing in the nine county Bay Area.

In addition, Solano residents have traditionally had the longest average commute as compared to the rest of the Bay Area while not having a bus or rail system as robust as other locations. Studies have shown Solano residents value cost-effective transportation. Carpooling and vanpooling are typically the most affordable of all commute modes. Many carpools and vanpools benefit further by saving time using HOV lanes in Solano and neighboring counties along the I-80 and I-680 commute corridors⁸ as well as on bridge tolls. They are also highly flexible to match a wide range of destinations and work schedules and in this way complement bus, ferry, and rail transit which need to serve high volume corridors to be productive.

Carpools: Carpools are arrangements for a group of two or more people using a private car for commuting. They can all be traveling to work, or to a variety of destinations. There may be regular drivers, or driving may rotate among all participants. Carpools are typically a pre-arranged group established through a variety of means including ridematching services such as Solano Napa Commuter Information (SNCI), at “casual carpool” pick-up locations, or informally through family, friends, and co-workers. ‘Casual carpooling’ will be discussed further later. Carpoolers share the cost of travel. Besides saving money, carpools often enjoy the benefits of metered ramp by-pass, HOV lanes, bridge toll reductions and priority parking locations.

Vanpools: Vanpools are composed of 7 to 15 persons “including the driver, which is maintained and used primarily for the nonprofit work-related transportation of adults for the purpose of ridesharing.”⁹ The driver(s) is a commuter as well and the vehicle remains parked during the workday. Drivers and riders typically make a month-to-month commitment, and casual riders do not participate. Commute cost is shared by all riders although drivers (who are fellow commuters and not paid) typically ride at no cost. According to the California Vehicle Code, vanpool drivers (primary and back-up) are required to have a defined good driving record and pass a defined physical exam but do not need a special license. There are other requirements intended to ensure vehicle and passenger safety. Vanpooling is typically most successful for commutes at least 20 miles

⁸ Contra Costa and Alameda counties are, respectively, the top two destination counties outside Solano for Solano residents

⁹ CA Vehicle Code vanpool definition

one-way and the most cost-effective. The vanpool group decides the route, pick-up points and other operational details.

Some of the major commuter vanpool travel corridors are from multiple cities in Solano County to SFO airport (for airlines maintenance facility employees) in San Mateo County (day/evening/night shifts seven days a week), to San Francisco and the East Bay. Vanpools often provide service where it is difficult for transit to deliver direct service such as from Sacramento County locations to Travis AFB, from the East Bay to Vacaville, and from Solano to Pleasanton.

Solano County has historically had the highest rate of vanpooling in the Bay Area. The vast majority of vanpools are owner-operated or leased vanpools (described below). Few are employer vanpools. In FY2013-14, over 230 vanpools travelled into, within or out of Solano County to points throughout the nine Bay Area counties as well as to the Sacramento region. The 234 Solano vanpools represented 42% of all registered vanpools in the nine-county Bay Area. SNCI supports 185 of those vanpools. Solano's 234 commuter vanpools carry the equivalent of over 1.3 million passenger trips annually.

There are three general types of vanpools: owner-operated, leased, and employer-sponsored.

Owner-operated (O/O) vanpools: An individual commuter owns (or purchases) a van and uses it for vanpooling. The owner, or someone else, may drive the vehicle. The owner is responsible for maintaining, insuring, fueling, collecting monthly fare payments and handling other aspects of operating a vanpool. Some of these duties may be delegated to regular members of the vanpool. The vanpool may recruit passengers directly or with assistance from their employer or public ridematching organization.

Leased vanpools: An individual or organization leases a van from a private company specializing in leasing commuter vanpools. The leasing company owns, insures, maintains, collects the monthly fares, completes background checks on the drivers, etc. One or more commuters in the vanpool are selected to drive the van based on their interest, driver and medical records. The drivers and riders share the cost of the lease, fuel, tolls and other expenses. Riders are recruited through a variety of methods.

Employer-sponsored: An employer owns a vanpool(s) for their employees use to commute. The employer would insure, maintain, subsidize and possibly fuel the vanpool vehicle. The driver and riders may pay a fare or it may be fully subsidized.

Solano/Napa Commuter Information (SNCI)

Carpool/Vanpool matching service:

SNCI is a program of the Solano Transportation Authority. It is an established service operating since 1979. It has multiple functions and provides ridematching services focusing on Solano and Napa counties.

SNCI's services are free and available to the public who may request service by calling in, going on-line or visiting the STA/SNCI. SNCI also outreaches to the community directly as well as to employers and other organizations. By using a Bay Area regionwide ridematching database, SNCI can find potential carpool or vanpool partners for individuals or groups of individuals. People may also go on-line to perform this function as well as through SNCI's website. SNCI may also ridematch for travel to the Sacramento region.

SNCI assists individuals and organizations start new commuter vanpools as well as support existing vanpools. In FY2013-14, SNCI started 29 new vanpools. Typically maintaining an existing vanpool is easier than starting a new vanpool so efforts are focused in this area. SNCI advises new vanpools of regulatory requirements and assists them in meeting them such as running driver background checks and confirming the drivers meet the requirements before allowing them in the ridematching database. Medical exam documentation is provided and financial reimbursements to defray the cost of an exam. Assistance with recruiting passengers is provided through the ridematching system and often through further outreach.

For several years, SNCI has provided three incentives for vanpool: the New Driver Incentive, the Vanpool Start-up Incentive, and the Back-up Driver Incentive. New drivers can receive up to \$300 in free gas cards and backup drivers can receive up to \$100 in free gas cards. For new vanpools with 70% passenger occupancy, SNCI will provide a start-up subsidy up to \$250 per empty seat while drivers are recruiting new passengers. SNCI will also reimburse up to three drivers per vanpool (1 primary driver and 2 backup drivers) for up to \$75 of their required biannual medical exam.

SNCI conducts outreach and marketing throughout the year to recruit carpool and vanpool passengers and drivers as well as to offer their broader multi-modal services. Marketing and outreach is focused in Solano and Napa counties. Outreach methods include working with local employers and partnering with other organizations, tabling at dozens of community events each year, maintaining display racks throughout the two county area, print and media advertising, special campaigns such as Commute Challenges, and more.

Casual carpools: Some carpools are “casual”, meaning that they form at the start or end of the commute day when a driver with capacity drops by a designated location looking for passengers travelling to downtown San Francisco. With three people in a vehicle during peak hours, this allows the driver to access the HOV lane along I-80 and cross bridges faster and at a reduced-cost; the passengers enjoy the same benefits. Casual carpooling has been popular in the Bay Area for decades. San Francisco designates an area in the vicinity of the Transbay Terminal along Beale St. to facilitate the return trip via casual carpooling as well. There are two casual carpool pick-up locations that have established themselves in Solano County. One is at the Fairfield Transportation Center and the other is at the Curtola PNR in Vallejo. Various websites¹⁰ have provided information on Casual Carpool locations, etiquette and a forum to share information among users such as concerns, lost and found, etc.

Park and Ride Lots There are 18 designated Park and Ride lots in Solano County that serve individuals who utilize carpool and vanpool services, as well as local and intercity bus passengers. Most of these lots are owned and operated by the jurisdiction in which they are located, but several are owned and operated by Caltrans.

The 18 Park and Ride lots in Solano County provide over 3,400 spaces for transit users, vanpools and carpools. All parking is free except the parking structure and surface lot at the Vallejo Ferry Terminal/Vallejo Transit Center. Some of these lots are located within a transit facility described above. The Park and Ride lot locations, their capacity, connections to transit and amenities are shown in **Figure 4**.

Figure 4: Park and Ride Lots

City	Location	Capacity	Electric Charging Stations	Bike Parking	Lighting	Transit Services
Benicia	East Second St & East S St	15	No	No	Yes	
	Park Rd & Industrial Way (on street pkg)	10	No	No	Yes	FAST
Dixon	Market Ln & Pitt School Rd	90	No	Yes	Yes	FAST, Private bus
	N. Jefferson & West B St	114	No	Yes	Yes	
Fairfield	Red Top Road & I-80	214	No	No	Yes	Private commuter bus
	Fairfield Transportation Center (Cadenasso Dr)	640	2	Yes	Yes	FAST, Rio Vista Delta Breeze, VINE, SolTrans

¹⁰ www.sfmta.org; www.sfcasualcarpool.com; www.ridenow.org are some examples

Rio Vista	1 Main St	10	1	No	No	Rio Vista Delta Breeze
Suisun City	Suisun City Train Depot (Main St & Lotz Way)	306	3	Yes	Yes	Capitol Corridor, FAST, Rio Vista Delta Breeze, Greyhound, VINE
Vacaville	Cliffside Dr and Mason St	125	No	No	Yes	
	Davis Street & I-80	250	4	Yes	Yes	Vacaville City Coach, FAST, Yolobus on Saturdays, VA Medical Shuttle (on request)
	Bella Vista & I-80	201	8	Yes	Yes	
	Vacaville Transportation Center (Ulatis Dr & Allison Dr)	245	No	Yes	Yes	Vacaville City Coach, FAST, Yolobus,
	Leisure Town Rd & I-80	45	2	No	Yes	
Vallejo	Benicia Road & I-80	13	No	No	No	
	Curtola Pkwy & Lemon	419	No	Yes	Yes	SolTrans
	Lemon St & Curtola	64	No	Yes	Yes	SolTrans
	Magazine St & I-80	19	No	No	Yes	SolTrans
	Vallejo Transit Center & Vallejo Ferry Terminal Pkg Structure (Sacramento St.) and surface parking (Mare Island Way & Georgia St)	900	4	Yes	No	San Francisco Bay Ferry, SolTrans, VINE, VA Medical Shuttle, Private bus

Passenger Rail

Solano County is served by the Capitol Corridor route via one stop centrally located in Suisun City. The Capitol Corridor route serves the Bay Area and Sacramento regions seven days a week. There are a total of 30 weekday trips (15 westbound and 15 eastbound daily) and 22 weekend trips all of which make a stop in Suisun City. All trips connect downtown Sacramento and Jack London Square in Oakland. Service to Auburn to the east of Sacramento and San Jose south of Oakland is provided on a less frequent schedule. Davis and Martinez are the closest stations to Suisun City, and there are a total of 17 stations¹¹ along the full Capitol Corridor route.

The Capitol Corridor service is operated by the Capitol Corridor Joint Powers Authority (CCJPA) and contracts service to Amtrak. The Capitol Corridor service provides direct connections to a variety of regional, statewide and national transportation systems. The Martinez station is served by the Amtrak San Joaquin¹² route, the Richmond station is served by BART, and the Sacramento and Emeryville stations are served by multiple Amtrak routes including the Coast Starlight route¹³ and the California Zephyr cross-country service to Chicago. Amtrak's Coast Starlight and California Zephyr routes travel through, but do not stop, in Solano County daily.

An Amtrak bus feeder service has stops in Vallejo daily¹⁴. This daily bus feeder service travels between the Martinez Amtrak station and Humboldt County via Vallejo, Napa, Sonoma County, and Highway 101.

The Capitol Corridor train station in downtown Suisun City is located adjacent to Highway 12, connected to downtown Fairfield by a pedestrian overcrossing, and at one end of the Central County Bikeway. The station is served by FAST local and SolanoExpress bus service, Rio Vista Delta Breeze, and Napa VINE bus service. Greyhound also serves the station and is Greyhound's only stop in Solano County. Although unstaffed by Amtrak rail personnel, there is a ticket kiosk to purchase tickets before boarding. Passengers may also purchase tickets on-line or on-board the train. The Suisun City train station is staffed by the STA's Solano Mobility Call Center which provides transportation and transit information as well as Clipper Card sales. Bicycle lockers with electronic locks allowing multiple users are managed by a regional private company and available for purchase at the Call Center. Across Main Street there is a park and ride with over 300 parking spaces.

¹¹ San Jose, Santa Clara (2), Fremont, Hayward, Oakland(2), Emeryville, Berkeley, Richmond, Martinez, Suisun City/Fairfield, Davis, Sacramento, Roseville, Rocklin

¹² Bay Area to Bakersfield Amtrak service

¹³ Seattle to LA coastal Amtrak service

¹⁴ Denny's-Vallejo and Discovery Kingdom Main Entrance

Capitol Corridor passenger cars meet the accessibility requirements of the Americans with Disabilities (ADA) Act. Wheelchair lifts are available on every train, two designated spaces per train car for passengers in wheelchairs, and ADA accessible bathrooms are available to passengers on the lower deck of each car. Each car also has room for between 3 and 13 bicycles to be stored inside on the lower deck of the car

Performance:

Capitol Corridor carried 1.40 million passengers in FY13-14, a 1.1% increase from the previous year. Revenue decreased slightly by 0.03% compared to FY 12-13. Capitol Corridor remains the third busiest corridor in the national Amtrak system. In FY 13-14, Capitol Corridor achieved an on-time performance of 95% and a farebox ratio of 51%.

The Suisun City Train Depot/Amtrak Station has historically been one of the best performing unstaffed Amtrak stations with approximately 162,000 trips¹⁵ in 2014 and generated \$1.9 million in passenger revenue.

Capital:

The Capitol Corridor and San Joaquin Corridor¹⁶ share a combined fleet of 20 locomotives and 84 bi-level passenger coaches and Café cars. *A train set includes 1 locomotive and 4 to 5 passenger cars, one of which also serves as a food service car. Each train set has the capacity to carry 320 to 350 passengers.*

Existing passenger information displays providing train number and destination information will be upgraded beginning in FY2014-15 with more modern video and audio messaging and announcements. This upgraded system will also support inductive hearing devices and compliant video and audio messaging. All train cars have power-plugs and complimentary Wi-Fi for basic email and web-browsing while streaming is prohibited.

The Capitol Corridor runs on tracks owned by the Union Pacific Railroad (UPRR) that run for 41.5 miles from the Solano/Yolo county border near Dixon to the Benicia-Martinez Bridge across the Carquinez Straits. The bridge across the Carquinez Straits is located between the two Benicia-Martinez bridges but is a lower lift bridge. The bridge rises for shipping traffic as needed causing occasional delays to trains.

The railroad tracks between the Carquinez Straits and Suisun City are fairly straight and primarily at-grade through wetlands with few at-grade crossings. Being in the wetlands, sections of the tracks flood during heavy storms that occur every few years. From Suisun City to Davis, the tracks are also fairly straight and after leaving Fairfield allow the train to operate at high speeds until the next stop miles away in Davis. There are multiple at-grade crossings in Fairfield, Dixon, Elmira and across numerous other unincorporated County roads. The railroad is primarily double track, but in some areas has additional

¹⁵ Amtrak, www.thegreatamericanstations.com

¹⁶ The San Joaquin service operates multiple trips daily between the Bay Area and Bakersfield serving 15 stations including Richmond, Martinez, Antioch, Stockton, and Fresno.

tracks to provide access into industrial parks. The Capitol Corridor and Amtrak's other passenger services share the track with freight trains.

Funding:

The Capitol Corridor is funded by passenger fares and a variety of State and Federal funding sources. In FY2013-14 the operating expense was \$58 million. ¹⁷With a farebox recovery rate of over 50%, passenger fares generated \$29.2 million with the balance (\$28.4 million) being funded by the State.

CCJPA has over \$95 million in capital projects programmed or underway. These range from track maintenance and improvements, Wi-Fi enhancements, and to station bicycle storage improvements. These projects are funded by RTIP, STIP, Prop 1A HST, and Prop 1B.

Governance/Partnerships/Plans:

The CCJPA Board governs the operation of the Capitol Corridor service. The Board is a partnership among the six local transportation agencies in the eight county service area which shares the administration and management of the Capitol Corridor. BART provides day-to-day management support to the CCJPA. Two STA Board members sit on the CCJPA Board. Capitol Corridor services are developed with input from the riders, private and public sector stakeholders, along with the partners who help deliver the Capitol Corridor service - Amtrak, the Union Pacific Railroad, Caltrans and the various agencies and communities that make up the Capitol Corridor.

The November 2014 CCJPA Vision Plan outlines the short-, medium-and long-term goals for Capitol Corridor. In the short-term (0 – 10 years) and medium-term (10 – 20 years), CCJPA intends to implement service frequency expansion or extension at both ends of the route. Other short-term improvements will improve the service for Solano County passengers, including improvements to the Wi-Fi network communications infrastructure and bicycle facilities on board trains and at stations. Medium-term amenities include continued improvements to Wi-Fi, ticketing, bicycle facilities, and customer service communications.

CCJPA's long-term vision emphasizes Capitol Corridor's integration with the State and regional transportation system, including coordinated connections with other transit operations, increasing service frequency and investigating express and limited service options. CCJPA also envisions improved safety and higher overall operating speeds with the anticipated installation of Positive Train Control (PTC).

Finally, the Capitol Corridor will address the effects of sea level rise on Capitol Corridor and UPRR infrastructure. A higher percentage of CCJPA's capitalized maintenance budget is currently used in marshy areas, such as the Suisun March, than in other segments of the corridor. As sea levels rise, this will cause groundwater tables to rise, higher tides and storms that have a higher reach, all of which will impact vulnerable areas

¹⁷ CCJPA Business Plan, Jan. 2015

along the Capitol Corridor route. CCJPA will work with member agencies and partners to develop long-term strategy and policies to mitigate and adapt to anticipated impacts. In Solano County, CCJPA recommends elevating the track through the Solano marsh to maintain function against rising sea levels.

New Solano Rail Stations:

A second rail station in Solano County has been approved in northeast Fairfield and will be known as the Fairfield/Vacaville Train Station. It will be located at the intersection of Peabody Rd and Cement Hill/Vanden Rd which is the convergence of two major arterials connecting Fairfield and Vacaville. The station will be located within a mile of Travis Air Force Base and nearby a variety of development including existing and future industrial, housing, schools, and mixed-use development. This facility has received all necessary service commitments from Capitol Corridor and UPRR. Construction of necessary adjacent roadway and utility improvements has begun. Construction of a required 6-lane overcrossing over the rail tracks is planned to begin mid-2015 and completed in 2016/17. Construction of the station is projected to be completed in 2017.

In 2011, the City of Fairfield completed a Fairfield Station Specific Plan and amended it in 2012. The Specific Plan identifies a mix of land-uses in the vicinity of the train station that are mostly undeveloped at this time. Land uses could accommodate 6,800 new dwelling units as well as commercial and industrial uses. Numerous pedestrian and bicycle paths are planned with connections to the train station.

The City of Dixon desires a station in their community. The City of Dixon has made several significant investments, including the construction of a station platform, a transportation center, and a grade separated undercrossing for bicycle and pedestrian activity. However, beyond the Fairfield/Vacaville station Capitol Corridor has not made any further commitments to servicing additional station stops in Solano County.

Solano Rail Facilities Plan: In March 2014, the STA launched the Solano Rail Facilities Plan to evaluate the demand for freight facilities, additional passenger rail stations along the Capitol Corridor, and new passenger rail opportunities between Napa and Solano counties. In addition, the Plan will consider investment opportunities to improve safety, throughput and to combat the effects of sea-level rise. The plan identified that approximately 15-25 freight trains per day travel through Solano County. The UP tracks in Solano are along the most direct route from the Port of Oakland and destinations eastward. The Plan has a ten-year horizon (to 2025) and the Plan is completed and it is pending Board approval.

Ferry Services

San Francisco Bay Ferry

Solano County has enjoyed passenger ferry service between Vallejo and San Francisco since 1986. The ferry's ridership increased dramatically following the Loma Prieta 1989 earthquake. In the 1990s, the City of Vallejo began purchasing high-speed ferryboats and ridership continued to grow. Since 2012 this ferry service is one of several Bay routes identified as the San Francisco Bay Ferry. The San Francisco Bay Ferry provides service to nine terminal locations in the Bay, and the Vallejo Ferry Terminal is the only terminal in Solano County.

On weekdays, the ferry runs 11 round trips to and from San Francisco (10 in the winter). On the weekends, three trips are provided. The 30-mile one-way trip takes 60 minutes. The ferry service is supplemented by an express non-stop bus service (SolTrans Route 200) that directly connects the Vallejo Ferry Terminal and the San Francisco Ferry Building. Water Emergency Transportation Authority (WETA) contracts with SolTrans directly for Rt. 200 service. The travel time is comparable in large part because of the 21 miles of peak period HOV-3 lanes and HOV-3 exclusive, reduced-toll lane on the Bay Bridge. SolTrans Route 200 makes 5 daily roundtrips on weekdays and one roundtrip on weekends.

From Vallejo, there is daily service to the San Francisco Ferry Building and Pier 41. Seasonally, there is service to AT&T Park and to Angel Island.

The Vallejo Ferry Terminal offers passenger a ticket purchasing location, an indoor and outdoor waiting area, and bicycle lockers. A covered gangway and float makes boarding convenient. Short and long-term parking is available nearby in parking lots and a 750 space parking structure. Public and private buses serve the Vallejo Ferry Terminal.

Performance:

The Vallejo service makes up about 40% of the San Francisco Bay Ferry's total system ridership. Despite its popularity, the Vallejo service was severely impacted by the recession combined with fare increases resulting in a ridership decrease of 22% from FY 06-07 to FY 10-11. While all ferry routes' ridership decreased, Vallejo's recovery lagged behind the others. However, the Vallejo service has rebounded as it exceeded 825,000 passenger trips in FY 13-14, a 15.9% increase from the previous year and a level comparable to pre-recession ridership.

This improved performance continued into the first half of FY14-15. Ridership through December 2014 was 438,211 passengers tracking slightly above the previous year's ridership. For the same time period, the Vallejo Ferry's farebox recovery ratio of 57% was the highest of all four ferry routes operated by WETA.

In FY2014-15, WETA's capital budget of \$157 million will rehabilitate, repower and replace ferryboats as well as to improve maintenance facilities and terminals. This also

includes service expansion projects in Alameda, Contra Costa and San Francisco. In Vallejo, the North Bay Operations and Maintenance Facility on Mare Island is one of WETA's largest capital projects at \$30 million.

The vast majority of the revenue (\$114 million) for capital projects is from Federal and State funds. In addition, bridge tolls provide a not insignificant share at over \$36 million while local sales tax revenue from Alameda and San Francisco contribute funding too.

Capital

The Vallejo-San Francisco ferry route typically operates using four high-speed ferry vessels. These ferryboats are exclusively assigned (and identified) for this route. The ferryboats were built between 1991 and 2004 and have an average lifecycle of 25 years. The ferryboats' passenger capacity ranges from 267 to 349. They are all wheelchair accessible and have space for bicycles.

As of January 2015 the Clipper card became the primary method of fare payment for adults. Daypasses and monthly passes were discontinued. One-way cash fares for adults remain available although the Clipper fare is highly discounted in comparison. Reduced rates for youth, seniors and people with disabilities remained without the need to use Clipper.

The Vallejo Ferry Terminal is located at 289 Mare Island Way in downtown Vallejo and is staffed by WETA and SolTrans personnel. The Terminal is owned by the City of Vallejo while the dockside facilities are owned by WETA. The ferry terminal shares a City-owned parking structure with the Vallejo Transit Center operated by SolTrans. There is also hourly and daily surface parking along the waterfront. Parking fees have been implemented at the daily surface parking and the parking structure. The parking structure was constructed, and is maintained, by the City of Vallejo. Various parking payments options are available including pay machines in the parking lots and structure or through an on-line parking application.

As noted earlier, under contract with WETA, SolTrans operates complementary Rt. 200 bus service between the Vallejo Ferry Terminal and the San Francisco Ferry Building. The Vallejo Ferry building is also served by local and intercity SolTrans routes, Napa's VINE, and private bus services such as Napa wine tour shuttles.

The ferry maintenance and fueling facilities for the Vallejo service are currently located in the former Mare Island Naval Shipyard Building 477. However, WETA is planning to build a new North Bay Operations and Maintenance Facility at the historic Building 165 also within the former Mare Island Naval Shipyard. The new facility will include an administration office, maintenance shops, fueling, berthing space and passenger loading facilities. Passenger loading and unloading will occur on existing trips departing Mare Island en route to Downtown San Francisco.

Landside construction is expected to be completed by Summer 2015. To begin work on the waterside portion of the project, a lease with the Navy is needed and the lease is expected to be finalized in the Spring of 2015. All permits for waterside construction have been received.

The Vallejo ferry basin requires dredging approximately every three years to remove silt build up that would otherwise prevent ferries from operating in the area. WETA manages the dredging needed in Vallejo and other areas in the Bay Area where their ferries operate.

Funding:

WETA's total FY2013-14 operating expenses for four ferry services and administration were \$18 million. The Vallejo-San Francisco ferry operating expense was the highest of the four services at \$8.7 million. This reflects the longer distance the Vallejo ferry travels. The other three ferry services to San Francisco originate in Alameda/Oakland, Harbor Bay (Alameda County) and South San Francisco. Overall, passenger fares generated over \$8.5 million in revenue resulting in a farebox recovery rate of over 47%. Bridge tolls in the amount of \$9.4 million covered the majority of the balance of the operating costs.

Governance/Partnership/Plans:

The San Francisco Bay Ferry is the brand name for the services managed by the Water Emergency Transportation Authority (WETA). State enabling legislation (SB 976) passed in 2007 expanded the then Water Transit Authority (WTA) to become WETA which included the operation of the ferry service between Vallejo and San Francisco.¹⁸ The transition from the City of Vallejo to WETA was completed in 2012.

WETA has a Board of five members, three who are appointed by the governor, one appointed by the Speaker of the Assembly and the other by a State Senate Committee. Since WETA's operation of the Vallejo Ferry service, the Governor's appointments have included a resident from Vallejo. WETA contracts operations and its current operator is the Blue and Gold Fleet.

WETA has developed plans and coordinates with multiple regional and local governments on terminal and maintenance facility improvement projects and potential expansion projects. The North Bay Operations Maintenance Facility Project in Vallejo is the only one in Solano County

WETA is responsible for coordinating and providing ferry transportation response to emergencies or disasters affecting the Bay Area transportation system. WETA's Emergency Water Transportation System Management Plan complements and enhances existing plans for transportation response.

¹⁸ The "Vallejo Ferry" had previously been operated by the City of Vallejo's/Vallejo Transit service. In 2011 Vallejo Transit merged with Benicia's transit and become SolTrans.

The 2012 WETA Short Range Transit Plan proposed several system-wide marketing and communication efforts in order to simultaneously sustain existing service and expand operations, including targeted marketing, use of social media and expanded outreach to boost ridership; partner with Blue and Gold Fleet to improve system efficiency and effectiveness; and potential fare increases.

Sacramento River Ferries¹⁹:

Caltrans operates and maintains two car ferries in Solano County. These are both located in the Sacramento Delta north of Rio Vista. Both operate 24 hours a day, seven days a week and are free of charge. Each of these ferries extend a State highway. These ferries primarily serve recreational and agricultural vehicles; there is no significant housing or industry on Ryer or Grand Island.

The Real McCoy II Ferry is located 2 miles north of Rio Vista extending SR-84/ River Road across Cache Slough to Ryer Island. This ferry has scheduled crossings every 20 minutes: on the hour, 20 minutes after the hour and 40 minutes after the hour. The Real McCoy II is 88-feet long by 38-feet wide and can carry up to eight vehicles. The Real McCoy II replaced the smaller Real McCoy 1 in 2011 after 65 years of service.

The J-Mack Ferry extends SR-220 across Steamboat Slough connecting East Ryer Island and Grand Island in Sacramento County. It is a 400 foot, three-minute ride. Boat operators are on duty 24 hours a day to provide service to motorists and individual passengers. The J-Mack is a cable drawn ferry and can accommodate up to 6 vehicles.

Intercity ADA and Mobility Management Services

The Americans with Disabilities Act (ADA) of 1990 required that all public transportation systems that deliver fixed route service to the general public to also make accommodations to ensure that people with disabilities can use and access the same or comparable service. Over the past 25 years, transit vehicles have been purchased and facilities been retrofitted and/or designed to comply with ADA. Even with these changes, some individuals are still unable to use fixed route services due to a disability²⁰. ADA paratransit service is shared ride, advanced reservation, origin-to-destination service for ADA-certified people with disabilities who are unable to use fixed route public transit service. The service is to be operated the same days and during the same span of service. FAST and SolTrans provide the vast majority of intercity fixed route service in Solano County and as a result they operate the majority of intercity paratransit service. There are other intercity paratransit services for ADA-eligible individuals that will also be discussed.

¹⁹ CalTrans website, March 2015

²⁰ Disabilities may be physical or cognitive, permanent or temporary. Generally, the disability may limit a person's ability to travel to/from a bus stop, board/disembark a fixed-route bus, and/or ride a large bus with others.

FAST operates intercity fixed-route bus service to Vacaville, Dixon, Benicia, Davis, Sacramento, and three BART stations in Contra Costa County. Most of these (Routes 30, 40 and 90) are limited stop, commuter services which ADA regulations do not require comparable ADA paratransit service. FAST meets their ADA obligations for Rt. 20 (Fairfield-Vacaville) by providing intercity ADA paratransit service (DART) to the Vacaville Transportation Center (VTC) and exceeds it by taking many passengers beyond this transfer location and directly to their destinations at medical facilities (Kaiser Permanente and Vaca Valley Hospital medical center). FAST handles westbound ADA paratransit trips by meeting SolTrans at Solano Community College where passengers transfer to SolTrans Paratransit.

SolTrans operates intercity fixed-route bus service to Fairfield, and to three BART stations in Contra Costa County via Routes 78, and 80. ADA paratransit comparable service is required. SolTrans Paratransit travels to Fairfield (Solano Community College) for paratransit trips east by arranging transfers to FAST's DART service. ADA paratransit trips to Contra Costa County and points south are handled by SolTrans Paratransit service to a transfer point in the I-80 corridor where a transfer is made to a Contra Costa County transit provider depending upon which one is the most appropriate. Given the relatively high expense of intercity paratransit trips, in FY2014-15 SolTrans reviewed its intercity paratransit transfer operations and policies and approved changes to be implemented in 2015.

Napa VINE operates regular fixed route service between Vallejo and Napa County. Therefore, VINE operates comparable ADA paratransit service and picks up ADA paratransit riders from a transfer point in northern Vallejo.

In addition to the above intercity ADA paratransit services that are required, there are ADA services operated by Dixon Read-Ride, the Rio Vista Delta Breeze, the County of Solano, and a countywide ADA intercity taxi program that began in 2009. The origins, and projected future, of the ADA intercity taxi program will be discussed after describing the Dixon Read-Ride and Rio Vista Delta Breeze ADA-eligible services.

Dixon Read-Ride ADA service: Although Dixon Read-Ride primarily is a local general public dial-a-ride wheelchair accessible service, it also operates an intercity service to connect ADA-certified Dixon residents to its neighboring cities of Vacaville and Davis in Yolo County. Like the overall Dixon Read-Ride service, it is operates on an on-demand basis. Once in Vacaville and Davis, it takes riders to the passengers' destination or to paratransit transfer locations.

Rio Vista Delta Breeze: The Delta Breeze operates a general public intercity deviated-fixed route bus service between Rio Vista and the Fairfield/Suisun area as well as to other cities outside Solano County. All vehicles are wheelchair accessible. For ADA certified passengers, the Delta Breeze provides reduced fares, a free ride for a personal care attendant (PCA) and deviation priority.

County of Solano: Since 2009, the County of Solano has provided intercity paratransit service to residents of the unincorporated area through private services as needed. The management of this service was recently transferred to the STA in February 2015.

Intercity Taxi Scrip Program: The countywide ADA Intercity subsidized Taxi Scrip Program began in 2010 and is only for ambulatory ADA certified passengers as of early 2015. This service exceeds ADA requirements and provides a reduced (subsidized 85%) fare, same day, curb-to-curb 24/7 taxi service between cities as well as Travis Air Force Base (TAFB) and the rural areas of Solano County. This taxi service offers a one-trip option in comparison to one or more transfers between ADA paratransit services throughout the county. When this service began, future phases were intended to expand the service to non-ambulatory ADA certified riders. The initial phase has been limited to ambulatory ADA riders only because Solano taxi companies' vehicles could not accommodate wheelchairs.

A brief history of ADA paratransit service prior to 2010 is helpful to understand the current status of paratransit services. Until mid-2009, Solano Paratransit provided intercity paratransit service among the northern Solano county cities²¹ and to/from Vallejo. Vallejo Transit RunAbout (prior to SolTrans'²² formation in 2011) provided intercity service for Vallejo and Benicia with connections to East Bay transit services and Fairfield. Solano Paratransit had been operated by FAST, managed by the STA, and jointly funded by the STA and the northern county transit operators and the County of Solano.

FAST decided to discontinue operation of Solano Paratransit in early 2009. FAST, under its DART Paratransit service, limited its intercity paratransit operation to between the Fairfield/Suisun City area to Vacaville and to Solano Community College (SCC) where riders would transfer to Vallejo RunAbout (now SolTrans) for travel west. Rio Vista Delta Breeze deviated fixed-route service would handle ADA certified riders between Rio Vista and other cities and Dixon began their ADA intercity service as described above.

The new operating structure resulted in more transfers for intercity ADA paratransit riders. To offer an option with fewer transfers, more direct service and more flexibility in terms of reserving a ride as well as span of service, the ADA Intercity Taxi Scrip Program was launched in 2010. This was accomplished as a joint effort among the five transit operators and the County of Solano. It was limited to ambulatory ADA certified passengers only because of the equipment limitations of the taxi companies. This service has been popular with users.

Since its inception five years ago, there have been some modifications. The City of Vacaville initially administered the program. The program administration was transferred to the County of Solano. In December 2013, the County requested STA to

²¹ Fairfield/Suisun City, Vacaville, Dixon, Rio Vista, and the surrounding unincorporated area

²² SolTrans formed in 2011 as the consolidation of Vallejo Transit (including Vallejo RunAbout paratransit services) and the Benicia Breeze transit services.

explore delivering the intercity paratransit/ADA Intercity Taxi Scrip Service. The STA conducted a feasibility study to evaluate the viability and options of the STA taking over administration of the intercity paratransit program. Based on this analysis, the STA Board authorized STA to transition and manage the Intercity ADA Taxi Scrip/paratransit service. A contracted project manager was selected in late 2014 and the program was transferred to the STA by the County in February of 2015. The Intercity Taxi Scrip Program operations and performance will be monitored and analyzed to optimize its performance and identify opportunities to expand to serve non-ambulatory ADA-certified riders.

ADA Paratransit services are for people with disabilities that specifically limit their ability to use fixed-route transit. Many, but not all, of these individuals are seniors. Many other seniors have mobility challenges less serious but also worthy of addressing. In 2011, the STA completed a countywide Transportation Study for Seniors and People with Disabilities. Over the course of the study period, a great deal of outreach to seniors and people with disabilities was conducted through focus groups and surveys to identify their transportation challenges followed by a discussion and prioritization of solutions.

Between 2004 and 2012 a series of Community Based Transportation Plans (CBTPs) were conducted throughout the county (Dixon, Vallejo, Suisun City, Fairfield, and Vacaville). These studies focused on the transportation needs of the low-income population in these communities. The process was similar to the Transportation Study for Seniors and People with Disabilities and included substantial community outreach.

The findings and priority projects of the Transportation Study for Seniors and People with Disabilities and the CBTPs were often similar. While there were requests for more service, there were numerous priority projects related to an interest in more information and assistance in riding transit and understanding the range of transportation services. Driving oneself, and by family and friends, was acknowledged as an important and desired mode of travel during the aging process.

Mobility Management: Mobility Management is a set of services and programs intended to improve mobility for Seniors, People with Disabilities and the low-income population. With the wealth of information collected from the Transportation Study for Seniors and People with Disabilities and the five CBTPs, in 2012 the STA embarked on the development of the county's first countywide Mobility Management Plan.

The Solano Mobility Management Plan identified existing services and programs, explored potential partnerships, and analyzed how to address mobility needs in Solano County in a cost effective manner. In April 2014, the STA Board approved the Solano County Mobility Management Plan.

The Solano Mobility Management Plan addresses four key elements to assist seniors, people with disabilities, and low income and transit dependent individuals with their transportation needs.

1. *Countywide In-Person ADA Eligibility Program:* STA, in partnership with the Solano County transit operators, launched a Countywide In-Person Americans with Disabilities Act (ADA) Eligibility Program in July 2013. The paper-based application was replaced with a more personalized in-person process that eliminates the need to obtain medical verification. A vendor specializing in ADA assessments was contracted to administer the Program on behalf of the Solano County transit operators and is consistent with the ADA federal requirements for certification. The primary goals of the Countywide In-Person ADA Eligibility Program are to make more accurate ADA eligibility determinations, ensure availability of services for passengers who truly need the service, and to promote alternative transportation modes for people who might be able to use fixed route and other transportation options.

2. *Countywide Travel Training/Transit Ambassador Program:* STA, in partnership with the Solano County transit operators, began developing a Countywide Travel Training program/Transit Ambassador Program. The program will provide residents with resources so that they can become familiar and comfortable with traveling on their local transit system and/or making intercity transit trips. Varieties of travel training include: group training, one-on-one individualized training, peer-to-peer training and self-instruction. This program will build upon existing travel training programs, such as Vacaville's Travel Training Program and services provided by Independent Living Resources and Connections for Life. Elements of the Countywide Travel Training/Transit Ambassador Programs began rolling out in 2014. A Transit Ambassador Training was held in 2014 for potential Transit Ambassadors for FAST and SolTrans. A Transit Ambassador Program Manual was developed. A Rider's Guide (English and Spanish) and an instructional video for each transit operator²³, will be completed in 2015. Two non-profits specializing in Transit Training for people with cognitive disabilities and physical disabilities will expand their Transit Ambassador programs to assist trainees who need to more intensive training. Through a contract with the STA, Transit Training will be provided for Dixon, Rio Vista and the unincorporated area as well as for referrals from FAST and SolTrans for more intensive training

3. *One Stop Transportation Call Center and Website:* The Solano Napa Commuter Information (SNCI), a program funded and operated by STA, was expanded to become the Solano Mobility Call Center in 2014. SNCI has operated as a call center and provided wide range transportation information, including local and regional transit, carpooling and ridematching, vanpools, alternative commute incentives, taxi scrip programs, bicycle and pedestrian information and trip planning. As the Solano Mobility Call Center, the Call Center staff has been trained to understand a wider range of transportation options they are able to offer broad information or specifics such as transit trip planning and schedules. Clients speak to live operators who tailor the information given to the specific needs the client including seniors, people with disabilities and low-income residents. These

²³ Excluding Vacaville City Coach which has an existing program

services include not only public transit services, but also non-profit and private transportation services. The Call Center also is an agent for the Regional Transit Discount Card program and provides Clipper, Senior Clipper and youth Clipper cards.

A Mobility Management website (i.e. One-Stop Transportation Website) was launched in early 2015. This provides Seniors, people with disabilities, and low-income residents with information about all the non-traditional transportation services and programs available in Solano County, such as volunteer driver programs and the Intercity Taxi Scrip program. In addition, the website includes links to the transit, mobility management programs, and travel training brochures and guides that are distributed to the public and informational videos about all the transit and non-traditional transportation options available.

4. *Senior Driver Safety Program Information:* The purpose of the Older Driver Safety Program Information is to house all the available information on older driver safety programs, tests and workshops in one place for the County's older drivers. The Call Center and Website will also maintain and update a database and referral center for relevant information for older drivers and their families.

Finally, the Mobility Management Plan recommends that the STA evaluate mobility management service delivery structure options for Solano County. Consolidated Transportation Service Agencies (CTAs) are the most common model in California. The goal of CTAs is to promote the coordination of social service transportation for the benefit of seniors, people with disabilities and low-income individuals. The STA conducted a separate analysis on mobility management structural models and benefit of CTSA designation. The analysis concluded that CTAs are the most appropriate model for delivering mobility management programs. The STA Board approved the STA's designation as the CTSA for Solano County in June 2014, which was subsequently approved by the Metropolitan Transportation Commission (MTC) in September 2014.

State of the System Summary

Solano County has an established and diverse intercity transit system. Solano public transit operators' intercity buses not only connect Solano cities, but also Solano's neighboring Sacramento region and San Francisco Bay Area counties. Many of these bus services radiate from Fairfield which is mid-point (45 miles) between downtown Sacramento and San Francisco. SolTrans, on the edge of the urban Bay Area, carries the highest volume of intercity bus passengers primarily to/from the BART system in the East Bay. Additional intercity bus services are delivered by smaller Solano transit operators and transit operators from neighboring counties.

Carpooling and vanpooling play a key role in Solano's transit system as these are the most popular commute modes after driving alone. Solano's proximity to the job-rich

urban Bay Area and Sacramento combined with relatively low housing costs have made long-distance commutes commonplace and ridesharing popular with Solano residents. Carpooling and vanpool are individually operated which offers a great deal of flexibility for service locations, days and times cost-effectively. They complement publicly operated, higher capacity transit services such as intercity bus, rail and ferry. Ridesharing often serves niche locations and shift times that are difficult to serve by bus productively. Carpools and vanpools use few public resources as the occupants share the operating and capital costs. Many long-distance ridesharers use public facilities such as Park and Ride Lots as meeting locations and parking for passengers during the commute and work period. Some ridesharers save time by using HOV/HOT lanes on freeways and save money by reduced bridge tolls. The SNCI program supports ridesharers with its ridematching services, vanpool support services, outreach, and incentives.

Passenger rail service delivered by the Capitol Corridor gives Solano residents a reliable intercounty and interregional service seven days a week throughout the year. With the current one stop at the Suisun City train station, the Capitol Corridor service is centrally located to county residents and those destined to Solano County. This service has been growing since its inception in the 1990s. With 30 weekday roundtrips and 22 weekend roundtrips and 17 stations between Placer County and Santa Clara County primarily along the I-80/I-880 corridors, it is popular with commuters and travelers of all types. Suisun City maintains a park-and-ride used by many Capitol Corridor riders.

The Vallejo waterfront to San Francisco ferry service seven days a week throughout the year is operated by the San Francisco Bay Ferry. It is the longest of several SF Bay Ferry routes. This ferry service is a direct connection to San Francisco avoiding multiple toll bridges crossing for drivers and transfers for bus/rail riders. It is the only ferry service in the northeast Bay vicinity with the next closest ferry services in Larkspur (Marin County) and Oakland/Alameda. The SF Bay Ferry will complete the landside construction of a maintenance facility on Mare Island in 2015. Vallejo Ferry riders use surface parking lots and a parking structure shared with SolTrans. Vallejo Ferry ridership is recovering after suffering for several years during the recent recession.

Intercity paratransit and other transportation services and programs for seniors, people with disabilities and the low-income have become of increasing importance. With the aging population increasing significantly as the Baby Boomers began reaching retirement in 2010, more attention has been focused on how this changes the type of demand for transportation. Solano has been modifying services and developing new programs to address these changing needs.

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

Background:

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

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

Discussion:

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

In response, STA staff reviewed the draft 2014 Transit Corridor Study – Phase 1 which recommended critical near term capital improvements and presented these to the TAC and SolanoExpress Intercity Transit Consortium for consideration at their May meetings. STA staff also requested input with a deadline of June 12th to submit any comments on the recommended MLIP Project List.

The STA recommended MLIP projects continue to be:

- 1) Direct access improvements at the Fairfield Transit Center
- 2) New station stop at the Solano College campus in Fairfield
- 3) Transit priority measures (e.g. signal priority, queue jumps and bus bulbs, and bus lanes).
- 4) New park and ride lots at Hiddenbrooke/I-80, SR 37/Fairgrounds Drive (adjacent to I-80), City of Dixon and I-680/Gold Hill.
- 5) Curtola Park and Ride Phase 2

If approved, STA staff will continue to work with MTC staff to include these projects in their MLIP process. MTC will then submit a list of supportive MLIP projects as part of the program's Regional Transportation Plan project submittal later this fall.

Fiscal Impact:

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

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the following proposed Managed Lane Implementation Plan list of Solano Projects consistent with the 2014 Draft I-80/680/780 Transit Corridor Study as specified in Attachment A.

Attachment:

- A. Proposed Managed Lane Implementation Plan List of Solano Projects

Proposed Managed Lane Implementation Plan list of Solano Projects Consistent with the 2014 Draft I-80/680/780 Transit Corridor Study

1. Direct access improvements at the Fairfield Transit Center;
2. New station stop at the Solano College campus in Fairfield;
3. Transit priority measures (e.g. signal priority, queue jumps and bus bulbs, and bus lanes);
4. New park and ride lots at Hiddenbrooke/I-80, SR 37/Fairgrounds Drive (adjacent to I-80), City of Dixon and I-680/Gold Hill; and
5. Curtola Park and Ride Phase 2.

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Date: June 23, 2015
To: SolanoExpress Transit Consortium
From: Jim McElroy, McElroy Transit, Project Manager
RE: Update on Transit Corridor Study Phase 2

Background

During the past 24 months, the STA has undergone an extensive process to evaluate and revise Solano County's regional transit network. This is the first comprehensive analysis and proposed modification to the current intercity transit service, collectively marketed as SolanoExpress, since 2004. The Board was last updated at its December 2014 meeting. This agenda item is to provide an update on activities since the December 2014 meeting and to provide an overview of anticipated activities.

Discussion

The following presents a general chronological overview of recent and projected activities:

March 12, 2014 – STA Board Workshop – Comments from Board members received and responses prepared.

April 1, 2014 – Draft Final Phase 1 Study Completed and Submitted by Arup.

December 10, 2014 – STA Board Workshop and Meeting:

Approved the following:

1. **The public review and input process for Phase 2 as specified:**
 - a. **Forward the Phase 1 results to each of the affected Cities and the County including the three service options assessed and Option B as the service option recommended for Phase 2;**
2. **Authorize the Executive Director to develop and issue a Request for Proposal (RFP) for consultant services for the Transit Corridor Study Phase 2 and the Coordinated SRTP; and**
3. **Authorize the Executive Director to enter into an agreement in an amount not- to- exceed \$275,000 for Transit Corridor Study Phase 2 and Coordinated SRTP.**

April 2, 2015 – Phase 2 Consultant RFP Posted

May 1, 2015 – Consultant Proposals Due

May 2015 – Consultant Selected – Arup

Future Activities:

June 2015 – Phase 2 Consultant Kickoff

July 2015 – Phase 1 Results Forwarded to affected Cities and Counties

October 2015 – Draft Phase 2 Plan Due

September 2015 – Public Outreach Meetings

January 2016 – Final Phase 2 Plan Due

July 2016 – Soft Target for Service Changes

Since the December 2014 Board meeting, the Phase 2 consultant is now selected and the project kickoff is to occur shortly. Phase 1 results will be forwarded to each of the affected jurisdictions as requested by the end of July 2015. Comments and input will influence the Phase 2 planning process.

Staff expects the public outreach to begin shortly, culminating in three public meetings to be held in September 2015. The proposed public meetings will be held in Fairfield, Vacaville, and Vallejo. Leading up to the public meetings will be a large effort to educate riders and non-riders and to seek feedback and input. Activities include, but are not limited to:

1. Brochure describing the planning process and opportunities for influencing the outcomes. The brochure will be widely distributed and formatted, as appropriate, for different target audiences.
2. Bus posters and seat drops on transit services.
3. A widely publicized STA web interface including web tool for gathering input
4. Press communications
5. Meetings with community groups, as requested
6. Communication with affected jurisdictions, as described earlier

Staff anticipates there will be significant public interest from the existing riders continuing from the Phase 1 element and into the Phase 2 element. For example:

1. Changes to Route 90: The preferred option reflects that service from Fairfield will access the BART system in Walnut Creek rather than El Cerrito/Del Norte in Richmond. The Phase 1 study recommends the benefits of the change. Phase 2 will refine the approach and develop schedules for analysis before there is a final service decision by the STA Board.
2. One stop in Contra Costa County: The Phase 1 study proposes that a single stop in Contra Costa County is the best approach. There are currently two stops, one at Pleasant Hill and one at Walnut Creek. The Phase 1 study recommends that only a single stop should be used in Contra Costa County and that stop should be Walnut Creek. Amongst other issues, there are significant costs associated with providing service to two BART stations that are in close proximity to each other.

There will be additional concerns raised during the Phase 2 portion of the project along with a general list of concerns that staff is tracking for resolution, especially as we engage in the public outreach process. The STA Board and STA staff are carrying out a thoughtful and thorough process to implement the best possible service at the lowest cost so as to maximize service levels.

Recommendation
Informational.



DATE: June 23, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
David Koffman, Nelson\Nygaard Consulting Associates
RE: Intercity Paratransit/Taxi Scrip Program – Proposed Approach to Service
Alternative Analysis

Background:

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

Discussion:

In the attached memo (Attachment A), Nelson\Nygaard Consulting Associates provide a brief history of the Intercity Taxi Program and present ridership patterns and costs. As part of a study conducted when the transition of administrative responsibility transferred from Solano County to the Solano Transportation Authority (STA), one of STA's key program objectives was to ensure the long-term sustainability of the Solano Intercity Taxi Program. In the attached memo, Nelson\Nygaard Consulting Associates present a variety of options for consideration by the Consortium in order to ensure the long-term sustainability of the Solano Intercity Taxi Program. It is anticipated that after STA Board selection of the preferred service option in the Fall of 2015, actual implementation of this option will occur in 2016.

Recommendation:

Informational.

Attachment:

- A. Service Delivery Options Memo (5/12/15)

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MEMORANDUM

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

INTRODUCTION

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

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

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

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

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

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

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

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

HISTORY

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

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

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

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

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

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

RIDERSHIP PATTERNS AND COSTS

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

Summary Data

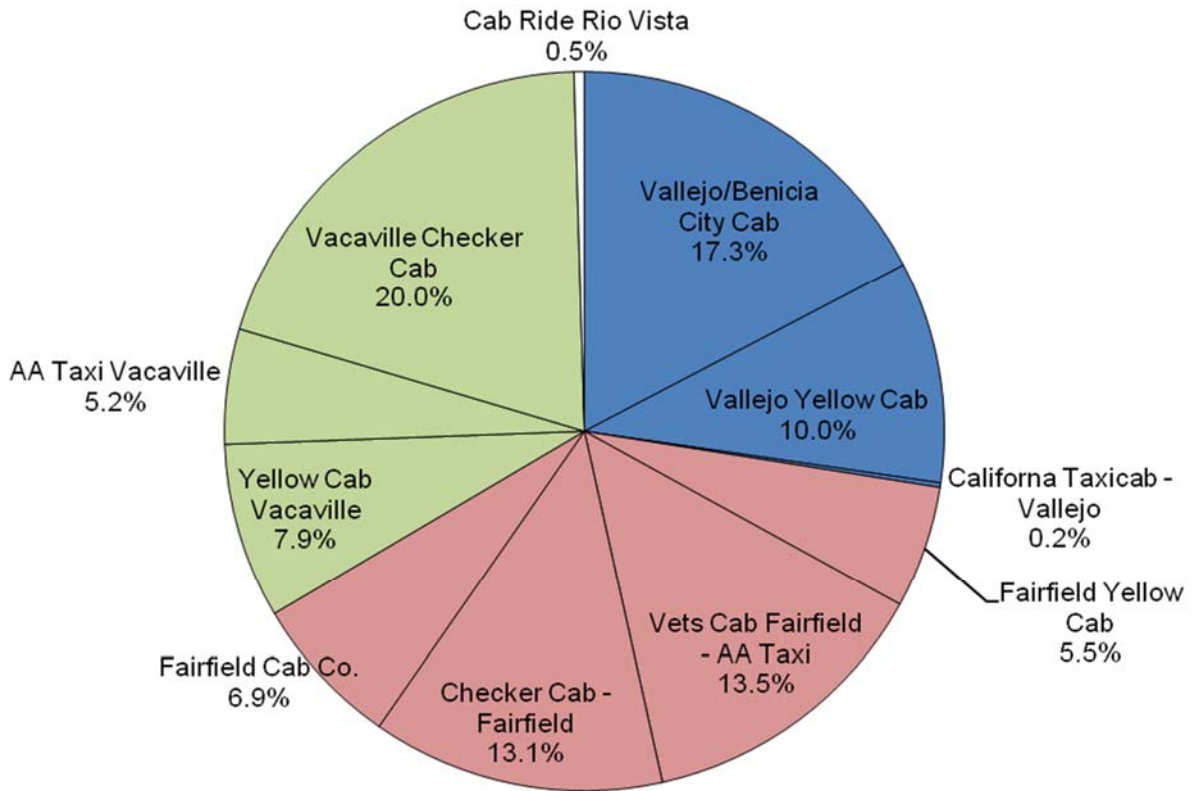
Full-year statistics for 2013-14 were:

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

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

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

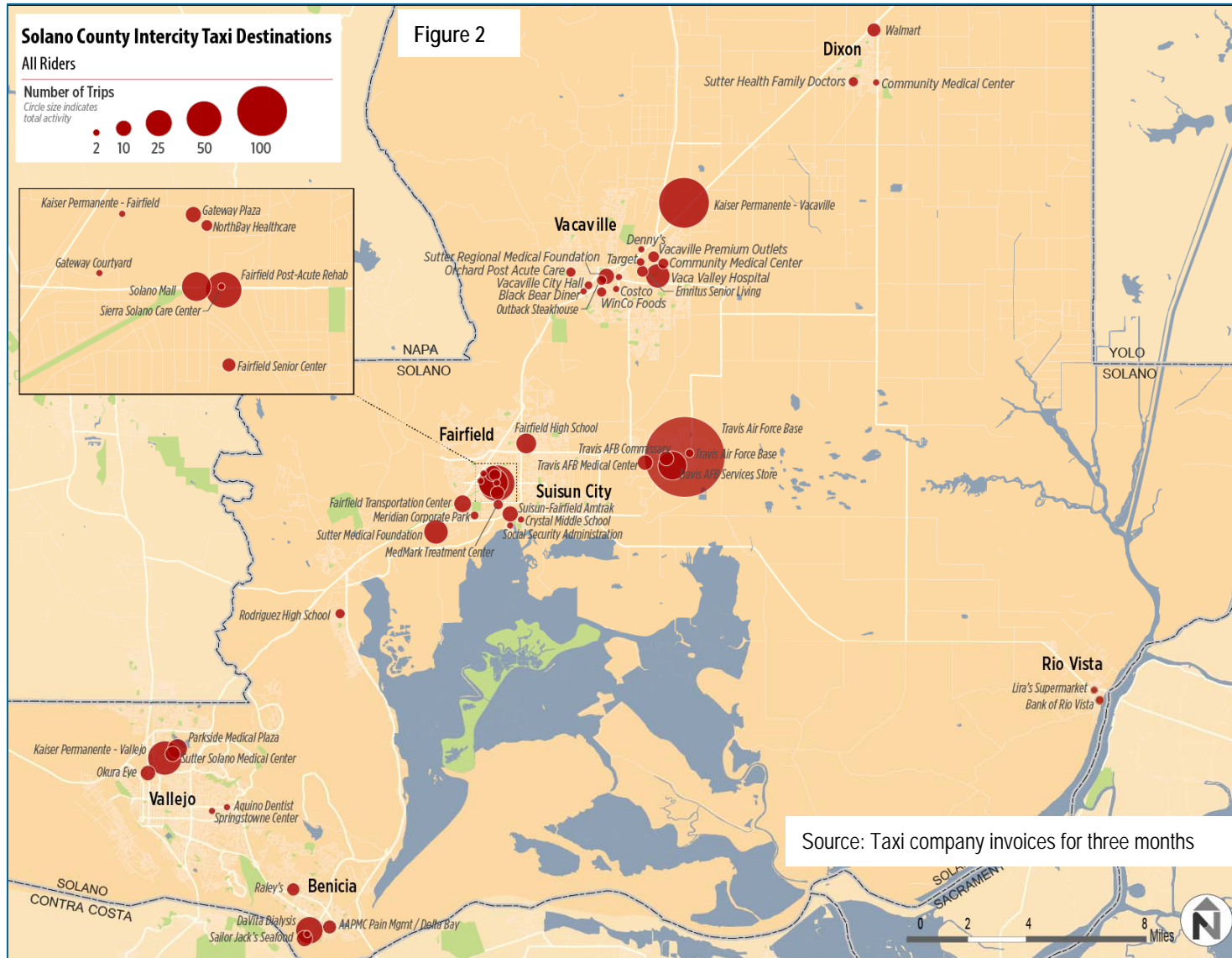
Figure 1 Shares of Taxi Companies
(Percentage of Trips in 2012-13)



Common Destinations

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

Solano Intercity Paratransit Service Options
Solano Transportation Authority

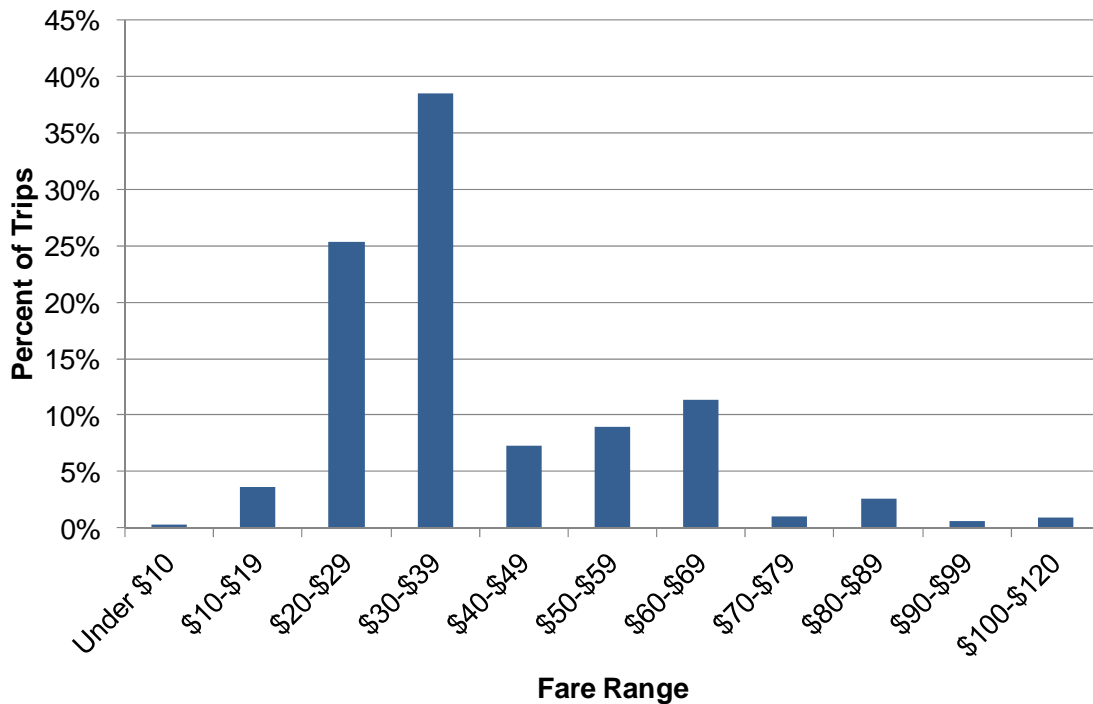


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Trip Fares

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

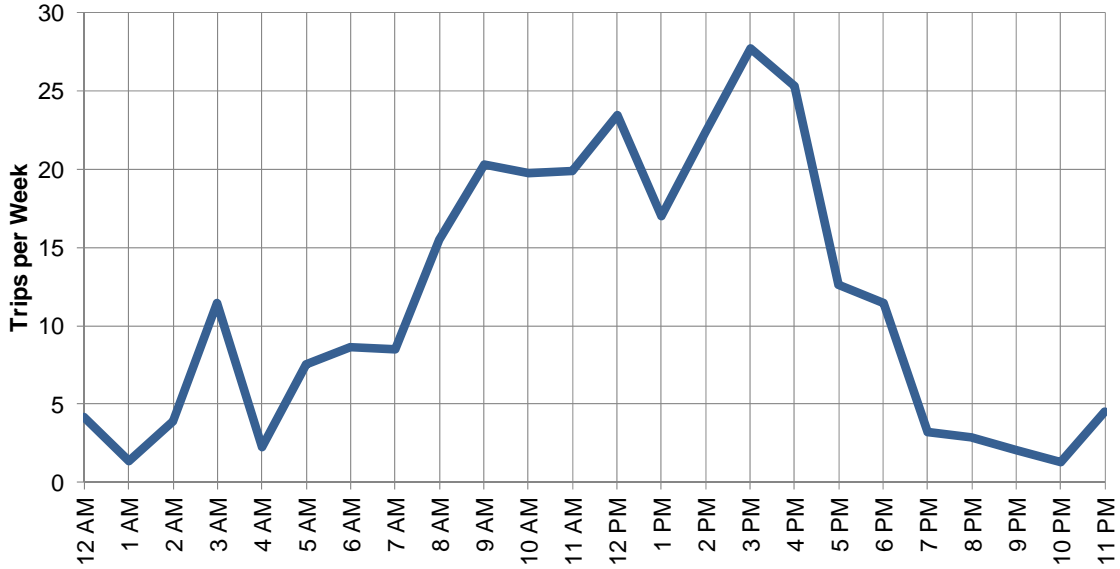
Figure 3 Percent of Trips in Fare Ranges



Time of Day of Travel

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

Figure 4 Time of Day of Taxi Scrip Trips

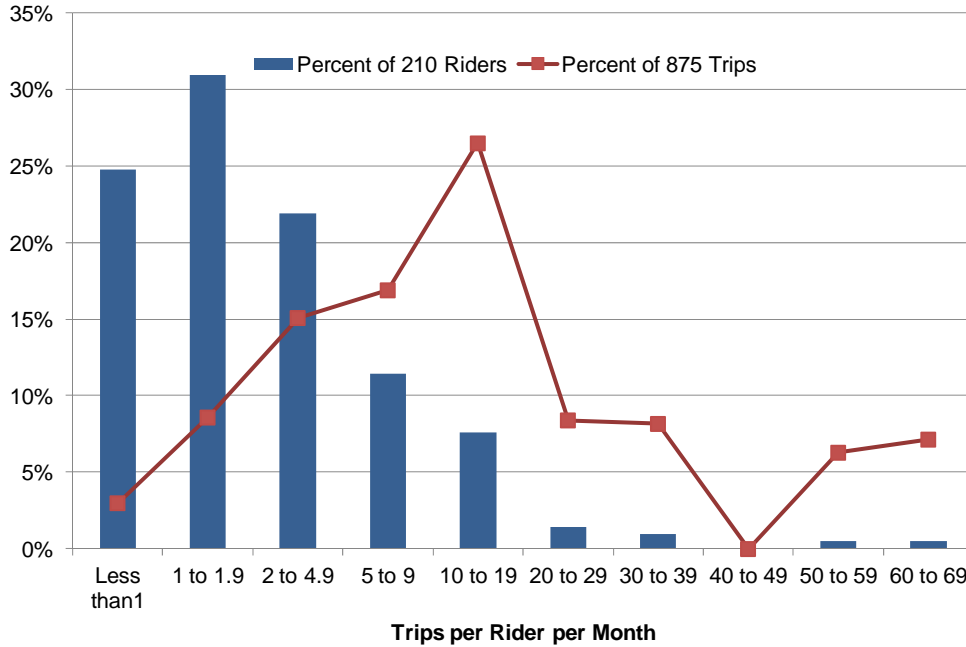


Estimated from taxi company invoices, assuming approximately 1,200 trips per month.

Frequency of Travel by Riders

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

Figure 5 Trips per Rider per Month



FOUR SERVICE DELIVERY OPTIONS FOR INTERCITY PARATRANSIT SERVICE

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

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

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

Option 1: Modified Taxi Scrip Program

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

Accessible Service by Wheelchair Van Providers.

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

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

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

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

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

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

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

Wheelchair-Accessible Taxi Service

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

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

Cost Containment

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

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

Figure 6 Three-Tier Fare Structure Proposal from 2013

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

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

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

Administrative Simplification

As long as scrip is retained, opportunities for administrative simplification would be very limited. Figure 7 summarizes the advantages and disadvantages of modified taxi scrip.

Figure 7 Advantages and Disadvantages of Modified Taxi Scrip

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

Option 2: Taxicard Payment System

How Taxicards Work

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

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

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

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

Figure 8 Taxicard Fare Structures in Three Cities

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

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

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

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

The Cost of Taxicards

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

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

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

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

Cost Containment

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

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

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

Administrative Simplification

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

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

Figure 9 Advantages and Disadvantages of a Taxicard System

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

Option 3: Central Reservations

How Central Reservations Would Work

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

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

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

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

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

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

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

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

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

Accessible Service

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

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

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

Taxi: \$2.25 + \$2.75 per mile

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

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

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

Cost Containment

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

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

Administrative Simplification

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

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

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

Figure 10 Advantages and Disadvantages of Central Reservations

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

Option 4: Dedicated Fleet

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

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

Accessible Service

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

Cost Containment

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

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

Fares and Fare Payment

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

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

Figure 11 Advantages and Disadvantages of the Dedicated Fleet Model

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

FINANCIAL ANALYSIS

Assumptions

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

Assumptions that apply to all options:

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

Option-dependent costs:

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

- **Dedicated vehicles:**
Operations contract: \$970,000 (\$97 per trip)
STA staff time: \$20,000

The Role of Fares

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

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

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

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

Results of the Analysis

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

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

Start-up Costs

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

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

DRAFT

Solano Intercity Paratransit Service Options
Solano Transportation Authority

Figure 12 Financial Analysis of Options

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

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DATE: June 15, 2015
 TO: SolanoExpress Intercity Consortium
 FROM: Jayne Bauer, Marketing and Legislative Program Manager
 RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On December 10, 2014, the STA Board approved its 2015 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA’s legislative activities during 2015.

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

The following is a brief recap of current state legislative activity with regard to transportation funding:

- Senate Bill 16 (Beall, D-San Jose) has moved through committees and awaits action on the Senate Floor. This is a comprehensive funding package that, through a mix of revenue sources, would ultimately dedicate approximately \$3-\$3.5 billion annually to transportation. In Solano County, this would mean approximately \$16-\$20 million annually. See below for a breakdown of these funds between the County and the cities within Solano County (using an assumption of \$1.3 billion to \$1.7 billion to cities and counties).

SOLANO COUNTY	\$7,445,403	\$9,572,661
Benicia	\$ 569,676	\$ 732,440
Dixon	\$ 385,483	\$ 495,622
Fairfield	\$ 2,231,524	\$ 2,869,103
Rio Vista	\$ 168,838	\$ 217,077
Suisun City	\$ 587,444	\$ 755,285
Vacaville	\$ 1,973,663	\$ 2,537,567
Vallejo	\$ 2,463,098	\$ 3,166,841

- Assembly Speaker Toni Atkins (D-San Diego) and Assembly Transportation Committee Chair Jim Frazier (D-Antioch) have announced their intent to craft and push a transportation funding package, but, they have yet to release any specific legislative measure (and the word is now that they will *not* do so until *after* the Budget is passed).
- Neither SB 16 nor the Assembly play appear to be “cooked” – while the Governor and his representatives have spent time courting Republican legislators in each House, there are no clear indications that enough “Yes” votes are promised yet to win the requisite two-thirds vote in each House to move such legislation to the Governor.
- In the meantime, the only real transportation funding decisions “on the table” for the legislature are related to the 2015-16 appropriations of Cap and Trade funds.
- The Budget is expected to be passed on time – by June 15th.

Staff will provide an update at the meeting.

Congress Passes MAP-21 Extension: Long-Term Plan Still on the Agenda

On May 29th President Obama signed the U.S. Senate bill H.R. 2353, the Highway and Transportation Funding Act of 2015. This legislation, sponsored by House Transportation and Infrastructure Chairman Bill Shuster (R-PA) and House Ways and Means Chairman Paul Ryan (R-WI), extends MAP-21 through July 31. Meanwhile, leaders of the Senate's transportation policy panel said they plan to hold a markup hearing on a six-year highway reauthorizing bill on June 24th.

“With the two-month extension of the Highway Trust Fund, Congress prevented many critical road, bridge and transit projects from coming to a grinding halt. But it's time we end this costly uncertainty with the Highway Trust Fund. The only solution to fixing this problem is to enact a consensus-based, bipartisan, six-year surface transportation bill that will provide states and local communities the funding and the certainty they need to plan and construct multiyear projects to modernize our infrastructure,” said Sens. James Inhofe (R-OK) and Barbara Boxer (D-CA), chairman and ranking member, respectively, of the Environment and Public Works panel, in a statement.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

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



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

May 28, 2015

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

The deadline for the Legislature to move bills out of the house of origin is June 5 and **the Legislature has until June 15 to send a budget bill to the Governor.** The new fiscal year begins July 1. The Legislature will break for Summer Recess on July 17. We have flagged several bills for the STA Board and discuss some of the more relevant bills under ***Bills of Interest***, below.

May Revise

In the May Revise, as we reported on May 14, the Governor doubled-down on his commitment to find additional funding for state highways, stating that “In considering new funding sources, the state must focus on the priorities that are the state’s core responsibility—maintaining and operating the state’s network of highways and interstates, and improving the highest priority freight corridors. Funding should come from pay-as-you-go transportation user fees, and be sustainable as gasoline consumption falls.” That being said, the Governor’s budget update does not consider any new options for funding highway maintenance, but does state that the Administration is working with the Legislature on its proposals to put together a funding package by the end of the year. One such proposal is **Senate Bill 16 (Beall)**, which would generate between \$3-\$3.5 billion for state highways and local streets & roads from a combination of revenue sources, including increased fuel taxes and vehicle registration fees. **The Assembly has yet to release its proposal for funding transportation infrastructure.**

Legislative Meetings

By the time the Board meets on June 10, members of the STA Board with STA staff and our lobbying team, will have concluded a series of meetings with the Solano County Legislative Delegation. Specifically, STA Board members and staff met with Senator Wolk (May 29 - Vacaville) and Assembly Members Dodd (May 28 – Dixon) and Frazier (May 14 – Suisun City) to discuss projects of significance in each member’s respective district. The meetings provided an opportunity for Board members and staff to also discuss pressing issues in Sacramento, including plans for generating additional transportation funding and important legislation impacting STA’s planned projects.

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

Bills of Interest

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

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

AB 194 (Frazier) Managed Lanes

This bill would authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane. This bill further requires that a regional transportation agency “consult” with any local transportation authority (e.g. STA) prior to applying for a HOT lane if any portion of the lane exists in the local transportation authority’s jurisdiction. This bill also specifically does not authorize the conversion of a mixed-flow lane into a HOT lane. ***The STA Board SUPPORTS this bill (Board Action: 4/15/15).***

AB 227 (Alejo) Vehicle Weight Fees

This bill would undo the statutory scheme that transfers vehicle weight fees from the general fund to the State Highway Account, to pay debt-service on transportation bonds, and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. ***The STA Board SUPPORTS this bill (Board Action: 3/11/15).***

AB 464 (Mullin) Local Sales Tax Limit Increase

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

AB 516 (Mullin) Temporary License Plates

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

AB 1098 (Bloom) Congestion Management Plans (2-year Bill)

This bill would delete the level of service standards as an element of a congestion management plan and revise and recast the requirements for other elements of a congestion management program by requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share. ***Bay Area CMA Planning Directors are analyzing this 2-year bill.***

AB 1250 (Bloom) Bus Axle-Weight Limit

Existing law provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016. This bill is expected to become a long-term solution for the bus weight challenge. ***The STA Board has a WATCH position on this bill (Board Action: 5/13/15).***

AB 1265 (Perea) Public-Private Partnerships

This bill would extend the authorizations for public-private partnerships (P3) as a method of procurement available to regional transportation agencies until January 1, 2030. The existing authority is set to expire on January 1, 2017. ***We recommend the STA Board take a position of SUPPORT on this bill.***

AB 1347 (Chiu) Prompt Payment of Claims

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

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

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

SB 16 (Beall) Transportation Funding

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

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

Under AB 32, ARB adopted a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990, to be achieved by 2020, and was authorized to adopt regulations to achieve the GHG reduction-target, including a market-based compliance mechanism (e.g. Cap and Trade). This bill would require ARB to approve a GHG limit equivalent to 80% below the 1990 level to be achieved by 2050 and would authorize the continued use of the regulatory process to ensure the target is met.

SB 254 (Allen) Highway Relinquishments

This bill would establish a general authorization for Caltrans and the CTC to relinquish state highways to cities and counties for those highways deemed to present more of a regional significance. The goal of this bill is to streamline the relinquishment process and deter the Legislature from introducing one-off bills dealing with specific segments of the state highway system. ***On May 28, the Senate Appropriations Committee amended this bill to no longer mandate that Caltrans to bring a highway up to a state of good repair prior to relinquishment. It is assumed, however, that this condition could still be negotiated as part of a transfer agreement. The STA Board has a SEEK AMENDMENTS position on this***

bill to allow for relinquishment to a joint powers authority and to protect local agencies from forced relinquishments (Board Action: 5/13/15).

SB 321 (Beall) Stabilization of Gasoline Excise Tax

The gas tax swap replaced the state sales tax on gasoline with an excise tax that was set at a level to capture the revenue that would have been produced by the sales tax. The excise tax is required to be adjusted annually by the Board of Equalization (BOE) to ensure the excise tax and what would be produced by the sales tax remains revenue neutral. This bill would, for purposes of adjusting the state excise tax on gasoline, require the BOE to use a five-year average of the sales tax when calculating the adjustment to the excise tax. ***The STA Board has a SUPPORT IN CONCEPT position on this bill (Board Action 3/11/15).***

M E M O R A N D U M

May 27, 2015

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

During the month of May we monitored and reported on developments regarding transportation legislation. We also made STA staff aware of grant opportunities and answered questions regarding the TIGER grant program.

Surface Transportation Reauthorization

Congress approved a two-month extension to the current surface transportation law before leaving town for the Memorial Day recess. The extension funds transportation programs through July 31. The President has said that he will sign the extension into law before May 31 when the current law expires.

Congress was forced to pass the extension because it could not agree on multiyear legislation before current law expired on May 31. House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) had advocated for a six month extension through the end of the year to give Congress more time to pass comprehensive multiyear legislation. Senate Environment and Public Works Chair Jim Inhofe and Ranking Member Barbara Boxer, however, had supported the two month extension believing it would put pressure on Congress to pass multiyear legislation before the August recess. Congress ultimately was forced to pass the two-month extension because the tax committees could not identify offsets to fund a longer term extension. The two month extension did not require any offsets since the Highway Trust Fund has sufficient revenues to fund the highway and transit programs through July 31.

The path forward to a transportation bill is unclear. The White House is urging Congress to pass multiyear legislation before August 1, however, there is no consensus on how to raise new revenues or find offsets to fund the legislation. The Obama Administration supports using the revenue from the repatriated earnings of U.S. corporations to support infrastructure spending. Senate Finance Committee Chairman Orin Hatch (R-UT) and House Ways and Means Committee Chairman Paul Ryan (R-WI) oppose this plan, preferring to use the revenue to support comprehensive tax reform and lower the corporate tax rate.

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The Senate Environment and Public Works Committee is planning to mark-up a multiyear bill on June 24 despite the fact that there is no plan for how to fund the legislation. Chairman Shuster, in contrast, has said that it may be necessary to extend current law again – until December 31 – to give the tax committees enough time to determine how to fund the legislation. The House Ways and Means Committee is expected to hold a hearing in June on the alternative proposals to fund the transportation bill.

Fiscal Year 2016 Appropriations

Although the House and Senate Republican Leadership have said that they are committed to moving each of the appropriations bills separately, Democratic opposition to the bills may make it more likely that Congress will be forced to pass a continuing resolution and/or an omnibus bill as has been typical in recent years.

House Leadership is hoping to bring the fiscal year 2016 Transportation-Housing and Urban Development (THUD) appropriations bill to the floor when Congress returns from recess, next week. The bill, approved by the Appropriations Committee on May 20, would provide \$55.27 billion in spending, including \$40.25 billion for the highway program and \$8.5 billion for transit formula grants, level spending with fiscal year 2015. The bill includes only \$100 million for TIGER grants, although it is expected that the Senate will include more money for the TIGER program.

Because some conservative members object to funding of certain transportation and housing programs, House Leadership has relied on Democratic support to move the THUD bill through the House. Last year, Democrats and some moderate Republicans voted against the fiscal year 2015 THUD appropriations bill on grounds that funding was too low, joining conservatives to block the bill. Leadership will only bring the bill to the floor if there is sufficient support to pass it.

The House THUD bill is likely to face a veto threat in its current form. The Administration is seeking additional spending and opposes policy riders to block cruises and commercial flights to Cuba, increase allowable limits on truck size and length, and block driver hours-of-service rules.

In the Senate, the Appropriations Committee adopted discretionary spending allocations for fiscal year 2016, including \$55.64 billion for transportation and housing programs. The allocations conform to the 2011 Budget Agreement and the fiscal year 2016 budget resolution. Senate Democrats have protested that the proposed spending for non-defense programs is too low and have threatened block floor consideration of any bills at that level in order to force negotiations that will lead to an agreement to increase domestic spending. This is similar to the

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agreement reached between Senate and House Budget Committee Chairs, Sen. Patty Murray (D-WA) and Rep. Paul Ryan (R-WI), in 2013, which blocked sequestration for fiscal years 2014 and 2015.

Rail Safety

Democrat Senators want to include additional funding for rail safety in response to the fatal Amtrak crash outside of Philadelphia on May 12. The bill approved by the House Appropriations Committee would reduce Amtrak's budget by more than \$250 million. On May 20, 23 Democratic Senators wrote to the leadership of the transportation appropriations subcommittee requesting additional funding for positive train control (PTC), stating that the National Transportation Safety Board had found that the derailment may have been prevented if PTC has been utilized. The letter pointed out that Congress has allocated only \$50 million for installation of PTC on commuter railroads to address over \$2 billion in estimated costs.

The issue of PTC is likely to be among the issues that the Senate Commerce Science and Transportation Committee will debate in June, when the Committee considers the Amtrak reauthorization bill. Commerce Committee Chairman John Thune (R-SD) has stated that the reauthorization bill will contain a vigorous safety program, but the details of the bill have not been released. The House passed its reauthorization bill in March to provide rail programs with \$7 billion over four years.

The Committee approved legislation (S. 650), sponsored by Sen. Roy Blunt (R-MO) that would extend the deadline from December 2015 until 2020 to install PTC technology for freight and passenger trains, earlier this year. Democrats are supporting an alternative bill (S. 1006) which would provide railroads with a one-year extension for PTC implementation that would be granted on a case-by-case basis until 2018, when fully operating systems would be required.

Legislation Introduced

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

- *The State Transportation Flexibility Act*, S. 1404 (Portman, R-OH). The bill would allow state departments of transportation to opt out of the Federal-Aid Highway and Mass Transit programs and to manage and spend the tax revenue collected within their states. It is intended to allow states to focus spending on highway and bridge construction. The bill was cosponsored by Republican Senators John McCain (AZ), John Isakson (GA) and John Cornyn (TX) and was referred to the Senate Environment and Public Works Committee.

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- *The Support for Bridges Act, S. 1370* (Blunt, R-MO). The legislation would increase funds through the Surface Transportation Program (STP) for on-system, non-National Highway System (NHS) bridges. It includes language clarifying that the set aside for off-system bridges must come out of the state's portion of the STP and not off the top of the program, which would reduce the sub-allocation to local communities. The bill was cosponsored by Sen. Bob Casey (D-PA) and referred to the Senate Environment and Public Works Committee.
- *The Build USA Act, S. 1296* (Fischer, R-NE). The legislation would use repatriated earnings of U.S. corporations to establish and fund an American Infrastructure Bank to issue loans to state and local for transportation projects. The bill was referred to the Senate Finance Committee.
- *The Move America Act, S. 1186* (Wyden, D-OR). The bill would provide incentives for public private partnerships by providing a new category of tax-exempt bonds for infrastructure projects. It would provide a tax credit that states could either sell to raise capital or allot to private investors. The credits could be claimed at a rate of 10 percent annually over a decade once the new facility is completed and brought into service. The bill was referred to the Senate Finance Committee and was cosponsored by Sen. John Hoeven (R-ND).
- *The TIGER Grants for Job Creation Act, H.R. 2495* (Waters, D-CA). The bill would provide an emergency supplemental appropriation of \$7.5 billion over the next 6 years for the TIGER program. Twelve California Representatives, including Rep. Garamendi, are among the 68 Democratic Cosponsors to the bill. It was referred to the House Appropriations Committee. The House Appropriations Committee approved \$100 million for TIGER grants in the fiscal year 2016 appropriations bill.
- *The NEPA Reciprocity Act, H.R. 2497* (Denham, R-CA). The bill would allow the Secretary of Transportation to certify that a state's environmental review process is sufficient to satisfy the federal environmental review process established under NEPA. The bill has been endorsed by the National Association of Counties and the California State Association of Counties. California Republicans cosponsoring the bill include Representatives Mimi Walters, Paul Cook, Doug LaMalfa, Darrell Issa, Duncan Hunter, Dana Rohrabacher, and Devin Nunes. The bill was referred to the House Committee on Natural Resources with subsequent referral to the Committee on Transportation and Infrastructure.

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- *The Regional Infrastructure Accelerator Act (RIAA)*, H.R. 2485 (Torres, D-CA). The bill would establish Regional Infrastructure Accelerators, multi-state organizations that would provide state and local governments with technical assistance and funding to help coordinate public private partnerships, similar to the West Coast Infrastructure Exchange. The bill was referred to the House Committee on Transportation and Infrastructure.
- *The Buy America Update Act*, H.R. 2451 (Lipinski, D-IL). The bill would expand Buy America regulations for the Federal Highway Administration, Federal Transit Administration, Amtrak, and the Federal Aviation Administration. Among its provisions, the bill would apply the 60 percent domestic content requirement to rolling stock and vehicles purchased with funds awarded by the FHWA under the CMAQ program. The bill has 7 cosponsors and was referred to the House Transportation and Infrastructure Committee.
- *The Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America (“GROW America”) Act*, H.R. 2410 (DeFazio, D-OR). Rep. Pete DeFazio (D-OR), Ranking Member of the House Transportation and Infrastructure Committee, introduced the Administration’s proposal to reauthorize transportation programs and provide \$478 billion over six years, a 45 percent increase in spending for highway, bridge, public transportation, highway safety, and rail programs.
- *The Nation Building Here at Home Act*, H.R. 2332 (Higgins, D-NY). The bill would authorize a competitive grant program to award grants to state and local governments, transit agencies, and port authorities for certain public transportation and water infrastructure projects that will significantly impact a metropolitan area, a region, or all of the United States. The bill would not require a local match for projects. The bill was referred to the House Transportation and Infrastructure Committee.

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DATE: June 15, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager
RE: SNCI Call Center/Transportation Info Depot Update

Background:

STA's Solano Napa Commuter Information (SNCI) program staff routinely provides an update to the Consortium on several key issues: Transportation Info Depot, Mobility Management Call Center, Napa and Solano transit schedule distribution, marketing, promotions and events. Other items are included as they become relevant.

Discussion:

Bike to Work Day:

Bike to Work Day (BTWD) was Thursday, May 14th. This year saw a 31% increase in cyclists stopping by the 28 stations in Napa and Solano Counties over 2014. Overall, six hundred seventy-nine (679) visitors stopped at the stations. Solano County showed a 5% increase from last year, while Napa showed a 126% increase over last year. Mack Halsted of Fairfield was selected as Solano County's Bike Commuter of the Year and Team Genentech! won the Team Bike Challenge.

2015 Napa Commute Challenge:

The Napa Commute Challenge runs from April 1st through June 30th. This year, 20 employers registered for the Challenge, with 195 employees participating. Employee participation increased by 50 registrants from 2014. The Top 4 employers with most employee participation are AP Tech, Colinas Farming Company, Napa County and Pacific Union College. SNCI staff is gearing up for the 2015 Solano Commute Challenge which begins August 1st and runs through October 31st.

Vanpools:

Two (2) new vanpools were started in April, and two (2) new vanpools in May, bringing the total of new vans started to 23 during FY2014-15. Eight (8) of these vanpools are destined for Solano County.

Transportation Info Depot/Mobility Call Center:

Staff provides a variety of informational services at the Transportation Info Depot at the Suisun City Amtrak Station as well as at the Solano Mobility Call Center. See attached table for a quarterly summary of our customer service requests.

Recommendation:

Informational.

Call Center/Info Depot Activity	15-Mar	15-Apr	15-May	F/Y Totals
<u>Emergency Ride Home</u>				
New Employees	9	5	3	121
New Employers	1	1	1	26
Trips Taken	5	6	2	60
<u>Bucks for Bikes</u>				
New Applications	2	4	4	18
Incentives Awarded	0	2	3	14
Follow up Surveys sent	8	0	10	75
<u>Train Depot Activity</u>				
Amtrak	286	273	283	1780
Greyhound	93	92	65	578
General Transit Questions	22	22	15	136
Trip Planniing	16	6	7	100
RTC Questions	1	0	1	19
Clipper Questions	3	5	6	33
Other - Taxi, Misc	10	4	11	67
Totals:	431	402	388	2713
<u>ADA Call Center Telephone Calls</u>				
ADA Paratransit Eligibility	22	31	18	134
RTC Questions	27	33	18	120
Adult Clipper Questions	3	0	1	10
Senior Clipper Questions	3	4	1	11
Senior Trip Planning	9	1	4	52
Transit Training - Trainer	0	0	0	15
Transit Training - Trainee	1	0	0	1
Taxi Scrip Local	2	3	4	18
Taxi Scrip InterCity	3	2	0	16
Materials Mailed	11	7	6	34
<u>Calls Referred to Outside Agencies</u>				
* NonProfit	1	4	2	16
* Private	0	0	5	6
*Transit Agency	7	0	1	7
Totals:	78	78	54	333
Call Center ADA Customer <i>Walk-In Totals:</i>	22	20	20	251
<u>Clipper Cards Sales</u>				
Senior	4	4	5	21
Adult	3	5	5	29
Youth	0	0	0	0
Totals:	7	9	10	50
<u>RTC Apps processed to Date</u>	22	18	15	121



DATE: June 15, 2015
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Drew Hart, Associate Planner
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Regional			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$110,000	No Deadline
6.	Bay Area Air Quality management District Program Manager Funds	\$108,000	May 29, 2015
State			
1.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads	~\$150 million	July 31, 2015
2.	Active Transportation Program	\$213 million	June 1, 2015
3.	California River Parkways Grant Program*	\$7.6 million	September 1, 2015
Federal			

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

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

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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/
TDA Article 3	Cheryl Chi Metropolitan Planning Commission (510) 817-5939 cchi@mtc.ca.gov	No deadline	Approx. \$110,000	The Metropolitan Transportation Commission (MTC) administers TDA Article funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.	N/A	
Bay Area Air Quality Management District Program Manager Funds	Drew Hart STA (707) 399-3214 dhart@sta.ca.gov	May 29, 2015	\$340,000	The purpose of the Program Manager Funds is to provide financial incentives for reducing emissions from the mobile sources of air pollution within the Bay Area Air Quality Management District (BAAQMD).	N/A	Call for projects forthcoming

*New Funding Opportunity

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
State Grants						
Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	Sylvia Fung California Department of Transportation (Caltrans) (510) 286-5226 sylvia.fung@dot.ca.gov	Announcement Anticipated Spring of 2015	Approx. \$100-150 M nationally	The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm	N/A	Eligible Projects: HSIP funds are eligible for work on any public road or publicly owned bicycle/pedestrian pathway or trail, or on tribal lands for general use of tribal members, that corrects or improves the safety for its users.
Active Transportation Program (ATP)	Laurie Waters California Transportation Commission (CTC) (916) 651-6145 Laurie.Waters@dot.ca.gov	June 1, 2015	\$213 M which includes: \$183M Statewide and \$30M Regional	The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as biking and walking.	7 Total from Solano County agencies	Call for projects will be on March 26, 2015. This is a 4-year funding cycle and can include environmental, engineering, and construction.

California River Parkways Grant Program	The Natural Resources Agency (916)653-2812 riverparkways@resources.ca.gov	September 1, 2015 (Postmarked)	\$6.7 M	As California faces a fourth year of drought, the California River Parkways Program guidelines call for our funded projects to promote and practice water conservation. Planting native and drought-tolerant vegetation, enabling groundwater recharge and protecting watersheds are just a few examples of how river parkway projects can promote water conservation goals.	N/A	http://resources.ca.gov/docs/bonds_and_grants/Prop_13_River_Parkways_2015.pdf
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