



INTERCITY TRANSIT CONSORTIUM MEETING AGENDA

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

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

ITEM

STAFF PERSON

1. CALL TO ORDER

Nathaniel Atherstone, Chair

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT

(1:30 – 1:35 p.m.)

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

(1:35 – 1:50 p.m.)

- **Fairfield and Vacaville Intermodal Station Update**
- **Update on Capital Improvements Projects for SolanoExpress**

Nathaniel Atherstone, FAST
Robert Guerrero

5. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.

(1:50 – 1:55 p.m.)

A. Minutes of the Consortium Meeting of August 29, 2017

Johanna Masielat

Recommendation:

Approve the Consortium Meeting Minutes of August 29, 2017.

Pg. 5

CONSORTIUM MEMBERS

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

B. Fiscal Year (FY) 2017-18 Transportation Development Act (TDA) Matrix – October 2017 – Revised City of Vacaville

Liz Niedziela

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the September FY 2017-18 Solano TDA Matrix as shown in Attachment C that includes TDA claims from the City of Vacaville and the revised TDA claim for STA.

Pg. 9

C. Updated Intercity Bus Replacement Capital Plan

Mary Pryor

Recommendation:

Forward a recommendation to the TAC and STA Board for approval of the updated Intercity Bus Replacement Funding Plan as shown in Attachment C.

Pg. 15

6. ACTION – NON FINANCIAL ITEMS

A. Countywide In-Person ADA American with Disabilities Act (ADA) Assessment Program Annual Report for Fiscal Year (FY) 2016-17

Debbie McQuilkin

Recommendation:

Forward a recommendation to the TAC and STA Board to approve the Countywide In-Person ADA American with Disabilities Act (ADA) Assessment Program Annual Report for Fiscal Year (FY) 2016-17 as shown in Attachment A.

(1:50 – 1:55 p.m.)

Pg. 25

7. ACTION – FINANCIAL ITEMS

A. Bay Area Air Quality Management District (BAAQMD) Electric Vehicle Charge! Grant

Cory Peterson

Recommendation:

Forward a recommendation to the TAC and the STA Board to authorize STA staff to apply for the Charge! Grant on behalf of the participating local agencies as specified for purchase and installation of EV Charging Stations.

(1:55 – 2:00 p.m.)

Pg. 33

B. Fiscal Year (FY) 2017-18 and FY 2018-19 State Transit Assistance Funds (STAF) Population-based Priorities

Liz Niedziela

Recommendation:

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

1. FYs 2017-18 and 2018-19 STAF priorities as specified in Attachments C and D;
2. Authorize the Executive Director to administer a Call for Projects for \$165,000 of STAF and work with the STA Board's Transit and Rideshare Committee to make programming recommendation to the STA Board; and
3. \$15,000 STAF in FY 2017-18 to be used as a local match for Vehicle Charging Stations if the BAAQMD grant application is awarded.

(2:00 – 2:10 p.m.)

Pg. 47

8. INFORMATIONAL ITEMS – DISCUSSION

- A. State Transportation Assistance Funds (STAF) Population Funds – Senate Bill 1 (SB 1) Additional Funding** Brandon Thomson
(2:10 – 2:20 p.m.)
Pg.
- B. Cap and Trade Opportunities (Transit)** Anthony Adams
(2:20 – 2:30 p.m.)
Pg.

NO DISCUSSION

- C. Legislative Update** Jayne Bauer
Pg.
- D. Solano Community College (SCC) Student Transportation Fee Update** Lloyd Nadal
Pg.
- E. Solano Mobility Call Center/Transportation Info Depot Monthly Update** Sean Hurley
Pg.
- F. Summary of Funding Opportunities** Cory Peterson
Pg.

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

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10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS Group

November 2017

- A. SolanoExpress Service Implementation Update
- B. Status of Intercity Taxi Program – Non Ambulatory
- C. First/Last Mile Pilot Update
- D. Update on Fare Consolidation
- E. Solano Mobility Update
- F. TDA Matrix and TDA Claims (Round 4)
- G. Discussion of SolanoExpress Performance Targets and Intercity Funding Agreement

12. ADJOURNMENT

No meeting in July. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, November 28, 2017.**

Meeting Schedule for the Remainder of Calendar Year 2017

No Meeting in October
1:30 p.m., Tues., November 28, 2017
1:30 p.m., Tues., December 19, 2017

Translation Services: For document translation please call:

Para la llamada de traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin:

707-399-3239



**INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of August 29, 2017**

1. CALL TO ORDER

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

Members

Present:	Nathaniel Atherstone, Chair	Fairfield and Suisun Transit (FAST)
	Michael Abegg, Vice Chair	Solano County Transit (SolTrans)
	Janet Koster (By phone)	Dixon Redit-Ride
	Debbie McQuilkin for Brandon Thomson	Rio Vista Delta Breeze
	Lloyd Nadal for Judy Leaks	SNCI
	Liz Niedziela	STA
	Brian McLean	Vacaville City Coach
	Rachel Ford	County of Solano – Health & Social Services

Members

Absent:	Judy Leaks	SNCI
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Also Present (In Alphabetical Order by Last Name):

Karin Bloesch	STA
Lori DaMassa	Vacaville City Coach
Ryan Dodge	STA
Diane Feinstein	FAST
Daryl Halls	STA
Sean Hurley	STA
Beth Kranda	SolTrans
Johanna Masiclat	STA
Jim McElroy	STA Project Manager
Cory Peterson	STA
Elizabeth Richards	STA Project Manager
Brandon Thomson	STA
Jason Weinstein	MTC

2. APPROVAL OF THE AGENDA

On a motion by Brian McLean, and a second by Rachel Ford, the SolanoExpress Intercity Transit Consortium approved the agenda. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

Jason Weinstein, MTC, presented the “Next Generation Clipper (“C2” Update”. He cited that the MTC has issued an Industry Review Draft of the Request for Proposal (RFP) to the C2 Regional Transit Fare Payment System Integrator project and will be conducting an extensive outreach to the industry and the public.

Karin Bloesch reminded the Consortium that the deadline to submit nominations for the Annual Awards is due Friday, September 1, 2017. She added that the nominated person, plan, project or program is being recognized for an action or event that took place October 1, 2016 and September 30, 2017.

Liz Niedziela announced that STA has retained Nelson/Nygaard Consulting Associates to conduct an analysis on the ADA In-Person Eligibility Program. She noted that Nelson/Nygaard Consulting Associates will also be looking at how conditional eligibility is applied at each Paratransit operation and how they will be working with each agencies dispatcher/scheduler. She concluded by stating that Mr. Weiner will be taking dispatch and that an email reminder will be sent in advance by STA staff.

5. CONSENT CALENDAR

On a motion by Brian McLean, and a second by Michael Abegg, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A and B.

A. Minutes of the Consortium Meeting of June 27, 2017

Recommendation:

Approve the Consortium Meeting Minutes of June 27, 2017.

B. Fiscal Year (FY) 2017-18 Transportation Development Act (TDA) Matrix – August 2017

Recommendation:

Forward a recommendation to the TAC and the STA Board to approve the September FY 2017-18 Solano TDA Matrix as shown in Attachment C that includes TDA claims from the City of Dixon, the City of Fairfield, the City of Rio Vista, and the revised TDA claim for STA.

6. ACTION FINANCIAL ITEMS

A. None.

7. ACTION NON-FINANCIAL ITEMS

A. None.

8. INFORMATIONAL ITEMS – DISCUSSION

A. Legislative Update

Robert Macaulay provided an update to the Initiative to repeal SB 1 (“Road Repair and Accountability Act of 2017” state transportation funding package), Cap and Trade Program Extension, and Amendments to RM 3 Legislation. He also noted that STA is recommending that the STA Board approve sending a letter urging doubling the appropriations for the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP).

B. Status of Solano Mobility Update Study for Solano Seniors and People with Disabilities
Elizabeth Richards provided a status update to the community outreach effort in Solano County for the Seniors and People with Disabilities Study. She cited the three Mobility Summits for Seniors and People with Disabilities that have been held so far: Rio Vista (April), Suisun City (June) and Benicia (August). She noted that the next Mobility Summit will be held in Dixon on October 12th. An event to solicit input and develop partnerships with the County of Solano’s Health and Social Services will be held in addition to the City Mobility Summits. The remaining three city Mobility Summits to be held in Vallejo, Vacaville, and Fairfield will be held in early 2018.

C. Update on Solano Community College (SCC) Student Fee
Jim McElroy and Lloyd Nadal provided an update on the implementation process of the SCC’s Student Fee Pilot Program. They reviewed recommendations approved by the TAC and STA Board to improve the programs performance for the second, and final, year of the pilot program. They commented that the recommendations focused on implementing a low-cost countywide unlimited access program for Community College students, using a smart phone application for boarding buses operated by FAST, SolTrans, Vacaville City Coach, and the regional SolanoExpress service.

D. Senate Bill 1 (SB 1) and State Transit Assistance Funds Population Based Priorities
Brandon Thomson reviewed staff’s recommendation to prioritize the needs for the increased amounts of SB1 Population Based Funds. He noted that the STA has identified two countywide priorities; Intercity Taxi Scrip Phase 2 and expanding SolanoExpress service, and that staff is proposing the STA Board submit a letter to MTC specifying these countywide priorities for these new funds in advance of these funds being included in a new regional program.

Diane Feinstein, of FAST, asked if the operator’s contributions for the Intercity Taxi Scrip Program would be reduced if the STAF population based funds were available. Daryl Halls, of STA, responded that we do not know what Phase II of the Intercity Taxi Scrip will cost and operators will have the option of how much service to buy for their residents. He stated further that Solano Counties’ TDA will match operator’s contributions, so it’s really the jurisdictions decision on how much service to provide to their residents. He noted MTC staff has been discussing within the North Bay Transportation Authority about coming up with a new program or suggestions for these funds. MTC hasn’t explained what they’re going to propose, so STA staff is presenting transit priorities to the Consortium and STA Board so MTC is aware that there are transit priorities within the County and we should weigh-in as part of this process.

NO DISCUSSION

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

F. Summary of Funding Opportunities

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

Group

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

11. ADJOURNMENT

The meeting adjourned at 2:40 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, September 26, 2017.**



DATE: September 18, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2017-18 Transportation Development Act (TDA) Matrix –
October 2017 – Revised City of Vacaville

Background:

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

The Solano FY 2017-18 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A). MTC updated the fund estimate on July 26, 2017.

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify and document 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 cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted in April 2014. The intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2015-16 audited amounts were reconciled to the estimated amounts for FY 2015-16. The reconciliation amounts and the estimated amounts for FY 2017-18 are merged to determine the cost per funding partner.

Discussion:

For FY 2017-18, the following TDA claim revision is being brought forward for review:

City of Vacaville

The City of Vacaville is requesting a revised amount of \$3,699,551 in their local TDA funds. In June 2017, the STA Board approved a TDA request of \$2,709,551 by the City of Vacaville. The current revision includes additional TDA funds in the amount of \$990,000. Additional TDA funds in the amount of \$200,000 will be used for marketing in FY 2017-18 and new route

promotion. Additional TDA funds in the amount of \$790,000 will be used for capital projects. Vacaville's additional capital projects include:

- \$75,000 for transit's share of Asset Management for contract with Infor
- \$15,000 for transit's share of Solano Community College Pilot Electronic Fare Program for mobile App are program start-up costs;
- \$100,000 to complete a driveway to the City's transit yard which supports City Coach buses;
- \$450,000 for Real Time Arrival project;
- \$100,000 for spare CNG compressor; and
- \$50,000 for various garage upgrades.

The City of Vacaville's revised TDA claim amounts are included in Attachment B, the TDA Matrix.

Fiscal Impact:

The STA Board approval of the TDA matrix provides the guidance needed by MTC to process the TDA claim submitted by the transit operators and STA.

Recommendation:

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

Attachments:

- A. FY 2017-18 TDA Fund Estimate for Solano County dated July 26, 2017
- B. FY 2017-18 Solano TDA Matrix for October 2017

FY 2017-18 FUND ESTIMATE													
TRANSPORTATION DEVELOPMENT ACT FUNDS													
SOLANO COUNTY													
										Attachment A Res No. 4268 Page 9 of 17 7/26/2017			
FY2016-17 TDA Revenue Estimate					FY2017-18 TDA Revenue Estimate								
FY2016-17 Generation Estimate Adjustment					FY2017-18 County Auditor's Generation Estimate								
1. Original County Auditor Estimate (Feb, 16)					17,773,436		13. County Auditor Estimate						18,508,568
2. Actual Revenue (June, 17)					18,325,780		FY2017-18 Planning and Administration Charges						
3. Revenue Adjustment (Lines 2-1)					552,344		14. MTC Administration (0.5% of Line 13)						92,543
FY2016-17 Planning and Administration Charges Adjustment					15. County Administration (0.5% of Line 13)						92,543		
4. MTC Administration (0.5% of Line 3)					2,762		16. MTC Planning (3.0% of Line 13)						555,257
5. County Administration (Up to 0.5% of Line 3) ¹					2,762		17. Total Charges (Lines 14+15+16)						740,343
6. MTC Planning (3.0% of Line 3)					16,570		18. TDA Generations Less Charges (Lines 13-17)						17,768,225
7. Total Charges (Lines 4+5+6)					22,094		FY2017-18 TDA Apportionment By Article						
8. Adjusted Generations Less Charges (Lines 3-7)					530,250		19. Article 3.0 (2.0% of Line 18)						355,365
FY2016-17 TDA Adjustment By Article					20. Funds Remaining (Lines 18-19)						17,412,860		
9. Article 3 Adjustment (2.0% of line 8)					10,605		21. Article 4.5 (5.0% of Line 20)						0
10. Funds Remaining (Lines 8-9)					519,645		22. TDA Article 4 (Lines 20-21)						17,412,860
11. Article 4.5 Adjustment (5.0% of Line 10)					0								
12. Article 4 Adjustment (Lines 10-11)					519,645								
TDA APPORTIONMENT BY JURISDICTION													
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C=Sum(A:B)</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(C:G)</i>	<i>I</i>	<i>J=Sum(H:I)</i>			
	6/30/2016	FY2015-16	6/30/2016	FY2015-17	FY2016-17	FY2016-17	FY2016-17	6/30/2017	FY2017-18	FY2017-18			
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ²	Outstanding Commitments ³	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation			
Article 3	454,872	3,633	458,505	(527,354)	0	341,250	10,605	283,006	355,365	638,371			
Article 4.5													
SUBTOTAL	454,872	3,633	458,505	(527,354)	0	341,250	10,605	283,006	355,365	638,371			
Article 4/8													
Dixon	1,057,683	4,549	1,062,232	(501,795)	0	745,767	23,370	1,329,574	776,613	2,106,187			
Fairfield	2,644,836	19,059	2,663,895	(6,121,099)	0	4,355,601	135,287	1,033,685	4,535,754	5,569,439			
Rio Vista	409,992	2,440	412,432	(335,741)	0	318,930	9,756	405,377	332,122	737,499			
Solano County	1,158,796	6,193	1,164,989	(638,406)	0	753,163	23,598	1,303,344	784,315	2,087,659			
Suisun City	42,081	246	42,328	(1,166,611)	0	1,124,528	35,106	35,351	1,171,040	1,206,391			
Vacaville	7,141,004	39,952	7,180,956	(3,147,211)	7,147	3,686,482	115,114	7,842,488	3,838,959	11,681,447			
Vallejo/Benicia ⁴	7,990,922	29,989	8,020,911	(9,905,795)	0	5,736,777	177,413	4,029,305	5,974,057	10,003,362			
SUBTOTAL	20,445,313	102,429	20,547,742	(21,816,658)	7,147	16,721,249	519,645	15,979,124	17,412,860	33,391,984			
GRAND TOTAL	\$20,900,186	\$106,061	\$21,006,247	(\$22,344,012)	\$7,147	\$17,062,499	\$530,250	\$16,262,130	\$17,768,225	\$34,030,355			

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 6/30/17.

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.

18-Sep-17

FY 2017-18

AGENCY	TDA Est from MTC, 7/26/17	Projected Carryover 7/28/17	Carryover Adjustment 2/28/17	Available for Allocation 7/26/17	FY2016-17 Allocations / Returns after 6/30/17	Paratransit		Local Transit					Intercity						STA Planning	Other / Swaps	Transit Capital	Total	Balance			
						ADA Subsidized Intercity Taxi	Paratransit	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SoITrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SoITrans Rt. 78	SoITrans Rt. 80	SoITrans Rt 85						FAST Rt. 90	FAST Intercity Subtotal	SoITrans Intercity Subtotal
						(4)			(4a)	(5)														(6)	(6)	(7)
Dixon	776,613	1,329,574		2,106,187		5,000		446,537					\$ 4,911	\$ 112,848	\$ 3,705	\$ 8,685	\$ 2,982	\$ 6,020	\$ 3,026	\$ 124,491	\$ 17,687	\$ 22,700	\$ 65,000	290,000	\$ 971,415	1,134,772
Fairfield	4,535,754	1,033,685		5,569,439		40,000	763,813		62,607				\$ 96,554	\$ 135,088	\$ 167,970	\$ 40,714	\$ 25,114	\$ 107,924	\$ 93,684	\$ 493,295	\$ 173,752	\$ 132,533		2,141,959	\$ 3,807,959	1,761,480
Rio Vista	332,122	405,377		737,499		5,000				315,968			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 9,699	\$ 65,000	\$ 18,300	\$ 413,967	323,532
Suisun City	1,171,040	35,351		1,206,391		0	134,790		694,198				\$ 17,216	\$ 37,135	\$ 58,085	\$ 9,104	\$ 6,059	\$ 27,599	\$ 33,897	\$ 146,333	\$ 42,761	\$ 46,463	\$ 141,845		\$ 1,206,391	0
Vacaville	3,838,959	7,842,488		11,681,447	-7,147	70,000	475,291			905,260			\$ 139,981	\$ 192,801	\$ 131,387	\$ 30,552	\$ 16,440	\$ 35,576	\$ 31,455	\$ 495,624	\$ 82,568	\$ 112,196	\$ 200,000	2,119,000	\$ 4,452,792	7,228,655
Vallejo/Benicia (SoITrans)	5,974,057	4,029,305		10,003,362		85,000	1,346,163				2,472,761		\$ 31,729	\$ 90,533	\$ 31,941	\$ 541,986	\$ 266,902	\$ 291,623	\$ 12,772	\$ 166,976	\$ 1,100,511	\$ 174,530	\$ 186,830	3,025,171	\$ 8,557,941	1,445,421
Solano County	784,315	1,303,344		2,087,659		512,650							\$ 17,335	\$ 34,895	\$ 23,647	\$ 36,799	\$ 13,841	\$ 23,727	\$ 8,219	\$ 84,095	\$ 74,367	\$ 22,925			\$ 694,037	1,393,622
Total	17,412,860	15,979,124	0	33,391,984	-7,147	717,650	2,720,057	446,537	756,805	315,968	905,260	2,472,761	\$ 307,726	\$ 603,300	\$ 416,735	\$ 667,839	\$ 331,337	\$ 492,470	183,053	\$ 1,510,814	\$ 1,491,645	\$ 521,046	\$ 658,675	\$ 7,594,430	\$ 20,104,502	13,287,482

NOTES:

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

- (1) MTC February 22, 2017 Fund Estimate; Reso 4268; columns I, H, J
- (2) Correction from MTC on 2/28/17 for Solano County apportionment mistakenly attributed to the Vallejo apportionment; correction has been included in 7/26/17 Fund Estimate Projected Carryover amount.
- (3) Vacaville return of \$7,146.65, per MTC 4/18/17. \$180,000 route planning allocation included in Projected Carryover.
- (4) STA will be claimant. Amounts subject to change. \$40,000 will go to Faith In Action.

- (4a) Using the claim amounts provided by Fairfield would result in a negative balance of \$11,618 for Suisun City due to reduction in Projected Carryover in 7/26/17 MTC Fund Estimate. MTC will not allocate full claim amount, as apportionment jurisdiction amounts cannot be negative in MTC's system. FAST claim amount was approved by City of Fairfield prior to revised fund estimate. This TDA matrix reduces the amount claimed under Suisun City for FAST's Local Transit by \$11,618 and increases the amount claimed under City of Fairfield by \$11,618 to provide full TDA funding to FAST without a negative balance for Suisun City's apportionment.
- (5) Includes flex routes, paratransit, local subsidized taxi
- (6) Consistent with FY2017-18 Intercity Transit Funding Agreement and FY 2015-16 Reconciliation
- (7) Claimed by STA from all agencies per formula; presented to STA Board on May 10, 2017. Suisun City amount includes \$12,240 unclaimed from FY16-17 and \$34,223 for FY17-18.
- (8) Suisun City item to be claimed by STA for Suisun Amtrak station maintenance (includes FY16-17 \$50,000 unclaimed and FY17-18 \$50,000 and \$41,845 return). STA will use \$63,548 for STAF Loan Repayment for Fairground Transit Facility Study (9). SoITrans item includes LCTOP fund swap with Dixon (\$30,216), Rio Vista (\$12,543), and Vacaville (\$144,070) for FY15-16 and FY16-17. Dixon item to be claimed by Rio Vista, per 1C May-17 STA Board approval of Rio Vista claiming \$65,000 against Dixon's Intercity Bus Replacement TDA reserves, based on Rio Vista's unsuccessful FTA 5310 application. Rio Vista item to be claimed by STA for repayment of STAF loan authorized 11-Feb-15. Vacaville item to be claimed by Vacaville as TDA Section 4, Planning & Administration in the amount of \$200,000 for marketing funds and new route promotion.
- (9) Transit Capital purchases include bus purchases, maintenance facilities, etc.

FY 2017-18 TDA Matrix DRAFT September 2017

Attachment C

18-Aug-17

FY 2017-18

AGENCY	TDA Est from MTC, 7/26/17	Projected Carryover 7/26/17	Carryover Adjustment 2/28/17	Available for Allocation 7/26/17	FY2016-17 Allocations / Returns after 6/30/17	ADA Subsidized Intercity Taxi	Paratransit	Local Transit					Intercity						STA Planning	Other Swaps	Transit Capital	Total	Balance				
								Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SoITrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SoITrans Rt. 78	SoITrans Rt. 80	SoITrans Rt 85						FAST Rt. 90	FAST Intercity Subtotal	SoITrans Intercity Subtotal	
								(1)	(1)	(2)	(1)	(3)	(4)	(4a)	(5)	(6)	(6)	(7)						(8)	(9)		
Dixon	776,613	1,329,574		2,106,187		5,000		446,537						\$ 4,911	\$ 112,848	\$ 3,705	\$ 8,685	\$ 2,982	\$ 6,020	\$ 3,026	\$ 124,491	\$ 17,687	\$ 22,700	\$ 65,000	290,000	\$ 971,415	1,134,772
Fairfield	4,535,754	1,033,685		5,569,439		40,000	763,813		62,607					\$ 96,554	\$ 135,088	\$ 167,970	\$ 40,714	\$ 25,114	\$ 107,924	\$ 93,684	\$ 493,295	\$ 173,752	\$ 132,533		2,141,959	\$ 3,807,959	1,761,480
Rio Vista	332,122	405,377		737,499		5,000				315,968				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 9,699	\$ 65,000	\$ 18,300	\$ 413,967	323,532
Suisun City	1,171,040	35,351		1,206,391		0	134,790		694,198					\$ 17,216	\$ 37,135	\$ 58,085	\$ 9,104	\$ 6,059	\$ 27,599	\$ 33,897	\$ 146,333	\$ 42,761	\$ 46,463	\$ 141,845		\$ 1,206,391	0
Vacaville	3,838,959	7,842,488		11,681,447	-7,147	70,000	475,291				905,260			\$ 139,981	\$ 192,801	\$ 131,387	\$ 30,552	\$ 16,440	\$ 35,576	\$ 31,455	\$ 495,624	\$ 82,568	\$ 112,196		1,329,000	\$ 3,462,792	8,218,655
Vallejo/Benicia (SoITrans)	5,974,057	4,029,305		10,003,362		85,000	1,346,163					2,472,761		\$ 31,729	\$ 90,533	\$ 31,941	\$ 541,986	\$ 266,902	\$ 291,623	\$ 12,772	\$ 166,976	\$ 1,100,511	\$ 174,530	\$ 186,830	3,025,171	\$ 8,557,941	1,445,421
Solano County	784,315	1,303,344		2,087,659		512,650								\$ 17,335	\$ 34,895	\$ 23,647	\$ 36,799	\$ 13,841	\$ 23,727	\$ 8,219	\$ 84,095	\$ 74,367	\$ 22,925		\$ 694,037	1,393,622	
Total	17,412,860	15,979,124	0	33,391,984	-7,147	717,650	2,720,057	446,537	756,805	315,968	905,260	2,472,761		\$ 307,726	\$ 603,300	\$ 416,735	\$ 667,839	\$ 331,337	\$ 492,470	183,053	\$ 1,510,814	\$ 1,491,645	\$ 521,046	\$ 458,675	\$ 6,804,430	\$ 19,114,502	14,277,482

NOTES:

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

- (1) MTC February 22, 2017 Fund Estimate; Reso 4268; columns I, H, J
- (2) Correction from MTC on 2/28/17 for Solano County apportionment mistakenly attributed to the Vallejo apportionment; correction has been included in 7/26/17 Fund Estimate Projected Carryover amount.
- (3) Vacaville return of \$7,146.65, per MTC 4/18/17. \$180,000 route planning allocation included in Projected Carryover.
- (4) STA will be claimant. Amounts subject to change. \$40,000 will go to Faith In Action.

- (4a) Using the claim amounts provided by Fairfield would result in a negative balance of \$11,618 for Suisun City due to reduction in Projected Carryover in 7/26/17 MTC Fund Estimate. MTC will not allocate full claim amount, as apportionment jurisdiction amounts cannot be negative in MTC's system. FAST claim amount was approved by City of Fairfield prior to revised fund estimate. This TDA matrix reduces the amount claimed under Suisun City for FAST's Local Transit by \$11,618 and increases the amount claimed under City of Fairfield by \$11,618 to provide full TDA funding to FAST without a negative balance for Suisun City's apportionment.
- (5) Includes flex routes, paratransit, local subsidized taxi
- (6) Consistent with FY2017-18 Intercity Transit Funding Agreement and FY 2015-16 Reconciliation
- (7) Claimed by STA from all agencies per formula; presented to STA Board on May 10, 2017. Suisun City amount includes \$12,240 unclaimed from FY16-17 and \$34,223 for FY17-18.
- (8) Suisun City item to be claimed by STA for Suisun Amtrak station maintenance (includes FY16-17 \$50,000 unclaimed and FY17-18 \$50,000 and \$41,845 return). STA will use \$63,548 for STAF Loan Repayment for Fairground Transit Facility Study (9). SoITrans item includes LCTOP fund swap with Dixon (\$30,216), Rio Vista (\$12,543), and Vacaville (\$144,070) for FY15-16 and FY16-17. Dixon item to be claimed by Rio Vista, per 10-May-17 STA Board approval of Rio Vista claiming \$65,000 against Dixon's Intercity Bus Replacement TDA reserves, based on Rio Vista's unsuccessful FTA 5310 application. Rio Vista item to be claimed by STA for repayment of STAF loan authorized 11-Feb-15.
- (9) Transit Capital purchases include bus purchases, maintenance facilities, etc.

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DATE: September 13, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Mary Pryor, NWC Partners Consultant
RE: Updated Intercity Bus Replacement Capital Plan

Background:

In 2013, the Intercity Transit Funding Working Group met and jointly developed a Plan for funding intercity bus replacements. The Plan was approved by the STA Board on March 13, 2013. Under this Plan, the STA would provide 20% of the funding, 20% of the funding would be requested from Metropolitan Transportation Commission (MTC) and the other members of the Intercity Transit Funding Group will provide the remaining 60% of the funding.

On January 14, 2015, the STA Board approved an updated funding Plan based on input from the Consortium members. The January 2015 Plan included the assumption that the replacement vehicles will be CNG instead of hybrid diesel vehicles, included the identified funding from FAST and SolTrans, and included the purchase of ten vehicles in the next three years.

On January 13, 2016, the STA Board approved a second update to the funding Plan based on input from the Consortium members. Under the January 2016 Plan, the Fairfield and Suisun Transit (FAST) vehicles were assumed to be diesels, and the procurement of the Solano County Transit (SolTrans) buses (CNG) was accelerated. These changes reduced the overall cost of the program by approximately \$4.6 million from the January 2015 cost estimates. In addition, in comparison with the January 2015 Plan, the 2016 Plan included one additional vehicle for a total of 35 vehicles used for Solano Express service and funded by the Intercity funding agreement formula. Previously, the January 2015 Plan had included 34 Solano Express buses, plus one bus to be used for the San Francisco Bay Area Water Emergency Transportation Authority (WETA) service and funded by SolTrans and/or WETA. The funding amounts were updated to include all of the funds committed by STA, increasing STA's percentage share to 23.5% and reducing the local agency share to 56.5%.

On May 10, 2017, the STA Board approved a third update to the funding Plan based on input from the Consortium members. The May 2017 Plan is provided as Attachment A. This Plan includes the further acceleration of the SolTrans vehicle procurements and the acceleration of 3 vehicles under the FAST procurement. These changes resulted in savings of approximately \$1 million. SolTrans was able to accelerate their procurements through the identification of \$9.3 million in Federal and local funds to complete the acquisition of sixteen vehicles in the near term. SolTrans' commitment to the replacement program is \$4,073,846. The May 2017 Plan includes local agencies reimbursing SolTrans with local funds under a five-year repayment term, as shown by the negative numbers from Fiscal Year (FY) 2018-19 to FY 2022-23 in Attachment A. The May 2017 Plan also included several funding swaps to incorporate additional Federal funds into the Plan and accelerate the use of Prop 1B funds.

Discussion:

Cost and Schedule

Since May 2017, several elements of the Plan's cost and schedule have changed. The draft revised Plan is included as Attachment B. These changes include the following:

- The FAST procurement schedule has been updated to reflect their current procurement Plans. FAST plans to place an order for 9 vehicles in FY 2017-18, and will order up to an additional 3 vehicles if their procurement partners (Yuba-Sutter Transit and El Dorado Transit) do not maximize the total number of vehicles allowed under their joint procurement. FAST's vehicle procurement is planned for consideration by the Fairfield City Council at their October 3, 2017 meeting.
- The pricing for the FAST vehicles has been updated to reflect the procurement pricing of \$646,000 per vehicle. In combination with changes to escalation based on the updated schedule, the new prices result in approximately \$84,000 in savings from the May 2017 Plan.

Funding Shares

The funding Plan has also been updated. In 2013 and 2015, the planned funding shares had been 60% from local agencies, 20% from STA, and 20% from MTC. In the 2016 Plan, STA agreed to pass its portion of the cost-reduction savings on to the local agencies and maintain its January 2015 committed funding amount of \$4,942,692.

Since the adoption of the May 2017 Plan, STA has entered into a funding agreement with Dixon and Solano County that establishes their exact contributions to the program based on the May 2017 Plan. Given that the contributions from some local partners have been finalized, the current Plan maintains the local funding commitments at the amounts shown in the May 2017 Plan. The \$84,000 in savings has been applied to the uncommitted MTC/Other share.

Under the currently proposed Plan, STA's new share is 24.9% of the program. The local funding share under the current Plan would be 55.4%. STA is working with MTC to secure 19.7% of the cost from regional sources.

Funding Swaps

STA has requested Federal STP/CMAQ funds through MTC's Transit Performance Initiative (TPI) program for the FAST bus procurement as part of a swap with STAF for bus stop improvements at SR 37/Fairgrounds and Fairfield and Vacaville Solano Community College locations. The TPI funds in the amounts of \$333,719 for the Community College bus stop improvements and \$1,000,000 for the SR 37/Fairgrounds project will reduce STA's commitment of an equal amount of STAF to the replacement Plan. These Federal funds would be used for the near-term FAST procurement. The inclusion of these funds necessitates a change in how Vacaville's contribution would be used. The May 2017 Plan had indicated that all of Vacaville's commitment would be used for the near-term FAST procurement. Under the current Plan, Vacaville's contributions would fund the near- and longer-term FAST procurements and the SolTrans repayment.

MTC has recently approved the reprogramming of \$2,360,208 in the Prop 1B population base funds that SolTrans holds for the FAST procurement. In the swap arrangement, SolTrans would spend the Prop 1B funds on a different project, SolTrans would replace the full amount of Prop 1B funds with TDA, and FAST would subsequently replace approximately \$700,000 of the TDA with FTA 5307 funds. This swap would have the benefits of spending the Prop 1B funds sooner and consolidating FAST's Federal funds within the vehicle procurement.

Funding

STA has requested information from each of the Consortium members regarding the status of funding their commitments. Attachment C provides details of the commitments by agency as of September 2017, summarized as follows:

- Dixon: \$230,551 has been allocated for bus replacement as part of a Federal 5311 swap with TDA funds.
- Solano County: \$65,511 has been allocated for the bus replacement as part of Federal 5311 swap with TDA funds.
- FAST: FAST has identified \$2,413,530 in FTA 5339 funds for the full replacement program. Of this, approximately \$1.3 million in FTA 5339 awarded or pending grants will complete the acquisition of six vehicles in the near term. The remaining \$1.1 million is planned in MTC's Transit Capital Priorities (TCP) Plan. FAST may use TDA funds in lieu of the FTA 5339 funds if necessary.
- SolTrans: SolTrans has identified \$9.3 million in Federal and local funds to complete the acquisition of sixteen vehicles in the near term. These sources include primarily FTA 5307 and FTA 5339 funds. SolTrans' commitment to the replacement program is \$4,073,846. SolTrans will be reimbursed with local funds over a five-year repayment term, as shown by the negative numbers from FY 2018-19 to FY 2022-23 in Attachment B.
- Vacaville: Commitment met with TDA funds.
- STA: STA has currently programmed \$3,683,069 in STAF and \$1,259,623 in Fairfield loan repayment funds, totaling STA's recommended commitment of \$4,942,692.
- MTC or Other: STA has requested the 19.7% share from MTC, but has not yet received a commitment. Discussions with MTC are underway.

STA will continue to work with the Consortium members to secure the funding for the intercity bus replacement Plan, including the recommended reimbursement of SolTrans.

Funding Agreements

As noted previously, STA has entered into a funding agreement with the City of Dixon and Solano County for their contributions to the vehicle replacement Plan. Vacaville staff intends to bring the funding agreement to the Vacaville City Council following STA Board's approval of the updated Plan on October 11th. STA staff will next assist with the development of funding agreements with FAST and SolTrans to ensure that the near-term procurements are fully funded and that the necessary local matching funds are provided. The mechanics of the fund transfers will depend on the funding source; some transfers will be based on reimbursement requests, while other transfers may be included in the annual TDA funding matrix. The agreements will also cover the reimbursements to SolTrans for the excess Federal funding they have identified, as described above.

Fiscal Impact:

None to the STA. The funding provided by STA in the Intercity Bus Replacement Funding Plan as specified in Attachment B has previously been approved by the STA Board as part of previous programs of STAF funds. The \$1,000,000 TPI/STAF fund swap results in no net change to the STA's budgeted costs or funding.

Recommendation:

Forward a recommendation to the TAC and STA Board for approval of the updated Intercity Bus Replacement Funding Plan as shown in Attachment C.

Attachments:

- A. Intercity Bus Replacement Funding Plan Approved by STA Board May 10, 2017
- B. Proposed Intercity Bus Replacement Funding Plan dated September 12, 2017
- C. Agency Funding Status for Intercity Bus Replacement Funding Plan as of October 2017

Solano County Intercity Bus Fleet Replacement Costs and Funding

**Based on Interim Funding Plan
Scenario 2A: All Buses Replaced by FY 22-23, 55.2% Funding by Locals Using Intercity Funding Agreement Formula**

Year of Replacement ^b	FY 14-15	Funded	Funded ^a	Funded ^a	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total	
		FY 15-16	FY 16-17	FY 16-17								
Total Buses to be Replaced	0	6	6	6	4	6	0	0	5	2	35	
FAST: All Diesel	0	0	0	6	0	6			5	2	19	
SolTrans: All CNG	0	6	6		4						16	
Unit Cost -- 45 ft Over-the-Road Diesel ^c		\$ 637,000		\$ 645,000	\$ 653,000	\$ 661,000	\$ 669,000	\$ 689,070	\$ 709,742	\$ 731,034		
Unit Cost -- 45 ft CNG ^d		\$ 798,531	\$ 800,844		\$ 811,269	\$ 835,607	\$ 860,675	\$ 886,495	\$ 913,090	\$ 940,483		
Vehicle Cost	\$ -	\$ 4,791,186	\$ 4,805,062	\$ 3,870,000	\$ 3,245,075	\$ 3,966,000	\$ -	\$ -	\$ 3,548,711	\$ 1,462,069	\$ 25,688,102	
Funding												
Near Term: STA Commitments												
Federal Earmarks		\$ 1,260,000									\$ 1,260,000	
Prop 1B Lifeline + Interest		\$ 475,937	\$ 528,247								\$ 1,004,184	
Prop 1B Pop Base + Interest		\$ 547,224		\$ 2,381,151							\$ 2,928,375	
STAF				\$ 247,748							\$ 247,748	
Transit Performance Initiative ^a				\$ 333,719							\$ 333,719	
Funding Share Commitments												
24.8% Funding from STA ^e			\$ 196,000		\$ 485,000	\$ 150,639	\$ 850,405	\$ 1,055,014	\$ 946,012		\$ 3,683,069	
Fairfield Train Station Loan Repayment ^f						\$ 1,055,014	\$ 204,609				\$ 1,259,623	
20% Funding from MTC or Other ^g -- Proposed									\$ 2,953,871	\$ 1,028,945	\$ 3,982,816	
55.2% Funding by Locals												
Dixon	1.8%					\$ 230,551				\$ 121,861	\$ 352,412	
FAST ^h	22.3%			\$ 1,307,272		\$ 1,106,258			\$ 703,842	\$ 1,331,649	\$ 4,449,021	
SolTrans ⁱ	20.5%	\$ 2,508,025	\$ 4,080,815		\$ 2,760,075	\$ (1,055,014)	\$ (1,055,014)	\$ (1,055,014)	\$ (1,055,014)	\$ (1,055,014)	\$ 4,073,846	
Vacaville	10.1%					\$ 2,013,150					\$ 2,013,150	
Unincorporated County	0.5%					\$ 65,511				\$ 34,628	\$ 100,139	
Total Bus Replacement Funding		\$ -	\$ 4,791,186	\$ 4,805,062	\$ 4,269,890	\$ 3,245,075	\$ 3,566,110	\$ 0	\$ (0)	\$ 3,548,711	\$ 1,462,069	\$ 25,688,102
Annual Balance		\$ -	\$ -	\$ -	\$ 399,890	\$ -	\$ (399,890)	\$ 0	\$ (0)	\$ 0	\$ 0	\$ 0
Cumulative Balance		\$ -	\$ -	\$ -	\$ 399,890	\$ 399,890	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ 0	
Train Station Loan Funding Plan^g												
STA Loan of Prop 1B		\$ 1,259,623									\$ 1,259,623	
Fairfield Loan Repayment			\$ 314,906	\$ 314,906		\$ 314,906	\$ 314,906				\$ 1,259,623	
Cumulative Loan Balance		\$ 1,259,623	\$ 944,717	\$ 629,812		\$ 314,906	\$ -	\$ -	\$ -	\$ -	\$ -	

Notes
Blue revenues identified for FAST procurement; orange for SolTrans procurement or repayment.

- a. STA Board approved the Prop 1B and STAF funding on Feb 13, 2013. In March 2017, STA requested Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In April 2017, SolTrans requested to swap \$2,360,208 (plus interest earnings) in TDA funds for the Prop 1B Population funds held for FAST. FAST may subsequently swap out an estimated \$700,000 of the TDA funds with 5307 funds.
- b. Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- c. Diesel Vehicle price from MTC's FY16-17 to FY19-20 pricelist plus \$20,000 per vehicle based on FAST procurement information, with 3% annual escalation after FY19-20.
- d. CNG Vehicle prices from SolTrans procurement, with 3% annual escalation after FY17-18. FY 16-17 price includes 4 vehicles at \$799,783 and two vehicles at \$802,965.
- e. Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
- f. STA has loaned Fairfield \$1,259,623 in Prop 1B funds for the Train Station project. Fairfield will repay loan to STA over 4 years. Loan repayment proceeds will be used as portion of STA's contribution to fleet replacement.
- g. Proposed MTC or other funding.
- h. FAST has identified additional funding (FTA 5339) for earlier acquisitions.
- i. SolTrans has identified Federal and local funding to complete purchase of 16 vehicles, which exceed their share of the overall funding. Other funding agencies to reimburse SolTrans with local funds. Repayment shown as negative amounts, repaid over five years.

Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by NWC Partners April 28, 2017; Approved by STA May 10, 2017

Attachment A

Page 2 of 2

	Phase 1: SolTrans	Phase 2: FAST	Phase 3: Longer Term FAST	SolTrans Repayment	Total
Total Buses to be Replaced					
FAST: All Diesel		12	7		19
SolTrans: All CNG	16				16
Vehicle Cost	\$ 12,841,323	\$ 7,836,000	\$ 5,010,779		\$ 25,688,102
Funding					
Near Term: STA Commitments					
Federal Earmarks	\$ 1,260,000				\$ 1,260,000
Prop 1B Lifeline	\$ 1,004,184				\$ 1,004,184
Prop 1B Pop Base	\$ 547,224	\$ 2,381,151			\$ 2,928,375
STAF		\$ 247,748			\$ 247,748
Transit Performance Initiative a		\$ 333,719			\$ 333,719
Funding Share Commitments					
24.8% Funding from STAE	\$ 681,000	\$ 150,639	\$ 946,012	\$ 1,905,419	\$ 3,683,069
Fairfield Train Station Loan Repayment ^b				\$ 1,259,623	\$ 1,259,623
20% Funding from MTC ^h -- Proposed			\$ 2,029,276	\$ 1,953,538	\$ 3,982,814
55.2% Funding by Locals					\$ -
Dixon		\$ 230,551		\$ 121,861	\$ 352,412
FAST ⁱ		\$ 2,413,530	\$ 2,035,491		\$ 4,449,021
SolTrans ^j	\$ 9,348,915			\$ (5,275,069)	\$ 4,073,846
Vacaville		\$ 2,013,150			\$ 2,013,150
Unincorporated County		\$ 65,511		\$ 34,628	\$ 100,139
Total Bus Replacement Funding	\$ 12,841,323	\$ 7,836,000	\$ 5,010,779	\$ 0	\$ 25,688,102
Balance	\$ -	\$ (0)	\$ (0)	\$ 0	\$ (0)

Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by NWC Partners September 12, 2017

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Based on Interim Funding Plan

Scenario 2A: All Buses Replaced by FY 22-23, 55.2% Funding by Locals Using Intercity Funding Agreement Formula

Year of Replacement ^b		FY 14-15	Funded	Funded ^a	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
			FY 15-16	FY 16-17							
Total Buses to be Replaced		0	6	6	13	3	0	0	5	2	35
FAST: All Diesel		0	0	0	9	3			5	2	19
SolTrans: All CNG		0	6	6	4						16
Unit Cost -- 45 ft Over-the-Road Diesel ^c			\$ 637,000	\$ 645,000	\$ 646,000	\$ 646,000	\$ 669,000	\$ 689,070	\$ 709,742	\$ 731,034	
Unit Cost -- 45 ft CNG ^d			\$ 798,531	\$ 800,844	\$ 811,269	\$ 835,607	\$ 860,675	\$ 886,495	\$ 913,090	\$ 940,483	
Vehicle Cost		\$ -	\$ 4,791,186	\$ 4,805,062	\$ 9,059,075	\$ 1,938,000	\$ -	\$ -	\$ 3,548,711	\$ 1,462,069	\$ 25,604,102
Funding											
Near Term: STA Commitments											
Federal Earmarks			\$ 1,260,000								\$ 1,260,000
Prop 1B Lifeline + Interest			\$ 475,937	\$ 528,247							\$ 1,004,184
Prop 1B Pop Base + Interest Swapped for TDA			\$ 547,224	\$ 2,381,151							\$ 2,928,375
STAF				\$ 581,467							\$ 581,467
											\$ -
Funding Share Commitments											
24.9% Funding from STA ^e				\$ 681,000	\$ 333,719	\$ 1,000,000	\$ 613,336	\$ 1,055,014			\$ 3,683,069
Fairfield Train Station Loan Repayment ^f						\$ 1,055,014	\$ 204,609				\$ 1,259,623
19.7% Funding from MTC or Other ^g -- Proposed									\$ 2,869,871	\$ 1,028,945	\$ 3,898,816
55.4% Funding by Locals											
Dixon	1.8%				\$ 38,622	\$ 191,929				\$ 121,861	\$ 352,412
FAST ^h	22.4%			\$ 1,307,272	\$ 1,106,258				\$ 787,842	\$ 1,247,649	\$ 4,449,021
SolTrans ⁱ	20.5%		\$ 2,508,025	\$ 4,080,815	\$ 2,760,075	\$ (1,055,014)	\$ (1,055,014)	\$ (1,055,014)	\$ (1,055,014)	\$ (1,055,014)	\$ 4,073,846
Vacaville	10.2%					\$ 746,071	\$ 237,068		\$ 946,011	\$ 84,000	\$ 2,013,150
Unincorporated County	0.5%				\$ 65,511					\$ 34,628	\$ 100,139
Total Bus Replacement Funding		\$ -	\$ 4,791,186	\$ 9,559,952	\$ 4,304,185	\$ 1,938,000	\$ (0)	\$ 0	\$ 3,548,710	\$ 1,462,069	\$ 25,604,102
Annual Balance		\$ -	\$ -	\$ 4,754,890	\$ (4,754,890)	\$ 0	\$ (0)	\$ 0	\$ (0)	\$ 0	\$ 0
Cumulative Balance		\$ -	\$ -	\$ 4,754,890	\$ -	\$ 0	\$ (0)	\$ 0	\$ 0	\$ 0	\$ 0
Train Station Loan Funding Plan^g											
STA Loan of Prop 1B		\$ 1,259,623									\$ 1,259,623
Fairfield Loan Repayment			\$ 314,906	\$ 314,906	\$ 314,906	\$ 314,906					\$ 1,259,623
Cumulative Loan Balance		\$ 1,259,623	\$ 944,717	\$ 629,812	\$ 314,906	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes

Blue revenues identified for FAST procurement; orange for SolTrans procurement or repayment.

- a. STA Board approved the Prop 1B and STAF funding on Feb 13, 2013. In April 2017, SolTrans requested to swap \$2,360,208 (plus interest earnings) in TDA funds for the Prop 1B Population funds held for FAST. FAST may subsequently swap out an estimated \$700,000 of the TDA funds with 5307 funds.
- b. Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- c. Diesel Vehicle price in FY17-18 and FY18-19 from FAST procurement, from MTC's FY19-20 pricelist plus \$20,000 per vehicle based on FAST procurement information, with 3% annual escalation after
- d. CNG Vehicle prices from SolTrans procurement, with 3% annual escalation after FY17-18. FY 16-17 price includes 4 vehicles at \$799,783 and two vehicles at \$802,965.
- e. Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met. In March 2017, STA requested \$333,719 in Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested \$1 million in TPI funds to swap with STAF for the Fairgrounds project.
- f. STA has loaned Fairfield \$1,259,623 in Prop 1B funds for the Train Station project. Fairfield will repay loan to STA over 4 years. Loan repayment proceeds will be used as portion of STA's contribution to fleet replacement.
- g. Proposed MTC or other funding.
- h. FAST has identified additional funding (FTA 5339) for earlier acquisitions.
- i. SolTrans has identified Federal and local funding to complete purchase of 16 vehicles, which exceed their share of the overall funding. Other funding agencies to reimburse SolTrans with local funds. Repayment shown as negative amounts, repaid over five years.

Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by NWC Partners September 12, 2017

DRAFT

Attachment B

Page 2 of 2

	Phase 1: SolTrans	Phase 2: FAST	Phase 3: Longer Term FAST	SolTrans Repayment	Total
Total Buses to be Replaced					
<i>FAST: All Diesel</i>		12	7		19
<i>SolTrans: All CNG</i>	16				16
Vehicle Cost	\$ 12,841,323	\$ 7,752,000	\$ 5,010,779		\$ 25,604,102
Funding					
Near Term: STA Commitments					
Federal Earmarks	\$ 1,260,000				\$ 1,260,000
Prop 1B Lifeline	\$ 1,004,184				\$ 1,004,184
Prop 1B Pop Base Swapped for TDA	\$ 547,224	\$ 2,381,151			\$ 2,928,375
STAF		\$ 581,467			\$ 581,467
					-
Funding Share Commitments					
24.9% Funding from STA	\$ 681,000	\$ 1,333,719	\$ -	\$ 1,668,350	\$ 3,683,069
Fairfield Train Station Loan Repayment				\$ 1,259,623	\$ 1,259,623
19.7% Funding from MTC -- Proposed			\$ 1,945,277	\$ 1,953,538	\$ 3,898,816
55.4% Funding by Locals					\$ -
Dixon		\$ 230,551		\$ 121,861	\$ 352,412
FAST		\$ 2,413,530	\$ 2,035,491		\$ 4,449,021
SolTrans	\$ 9,348,915			\$ (5,275,069)	\$ 4,073,846
Vacaville		\$ 746,071	\$ 1,030,011	\$ 237,068	\$ 2,013,150
Unincorporated County		\$ 65,511		\$ 34,628	\$ 100,139
Total Bus Replacement Funding	\$ 12,841,323	\$ 7,752,000	\$ 5,010,779	\$ 0	\$ 25,604,102
Balance	\$ -	\$ -	\$ -	\$ 0	\$ 0

Solano County Intercity Bus Fleet Replacement Funding Status

Attachment C

DRAFT

Identified Funding as of September 2017

	Dixon	County	FAST	SolTrans	Vacaville	STA	MTC or Other	Total
Funding Need	\$ 352,412	\$ 100,139	\$ 4,449,021	\$ 4,073,846	\$ 2,013,150	\$ 4,942,692	\$ 3,898,816	\$ 19,830,076
Identified Funding								
Fairfield Loan Repayment ^a						\$ 1,259,623		\$ 1,259,623
TDA					\$ 2,013,150			\$ 2,013,150
STAF						\$ 2,349,350		\$ 2,349,350
Transit Performance Initiative ^b						\$ 1,333,719		\$ 1,333,719
FTA 5307 ^c (awarded/pending)				\$ 3,828,114				\$ 3,828,114
FTA 5307 (planned per TCP)				\$ 3,240,458				\$ 3,240,458
FTA 5309 Earmark				\$ 30,598				\$ 30,598
TDA swapped for FTA 5311 ^d	\$ 322,212	\$ 91,558						\$ 413,770
FTA 5339 ^e (awarded/pending)			\$ 1,307,272	\$ 1,124,817				\$ 2,432,089
FTA 5339 (planned per TCP)			\$ 1,106,258	\$ 736,414				\$ 1,842,672
Auction Proceeds				\$ 58,381				\$ 58,381
AB 664 (estimate)				\$ 330,133				\$ 330,133
								\$ -
Total Identified Funding	\$ 322,212	\$ 91,558	\$ 2,413,530	\$ 9,348,915	\$ 2,013,150	\$ 4,942,692	\$ -	\$ 19,132,057
Balance to be Funded	\$ 30,200	\$ 8,581	\$ 2,035,491	\$ (5,275,069)	\$ -	\$ -	\$ 3,898,816	\$ 698,019
Proposed Sources	Dixon^f	County^f	FAST	SolTrans^g	Vacaville	STA	MTC or Other^h	
	FTA 5311 swap	FTA 5311 swap	TDA replaced with Federal funds as grants become available					

Notes:

- a. Fairfield Loan Repayment sources are Fairfield's AB1600 (1/3) and Northeast TIF funding (2/3).
- b. In March 2017, STA requested \$333,719 in Transit Performance Initiative funds (STP/CMAQ) for the FAST buses as part of a swap with STAF for bus stop improvements. In June 2017, STA requested \$1 million in TPI funds to swap with STAF for the Fairgrounds project.
- c. SolTrans FTA 5307 includes \$416,385 for FY13 and \$975,000 in FY14, obligated in August 2015; additional SolTrans FTA 5307 for FY16, FY17, and FY18 from pending grants and pending TIP approvals.
- d. Dixon & County funds swap FTA 5311 with TDA. County's identified funds to flow through Dixon. Includes revised FY 2016 & FY 2017 amounts and FY18 amount as of May 24, 2017.
- e. SolTrans FTA 5339 includes \$767,581 for FY13 & FY14 request and \$357,236 FY16/17/18 request pending approval.
- f. STA assisting Dixon and County in identifying sources to meet obligation.
- g. SolTrans has identified Federal and local funds through FY18 to fund their bus purchases. These identified funds exceed their commitment to the replacement program. The other partner agencies could meet their commitment through providing local funds to SolTrans as reimbursement of the excess funds provided by SolTrans.
- h. Potential sources could include Federal, bridge toll, cap & trade, or other funds. 23

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DATE: September 13, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Countywide In-Person ADA American with Disabilities Act (ADA) Assessment Program Annual Report for Fiscal Year (FY) 2016-17

Background:

Since July 2012, STA, in its role as the Consolidated Transportation Service Agency (CTSA) for Solano County, has been working with consultants, the Solano Transit Operators, the Senior and People with Disabilities Advisory Committee and Paratransit Coordinating Council to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a priority strategy to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. STA staff has been gathering information about existing services and programs, exploring potential partnerships, and analyzing how to address mobility needs in Solano County in a cost effective manner.

The Solano Mobility Management Plan proposes to focus on four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities, but staff will only be discussing the first element in the update:

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

Discussion:

Countywide In-Person ADA Eligibility Program Update

Between July 2016 and June 2017, CARE Evaluators scheduled 1,917 ADA eligibility interviews and conducted 1227. There were minor increases in completed applications (4%) and cancellations (2%). There was a decrease of 19 no-shows (-8%) from FY 15-16. The incompleteness rate increased this year by 1%.

There were 820 new certifications between July 2016 and June 2017. This was a decrease of 13% from the 950 new certifications last fiscal year. The number of applicants seeking recertification increased to 319, which is a 36% increase over last year.

FY 2016-17 was the first year that applicants with auto-renewal eligibility determinations from FY 2013-14 original approvals could auto-renew. Of the 239 eligible applicants from FY 2013-14, 88 (37%) auto-renewed. This resulted in a program savings of \$12,387 (cost of assessment \$161.16 and cost of auto renewal \$20.40).

Of the 1227 completed assessments, 1,046 (85%) were given unrestricted eligibility, 85 (7%) were given conditional eligibility, 20 (2%) were given trip-by-trip eligibility, 62 (5%) were given temporary eligibility and 14 (1%) were denied.

As part of the countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for themselves and their Personal Care Attendant (PCA) upon request. On average, between July 1, 2016 and June 30, 2017, 53% of all scheduled applicants requested a paratransit trip to the assessment site. Complementary paratransit usage has increased (6%) from the previous year.

Many of the applicants who completed the in-person assessment presented more than one type of disability. The most common type of disability reported was a physical disability 1116 (64%) followed by cognitive disability 404 (23%) and visual disability 186 (11%). An auditory disability was the least commonly reported disability, with 51 (3%) of the total.

On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment was approximately 32 days. The longest amount of time applicants had to wait for an appointment was 71 business days. Between July 2016 and June 2017, 541 applicants waited more than 10 business days for their assessment. This number is in large part due to the holiday schedule that limited the number of days and times available for appointments. The goal is for applicants to receive an appointment within 10 business days of their phone call. STA staff is working with CARE and monitoring performance in order to ensure applicants are receiving their appointment in a more timely manner.

The average time between the applicant's assessment and the receipt of the eligibility determination letter was 8 days. The longest an applicant had to wait for their determination letter was 14 days. There is a requirement that all ADA determination letters are mailed to clients within 21 days of their evaluation. There were no violations of the 21-day ADA policy between July 2016 and June 2017. STA staff continues to work with CARE to monitor performance in order to ensure compliance with terms of the contract

STA has contracted with Nelson-Nygaard Consulting Associates to provide an objective in-depth analysis of the effectiveness of the current eligibility program, and recommendations for improvement of the process and implementing trip screening as a means of managing paratransit costs.

Recommendation:

Forward a recommendation to the TAC and STA Board to approve the Countywide In-Person ADA American with Disabilities Act (ADA) Assessment Program Annual Report for Fiscal Year (FY) 2016-17 as shown in Attachment A.

Attachment:

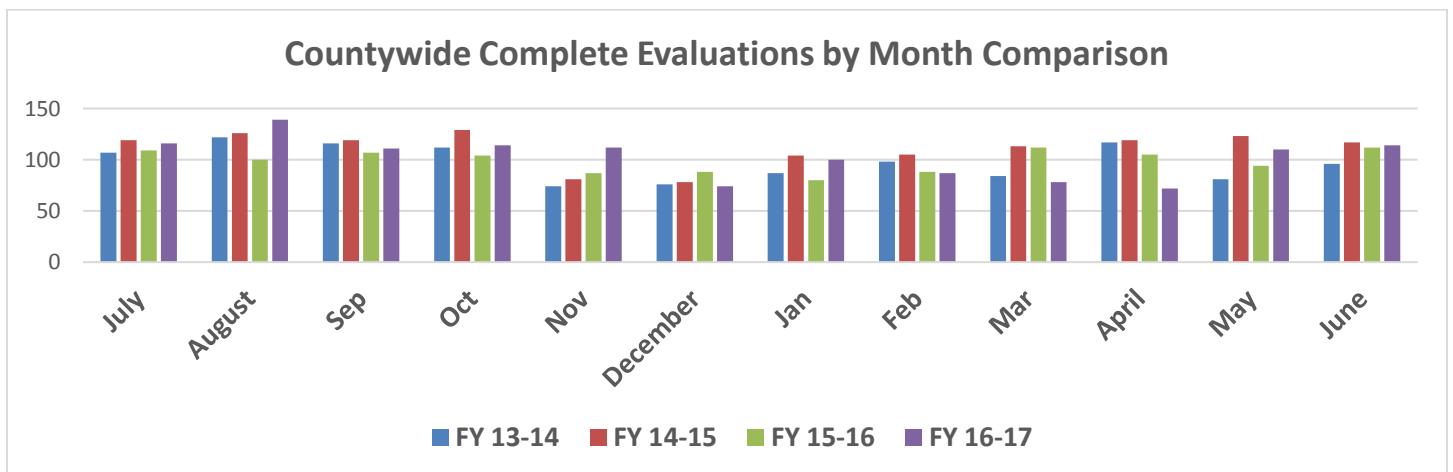
- A. Countywide In-Person ADA Eligibility Program FY 2016-17 Annual Report

Countywide In-Person ADA Eligibility Program FY 2016-2017 Year End Progress Report

Applicant Volume and Productivity by Location: CARE Evaluators completed 1227 evaluations in Solano County in July 1, 2016 – June 30, 2017. This were minor increases in completed applications and cancellations and a decrease of 19 no-shows (-8%) from FY 15-16. The incompleteness rate increased this year by 1%.

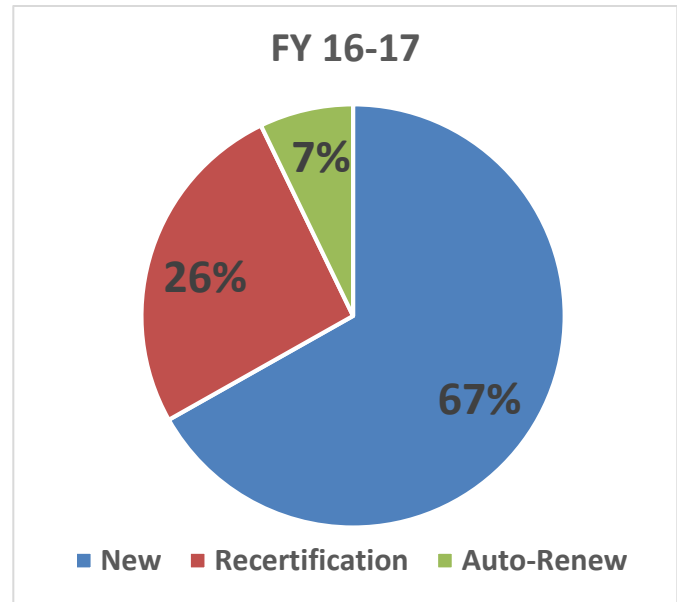
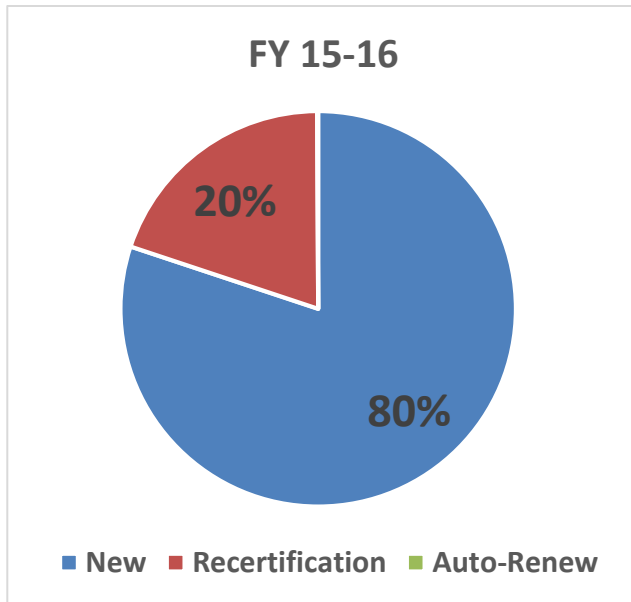
Applicant Volume and Productivity by Location FY 16-17						
	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Countywide
Completed	43	449	12	450	273	1227
Cancellations	4	161	4	186	117	472
No-Shows	6	88	0	92	32	218
Incompletion Rate	19%	36%	25%	38%	35%	36%

Applicant Volume and Productivity by Location					
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	% Increase/Decrease Over Last 2 Years
Completed	1170	1333	1186	1227	4%
Cancellations	428	472	462	472	2%
No-Shows	91	192	237	218	-8%
Incompletion Rate	31%	33%	37%	36%	1%



New versus re-certification: FY 16-17 Year End reporting showed a decrease of new certifications with 820 - 13% less than the 950 applicants last year. 319 applicants were seeking recertification, which is a nearly 36% increase over the previous year and 88 were auto-renewed this fiscal year.

Countywide Eligibility Results by Application Type Comparison									
NEW					RECERTIFICATION				
Fiscal Year	FY13-14	FY14-15	FY15-16	FY 16-17	Fiscal Year	FY13-14	FY14-15	FY 15-16	FY16-17
Unrestricted	733	978	771	687	Unrestricted	154	147	202	271
Conditional	67	48	50	61	Conditional	14	4	14	24
Trip-by-trip	55	55	11	9	Trip-by-trip	4	4	1	11
Temporary	89	69	100	53	Temporary	9	5	16	9
Denied	36	22	18	10	Denied	9	1	2	4
TOTAL	980	1172	950	820	TOTAL	190	161	235	319



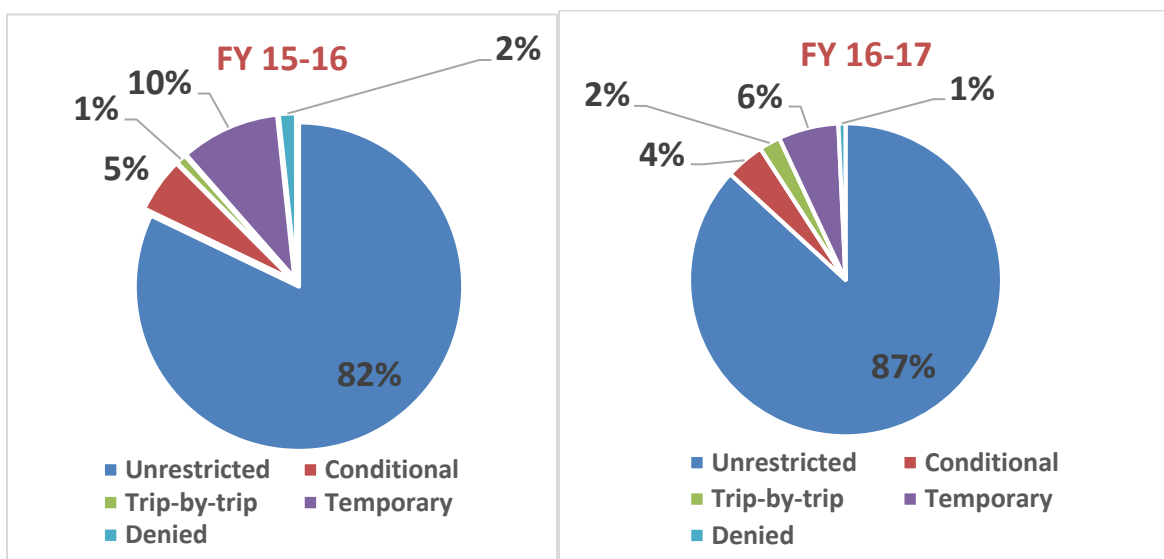
Auto-Renewals: In FY 13-14 STA took over the In-Person Eligibility Program and CARE Evaluators began Auto-Renewal eligibility determinations. Those individuals became eligible for the Auto-Renewal process beginning in FY 16-17. Of the 239 eligible for Auto-Renewal in FY 13-14, only 88 (37%) Auto-Renewed this past Fiscal Year.

Evaluation Year	Eligible for Auto Renewal	FY Eligible	Auto Renewed	% Auto Renewed vs. Eligible
FY 13-14	239	FY 16-17	88	37%
FY 14-15	501	FY 17-18		
FY 15-16	457	FY 18-19		
FY 16-17	474	FY 19-20		

Eligibility determinations: Of the 1227 completed assessments, 1046 (85%) were given unrestricted eligibility, 85 (7%) were given conditional eligibility, 20 (2%) were given trip-by-trip eligibility, 62 (5%) were given temporary eligibility and 14 (1%) were denied. The denial rate remains low, suggesting that applicants are self-selecting out of the evaluation process early and are educated about the basic conditions of eligibility.

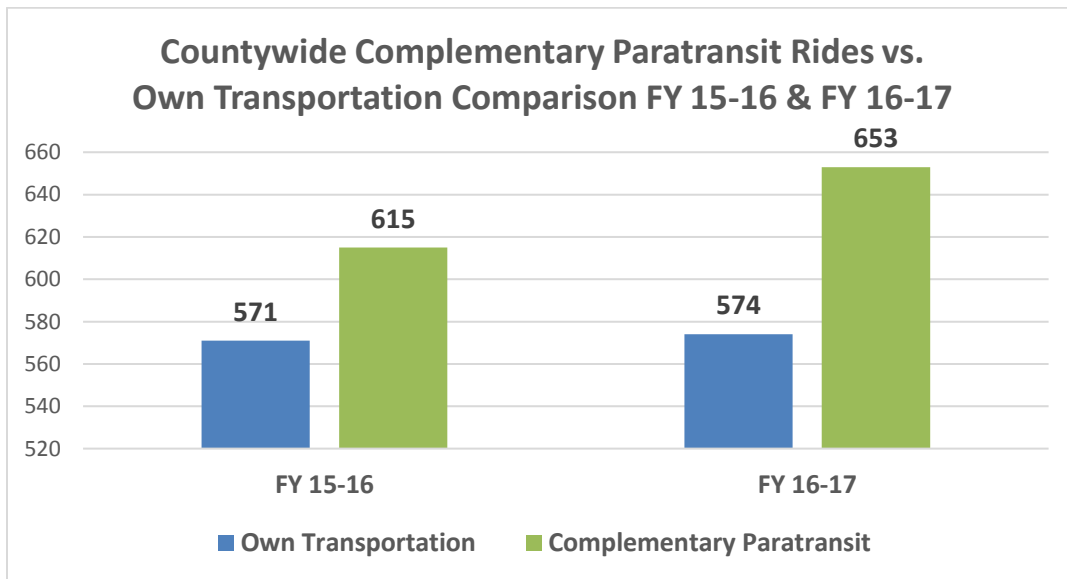
Eligibility Results by Service Area Year End FY 16-17						
	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Countywide
Unrestricted	35	378	10	386	237	1046
Conditional	2	41	0	31	11	85
Trip-by-trip	1	6	0	7	6	20
Temporary	5	18	1	21	17	62
Denied	0	6	1	5	2	14
Totals	43	449	12	450	273	1227

Eligibility Results by Service Area Comparison				
	FY 13-14	FY 14-15	FY 15-16	FY 16-17
Unrestricted	887	1125	974	1046
Conditional	79	52	64	85
Trip-by-trip	59	59	12	20
Temporary	98	73	116	62
Denied	45	23	20	14
Totals	1168	1332	1186	1227



Impact on Paratransit: Applicants are provided a complimentary trip on paratransit for themselves and their Personal Care Attendant (PCA) upon request. On average, between July 1, 2016 and June 30, 2017, 53% of all scheduled applicants requested a paratransit trip to the assessment site. Complementary paratransit usage has increased (6%) from the previous year.

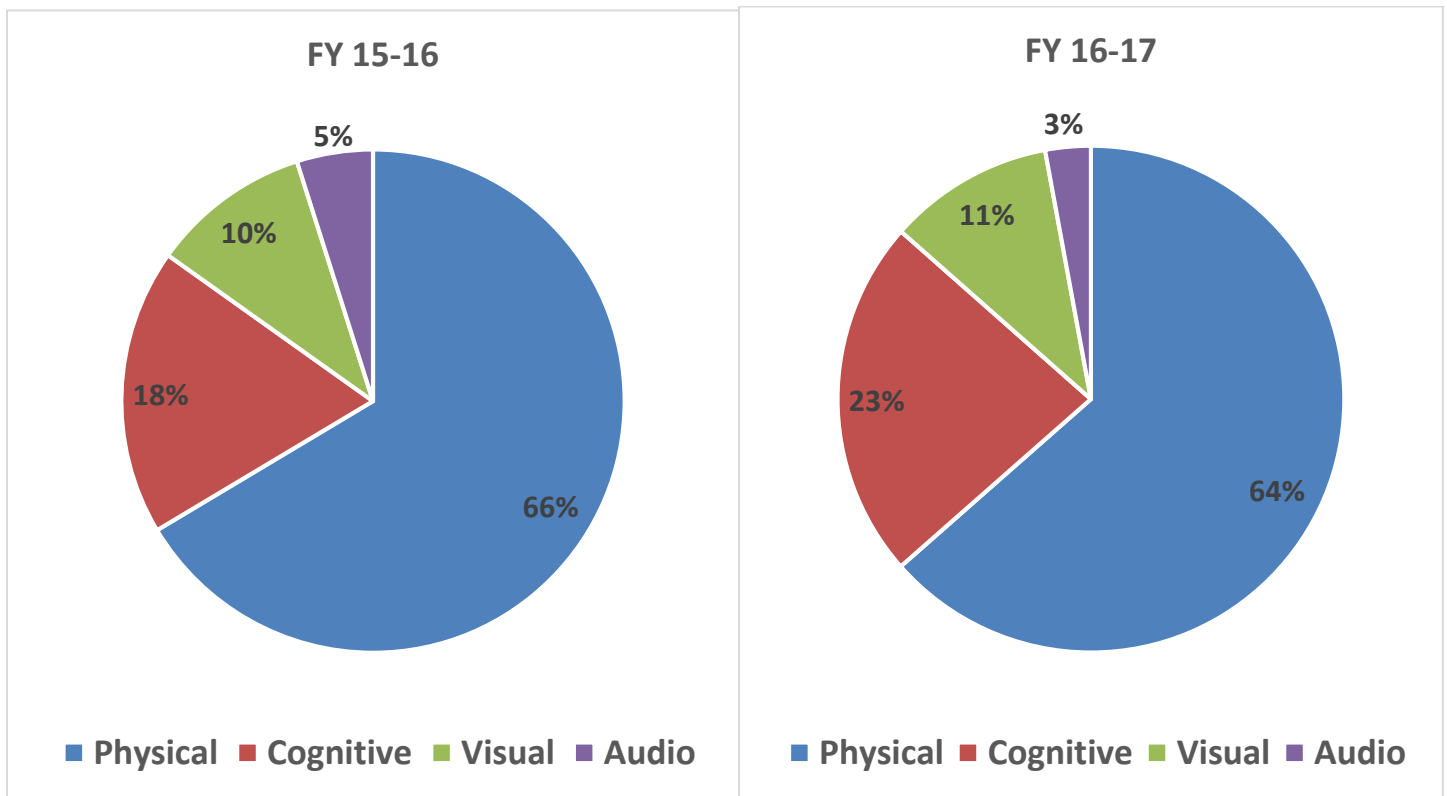
Complementary Paratransit						
	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Countywide
Own Transportation	14	213	4	222	121	574
Complementary Paratransit	29	236	8	228	152	653
Paratransit %	67%	53%	67%	51%	56%	53%



Complementary Paratransit Comparison				
	FY 13-14	FY 14-15	FY 15-16	FY 16-17
Own Transportation	551	598	571	574
Complementary Paratransit	669	735	615	653
Paratransit %	55%	55%	52%	53%

Type of Disability: Many of the applicants who completed the in-person assessment presented more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability 1116 (64%) followed by cognitive disability 404 (23%) and visual disability 186 (11%). An auditory disability was the least commonly reported disability, with 51 (3%) of the total.

Disability Type Countywide and by Service Area FY 16-17						
	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Countywide
Physical	32	410	5	424	245	1116
Cognitive	18	155	5	140	86	404
Visual	1	66	1	64	54	186
Audio	1	17	0	20	13	51
Totals	52	648	11	648	398	1757



Time to scheduled assessment: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment was approximately 32 days. The longest amount of time applicants had to wait for an appointment was 71 business days. Between July 2016 and June 2017, 541 applicants waited more than 10 business days for their assessment. This number is in large part due to the holiday schedule that limited the number of days and times available for appointments. The goal is for applicants to receive an appointment within 10 business days of their phone call. STA staff will work with CARE and monitor performance in order to ensure applicants are receiving their appointment in a timely manner.

Time (Days) from Scheduling to Appointment						
	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Countywide FY 16-17
Average for Period	10	8	6	15	7	32
Longest	36	21	24	54	71	71
Over 10 Business Days	39	106	4	339	52	541
% of Clients Past 10 Business Days	91%	24%	33%	75%	19%	44%

Time to receipt of eligibility determination letter: On average, the time between the applicant’s assessment and the receipt of the eligibility determination letter was 8 days. The longest an applicant had to wait for their determination letter was 14 days. There is a requirement that all ADA determination letters are mailed to clients within 21 days of their evaluation.

Time from Evaluation to Letter	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach	Countywide
Average for Period	9	10	5	10	8	8
Longest	10	14	6	14	13	14
Over 21 Calendar Days	0	0	0	0	0	0
# of Clients Past 15 Days	0	14	1	47	8	70
% of Clients Past 15 Days	0%	3%	8%	10%	3%	6%
% of Clients Under 15 Days	0%	97%	0%	90%	97%	94%



DATE: September 15, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Cory Peterson, Planning Assistant
RE: Bay Area Air Quality Management District (BAAQMD) Electric Vehicle Charge! Grant

Background:

The Bay Area Air Quality Management District (BAAQMD) administers the Transportation Funds for Clean Air (TFCA) revenues that are collected from a \$4 surcharge on all registered vehicles in the Bay Area. 60% of the revenues are allocated to the TFCA Regional Fund and are administered by BAAQMD through programs and competitive grants. The remaining 40% is allocated to the County Program Manager Fund, which is administered by each Congestion Management Agency (CMA) in the Bay Area, in conjunction with the BAAQMD. Eligible TFCA projects are those that help to reduce air pollution from motor vehicles. Southwestern portions of Solano County located in the Bay Area Air Basin are eligible to apply for these funds. This area includes the cities of Benicia, Fairfield, Suisun City, Vallejo, and the unincorporated areas of Solano County located within the boundaries of the BAAQMD. The Yolo-Solano Air Quality Management District provides similar funding (Clean Air Funds), through a different process for the remaining cities of Dixon, Rio Vista, Vacaville, and the unincorporated County within the boundaries of the Yolo-Solano Air Basin.

Discussion:

One of the competitive grants administered under the TFCA Regional Fund is the Charge! Program, an incentive program that helps to offset a portion of the cost of purchasing and installing new publicly available electric vehicle, or EV, charging stations within the Air District's jurisdiction. The goal of the program is to rapidly expand access to EV charging stations across the Bay Area. An initial allocation of \$5 million is available and awarded to qualifying projects on a first-come, first-served basis. The minimum grant application is \$10,000 and pays for approximately three dual-port Level 2 charging stations.

STA is currently implementing the Solano EV Transition Program, which is funded by a California Energy Commission grant and seeks to identify and eliminate barriers to the deployment of electric vehicles in Solano County. One of the barriers to be identified are sites around the county where additional EV charging stations need to be deployed. STA staff sees the Charge! Grant as an opportunity to support some of the goals of the Solano EV Transition Program by installing more charging stations around the county.

STA staff is proposing to work with the Cities of Fairfield, Suisun City, and Vallejo, as well as Fairfield-Suisun Transit (FAST) and SolTrans to apply for this grant and, if awarded, install the charging stations at five locations within these cities. Each of the five locations are proposed to

gain four additional Level 2 charging ports under this grant application. The locations are as follows:

- Fairfield Transportation Center
- Lotz Way Park and Ride in Suisun City
- Red Top Park and Ride in Fairfield
- Vallejo Ferry Terminal Parking Area
- Vallejo Transit Center

The Charge! Grant pays for up to 75% of the cost of purchasing and installing these electric vehicle charging stations, requiring a 25% local match from the grant applicant. STA is proposing to fund this local match with State Transit Assistance Funds (STAF) in the amount of \$15,000, pending STA Board approval. Should this option be approved, there would be no up-front costs to the cities. A matrix with cost estimates to purchase and install each of the proposed charging stations is shown in Attachment A. The proposed total amount requested in the grant will be \$45,000 to install 20 EV charging stations.

STA staff would submit the application for the grant on behalf of the agencies, then if awarded, help administer the funds and effort to purchase and install the charging stations. The deadline to apply for the grant is November 3, 2017. The request being put before the cities of Fairfield, Suisun City, and Vallejo is to assist in securing the proper permits for installation, then operating and maintaining the station once it opens. Costs to the city will be minimal and mainly limited to the cost of running power to the station.

Additionally, STA staff has identified a couple of other potential locations for EV charging stations that are not included in the application because they would not qualify for STAF funding. These locations, along with the associated costs, are outlined in Attachment A. Each of the identified jurisdictions would need to submit their own application. STA staff is prepared to assist the jurisdictions should they wish to pursue this grant opportunity on their own.

Fiscal Impact:

Approximately \$15,000 in State Transit Assistance Funds (STAF) is proposed to be utilized from STA to support the 25% local match, pending STA Board approval. Maintenance and operation of the stations is proposed to be handled by each of the cities.

Recommendation:

Forward a recommendation to the TAC and the STA Board to authorize STA staff to apply for the Charge! Grant on behalf of the participating local agencies as specified for purchase and installation of EV Charging Stations.

Attachment:

- A. Proposed Grant Amount and Cost Estimates

BAAQMD Charge! Grant for Electric Vehicle Charging Stations

Transit Centers/Park & Rides (Eligible for STAF and included in STA proposed grant application)										
Location	City	*Parking Sp.	Current EVCS	Add'l Proposed	Equipment	Installation	Total Cost	STAF Utilized		
Vallejo Ferry Building	Vallejo	900	0	4	\$4,000	\$5,000	\$9,000	(Appx. 25% of grant)		
Vallejo Transit Center	Vallejo	1000	0	4	\$4,000	\$5,000	\$9,000			
Fairfield TC	Fairfield	640	2	4	\$4,000	\$5,000	\$9,000			
Lotz Way Park and Ride	Suisun City	306	2	4	\$4,000	\$5,000	\$9,000			
Red Top Park and Ride	Fairfield	214	0	4	\$4,000	\$5,000	\$9,000			
TOTAL			4	20	\$20,000	\$25,000	\$45,000	\$15,000 (**Pending approval)		
Other Locations (Not eligible for STAF) Individual jurisdictions should submit separate applications if interested								Local Match needed (approx.)		
Solano County Gov. Building		1,000	8	6	\$6,000	\$7,500	\$13,500	\$3,375		
City Halls/Community Centers/Libraries										

* Parking space counts are estimates

** STAF Funds are pending approval by the STA Board. Any unused funds will be returned.

*** All costs listed are estimates

EVCS = Electric Vehicle Charging Station

Equipment cost is based on Clipper Creek Model HCS-40 Level 2 Charger with pedestal for mounting

Other equipment options

ChargePoint: \$7,210 plus installation for Model CT4021 Dual Level 2 Charger

ChargePoint comes with more bells and whistles, but extra cost is significant

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DATE: September 16, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2017-18 and FY 2018-19 State Transit Assistance Funds
(STAF) Population-based Priorities

Background:

State Transit Assistance funds (STAF) are generated by the sales tax on diesel fuel, and the amount of money available varies from year to year based on the ups and downs of diesel prices. The State splits the STA program into two components:

Revenue-based funds: The State allocates funds to transit operators based on their revenue as defined by PUC 99314 (b).

Population-based funds: MTC receives STA based on our share of the population. Metropolitan Transportation Commission (MTC) determines how to use these funds (Resolution 3837)

State law specifies that STAF be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects. MTC apportions the Solano County Population-based funds to Solano Transportation Authority (STA) for Northern County and Regional Paratransit STAF Funding.

STAF has been used for a wide range of activities, including providing funds for STA transit planning and programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises.

Fiscal Year (FY) 2017-18 STAF revenue estimates were approved by the Metropolitan Transportation Commission (MTC) on July 26, 2017 (Attachment A). MTC estimates did not include STA committed funds, allocation request in FY 2016-17 and FY 2015-16 funding return. A STAF Balance Summary was developed (Attachment B) to determine an estimated amount of funding available for programming. As shown in Attachment B, Regional Paratransit STAF has an estimated amount of \$686,568 available for programming and Northern County STAF has an estimated amount of \$2,282,347.

Discussion:

In June 2017, the STA Board approved the STAs Overall Work Plan (OWP) for FYs 2017-18 and 2018-19 which includes a number of transit projects, programs, and studies. At this time, staff is recommending approval of a comprehensive list of program studies and projects to be funded by the FY 2017-18 and FY 2018-19 STAF based on a combination of OWP's

tasks and STA Board priorities already approved in the FY 2017-18 & FY 2018-19 STA Budget in July 2017. These proposed priorities are listed in Attachment C and Attachment D and discussed below.

Regional Paratransit STAF (Attachment C)

These funds have been traditionally used in part for the STA to manage the Paratransit Coordinating Council (PCC) and the Seniors and People with Disabilities Plan. In FY 2012-13, the STA Board approved funding for priorities that support mobility for Seniors and People with Disabilities. The Solano Mobility programs has been identified as a priority through the Seniors and People with Disabilities Transportation Advisory Committee and by the STA Board. One of the major priorities funded was the Countywide In-Person ADA Eligibility Program. This is the only service of funding currently funding this successful program.

The priorities that are recommended for Consortium and the STA Board for consideration are continue funding of ADA in-person Eligibility, Paratransit Coordinating Council, Senior and People with Disabilities Transportation Advisory Committee, CTSA/Solano Mobility Plan Update and Implementation.

Northern County STAF (Attachment D)

The STA utilizes STAF to conduct countywide transit planning, marketing, and coordination. STA has put aside enough funding to meet STA's obligated amount for the SolanoExpress bus replacements.

The priorities presented (Attachment D) for the Consortium and STA Board for consideration include the continued funding of Transit Planning and Coordination, SolanoExpress Marketing, Transit Corridor/Transit Analysis, CTSA/Solano Mobility Plan Update, Lifeline, Solano Mobility Call Center, Expenditure Plan, Transit Coordination (Vine, Clipper, Rio Vista Consultant Support, App), Water Transit Study, Fairground/Transit Facility Study, MLIP Bus Stops, and Phase Design Parking Structure Vallejo. As previously stated, these priorities were included in the FY2017-18 and FY 2018-19 STA Budget approved by the Board in July 2017 and the OWP approved in June 2017.

The funding priorities are shown over three years and there are some adjustment of funding levels for some of the projects over these fiscal years. Transit Planning and Coordination increased \$41,000 from FY 2016-17 to FY 2017-18 due to loss of other funding sources. The Transit Corridor/Transit Analysis increased over \$45,000 from FY 2017-18 to FY 2018-19 to include a Community-Based Transportation Plan funding match from MTC. The Solano Mobility Call Center has increased to cover funding lost in the 5310 program due to Caltrans awarding only 50% of the amount requested. Travel Training has 100% funding for FY 2017-18 so no additional STAF is requested until FY 2018-19. The Water Transit Study will be completed in FY 2017-18.

There are additional new items presented for consideration that include local Project Sponsor Request, SolanoExpress Service Plan Implementation, Stability for ADA Assessments and Intercity Taxi Scrip Phase II, SolanoExpress Ridership Survey and STA's share of SolanoExpress Bus Replacement Phase II.

Project Sponsor Request (\$165,000) is proposed by STA staff to provide an opportunity for requests for funding to be considered for FY 2017-18 from the transit operators. This is in response to a couple of requests from transit operators. STA staff is recommending to initiate a Call for Projects and then invite applicants to present their projects to the STA Board's Transit and Rideshare Committee for review and to make recommendations to the STA Board for programming.

EV Charging Station - STA Planning staff is proposing to apply for a Bay Area Air Quality Management District grant in the amount of \$45,000 to help fund the installation of 20 EV charging stations at five (5) transit stations and park & rides in Fairfield, Suisun City, and Vallejo. A minimum of 25% local match is required, and as such, \$15,000 in STAF is proposed to meet this match requirement. This item is presented as Agenda Item 7.A in the agenda for consideration. Since this grant is time sensitive, STA staff proposes to include the \$15,000 of STAF in FY 2017-18 for consideration for approval to be taken out of the Project Sponsor Request line item. If the grant is not successful, the \$15,000 will be returned to STAF to be reprogrammed in FY 2018-19.

SolanoExpress Service Implementation Plan is recommended at \$100,000 for FYs 2017-18 and 2018-19 to assist in covering the cost of the implementation of the SolanoExpress service by FAST and SolTrans.

Stability for ADA Assessments and Intercity Taxi Scrip Phase II. Currently, ADA Assessments program expenditures are higher than the annual allocation of Regional Paratransit funding. STA staff is recommending using Northern County STAF funds to cover the additional cost and to use this funding to stabilize the Intercity Taxi Scrip Phase II program for a smooth implementation during the initial years of this service.

SolanoExpress Ridership Survey is required to determine the cost share for the SolanoExpress Intercity Routes by operator. The most recent MTC Ridership survey meets Title VI requirements, but does not provide all the information needed to determine the cost share for SolanoExpress. Therefore, staff is recommending \$130,000 in FY 2018-19 for this effort. This will be important to recount for Phase 1 of the new SolanoExpress service.

SolanoExpress Bus Replacement Phase II is a strategy to begin saving money for the next round of bus replacement that will be needed in 14 year. STA staff began saving for the current bus replacement over ten years ago as shown in Attachment E. Staff is recommending an additional contribution of \$100,000 in FYs 2017-18 and 2018-19 to continue this investment.

The current STA's Funding Plan for SolanoExpress Bus Replacement (Attachment E) shows the STAF funding was being set aside by STA for the SolanoExpress bus replacement as early as FY 2006-07. STA committed to provide 20% of the funding. When the cost of the bus came in lower than originally estimated, STA stayed committed to the same amount of \$4,942,692 which is now 24.9% of the replacement cost. Also to move forward the first set of buses, STA committed an additional \$581,467. The total commitment for STA is \$5,524,159. The attachment shows the previous funding plan and a revised funding plan to account for the TPI funding swap. STA has the funding to meet STA's commitment for SolanoExpress Bus Replacement and is currently working to finalize funding agreements with all of the participating transit operators.

Fiscal Impact:

This priority list to be funded with State Transit Assistance Funds includes several activities performed by the Solano Transportation Authority and previously approved by the STA Board. Approval of this list provides the guidance MTC needs to allocate STAF to the STA for continuing and implementing these programs and projects.

Recommendation:

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

1. FYs 2017-18 and 2018-19 STAF priorities as specified in Attachments C and D;
2. Authorize the Executive Director to administer a Call for Projects for \$165,000 of STAF and work with the STA Board's Transit and Rideshare Committee to make programming recommendation to the STA Board; and
3. \$15,000 STAF in FY 2017-18 to be used as a local match for Vehicle Charging Stations if the BAAQMD grant application is awarded.

Attachments:

- A. FY 2017-18 Solano STAF population-based fund estimate (MTC Reso. 4268, 7/26/2017)
- B. STA's STAF Funding Summary
- C. Regional Paratransit STAF FY 2017-18 & FY 2018-19 Recommended Projects
- D. Northern County STAF FY 2017-18 & FY 2018-19 Recommended Projects
- E. STA's Funding Plan for SolanoExpress Bus Replacement

**FY 2017-18 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

Attachment A
Res No. 4268
Page 12 of 17
7/26/2017

FY2016-17 STA Revenue Estimate		FY2017-18 STA Revenue Estimate				
1. State Estimate (Jan, 17)	\$26,001,993	4. Projected Carryover (Aug, 17)	\$33,650,444			
2. Actual Revenue (Aug, 17)		5. State Estimate* (Jan, 17)	\$28,624,767			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$62,275,211			
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
Apportionment Jurisdictions	6/30/2016 Balance (w/interest) ¹	FY2015-17 Outstanding Commitments ²	FY2016-17 Revenue Estimate	6/30/2017 Projected Carryover ³	FY2017-18 Revenue Estimate ⁴	Total Available For Allocation
Northern Counties/Small Operators						
Marin	39,591	(808,106)	771,875	3,360	850,744	854,104
Napa	21,349	(436,665)	417,132	1,816	459,753	461,569
Solano/Vallejo ⁵	4,407,653	484,079	1,256,220	6,147,952	1,384,578	7,532,530
Sonoma	75,410	(1,545,276)	1,476,292	6,425	1,627,136	1,633,561
CCCTA	74,742	(1,531,621)	1,463,248	6,369	1,612,760	1,619,129
ECCTA	45,233	(833,763)	883,867	95,337	974,179	1,069,516
LAVTA	688,319	(700,785)	604,691	592,225	666,477	1,258,702
Union City	191,330	(219,299)	211,689	183,720	233,319	417,039
WCCTA	9,979	(204,074)	194,945	850	214,864	215,714
SUBTOTAL	5,553,605	(5,795,510)	7,279,958	7,038,054	8,023,810	15,061,864
Regional Paratransit						
Alameda	40,912	(835,913)	799,343	4,342	881,019	885,361
Contra Costa	28,989	(494,113)	565,841	100,717	623,657	724,374
Marin	5,593	(114,294)	109,177	476	120,332	120,808
Napa	4,533	(92,689)	88,541	385	97,588	97,973
San Francisco	32,425	(663,879)	634,214	2,760	699,017	701,777
San Mateo	16,004	(327,341)	312,698	1,361	344,649	346,010
Santa Clara	45,837	(937,540)	895,602	3,899	987,113	991,012
Solano	727,050	295,785	244,506	1,267,341	269,489	1,536,830
Sonoma	17,891	(378,742)	350,216	(10,635)	386,000	375,365
SUBTOTAL	919,234	(3,548,726)	4,000,138	1,370,646	4,408,864	5,779,510
Lifeline⁶						
Alameda	468,123	(717,476)	322,503	73,150		73,150
Contra Costa	1,350,941	(1,075,499)	(148,729)	126,713		126,713
Marin	498,296	(502,218)	3,133	(789)		(789)
Napa	80,809	(123,960)	43,083	(68)		(68)
San Francisco	536,481	2,127,122	146,948	2,810,551		2,810,551
San Mateo	2,652,943	(2,169,130)	(187,741)	296,072		296,072
Santa Clara	5,029,580	0	183,823	5,213,403		5,213,403
Solano	805,283	(605,197)	(108,415)	91,671		91,671
Sonoma	2,063,567	(1,450,822)	8,233	620,978		620,978
MTC Mean-Based Discount Project	759,948	(46,750)	(11,860)	701,338		701,338
JARC Funding Restoration ⁷	550,842	(68,000)	0	482,842		482,842
Lifeline Reserve for Cycle 5	0	0	7,243,384	7,243,384	8,260,121	15,503,505
SUBTOTAL	14,796,815	(4,631,930)	7,494,362	17,659,245	8,260,121	25,919,366
MTC Regional Coordination Program⁸	17,650,156	(17,667,915)	6,894,202	6,876,444	7,598,638	14,475,082
BART to Warm Springs	328,985	(328,985)	0	0	0	0
eBART	0	0	0	0	0	0
Transit Emergency Service Contingency Fund⁹	333,729	0	333,333	667,062	333,333	1,000,395
SamTrans	38,993	0	0	38,993	0	38,993
GRAND TOTAL	\$39,621,518	(\$31,973,065)	\$26,001,993	\$33,650,444	\$28,624,767	\$62,275,210

1. Balance as of 6/30/16 is from MTC FY2015-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/16, and FY2016-17 allocations as of 1/31/17.
3. The projected carryover as of 6/30/2017 does not include interest accrued in FY 2016-17.
4. FY2017-18 STA revenue generation based on the \$293.8 million in the Governor's FY2017-18 State Budget.
5. Beginning in FY2008-09, the Vallejo allocation is combined with Solano, as per MTC Resolution 3837.
6. Lifeline Cycle 4 concluded in FY 2015-16, however due to lower than expected revenue funds in FY 2016-17 are being used to finish out Cycle 4. Unused FY 2016-17 funds and all FY 2017-18 funds are held in reserve for Lifeline Cycle 5.
7. Includes 2/26/14 Commission action to re-assign \$1.1 million in FY 2014-15 Lifeline funds, and re-assigning \$693,696 of MTC's Means-Based Discount Project balance.
8. Committed to Clipper® and other MTC Customer Service projects.
9. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program. Column G includes expected interest earned.

**SOLANO TRANSPORTATION AUTHORITY (STA)
STATE TRANSIT ASSISTANCE FUNDS (STAF) BALANCE SUMMARY**

STAF Regional Paratransit Committed Funds

CTSA/Mobility Plan Implementation

2011-12	\$	100,534
2012-13	\$	289,343
2013-14	\$	129,194
2014-15	\$	-
2015-16	\$	-
2016-17	\$	-
	\$	519,071

STAF Northern County Committed Funds

CTSA/Mobility Plan Implementation	\$	253,129
Vine 21	\$	173,190
Solano Express Bus Replacement	\$	4,264,536
	\$	4,690,855

Commitment by year is provided in Attachment D

Regional Paratransit STAF Fiscal Year 2017-18

July 2017 Estimate	\$	1,535,830
Committed Funds	\$	(519,071)
FY 2016-17 Allocation	\$	(525,000)
FY2015-16 Return	\$	193,809
Estimated Available for Programming	\$	685,568
Carryover	\$	411,816
FY 2017-18 Estimates	\$	269,489
Misc	\$	5,263
Estimated Available for Programming	\$	686,568

Northern County STAF Fiscal Year 2017-18

July 2017 Estimate	\$	7,532,530
Committed Funds	\$	(4,690,855)
FY 2016-17 Allocation	\$	(1,162,942)
FY2015-16 Return	\$	603,614
Estimated Available for Programming	\$	2,282,347
Carryover	\$	777,583
FY 2017-18 Estimates	\$	1,384,578
Misc	\$	120,186
Estimated Available for Programming	\$	2,282,347

REGIONAL PARATRANSIT STATE TRANSIT ASSISTANCE FUNDS (STAF)
Fiscal Year 2017-18 & FY 2018-19 Recommended Funding Priorities

	Regional Paratransit STAF FY 2016-17	Regional Paratransit STAF FY 2017-18	Regional Paratransit STAF FY 2018-19
Carryover	\$ 499,565	\$ 411,816	\$ 257,573
Estimated Amount Available	\$ 243,442	\$ 269,489	\$ 269,489
Misc		\$ 5,263	
Return	\$ 193,809		
Estimated Balance	\$ 936,816	\$ 686,568	\$ 527,062

	Board Approved Projects FY 2016-17	Recommended Funding FY 2017-18	Recommended Funding FY 2018-19
Recommended Priority Projects			
PCC	\$ 30,000	\$ 25,000	\$ 25,000
Senior & People w/Disabilities Committee	\$ 20,000	\$ 33,193	\$ 30,000
CTSA/Solano Mobility Plan Update	\$ 200,000	\$ 77,232	\$ 73,993
ADA In Person Eligibility	\$ 275,000	\$ 293,570	\$ 300,681
Total	\$ 525,000	\$ 428,995	\$ 429,674

Estimated Remaining Balance/Carryover \$ 411,816 \$ 257,573 \$ 97,388

NORTHERN COUNTY STATE TRANSIT ASSISTANCE FUNDS (STAF)

Fiscal Year 2017-18 & FY 2018-19 Recommended Funding Priorities

	Northern County STAF FY 2016-17	Northern County STAF FY 2017-18	Northern County STAF FY 2018-19
Carryover	\$ 80,691	\$ 777,583	\$ 380,578
Estimated Amount Available	\$ 1,256,220	\$ 1,384,578	\$ 1,384,578
Misc	\$ -	\$ 120,186	\$ -
Return	\$ 603,614	\$ -	\$ -
Estimated Balance	\$ 1,940,525	\$ 2,282,347	\$ 1,765,156

	Board Approved Projects FY 2016-17	Funding FY2017-18	Recommended for Funding FY2018-19
STA Board Priority Projects/Approved in Budget			
Transit Planning and Coordination	\$ 341,570	\$ 382,931	\$ 382,931
Solano Express Marketing	\$ 150,000	\$ 150,000	\$ 150,000
Transit Corridor/Transit Analysis/Implementation	\$ 162,034	\$ 136,249	\$ 183,749
CTSA/Solano Mobility Plan Update/Implementation	\$ -	\$ 60,874	\$ 63,040
Lifeline	\$ 15,000	\$ 16,000	\$ 16,000
Solano Mobility Call Center	\$ 116,332	\$ 209,279	\$ 177,717
Travel Training	\$ 15,000	\$ -	\$ 85,268
Expenditure Plan	\$ 25,000	\$ 25,000	\$ 25,000
Transit Coordination Implementation-Rio Vista, Vine, Clipper, App	\$ 269,880	\$ 219,155	\$ 206,155
Water Transit Study	\$ 52,866	\$ 40,000	\$ -
Rail Volution	\$ 15,000	\$ -	\$ -
Fairgrounds/Transit Facility Study (<i>TPI Swap for \$1 M</i>)	\$ -	\$ 37,000	\$ 1,000,000
MLIP Bus Stops -Capital (<i>TPI Swap \$333,719 + STAF \$60,281 = \$394,00</i>)	\$ -	\$ 394,000	
Phase Design Parking Structure Vallejo	\$ -	\$ 100,000	
New Items	\$ -	\$ -	\$ -
Project Sponsor Request	\$ -	\$ 165,000	\$ -
SolanoExpress Service Plan Implementation	\$ -	\$ 100,000	\$ 100,000
Stability for ADA Assessments & ITX Phase II	\$ -	\$ 100,000	\$ 100,000
SolanoExpress Ridership Survey	\$ -	\$ -	\$ 150,000
SolanoExpress Bus Replacement Phase II	\$ -	\$ 100,000	\$ 100,000
Total Recommended	\$ 1,162,682	\$ 2,235,488	\$ 2,739,860
Estimated Balance minus Total Recommended	\$ 777,843	\$ 46,859	\$ (974,704)
* <i>TPI Swaps</i> with STAF Bus Reserve	\$ -	\$ 333,719	\$ 1,000,000
Estimated Remaining Balance/Carryover	\$ 777,583	\$ 380,578	\$ 25,296

* \$1,333,719 is added back to estimated balance and subtracted from Bus Reserves (See Attachment E)

BUS REPLACEMENT FUNDING PLAN

STAF Northern County Committed Funds Update to Include Swaps

	2006-07	2007-08	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Total Committed Funds
CTSA/Mobility Management Program Coordination							\$ 153,129	\$ 100,000				\$ 253,129
Vine 21				\$ 240,000	\$ 92,690		\$ (30,000)	\$ (69,500)	\$ (30,000)	\$ (30,000)		\$ 173,190
Water Transit Study									\$ 60,973	\$ (60,973)		\$ -
Alt Fuel Study/CNG Feasibility Study Match to Benicia and SolTrans							\$ 9,500	\$ (9,500)				\$ -
Solano Passenger Rail Plan							\$ 45,000	\$ (45,000)				\$ -
Water Transit Study								\$ 48,792	\$ (48,792)			\$ -
Benicia Transit Site Plan				\$ 25,000				\$ (25,000)				\$ -
SolTrans			\$ 1,925			\$ 7,000			\$ (8,925)			\$ -
Intercity Bus Replacement	\$ 1,000,000	\$ 100,000		\$ 500,000	\$ (500,000)	\$ 1,210,224	\$ 600,000	\$ 600,000	\$ 754,312		\$(1,333,719)	\$ 2,930,817
Total Committed Funds	\$ -	\$ -	\$ 1,925	\$ 265,000	\$ 92,690	\$ 7,000	\$ 177,629	\$ (208)	\$ (26,744)	\$ (90,973)	\$ -	\$ 3,357,136

Bus Reserve Accum. Balance	\$ 1,000,000	\$ 1,100,000	\$ 1,100,000	\$ 1,600,000	\$ 1,100,000	\$ 2,310,224	\$ 2,910,224	\$ 3,510,224	\$ 4,264,536	\$ 4,264,536	\$ 2,930,817
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STA Funding Commitment

STA Bus Replacement @ 24.9% Board approved for the first six	\$ 4,942,692
	\$ 581,467
Total Amount	\$ 5,524,159

STA SolanoExpress Funding Plan

STAF Bus Reserve Committed Funds	\$ 4,264,536
Prop 1B Swap with Fairfield	\$ 1,259,623
Total Amount	\$ 5,524,159

Revised STA Funding Plan

TPI Swap w/ STAF Bus Reserve for Bus Stop Improvements (Mar 2017)	\$ 333,719
TPI Swap w/ STA Bus Reserve for Fairground Project (Jun 2017)	\$ 1,000,000
STAF Bus Reserve Committed Funds	\$ 2,930,817
Prop 1B Swap with Fairfield	\$ 1,259,623
	\$ 5,524,159

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DATE: September 20, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: State Transportation Assistance Funds (STAF) Population Funds –
Senate Bill 1 (SB 1) Additional Funding

STA staff will be presenting on this item at the meeting.

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DATE: September 15, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Anthony Adams, Project Manager
RE: SB1/Cap and Trade Update

Background:

The State of California has identified reduction of the emission of Greenhouse Gases (GHGs) as a major policy focus, and has approved legislation such as Assembly Bill (AB) 32, Senate Bills (SB) 375 (regional transportation plans) and SB 753 (environmental thresholds of significance) to help achieve GHG emission reductions. One of the programs that is an outgrowth of this effort - the Cap and Trade Program - was introduced with draft funding regulations in 2014.

There are two categories in which Solano County transit agencies might apply for annual funding opportunities:

1. Affordable Housing and Sustainable Communities (AHSC)
2. Transit and Intercity Rail Capital Program (TIRCP)

The goals of the Transit and Intercity Rail Capital Program are to provide monies to fund transformative capital improvements that modernize California's intercity rail, bus (including feeder buses to intercity rail services, as well as vanpool services that are eligible to report as public transit to the Federal Transit Administration), ferry, and rail transit systems to achieve all of the following objectives:

1. Reduce emissions of greenhouse gases
2. Expand and improve transit service to increase ridership
3. Integrate the rail service of the state's various rail operations, including integration with High-Speed Rail
4. Improve transit safety

The Fairfield/Vacaville Train Station applied for AHSC funding during year one of the Cap & Trade program and for TIRCP funding during the second year; both efforts were unsuccessful.

The TIRCP program receives 10% of the Cap-and-Trade auction proceeds, which totaled \$390M for TIRCP in 2016. With the passage of SB1, the TIRCP category is set to receive a \$245M annual boost in funding, as well as a one-time infusion of \$79M.

Pursuant to SB 9, the California State Transportation Agency (CalSTA) will approve an initial five-year program of projects with the first year being 2018-19, with additional five-year programs approved by April 1st of each even numbered year thereafter.

With \$245M annually in additional funds available and a five-year program of projects being proposed, now is the time for Solano transit agencies to apply for TIRCP funding.

Discussion:

The following discusses the two programmatic categories as described above, and provides further details on potential programming opportunities:

1. Affordable Housing and Sustainable Communities (AHSC)

The Bay Area could receive an estimated \$3.7 billion in AHSC funding over a 25 year period based on the region's population share. MTC staff proposes to continue to advocate for Bay Area projects, and is currently focused on affordable housing and Transit-Oriented Development (TOD) related transportation projects.

MTC's current policy stance is focused in TOD only and not on Integrated Connectivity Projects (ICP) which precludes MTC from endorsing Solano County projects.

All applications under the AHSC program are categorized as either TOD projects or ICP. Last year, MTC staff was firm in their stance to only endorse TOD projects; this stance appears to persist. No project in Solano County or in the North Bay could qualify as a TOD project (based on the SGC program guidelines) and therefore could not receive MTC's endorsement.

2. Transit and Intercity Rail Capital Program (TIRCP)

The final draft guidelines have been released and can be found here:

<http://www.dot.ca.gov/drrmt/docs/sptirpcp/2018fdguidelines.pdf>. The guidelines make it clear that the intent of this program is to "fund a small number of transformative projects that will significantly reduce vehicle miles traveled, congestion, and greenhouse gas emissions by creating new transit systems, increasing the capacity of an existing transit system, or otherwise significantly increasing the ridership of a transit system."

Eligible Projects Types

1. Rail capital projects, including rail car acquisition. (Solano Does Not Qualify)
2. Intercity, commuter, and urban rail projects that increase service and minor capital investments that are expected to generate increased ridership.
3. Rail, bus, and ferry integration implementation, including: integrating ticketing and scheduling systems and capital related investments.
4. Bus rapid transit and other bus or ferry transit investments to increase ridership and reduce greenhouse gas emissions, including capital investments that will contribute to restructured or enhanced service.

STA Proposed Projects for TIRCP Funding

Utilizing these guidelines and analyzing which projects received funding for 2016 (Attachment A), STA has identified four projects that might compete well for TIRCP funding.

1. FTC Slip Ramp @ West Texas and Pedestrian Access Improvements. \$3M
2. Solano Express Electrification, Enhancement & Ferry Service Integration. \$5-10M
3. Fairfield/Vacaville Train Station Building and Local Bus Service Integration. \$7M
4. Vallejo Station Phase B Parking Structure. \$13M

STA staff contacted Caltrans Division of Mass Transit and explained each of these project ideas. It was recommended by Caltrans to submit each of these applications. A workshop is being held for Northern California jurisdictions on October 2nd. A full schedule of upcoming dates and deadlines is shown below.

Upcoming Schedule for TIRCP Funding

Workshop, Northern California	Oct. 2, 2017
Final comments on guidelines due to CalSTA	Oct. 5, 2017
CalSTA publishes final program guidelines	Oct. 13, 2017
Call for projects	Oct. 13, 2017
Optional meetings to discuss project quantifications w/ CalSTA staff	Nov TBD 2017
Project applications due to Caltrans	Jan. 12, 2018
CalSTA publishes summary of applications	Feb. 12, 2018
CalSTA anticipates publishing list of approved projects	Apr. 30, 2018
Anticipated presentation of project list to CTC (at regular meeting)	May 2018

Fiscal Impact:

None at this point, there is no match requirement, but projects with larger match will score higher.

Recommendation:

Informational

Attachment:

- A. 2016 CAL-STA Transit and Intercity Rail Capital Awards

Transit and Intercity Rail Capital Program 2016 Awards

Applicant	Project Title	Project Description	Award Amount	Total Project Cost
Antelope Valley Air Quality Management District	Zero Emission Bus and Vanpool Expansion in the Antelope Valley, Kern County and the Coachella Valley	Purchase 15 zero-emission buses and 10 zero emission vanpool vehicles to expand service for a 3 agency consortium (AVTA, KRT, SunLine)	\$ 8,930,000	\$ 13,706,000
Capitol Corridor Joint Powers Authority	Increased Rail Service to Roseville, Service Optimization and Standby Power Investments	Construct track and facility improvements for 3 Amtrak roundtrips per day between Sacramento and Roseville (up from 1 today)	\$ 8,999,000	\$ 79,300,000
Foothill Transit	Transforming California: Bus Electrification, Service Expansion and Rail Integration	Purchase 20 zero-emission buses to extend Route 486 to the Pomona Metrolink station and increase frequencies	\$ 5,000,000	\$ 16,580,000
City of Fresno	Metropolitan Rapid Transit and Rail Connectivity Project	Construct and purchase customer-focused corridor enhancements to increase ridership on Fresno's new bus rapid transit and high frequency routes	\$ 8,000,000	\$ 61,515,400
Los Angeles County Metro. Transportation Authority	Airport Metro Connector 96th Street Station/Metro Green Line Extension to LAX	Construct a new transit station that will link Los Angeles International Airport's new people mover to the Metro Green & Crenshaw Lines & bus service	\$ 40,000,000	\$ 206,149,224
Los Angeles County Metro. Transportation Authority	Metro Red Line and Purple Line Core Capacity Improvements	Construct LA Union Station improvements to allow Red and Purple Subway lines to offer more frequent service (4 min headways on each line)	\$ 69,209,000	\$ 162,000,000
LOSSAN Rail Corridor Agency	All Aboard: Transforming Southern California Rail Travel	Construct track improvements and lease 31 new Talgo rail cars for faster and more frequent service on Amtrak, Metrolink and Coaster	\$ 82,000,000	\$ 350,322,000
Orange County Transportation Authority	OC Streetcar and OCTA System-Wide Mobile Ticketing	Construct OC Streetcar project connecting Santa Ana and Garden Grove with zero-emission service and invest in system-wide mobile ticketing	\$ 28,000,000	\$ 292,735,000
Peninsula Corridor Joint Powers Board	Peninsula Corridor Electrification Project	Construct the Caltrain Electrification Project including new trainsets for more frequent and faster service	\$ 20,000,000	\$1,980,400,000
Sacramento Regional Transit District	Downtown/Riverfront Sacramento-West Sacramento Streetcar	Construct new streetcar line linking Sacramento and West Sacramento providing new zero-emission service	\$ 30,000,000	\$ 150,000,000
San Bernardino Associated Governments	Redlands Passenger Rail Project	Construct new rail system that will connect the University of Redlands and downtown San Bernardino with fast, frequent service	\$ 9,204,000	\$ 265,282,451
San Francisco Municipal Transportation Agency	Light Rail Modernization and Expansion Program	Purchase 10 expansion light-rail vehicles, for more capacity and improved service responsive to jobs and housing growth on a congested system	\$ 45,092,000	\$ 50,342,000
San Joaquin Regional Rail Commission	ACE Near-Term Capacity Improvement Program	Lengthen platforms for 8 car trains and purchase 1 Tier IV locomotive to allow busiest train to add seating capacity	\$ 16,459,000	\$ 18,959,000
Santa Clara Valley Transportation Authority	BART Silicon Valley Phase II Extension	Fund the BART to San Jose Phase II extension through funding for accelerated railcar procurement, connecting BART to HSR in 2026	\$ 20,000,000	\$ 246,918,000
			\$ 390,893,000	\$3,894,209,075

DATE: September 18, 2017
TO: STA 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 February 8, 2017, the STA Board approved its 2017 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2017.

Monthly legislative updates provided by STA's State and Federal lobbyists are attached (Attachment A and B). An updated list of state bills of interest is available in the [Legislative Bill Matrix](#) online.

Discussion:

State Transportation Funding

Updates on the following are detailed in Attachment A:

- SB 1 ("Road Repair and Accountability Act of 2017" state transportation funding package) program development
- Initiative to repeal SB 1
- Cap and Trade program extension
- Amendments to RM3 legislation (SB 595 Attachment C), inclusion of 5 Solano projects

The following lists STA-supported bill status to date:

[AB 28 \(Frazier\)](#) - Department of Transportation: environmental review process: federal pilot program.

This bill would re-enact, until January 1, 2020, the California Department of Transportation's (Caltrans') authority to waive its 11th Amendment right to sovereign immunity from lawsuits brought in federal court thereby allowing Caltrans to continue assuming the role of the United States Department of Transportation (U.S. DOT) for National Environmental Policy Act (NEPA) decision making. STA Position: Support 2/8/17. Chaptered on March 29th.

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

This bill amends the statutes governing the State Transit Assistance (STA) program to clarify several ambiguities in law that led to administrative changes made in 2016 by the State Controller's Office. STA Position: Support 5/10/17. Chaptered on July 21st.

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

This bill would authorize a Metropolitan Planning Organization or Regional Transportation Planning Agency authorized to levy a sales tax to levy that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization or agency has authority if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the sales tax to be used only within the area for which the tax was approved by the voters. AB 1324 would benefit counties that have transportation needs that differ between rural and suburban areas, and that have difficulty obtaining the required 2/3 voter support countywide for local transportation sales tax measures. STA Position: Support 5/10/17. Failed deadline, may be acted upon in January 2018.

[ACA 4 \(Aguiar-Curry\)](#) - Local government financing: affordable housing and public infrastructure: voter approval.

This measure would lower the voter threshold to 55% for special taxes for purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing, which specifically includes improvements to transit and streets & highways, as well as protection from impacts of sea-level rise. This measure would also reduce the threshold to 55% for local governments to increase property taxes to cover bonded indebtedness to fund similar project types. STA Position: Support 4/12/17. *Referred to Comm. on Local Government & Appropriations April 24th.*

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

AssemblyMember Frazier introduced Assembly Constitutional Amendment (ACA) 5 to dedicate for transportation purposes all vehicle fee and gasoline/ diesel tax revenues raised by SB 1. STA Position: Support 5/10/17. *ACA 5 has been chaptered and will be on the June 2018 statewide ballot.*

[SB 1 \(Beall\)](#) - Transportation funding.

Comprehensive \$52.4 billion transportation funding bill. STA Position: Support 12/14/16. *Chaptered.*

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

This bill is for Regional Measure 3 and would authorize the nine counties in the Bay Area to vote on an unspecified increase in tolls on the Bay Area’s bridges to be used for transportation projects throughout the region. Bay Area leaders in both houses are working on the legislation, which could take shape in the coming weeks. STA Position: Support letter 7/13/17. *Assembly amendments approved by Senate – sent to Governor.*

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

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for transportation purposes. STA Position: Support 4/12/17. *Held in Appropriations Committee and under submission May 25th.*

Federal Legislative Update (Akin Gump):

STA’s federal legislative advocate (Susan Lent of Akin Gump) continues to work with STA staff to craft STA’s strategic objectives to align with those of the new administration. The Congressional summer recess ends when House and Senate members return to Washington on September 5th. Updates on the following are detailed in Attachment B:

- FY 2018 Appropriations
- Infrastructure Legislation (delayed by advisory committee resignations)
- Federal Permitting (President’s [Executive Order on environmental streamlining](#) demonstrates a commitment to advance projects more quickly through the federal environmental review process.)
- FTA Rulemaking – Private Investment Project Procedures (comments are due Sept. 29th)
- Transportation Grants (INFRA and Buses and Bus Facilities)
- TIFIA Program Reform

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. SB 595 Update



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

August 30, 2017

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

The Legislature reconvened from Summer Recess on August 21. They now have until September 1 to move bills out of their final fiscal committees. The 2017-18 Legislative Session is scheduled to be adjourned on September 15. We highlight bills of note affecting STA under ***Bills of Interest***, below.

SB 1 Program Development

On June 8 and 9, the California Transportation Commission (CTC) kicked off a series of workshops on the implementation of SB 1 (Beall and Frazier), highlighting the timeframe for a number of programs the CTC oversees, including the Solutions for Congested Corridors Program. Since then, the CTC, Caltrans, and CalSTA have hosted several additional workshops for each specific program, including the Solutions for Congested Corridors Program, the State-Local Partnership Program, and the Transit and Intercity Rail Capital Program. Draft guidelines have been released for some of the programs, with others to follow in the coming months. STA staff have been engaged in several SB 1 programs as they work to direct these new revenues to projects in Solano County.

SB 1 Repeal

As we have previously reported, on May 5, Assembly Member Travis Allen (R-Huntington Beach) filed an initiative to repeal SB 1. The initiative, entitled “ELIMINATES RECENTLY ENACTED ROAD REPAIR AND TRANSPORTATION FUNDING BY REPEALING REVENUES DEDICATED FOR THOSE PURPOSES,” was cleared for signature by the Secretary of State on July 10. The initiative must receive 365,880 valid signatures by January 8, 2018 to qualify for the next General Election ballot, slated for November, 2018. As of this writing, however, the sponsor has not begun to circulate signature petitions; in fact, Mr. Allen has sued the California Attorney General, arguing that the official ballot title & summary statement that the AG’s office prepared for those petitions is misleading. Specifically, his lawsuit says the official ballot summary misleadingly describes the initiative as a measure to repeal money for road repairs; the lawsuit also points out that the words “tax” and “fee” do not appear in the official ballot measure title.

Nonetheless, in anticipation of a potential ballot initiative, the Fix Our Roads Coalition (of which STA is a member), has been actively discussing a strategy for ensuring the initiative’s defeat.

Cap and Trade

On July 25, Governor Brown signed AB 398 (E. Garcia), which extends the state’s Cap and Trade program through December 31, 2030. The bill also improves the program’s structure by establishing a price

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ceiling for auction allowances, limiting the use of out-of-state carbon offsets, and decreasing free carbon allowances by over 40 percent by 2030. The first auction since that bill was signed into law produced about \$642 million for state investments; thus, it looks like the Cap and Trade program may be making a big “come back.” Since reconvening on August 21, the Legislature is working on finalizing the 2017-18 Cap and Trade expenditure plan, which will likely include several programs, including heavy-duty vehicle replacement, natural resources programs, and sustainable communities.

RM3

For the last several months, members of the Bay Area Caucus have been meeting to discuss the potential for legislation authorizing a toll increase on the Bay Area’s bridges. Commonly referred to as Regional Measure 3, the increased toll(s) could fund a number of Bay Area transportation improvements across all nine counties. Senator Beall has authored legislation moving through the process, but it lacked significant details until quite recently. Now SB 595 authorizes the Bay Area Toll Authority to select the amount of the proposed toll increase, not to exceed \$3, to be placed on the ballot for voter approval. The members of the Bay Area Caucus continue to meet regularly to hone in on a path forward for RM3, and have held several briefings with the Metropolitan Transportation Commission, local agencies, and other stakeholder groups.

Recently, the bill was amended to include a list of specific projects for funding. In terms of benefits for Solano County, SB 595 includes the following:

- **I-80/680/SR 12 Interchange Improvements – \$175 million**
- **Solano Westbound I-80 Truck Scales – \$125 million**
- **Highway 37 Corridor Access Improvements and Sea Level Rise Adaptation – \$150 million**
- **Corridor Express Lanes (I-80 Red Top Road to I505) – \$300 million***
- **Ferries (new vessels, added frequency and service expansion) – \$325 million***

* A portion of which could be spent in Solano County; other regional projects are also eligible for these funds

We have been very involved on your behalf in the effort to craft an RM3 path forward that favors Solano’s priorities. However, the negotiations are not yet complete: some legislators are continuing to push for different toll revenue distribution schemes than what is currently in SB 595, with some clearly desiring investments on *new* or *added* projects in certain of their jurisdictions, and/ or with others advocating for *enhancements* to some of the *existing* investments.

As well, some legislators indicate they want more amendments along policy lines, such as creation of an Inspector General office to oversee expenditure of these funds by the various local agencies and the Metropolitan Transportation Commission.

Bills of Interest

SB 1 (Beall) – Transportation Funding Package (Signed by Governor on April 28)

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

transportation funding would increase by approximately \$6 billion per year. ***The STA Board SUPPORTS this bill (Board Action: 12/14/16).***

SB 595 (Beall) – Regional Measure 3

This bill is the Senate placeholder for Regional Measure 3 and would authorize the nine counties in the Bay Area to vote on an increase in tolls on the Bay Area’s bridges to be used for transportation projects throughout the region. ***The STA Board SUPPORTS this bill (Board Action 6/14/17).***

SCA 6 (Wiener) – Lower Vote Threshold for Local Transportation Taxes (2-Year Bill)

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

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

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

AB 1113 (Bloom) – State Transit Assistance Program Formula Clarification (Signed by the Governor on July 21)

This bill amends the statutes governing the State Transit Assistance (STA) program to clarify several ambiguities in law that led to administrative changes made in 2016 by the State Controller’s Office; these changes implemented new calculation and allocation methodologies for the STA program, suddenly changing the way these funds are distributed to transit agencies. ***The STA Board SUPPORTS this bill (Board Action: 5/10/17).***

AB 1121 (Chiu) – WETA Board (2-Year Bill)

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

AB 1324 (Gloria) – Local Sales Taxes for Transportation (2-Year Bill)

This bill would authorize a metropolitan planning organization or regional transportation planning agency authorized to levy a sales tax to levy that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization or agency has authority if approved by the required percentage of the voters in that portion of the jurisdiction. The bill would require the revenues derived from the sales tax to be used only within the area for which the tax was approved by the voters. ***The STA Board SUPPORTS this bill (Board Action: 5/10/17).***

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

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing, which specifically includes improvements to transit and streets &

highways, as well as protection from impacts of sea-level rise. This measure would also reduce the threshold to 55 percent for local governments to increase property taxes to cover bonded indebtedness to fund similar project-types. ***The STA Board SUPPORTS this bill (Board Action: 4/12/17).***

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

This measure would prohibit the state from borrowing revenues from fees and taxes imposed on vehicles or their use, and from using those revenues other than as specifically permitted by Article XIX. This measure would prohibit vehicle revenues and fuel tax revenues from being pledged or used for the payment of principal and interest on general obligation bonds issued by the state, except for vehicle weight fee revenues used to pay bond approved prior to January 1, 2017. ***The STA Board SUPPORTS this bill (Board Action: 5/10/17).***

M E M O R A N D U M

August 28, 2017

To: Solano Transit Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: July/August Report

During the months of July and August we monitored developments in Washington and brought them to the attention of STA staff. In particular, we identified opportunities to pursue funding for Bus and Bus Facilities and INFRA grants. We also noted that FTA is holding a webinar on Planning and Managing Park-and-Ride Facilities.

Fiscal Year 2018 Appropriations

Members of the House and Senate will return to Washington on September 5 and must pass legislation to increase the debt ceiling as well as fund the federal government in fiscal year 2018. Congress also will be forced to pass a supplemental appropriations bill to address damage caused by Hurricane Harvey.

The House Appropriations Committee passed all 12 of its appropriations bills out of Committee. The Committee then combined four of the appropriations bills (Defense, Energy & Water, Military Construction and Legislative Branch) into a “minibus” bill and the full House passed the bill on July 27. The House is scheduled to vote on a legislative package that includes the remaining eight appropriations bills during the first week in September.

The Senate Appropriations Committee passed 6 of its 12 appropriations bills and has not brought any bills to the floor for a vote. Majority Leader Mitch McConnell (R-KY) has filed the House minibus bill in the Senate, completing the procedures necessary under the rules to allow him to bring any appropriations package directly to the floor in September. The Senate Appropriations Committee approved its Transportation Housing and Urban Development (THUD) bill on July 27. Like the House bill, the Senate bill funds highway and transit formula programs at the levels authorized under the FAST Act. Unlike the House bill, which zeroes out funding for the TIGER grant program, the Senate bill includes \$550 million for the TIGER program. The Senate bill also includes \$2.133 billion for transit Capital Investment Grants, whereas the House included only \$1.753 billion for the program.

The House appropriations bills include less funding than the Senate bills and the Senate bills were developed with more bipartisan support than the House bills because Democratic support is needed to pass appropriations bills in the Senate. House and Senate leaders may attempt to

Solano Transit Authority
August 28, 2017
Page 2

negotiate a bipartisan omnibus bill and combine it with legislation to increase the debt ceiling or may choose to address the debt ceiling separately and simply pass a continuing resolution and postpone a vote on a fiscal year 2018 spending bill until December.

Infrastructure

The White House is holding an infrastructure meeting with a group of state and local elected officials on August 30 to obtain feedback re priorities on infrastructure legislation. The California Department of Transportation is submitting written priorities to the White House. President Trump had planned to establish an Advisory Council on Infrastructure, but decided against moving forward after members of his other advisory committees withdrew from their positions in protest against the President's response to the Charlottesville violence. It is not clear when the Trump Administration will release its infrastructure proposal or if and when Congress will act on such legislation.

Federal Permitting

On August 15, 2017, President Trump signed an Executive Order (EO) titled "Establishing Discipline and Accountability in the Environmental Review and Permitting Process for infrastructure." The EO does not change federal law and largely implements environmental streamlining provisions in the FAST Act. The significance of the EO, however, is that it reflects a commitment from the Trump Administration to ensure that federal departments and agencies expedite environmental reviews and approvals for major infrastructure projects.

The EO applies to "major infrastructure projects" which are projects that (1) require multiple authorizations from federal agencies; (2) will require the lead agency to prepare an Environmental Impact Statement (EIS); and (3) where the project sponsor has identified the reasonable availability of funds to complete the project. The EO defines "infrastructure" to include all types of transportation projects, water resources projects, energy production and generation, electricity transmission, broadband, pipelines, stormwater and sewer infrastructure, drinking water infrastructure and other sectors as may be determined by the Federal Permit Improvement Steering Council (FPISC).¹

¹ The Federal Permitting Improvement Steering Council was authorized by Congress in 2015 and established by President Obama, but President Trump has said he will reconstitute the Council and empower it to take more proactive steps to streamline project delivery

Solano Transit Authority
August 28, 2017
Page 3

The EO includes the following directives:

- Within 180 days of August 15, the director of the Office of Management and Budget (OMB) in consultation with FPISC shall establish Cross Agency Priority (CAP) goals regarding processing of environmental reviews and authorization decisions, including establishing consistent coordinated and predictable schedules, reducing the time for processing of environmental reviews and authorization decisions to no more than about 2 years on average from the date of publication of a notice of intent to prepare an EIS or another benchmark deemed appropriate by the OMB Director.
- Within 180 days of the establishment of the CAP goals, OMB in consultation with the FPISC shall issue guidance for establishing a performance accountability system to facilitate achievement of the CAP goal. This will include tracking each major infrastructure project through the environmental review and authorization process.
- Provides for scoring of agencies based on their performance and achievement of the CAP goals and imposition of penalties against agencies for poor performance.
- Requires that each major infrastructure project have a lead agency that is responsible for navigating the project through the environmental review and authorization process and for coordinating with cooperating and participating agencies, including agreeing on a timetable. Requires all findings to be incorporated in one Record of Decision (ROD), unless there are reasons to do otherwise that would expedite the environmental review and authorization process. The EO directs the Council on Environmental Quality (CEQ) to work with OMB to develop the framework for implementing the “One Federal Decision” policy.
- Generally requires that all federal authorizations for a major infrastructure project be completed within 90 days of the issuance of a ROD unless federal law requires otherwise, the project sponsor requests an alternative approach or the lead agency determines an extension would better promote completion of the project’s environmental review and authorization process.
- Within 30 days of August 15, CEQ shall develop an initial list of actions it will take to enhance and modernize the environmental review and authorization process, including issuing regulations, guidance and directives to:
 - Ensure optimal interagency coordination;

Solano Transit Authority
August 28, 2017
Page 4

- Provide for agency use, to the maximum extent permitted by law of environmental studies, analysis and decisions conducted in support of earlier federal, state, tribal or local environmental reviews or authorization decisions; and
- Ensure agencies apply NEPA in a manner that simplifies and accelerates the review process.
- Requires CEQ to mediate interagency disputes concerning environmental review and authorization decisions where not prohibited by law.
- Requires CEQ to form and lead an interagency working group to identify impediments to efficient and effective environmental reviews and requires agencies to submit action plans to CEQ and OMB to address impediments.
- Empowers the FPISC to take a more proactive role in expediting environmental reviews and authorizations, including promoting early coordination and resolving disputes.

FTA Rulemaking - Private Investment Project Procedures

On July 31, the Federal Transit Administration (FTA) issued a *Federal Register* requesting public comment on a rulemaking to encourage more private investment in public transportation capital projects. The proposed reforms would allow project sponsors and private investors to seek new, experimental authority to undertake projects, including authority for the private partner to lead the environmental review of the project and to expedite project reviews, approvals and financing. The notice requests comment on whether requiring evidence of committed financing is premature at the time a project sponsor submits an application to FTA. Comments are due by September 29.

Transportation Grants

DOT issued a Notice of Funding Opportunity for the INFRA grant program on June 29. Applications are due by November 2. The solicitation is for fiscal year 2017 and 2018 funding totaling about \$1.5 billion. While the INFRA program was authorized in the FAST Act under the name Nationally Significant Freight and Highway Projects program (and known as the FASTLANE program by the Obama DOT), the Trump DOT has changed the focus slightly in favor of projects that provide economic and safety benefits, leverage private, state and local investment, and take advantage of environmental streamlining.

Solano Transit Authority
August 28, 2017
Page 5

FTA issued a notice of funding availability on July 18 for fiscal year 2017 Buses and Bus Facilities grants. FTA has about \$226.5 million available for the grants. Applications are due by August 25, 2017.

TIFIA Program Reform

The Senate Environment and Public Works Committee heard testimony on July 12 on proposals to reform the TIFIA loan program and expand the use of government financing in small and rural communities. The witnesses, Anne Mayer, Executive Director of the Riverside County (CA) Transportation Commission, Jennifer Aument, Group General Manager for Transurban North America, and Christopher Coes, Vice President for Real Estate Policy and External Affairs for Smart Growth America, offered suggestions to improve the application process, such as providing greater certainty and speed in the evaluation and approval of applications, including modifying the Letter of Interest process in order to provide greater schedule certainty for TIFIA loan applicants. Aument recommended that DOT provide meaningful financial incentives to encourage states to maximize public funding and the value of existing infrastructure through asset recycling, and the expanded use of Private Activity Bonds. Chairman Barrasso and other Committee Members expressed concerns that a “one-size-fits-all” approach would not succeed in rural areas and concluded that there will be a need for a continuing federal role in transportation funding.

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SB 595 (Beall) Update (Regional Measure 3)

SolanoExpress Intercity Consortium Meeting
September 26, 2017



Solano County Priorities included in the final version of SB 595

Highway

- I-80/680/SR 12 Interchange Improvements \$150 M
- Solano Westbound I-80 Truck Scales \$105 M

Solano County Priorities included in the final version of SB 595

Highway Access

- Highway 37 Corridor (Access Improvements and Sea Level Rise Adaptation) \$100 M*
- Corridor Express Lanes (I-80 Red Top Road to I-505) \$300 M*
- SF Bay Trail/Safe Routes to Transit \$150 M*

*A portion of which could be spent in Solano County; other regional projects are also eligible for these funds

Solano County Priorities included in the final version of SB 595

Transit

- North Bay Transit Access (bus and bus facilities) \$100 M*
- Capitol Corridor (infrastructure to reduce travel times, add frequency, safety & reliability) \$90 M*
- Ferries (vessels/facilities \$300 M, added frequency and service expansion \$70 M first 4 years, then \$35 M annually)*
- Regional Express Bus (operations) \$ 20 M annually*

*A portion of which could be spent in Solano County; other regional projects are also eligible for these funds



DATE: September 26, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Lloyd Nadal, SR2S Program Administrator
Brandon Thomson, Transit Mobility Coordinator
RE: Solano Community College (SCC) Student Transportation Fee Update

Background/Discussion:

At the May 2017 Consortium meeting, members received a report on the status of the Solano Community College (SCC) Student Transportation Fee 2-Year Pilot Program. The Consortium, and subsequently the TAC and Board, approved recommendations to improve the programs performance for the second year of the pilot program. The recommendations focused on implementing a low-cost countywide unlimited access program for Community College students, using a smart phone application for boarding buses operated by FAST, SolTrans, Vacaville City Coach, and the regional SolanoExpress service. At the August 2017 Consortium meeting, an update was provided with the mechanism to implement the pilot, develop the smart phone application and roll-out to SCC students this semester and next semester (Spring 2018) once the agreements are in place. STA is still working on the agreement with SCC which would begin the implementation process, however STA, SCC and the relevant transit operators have already worked on the following processes with draft contracts in circulation:

1. SCC agrees to give the total campus fee revenue plus user fee revenue to STA each semester in FY 2017-18.
2. STA would then distribute the funds directly to the Transit Operators per semester based on student ridership and an agreed upon formula by STA and the Transit Operators.
3. The Transit Operators agree to provide a reduced student fare product for SCC student users who pay the transit fee in their registration and choose to pay the semester user fee (in accordance with their 50% reduced fee which was voted on last year). The product would entail:
 - a) Unlimited usage within the three Transit Agencies and SolanoExpress
 - b) User fee at \$50 for the semester (Fall 2017 and Spring 2018)
 - c) Accessing student fare product using a mobile application (provided by a third-party vendor who will be contracted with STA)
4. STA and the Transit Operators agree to a funding split for a turnkey mobile application to be used as part of the SCC Transit Pilot Program. The cost for the mobile application is estimated at \$114,000 which includes pilot development and implementation for one year. Ongoing maintenance of the mobile application will be divided between the four service entities based on the actual use (percentage split based on the collected revenues or boardings for the year). The estimated annual cost for ongoing maintenance is \$10,000/year. Agency specific changes to the program (fare changes/logo changes/ etc.), resulting in costs with ticketing vendor will be paid by the agency (100%).

Recommendation:

Informational.

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DATE : September 26, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Sean Hurley, Commute Consultant
RE: Solano Mobility Call Center/Transportation Info Depot Monthly Update

Background:

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

Discussion:

Solano Mobility Call Center and Transportation Info Depot

For the month of August 2017, the Solano Mobility Call Center assisted 783 customers, of which 204 were ADA/Mobility related. The Call Center also assisted 601 walk in customers, processed fourteen (14) Regional Transit Connection (RTC) applications, and sold 34 Clipper cards.

Transportation Info Depot

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

Recommendation:

Informational.

Attachment:

- A. Call Center Activity Chart

Mobility Call Center Activities	July	August	FY 17/18 Totals
<u>Seniors & People W/Disabilities-Calls</u>			
ADA Paratransit Eligibility	37	43	80
RTC Questions	14	12	26
Trip Planning	18	24	42
<i>Calls Referred to Outside Agencies</i>			
NonProfit			0
Private	10	4	14
Transit Agency		1	1
Taxi Scrip Local Questions	9	14	23
Taxi Scrip InterCity Questions	8	16	24
Totals:	96	114	210
<u>Seniors & People W/Disabilities-Other</u>			
RTC Apps Processed	12	14	26
Senior/Disabled Walk-Ins	63	67	130
Materials Mailed	8	9	17
Totals:	83	90	173
<u>General Mobility Call Center</u>			
Transit Calls	20	20	40
SNCI Incentives/Programs	10	11	21
Trip Planning	18	0	18
Other	42	37	79
Totals:	90	68	158
<u>General Walk-Ins</u>			
General Transit Questions	310	408	718
Trip Planning	16	20	36
RTC Questions	2	7	9
Clipper Questions	3	3	6
Other - Taxi, Misc	6	39	45
Totals:	337	477	814
<u>Sales</u>			
Clipper Card Sales	19	34	53
Senior	3	16	19
Adult	16	18	34
Youth			0
Bike Link Cards Sold	1	0	1
FasTrak Applications	0	0	0
<u>Outreach</u>			
Events & Presentations	1	1	2
# Attendees	47	65	112
Solano Mobility Website Hits	1088	1376	2464
Total Calls	186	182	368
Total Walk-Ins	440	601	1041



DATE: September 15, 2017
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Cory Peterson, Planning Assistant
 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.	Metropolitan Transportation Commission (MTC) IDEA: Innovative Deployments to Enhance Arterials	\$13 million	September 29, 2017 (Category 1) November 17, 2017 (Category 2)
2.	**Bay Area Air Quality Management District (BAAQMD) Charge Program	Anticipated \$5 million	November 3, 2017
3.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
4.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
5.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$5,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
State			
1.	Caltrans Adaptation Planning Grant Program	\$7 million	October 20, 2017

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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ATTACHMENT A

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. Yellow highlighted grants have deadlines approaching soon!

Fund Source	Application Contact**	Project Types/Eligibility	Amount Available	Program Description	Call For Projects	STA Staff Contact	Potential Projects
Regional Grants							
Metropolitan Transportation Commission (MTC) IDEA: Innovative Deployments to Enhance Arterials	Linda Lee MTC lee@mtc.ca.gov (415) 778-5225 Robert Rich MTC rrich@mtc.ca.gov (415) 778-6621		Approx. \$13 million	IDEA provides a funding opportunities to cities, counties, and transit agencies to deploy advanced technologies along their arterials to improve mobility, sustainability, and safety across all modes. Agencies may deploy mature, commercially available technologies (Category 1), or integrate newer connected and automated technologies (Category 2). Goal is to improve travel time and safety on arterials across the Bay Area. Paid for through federal funds.	August 1 - September 29, 2017 Category 1 August 1 - November 17, 2017 Category 2	Anthony Adams (707) 399-3215 aadams@sta.ca.gov	- Fairfield Air Base Pkwy - Vallejo SR29
BAAQMD Charge Program	Grants Programs Information Request Line (415) 749-4994	Vehicle Charging Stations	\$5 million	The Charge Program is an incentive that offers grant funding to help offset the cost of purchasing and installing new publicly available electric vehicle charging stations. Funded through the Transportation Funds for Clean Air fund.	November 3, 2017 N/A	Cory Peterson (707) 399-3214 cpeterson@sta.ca.gov	Transit Facilities, Govt buildings
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	Replace high-polluting off-road equipment	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.	Ongoing. Application Due On First-Come, First-Served Basis	Robert Guerrero (707) 399-3211 rguerrero@sta.ca.gov	

Fund Source	Application Contact**	Project Types/Eligibility	Amount Available	Program Description	Call For Projects	STA Staff Contact	Potential Projects
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov		Up to \$7,000 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).	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Cory Peterson (707) 399-3214 cpeterson@sta.ca.gov	
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	Low/No Carbon Engines	Approx. \$5,000 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.	Application Due On First-Come, First-Served Basis	Brandon Thomson (707) 399-3234 bthomson@sta.ca.gov	- FAST Renewable Diesel Bus Purchase
Statewide Grants							
SB 1 Grants							
Active Transportation Program (ATP)		Bicycle/Pedestrian	\$440 Million	The Active Transportation Program provides funding to bicycle and pedestrian projects across California. It is distributed on a competitive grant basis at the regional and state level. Approximately \$60 million is available from a statewide competitive grant.	Bi-Annually Next Cycle is March – May 2018	Ryan Dodge (707) 399-3230 rdodge@sta.ca.gov	- Fairfield Green Valley Road Overcrossing - Fairfield West Texas Gateway - Rio Vista Airport Rd - Vacaville Elmira Road Bike Path - Vallejo Sonoma Blvd Improvements

Fund Source	Application Contact**	Project Types/Eligibility	Amount Available	Program Description	Call For Projects	STA Staff Contact	Potential Projects
Caltrans Adaptation Planning Grant Program	Julia Biggar Caltrans Julia.biggar@dot.ca.gov (916) 654-6344 Brigitte Driller Caltrans Brigitte.driller@dot.ca.gov (916) 653-0426	Climate change adaptation plans	\$7 million Available	The Adaptation Planning Grant Program, a product of the Road Repair & Accountability Act of 2017 (also known as SB 1), is a grant program to support local and regional adaptation planning efforts on the local transportation system. Projects could include resiliency studies, climate vulnerability assessments, adaptation plans, natural and green infrastructure adaptation plans, and updating existing plans to incorporate adaptation.	September 1 - October 20, 2017	Bob Macaulay (707) 399-3204 rmacaulay@sta.ca.gov	- Hwy 37? - SR12 toward Rio Vista?
Caltrans Sustainable Communities Grant	Priscilla Martinez-Velez Caltrans (916) 651-8196 Priscilla.martinez-velez@dot.ca.gov Rosie Flores Caltrans (916) 653-3957 Rosie.flores@dot.ca.gov	Bike/Ped Plans Corridor Studies	\$25 million	The Sustainable Communities Competitive Grant is to encourage local and regional multimodal transportation and land use planning that furthers the region's sustainable communities strategy, and helps California meet its GHG reduction targets. Example projects could include corridor enhancement studies, traffic calming studies, active transportation plans, complete streets plans, and others.	September 1 - October 20, 2017	Bob Macaulay (707) 399-3204 rmacaulay@sta.ca.gov	- STA's Active Transportation Plan? - Bike and Ped plans for cities and county - Solano SR2S Plans
Cap and Trade Grants							
Transit and Intercity Rail Capital Program (TIRCP)	Ezequiel Castro Caltrans (916) 654-8012 tircpcomments@dot.ca.gov		Est. \$323 million	Provides funding for expanding and improving rail and transit service to increase ridership and reduce GHG emissions. Potential Solano County projects could include bus/ferry investments that help increase ridership.	October 13 – January 12, 2018	Anthony Adams (707) 399-3215 aadams@sta.ca.gov	- Solano Express Bus Expansion/ Electrification - FF/VV Train Station

Fund Source	Application Contact**	Project Types/Eligibility	Amount Available	Program Description	Call For Projects	STA Staff Contact	Potential Projects
Affordable Housing and Sustainable Communities Program (AHSC)	Monica Palmeria Strategic Growth Council (916) 324-0363 Monica.palmeria@sgc.ca.gov	January 15, 2018	\$290 Million in 2016	Competitive statewide grant to provide funding for projects that reduce GHG emissions through housing or transportation projects that support infill or compact development. It can also be used for projects that increase accessibility of housing, employment centers, and key destinations via walking, biking, or transit.	Fall 2017	Robert Guerrero (707) 399-3211 rguerrero@sta.ca.gov	- Vallejo Parking Station Phase B

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