



**INTERCITY TRANSIT CONSORTIUM MEETING AGENDA**

**1:30 p.m., Tuesday, November 28, 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.)

**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 September 26, 2017**

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of September 26, 2017.

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**B. Fiscal Year (FY) 2017-18 Transportation Development Act (TDA) Matrix – Revised TDA Claim for City of Rio Vista**

Brandon Thomson

Recommendation:

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

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**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

## 6. ACTION – FINANCIAL ITEMS

### A. Solano Community College (SCC) Student Transportation Fee and Mobile Application Update

Lloyd Nadal

#### Recommendation:

Forward a recommendation to the STA TAC and STA Board to authorize STA's Executive Director to move forward with seeking options for financial support and onboarding the turnkey countywide mobile application separate of the SCC Transit Pilot Program.

(1:55 – 2:05 p.m.)

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### B. Transit and Intercity Rail Capital Program (TIRCP) Application for Regional Transit Improvements

Anthony Adams

#### Recommendation:

Forward a recommendation to the STA TAC and Board to authorize STA to apply for a TIRCP application for Solano Regional Transit Improvements for an amount not to exceed \$30M.

(2:05 – 2:10 p.m.)

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## 7. ACTION – NON FINANCIAL ITEMS

### A. STA's Draft 2018 Legislative Platform and Legislative Update

Jayne Bauer

#### Recommendation:

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

(2:10 – 2:15 p.m.)

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### B. Solano Intercity Paratransit/Taxi Scrip Program – Phase II, Update

Ron Grassi

#### Recommendation:

Forward a recommendation to the STA TAC and Board to approve the development of Intercity Paratransit/Taxi Scrip Program – Phase II, Delivery Model that includes the following;

1. Develop a Debit Purchasing card that can be utilized for the Intercity Taxi Scrip Program;
2. Amend the Intercity Taxi Scrip Service to include contract for non-ambulatory service; and
3. Amend the Intercity Taxi Scrip Contracts to eliminate Taxi Scrip Vouchers and use a Debit Purchasing card.

(2:15 – 2:20 p.m.)

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**C. First/Last Mile Pilot - Suisun Amtrak Station/Solano Business Park/Green Valley**

Lloyd Nadal

Recommendation:

Forward a recommendation to the STA TAC and Board to:

1. Extend the First/Last Mile Pilot between Suisun Amtrak Station to Solano Business Park/Green Valley until June 30, 2017; and
2. Expand the eligible employers to the businesses located within the Solano Business Park.

(2:20 – 2:25 p.m.)

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**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. Lifeline Transportation Program (LTP) Cycle 5**

Liz Niedziela

(2:25 – 2:30 p.m.)

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**B. Update of Solano Mobility Summits**

Debbie McQuilkin

(2:30 – 2:35 p.m.)

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**C. Solano Mobility Travel Training Year-End Report for FY 2016-17**

Debbie McQuilkin

(2:35 – 2:40 p.m.)

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

Amy Antunano

(2:40 – 2:45 p.m.)

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**NO DISCUSSION**

**E. Summary of Funding Opportunities**

Cory Peterson

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

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

Group

December 2017

- A. SolanoExpress Capital Projects Update
- B. Approval of 2018 Legislative Platform
- C. STAF Call for Projects

January 2018

- D. SolanoExpress Service Implementation Update
- E. Update on Transit Fare Consolidation
- F. Discussion of SolanoExpress Performance Targets and FY 2018-19 Intercity Funding Agreement

February 2018

A. SolanoExpress Marketing Plan

**11. ADJOURNMENT**

No meeting in July. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, December 19, 2017.**

**Meeting Schedule for the Remainder of Calendar Year 2018**

**1:30 p.m., Tues., January 30, 2018**

**1:30 p.m., Tues., February 27, 2018**

**1:30 p.m., Tues., March 27, 2018**

**1:30 p.m., Tues., April 24, 2018**

**1:30 p.m., Tues., May 29, 2018**

**1:30 p.m., Tues., June 26, 2018**

**No Meeting in July**

**1:30 p.m., Tues., August 28, 2018**

**1:30 p.m., Tues., September 25, 2018**

**No Meeting in October**

**1:30 p.m., Tues., November 27, 2018**

**1:30 p.m., Tues., December 18, 2018**

**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 September 26, 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**

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

**Members**

<b>Absent:</b>	Liz Niedziela	STA
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**Also Present (In Alphabetical Order by Last Name):**

Ryan Dodge	STA
Diane Feinstein	FAST
Daryl Halls	STA
Beth Kranda	SolTrans
Johanna Masiclat	STA
Jim McElroy	STA Project Manager
Cory Peterson	STA

**2. APPROVAL OF THE AGENDA**

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

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

- Fairfield and Vacaville Intermodal Station Update presented by Nathaniel Atherstone, FAST
- Update on Capital Improvements Projects for SolanoExpress presented by Anthony Adams

*Rachel Ford arrived at the meeting.*

**5. CONSENT CALENDAR**

On a motion by Rachel Ford, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium approved Consent Calendar Item A through C. (8 Ayes)

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

Recommendation:

Approve the Consortium Meeting Minutes of August 29, 2017.

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

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the October 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.

**C. Updated Intercity Bus Replacement Capital Plan**

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.

**6. ACTION NON FINANCIAL ITEMS**

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

Debbie McQuilkin presented the Countywide In-Person ADA Assessment Program Annual Report for FY 2016-17. She reported that there were 820 new ADA 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.

Chair Atherstone commented that he would like STA staff to have Nelson Nygaard provide a recommendation of targets and goals for both auto renewal process and response time that is realistic for the agencies to plan and aim for.

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.

On a motion by Rachel Ford, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation. (8 Ayes)

## 7. ACTION FINANCIAL ITEMS

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

Cory Peterson commented that STA staff is proposing to work with the Cities of Fairfield, Suisun City, and Vallejo, 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. He noted that 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. He also noted that 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.

Michael Abegg asked who would be responsible for the lost funds should the charging stations not meet usage requirements set by BAAQMD. He suggested that STA staff make sure this is noted in the funding agreement whether it would be the cities or if STA would backfill it with future STAF funds.

#### 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.

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

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

Daryl Halls outlined staff's recommendation to approve the comprehensive list of program studies and projects to be funded based on a combination of Overall Work Plan (OWP)'s tasks already approved by the STA Board in July 2017. He noted that the priority list to be funded with STAF for FY 2017-18 and FY 2018-19 includes several activities performed by the STA and approved by the STA Board in July 2017. He concluded by stating that approval of this list provides the guidance MTC needs to allocate STAF to the STA for continuing and implementing these programs and projects.

*Judy Leaks left the meeting.*

#### 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.

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

**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. State Transportation Assistance Funds (STAF) Population Funds – Senate Bill 1 (SB 1) Additional Funding**

Brandon Thomson presented the SB 1 additional funding for the State Transportation Assistance Funds (STAF) Population Funds.

**B. Cap and Trade Opportunities (Transit)**

Anthony Adams presented the Solano County Priorities included in the final version of Senate Bill (SB) 595.

**NO DISCUSSION**

**C. Legislative Update**

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

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

**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 3:30 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, November 28 2017.**





DATE: November 13, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Brandon Thomson, Transit Mobility Coordinator  
Liz Niedziela, Transit Program Manager  
RE: Fiscal Year (FY) 2017-18 Transportation Development Act (TDA)  
Matrix – Revised TDA Claim for City of Rio Vista

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**Background:**

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

**Discussion:**

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. The TDA matrix for FY 2017-18 will be submitted to the STA Board for approval on December 13, 2017.

The Revised TDA claim for Rio Vista is being brought forward for review.

**City of Rio Vista**

The City of Rio Vista's initial TDA claim, they requested \$411,811 in TDA funds which includes \$334,268 in their local TDA funds, \$65,000 from the City of Dixon TDA funds, and \$12,543 from the SolTrans TDA funds. The \$65,000 from the City of Dixon, were to be used for operations. The action authorized Rio Vista to claim \$65,000 against Dixon's Intercity Bus Replacement TDA reserves, following Rio Vista's unsuccessful FTA 5310 application. The \$12,543 from SolTrans completes swaps of Low Carbon Transit Operations Program (LCTOP) funds from FY 2015-16 and FY 2016-17, and will be used for operating. The City of Rio Vista's TDA funds in the amount of \$352,624 will be used for operating, and \$18,300 will be used for capital projects. The City of Rio Vista's capital project includes \$18,300 for the local match for one vehicle replacement. This claim was approved by the STA Board on May 10, 2017.

For the revised claim, City of Rio Vista is requesting an additional \$36,656 for operating expense increasing the total claim amount to \$448,467. Rio Vista also identified \$90,900 to be used for administration and planning that will be deducted from their operation expense.

The City of Rio Vista's revised TDA Claim will be consistent with the TDA matrix going to the STA Board for approval on December 13, 2017.

**Recommendations:**

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

Attachment:

- A. City of Rio Vista's TDA Summary

14-Nov-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			
							Paratransit	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SolTrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SolTrans Rt. 78	SolTrans Rt. 80	SolTrans Rt. 85	FAST Rt. 90						FAST Intercity Subtotal	SolTrans Intercity Subtotal	
									(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				352,624				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ 9,699	\$ 65,000	\$ 18,300	\$ 450,623	286,876
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 (SolTrans)	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	
<b>Total</b>	<b>17,412,860</b>	<b>15,979,124</b>	<b>0</b>	<b>33,391,984</b>	<b>-7,147</b>	<b>717,650</b>	<b>2,720,057</b>	<b>446,537</b>	<b>756,805</b>	<b>352,624</b>	<b>905,260</b>	<b>2,472,761</b>		<b>\$ 307,726</b>	<b>\$ 603,300</b>	<b>\$ 416,735</b>	<b>\$ 667,839</b>	<b>\$ 331,337</b>	<b>\$ 492,470</b>	<b>183,053</b>	<b>\$ 1,510,814</b>	<b>\$ 1,491,645</b>	<b>\$ 521,046</b>	<b>\$ 658,675</b>	<b>\$ 7,594,430</b>	<b>\$ 20,141,158</b>	<b>13,250,826</b>

NOTES:

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

- (1) MTC February 22, 2017 Fund Estimate; Reso 4268; columns I, H, J
- (2) Correction from MTC on 2/28/17 for Solano County apportionment mistakenly attributed to the Vallejo apportionment; 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, and administration and planning
- (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). SolTrans 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. 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.

# SOLANO COUNTY POPULATION ESTIMATES

DRAFT  
17-Apr-17

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

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

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

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

**DRAFT**  
17-Apr-17

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

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

	Route 78		Route 20		Route 30		Route 40		Route 80		Route 85		Route 90	
	336 Ridership	Percent	160 Ridership	Percent	126 Ridership	Percent	86 Ridership	Percent	1320 Ridership	Percent	438 Ridership	Percent	366 Ridership	Percent
Benicia	80	43.19%	1	0.93%	0	0.00%	1	1.19%	23	2.66%	4	1.71%	0	0.00%
Dixon	1	0.54%	1	0.93%	26	23.64%	0	0.00%	0	0.00%	1	0.43%	4	1.01%
Fairfield	2	1.08%	37	34.58%	25	22.73%	39	46.43%	25	2.89%	51	21.79%	238	59.95%
Suisun City	0	0.00%	6	5.61%	7	6.36%	14	16.67%	5	0.58%	13	5.56%	89	22.42%
Vacaville	0	0.00%	58	54.21%	40	36.36%	30	35.71%	3	0.35%	8	3.42%	64	16.12%
Vallejo	102	55.18%	4	3.74%	12	10.91%	0	0.00%	808	93.52%	157	67.09%	2	0.50%
<b>Total</b>	<b>185</b>	<b>100%</b>	<b>107</b>	<b>100%</b>	<b>110</b>	<b>100%</b>	<b>84</b>	<b>100%</b>	<b>864</b>	<b>100%</b>	<b>234</b>	<b>100%</b>	<b>397</b>	<b>100%</b>
Rio Vista	0		0		0		0		0		0		1	
Balance of County	0		0		0		0		0		0		0	
Napa County	0		1		2		0		50		3		3	
Outside Solano Co	24		2		10		14		132		19		33	
Unincorp. Solano	0		1		0		0		2		0		0	
<b>Total</b>	<b>209</b>		<b>111</b>		<b>122</b>		<b>98</b>		<b>1,048</b>		<b>256</b>		<b>434</b>	

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

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

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

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



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

DRAFT 17-Apr-17
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	Amount Owed to FAST				TOTAL	Amount Owed to SolTrans			
	for Rt 20	for Rt 30	for Rt 40	for Rt 90		for Rt 78	for Rt 80	for Rt 85	TOTAL
Benicia	202	911	-594	-4,548	<b>-4,029</b>	4,622	-4,698	-1,020	<b>-1,096</b>
Dixon	162	13,135	-243	-5,808	<b>7,246</b>	178	-1,277	-481	<b>-1,580</b>
Fairfield	3,155	15,705	-10,893	-176,709	<b>-168,742</b>	827	-10,557	-8,550	<b>-18,280</b>
Rio Vista	0	0	0	0	<b>0</b>	0	0	0	<b>0</b>
Suisun City	562	4,317	-3,767	-63,953	<b>-62,841</b>	185	-2,545	-2,186	<b>-4,547</b>
Vacaville	4,565	22,353	-8,489	-58,131	<b>-39,701</b>	606	-6,683	-2,768	<b>-8,845</b>
Vallejo	849	9,709	-1,519	-20,988	<b>-11,948</b>	6,445	-108,187	-22,165	<b>-123,908</b>
Balance of County	3,774	10,646	3,438	-16,161	<b>1,697</b>	6,954	-7,953	-698	<b>-1,697</b>
<b>TOTAL</b>	<b>13,270</b>	<b>76,775</b>	<b>-22,067</b>	<b>-346,296</b>	<b>-278,318</b>	<b>19,817</b>	<b>-141,900</b>	<b>-37,869</b>	<b>-159,952</b>

Notes:

Negative amounts are credits to jurisdiction.

Positive amounts are funds owed to Solano Express operators.

**SOLANO TRANSPORTATION AUTHORITY  
SOLANO EXPRESS COST SHARING**

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

DRAFT  
17-May-17

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

Notes:

1. SOURCES for Cost & Subsidy data:

FY17-18 Planned values for Routes 78, 80, 82 & 85: SOLTRANS - Cost Allocation Model - FY 17-18 Budget\_4-17-17.xls

FY17-18 Planned values for Routes 20, 30, 40, & 90: FF - Cost Allocation Model - FY 17-18-FINAL.xls

(5) FY17-18 Budget



**SOLANO TRANSPORTATION AUTHORITY  
SOLANO EXPRESS COST SHARING**

<i>DRAFT</i> 17-May-17
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**RECONCILIATION OF FY 15-16 SUBSIDIES BY JURISDICTION PLUS AMOUNT OWED FOR 17-18  
SUMMARY**

	<b>Amount Owed to FAST</b>				<b>TOTAL</b>	<b>Amount Owed to SolTrans</b>			<b>TOTAL</b>
	for Rt 20	for Rt 30	for Rt 40	for Rt 90		for Rt 78	for Rt 80	for Rt 85	
Benicia	6,133	7,762	9,102	2,340	<b>25,338</b>	226,664	11,074	12,799	<b>250,537</b>
Dixon	4,911	112,848	3,705	3,026	<b>124,491</b>	8,685	2,982	6,020	<b>17,687</b>
Fairfield	96,554	135,088	167,970	93,684	<b>493,295</b>	40,714	25,114	107,924	<b>173,752</b>
Rio Vista	0	0	0	0	<b>0</b>	0	0	0	<b>0</b>
Suisun City	17,216	37,135	58,085	33,897	<b>146,333</b>	9,104	6,059	27,599	<b>42,761</b>
Vacaville	139,981	192,801	131,387	31,455	<b>495,624</b>	30,552	16,440	35,576	<b>82,568</b>
Vallejo	25,595	82,771	22,839	10,432	<b>141,638</b>	315,322	255,828	278,825	<b>849,974</b>
Balance of County	17,335	34,895	23,647	8,219	<b>84,095</b>	36,799	13,841	23,727	<b>74,367</b>
<b>TOTAL</b>	<b>307,726</b>	<b>603,300</b>	<b>416,735</b>	<b>183,053</b>	<b>1,510,814</b>	<b>667,839</b>	<b>331,337</b>	<b>492,470</b>	<b>1,491,645</b>

(6) Total Due in 17-18

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

DRAFT  
17-May-17

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

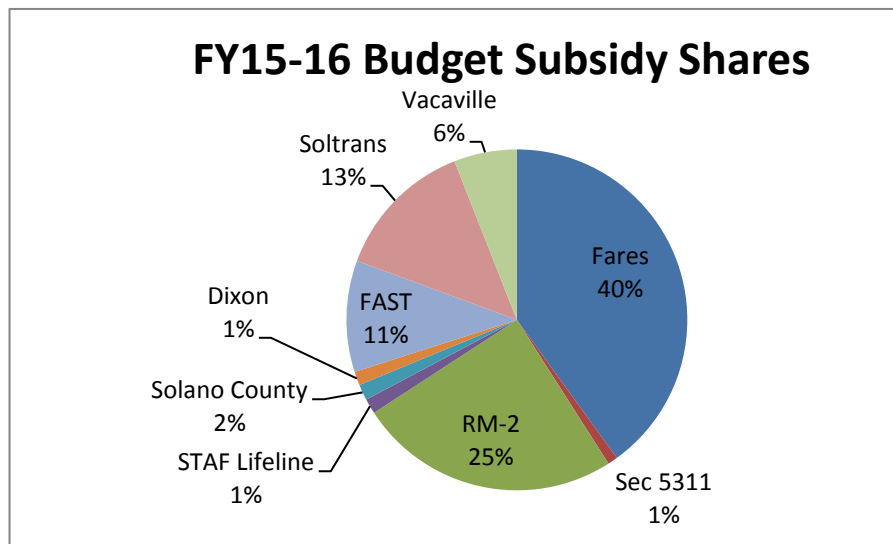
Notes:

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

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

FY15-16 Budget Subsidy Shares

Source	Amount
Fares	\$ 4,204,318
Sec 5311	\$ 100,000
RM-2	\$ 2,611,141
STAF Lifeline	\$ 150,000
Solano County	\$ 158,462
Dixon	\$ 136,512
FAST	\$ 1,110,550
Soltrans	\$ 1,408,467
Vacaville	\$ 626,737
<b>Total</b>	<b>\$ 10,506,188</b>



Local Funding	
Solano County	\$ 158,462
Dixon	\$ 136,512
FAST	\$ 1,110,550
Soltrans	\$ 1,408,467
Vacaville	\$ 626,737
<i>Subtotal</i>	<i>\$ 3,440,729</i>

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DATE: November 28, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Lloyd Nadal, Program Services Division Manager  
RE: Solano Community College (SCC) Student Transportation Fee and Mobile Application Update

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**Background:**

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 in Fall 2017 and Spring 2018 once the agreements were in place. In review, here are the following processes that were discussed to move this forward:

1. SCC agrees to provide the student transportation fee revenue plus user fee revenue to STA each semester in FY 2017-18.
2. STA would then distribute the funds directly to the three 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 countywide mobile application to be used as part of the SCC Transit Pilot Program.

**Discussion:**

As of November 15, 2017, STA has provided SCC with the first draft agreement to move the pilot forward, but SCC has not yet approved the agreement. There are concerns that unless the first agreement is entered into by SCC and STA by the end of November that there won't be time available to implement by the start of the Spring semester in January 2018. SCC initially had concerns with the original 50% reduced fee system staying in place while this new student fare product was being developed. STA and the Transit Operators clarified that no changes would be made to the existing system while the fare product was being piloted. Also, SCC recently

informed STA that they have been working with their Fiscal Affairs and IT Department to set up a fee coding system where the collected fees can be distributed directly to STA and its taking longer than they anticipated. SCC has been working on trying to ensure that they can accept the fees, reconcile the information to ensure that verified students are using the service, get the fees to STA and then legally share student information. STA has followed up with SCC, but there currently is no timetable when this will all be done and the agreement for SCC to give the fees to STA (as stated in #1) still needs to go the SCC Governing Board as well.

Based on a suggestion by Nathan Atherstone, FAST, STA staff is recommending that the Transit Operators and STA consider moving forward with the selected vendor to onboard the countywide mobile application separate from the SCC Pilot. The cost for the mobile application is estimated at \$114,000 which includes pilot development and implementation for one year. A potential option is to enter into a contract between STA and the three Transit Operators to hire the selected mobile application vendor and divide the cost between the four service entities or find additional funds to cover the costs. Ongoing maintenance would also be divided between the four service entities based on the actual use (percentage split based on the collected revenues or boardings for the year).

**Fiscal Impact:**

The cost for the mobile application is estimated at \$114,000 per year with ongoing maintenance at \$10,000/year. Agency specific changes to the program (fare changes/logo changes/ etc.), resulting in costs with the ticketing vendor would be paid by the individual agency (100%).

**Recommendations:**

Forward a recommendation to the STA TAC and Board to authorize STA's Executive Director to move forward with seeking options for financial support and onboarding the turnkey countywide mobile application separate of the SCC Transit Pilot Program.



DATE: November 16, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Anthony Adams, Project Manager  
RE: Transit and Intercity Rail Capital Program (TIRCP) Application for Regional Transit Improvements

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**Background:**

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 Transit and Intercity Rail Capital Program (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 Fiscal Year (FY) 2018-19, with additional five-year programs approved by April 1<sup>st</sup> of each even numbered year thereafter. With \$245M annually in additional funds available and a five-year program of projects totaling nearly \$1.5B, now is the time for Solano transit agencies to apply for TIRCP funding.

The final draft guidelines have been released and can be found here: <http://www.dot.ca.gov/drmt/docs/sptircp/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.

**Discussion:**

*STA Proposed Projects for TIRCP Funding*

STA staff presented the concept of applying for two separate TIRCP applications at the September TAC and Consortium:

- SolanoExpress Electrification, Capital, and Operational Improvement Plan
- Fairfield/Vacaville (FF/VV) Train Station, Amenities, and Access Improvements

STA staff received approval from both committees to move forward with exploring the possibility of applying for both of these opportunities. STA met with Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST), and Fairfield staff over the proceeding weeks and formulated a plan of what would be included in each application, what information would need to be obtained, and how much each application would request.

A pre-application meeting was held with CalSTA and Caltrans on November 14<sup>th</sup> to discuss each of the proposed project applications. During this meeting, CalSTA staff appeared supportive of the integration of regional transportation that each potential application offered, and encouraged the participants that both applications be combined into one. With a focus on the regional transportation that is offered by SolanoExpress and the regional connections being expanded by the opening of the FF/VV Train Station, STA would like to provide a more visionary integrated project submittal of Solano Regional Transit for the upcoming TIRCP application.

This new combined application would take into consideration the entirety of the regional vision associated with the programs and projects offered by the Solano Transportation Authority. SolanoExpress’ new service plan will better connect the Sacramento Region to BART and the SF Ferry in Vallejo, while the new VV/FF Train Station expands these opportunities to a new segment of the population. Beyond those connections, STA offers programs such as the Lyft Pilot, which subsidizes the first/last mile so commuters no longer have to worry about how to get all the way to work reliably. Presenting a comprehensive regional transportation solution for the purpose of this TIRCP grant will allow us to showcase the work that STA has already accomplished and show the vision of the goals we are trying to attain going forward.

A full schedule of upcoming dates and deadlines is shown below.

*Upcoming Schedule for TIRCP Funding*

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

**Recommendation:**

Forward a recommendation to the STA TAC and Board to authorize STA to apply for a TIRCP application for Solano Regional Transit Improvements for an amount not-to-exceed \$30M.





DATE: November 13, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's Draft 2018 Legislative Platform and Legislative Update

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**Background:**

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

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

**Discussion:**

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants.

The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff requests that the STA Technical Advisory Committee (TAC) and Transit Consortium review the Draft 2018 Legislative Platform for comment at their meetings in November. Proposed edits to the Platform are shown with tracked changes (Attachment C).

STA staff will forward the Draft 2018 Legislative Platform with TAC and Consortium feedback to the STA Board in December, with a recommendation to distribute the draft document for review and public comment. The Final Draft 2018 Legislative Platform will be placed on the January 2018 agenda of the TAC and Consortium, and forwarded to the STA Board for consideration of adoption at their February 14, 2018 meeting.

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

The 2016-17 state legislative session has adjourned. The 2018 Regular Session reconvenes on January 3, 2018.

**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 workshops
- Initiative to repeal SB 1
- Amendments to RM3 legislation, inclusion of 5 Solano projects
- Cap and Trade update

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 29<sup>th</sup>.

[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 21<sup>st</sup>.

[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 \(Aguilar-Curry\)](#) - 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 24<sup>th</sup>.

[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. Chaptered on October 10, 2017.

### 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 25<sup>th</sup>.

STA's state legislative advocates (Shaw/Yoder/Antwih, Inc.) will work with STA staff to schedule project briefings in early 2018 with each of Solano's state legislators and their staff (as well as key state agency staff) to provide the current status of STA priority projects and discuss future funding. Josh Shaw and Matt Robinson will present a legislative update at the December 13<sup>th</sup> Board meeting. Top STA priorities are to protect the funding implemented by Senate Bill (SB) 1 (the Road Repair and Accountability Act of 2017), and to support the enactment of Senate Bill (SB) 595 (the Regional Measure 3 Bay Area bridge toll extension).

### 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. Updates on the following are detailed in Attachment B:

- FY 2018 Appropriations
- Infrastructure Legislation still forthcoming
- Federal Permitting (President's [Executive Order on environmental streamlining](#) demonstrates a commitment to advance projects more quickly through the federal environmental review process.
- National Performance Management Measures
- TIGER Grants opportunity released

### Fiscal Impact:

None.

### Recommendation:

Forward a recommendation to the STA TAC and Board to release the STA's Draft 2018 Legislative Platform for review and comment.

### Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Draft 2018 Legislative Platform with Tracked Changes (Redline)  
(To be provided under separate cover.)

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

September 28, 2017

TO: Board of Directors, Solano Transportation Authority

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

RE: **STATE LEGISLATIVE UPDATE – October, 2017**

***Legislative Update***

The Legislature adjourned for Interim Recess on September 15. The Legislature will reconvene the 2017-2018 Legislative Session on January 3. In this report we highlight the most relevant bills this year affecting STA; those are discussed under ***Bills of Interest***, below.

***SB 1 Workshops Underway***

The State continues to develop and spool out draft guidelines for many of the programs funded by new SB 1 revenues. Following is a schedule of upcoming workshops on the Transit and Intercity Rail Capital Program, the State Rail Assistance Program, the State of Good Repair component of the State Transit Assistance Program, and, the Solutions for Congested Corridors Program. We've also included links to the draft guidelines for each program. We are working with your staff to determine whether and how to provide focused feedback to the State on how to improve any particular program.

**Public Workshops on TIRCP and SRA Guidelines – Draft Guidelines Found [Here](#) and [Here](#)**

**Friday, September 29:** Los Angeles, Caltrans District 7 Office, 10:00 am – 11:00 am

**Monday, October 2:** Sacramento, Caltrans HQ, 1:00 pm – 2:00 pm [Will be webcast [here](#)]

**Thursday, October 5: Written Comments Due**

**Public Workshops on State Transit Assistance Program-State of Good Repair Guidelines – Draft Guidelines Found [Here](#)**

**Friday, September 29:** Los Angeles, Caltrans District 7 Office, 11:00 am – 12:00 pm

**Monday, October 2:** Sacramento, Caltrans HQ, 2:00 pm – 3:00 pm [Will be webcast [here](#)]

**Public Workshops on Solutions for Congested Corridors Guidelines – Draft Guidelines Found [Here](#)**

**Monday, September 25:** Sacramento, Caltrans HQ, 1:30 pm – 5:00 pm

**Wednesday, October 18:** Modesto, Stanislaus County Administration Building, Time TBD

**Friday, November 17:** Stockton, San Joaquin Council of Governments, Time TBD (If Necessary)

**Wednesday, December 6:** Riverside, Riverside County Administration Building, Time TBD

***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. As of this writing, however, the sponsor still 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. The court ruled in

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Allen's favor and the initiative Title and Summary was redrafted by the judge and, unfortunately for the proponents of SB 1, now reflects a more negative Title and Summary.

In the meantime, a much more meaningful threat to the SB 1 revenues has arisen, with the filing of a new referendum initiative on September 14. The initiative would require statewide voter approval of any increase or extension of gasoline or diesel fuel taxes after January 1, 2017. According to recent press account, which we have verified through various contacts, it appears that Republican members of California's U.S. congressional delegation are determined to organize a serious and well-funded effort in pursuit of this initiative. They apparently see this as a means of driving voter turnout in their districts, in a year that otherwise would not feature much on the ballot to bring out Republicans in California.

If this effort proceeds, it will represent a very real threat to SB 1; internal polls show that the majority of Californians today, without further education, are willing to vote to repeal the SB 1 taxes. We continue to work with many coalition partners to strategize on how best to stave off any repeal effort.

### ***RM3***

After several months of negotiations between members of the Bay Area Caucus, the Assembly and Senate passed SB 595 (Beall) to authorize with voter approval a toll increase, not to exceed \$3, on the Bay Area's bridges. Commonly referred to as Regional Measure 3, the increased toll(s) would fund a number of Bay Area transportation improvements across all nine counties. The bill is now before the Governor for his signature. The final bill includes the following benefits for Solano County:

- **I-80/680/SR 12 Interchange Improvements – \$150 million**
- **Solano Westbound I-80 Truck Scales – \$105 million**
- **Highway 37 Corridor Access Improvements and Sea Level Rise Adaptation – \$100 million**
- **Corridor Express Lanes (I-80 Red Top Road to I505) – \$300 million\***
- **Ferries (new vessels, added frequency and service expansion) – \$300 million\***

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

### ***Cap and Trade***

On September 16, the Governor signed into law AB 134 (Committee on Budget), which appropriates up to \$180 million for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, commonly known as HVIP. This investment represents an increase of \$162 million over the funding made available to HVIP in FY 2016-17. The bill guarantees a minimum investment of \$35 million in zero-emission buses, which could include transit buses. We are talking with your staff about how to advantage your transit operators' projects in seeking a share of this funding.

### ***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 is the Regional Measure 3 bill, authorizing 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 (Support Letter 7/13/17).***

**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).***



# Akin Gump

STRAUSS HAUER &amp; FELD LLP

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

September 26, 2017

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

During the month of September we monitored developments in Washington related to transportation funding and policy.

### **Fiscal Year 2018 Appropriations**

On September 8, 2017 Congress passed and President Donald J. Trump signed legislation to fund the federal government through December 8, 2017 at FFY 2017 levels. The bill gives Congress additional time to pass any full appropriations bills to fund the federal government through the remainder of the FFY 2018. In addition to providing short-term funding for FFY 2018, the bill extended the nation's debt limit through December 8, extended authorization of the National Flood Insurance program, and made available \$15 billion in hurricane relief.

In August and September, the House passed all 12 spending bills. As previously mentioned, the House-passed Transportation/Housing and Urban Development (THUD) Appropriations Bill funds highway and transit formula programs at the levels authorized in the FAST Act. The bill does not include funding for TIGER grants and reduces funding for Capital Investment Grants.

The full Senate has not passed any appropriations bills to date and only 8 of 12 appropriations bills have made it through the Senate Appropriations Committee. The Senate THUD bill includes funding for TIGER grants, FAST Act-authorized transit and highway funding, and higher funding for Capital Investment Grants. Senate leaders may still attempt to negotiate a bipartisan omnibus bill with the House. It is too early to tell whether an agreement can be reached or Congress will simply extend fiscal year 2017 funding levels for the remainder of fiscal year 2018.

### **Infrastructure**

The Trump Administration is finalizing its infrastructure proposal and is expected to release it in the coming weeks. The President's team has had discussions with Members of Congress regarding options for identifying new funding for infrastructure, including potentially raising the federal gas tax. The President has also signaled a willingness to work with Democrats on infrastructure.

Solano Transportation Authority  
September 26, 2017  
Page 2

The House Transportation and Infrastructure Committee began holding oversight hearings in preparation for developing infrastructure legislation. The Committee has announced its intention to hold a hearing on highway and transit programs in the coming weeks.

### **Federal Permitting**

The White House Council on Environmental Quality (CEQ) issued a September 14 *Federal Register* notice announcing its “initial list of actions” to implement the August 15 Executive Order addressing permitting reforms. The Plan identifies a process for referring projects that qualify for designation as high priority projects to the Federal Permitting Improvement Steering Council, the Department of Transportation, or the U.S. Army Corps of Engineers; revising guidance on improving the environmental review process; and reviewing and revising CEQ's procedural NEPA regulations.

### **National Performance Management Measures**

Responding to litigation brought by six states, including California, the Department of Transportation will allow an Obama Administration rule requiring state and regional highway departments to report on and develop plans to reduce greenhouse gas emissions from vehicles traveling on federal-aid highways to go into effect on September 28. The Federal Highway Administration allowed some parts of the National Performance Management rules to go into effect in the spring, but indefinitely delayed the provisions concerning emissions reporting. The Trump Administration is expected to begin a rulemaking to repeal the climate metric later this year with the goal of finalizing it in early 2018, months prior to the first reporting deadline in October 2018.

Opponents of the rule have argued that FHWA lacks regulatory authority over greenhouse gas emissions and that emissions reporting would prevent new highway projects from going forward. California and other states, already require state agencies and MPOs to consider the global warming impacts of roads and develop plans to invest in alternative transit, bike lanes and affordable housing projects in order to control emissions.

### **Tiger Grants**

The Department of Transportation issued its Notice of Funding Opportunity for the TIGER grants on September 6. Applications are due on October 16. Grants will range from \$5 to \$25 million and no state may receive more than \$50 million in grant funds. The program is similar to prior TIGER rounds.



DATE: November 28, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Ronald Grassi, Director of Programs  
RE: Intercity Paratransit/Taxi Scrip Program – Phase II, Update

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**Background:**

On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the Solano Transportation Authority (STA) from Solano County. The Solano Intercity Taxi Program continues to be a popular program, with nearly all booklets available selling out each month. Phase II of this program will seek to incorporate non-ambulatory riders as the taxi companies, operating within Solano County, have 13 vehicles that can fulfill this need. Additionally, Nelson\Nygaard Consulting Associates have analyzed options for a new service delivery model that are being proposed in order to achieve long-term program sustainability. Implementing a new service model would also allow for the incorporation of non-ambulatory passengers to the Intercity Taxi Scrip program.

In the attached memo, Nelson\Nygaard Consulting Associates dated May 12, 2015 provides a brief history of the Intercity Taxi Program and present ridership patterns and cost (Attachment A). As part of a study conducted when the transition of administrative responsibility transferred from Solano County, one of STA's key program objectives was to ensure the long-term sustainability of the Solano Intercity Taxi Program and address other issues associated with the current program. A variety of options was presented for consideration by the Consortium in order to ensure the long-term sustainability of the Solano Intercity Taxi Program.

In the attached memo Nelson\Nygaard discuss four service delivery options:

1. Modified taxi scrip
2. Taxicards
3. Centralized reservations
4. Dedicated fleet

Of these four options, Option 1 Modified Taxi Scrip, and Option 4, service using a dedicated fleet (similar to the old Solano Paratransit model), are not sustainable within existing resources and do not address the issue of long-term sustainability. The Modified Taxi Scrip model does not adequately address accessibility for non-ambulatory riders, does not create effective options for controlling costs, and does nothing to reduce the administrative burden of the existing program. A service using a dedicated fleet would not be financially feasible.

Of the two feasible options, Option 2, Taxicards, and Option 3, Centralized Reservations, Nelson\Nygaard recommended the Centralized Reservations option. A Centralized Reservations model would:

- Allow ambulatory riders and wheelchair users to use the same reservations and payment system

- Reduce the administrative burden on transit operators.
- Create better accountability and reduce opportunities for misuse of the program.
- Establish a more convenient method for customers to pay for trips.
- Create multiple options for cost containment such as trip grouping, trip priorities or limits, and multi-tiered fares or surcharges.

In comparison, a system based on taxicards was expected to create separate and potentially unequal services for ambulatory and wheelchair users, add significant cost for equipment in taxicabs as well as a need to keep this equipment operating, and involve substantial upfront cost to set up the new system. In addition, it was thought that only one vendor is available to provide and administer the taxicard system.

On March 14, 2017, the STA Board approved implementing a centralized reservation model for the Intercity Paratransit/Taxi Scrip Program.

**Discussion:**

The goal to implement an equivalent system by which all ADA eligible passengers (ambulatory and non-ambulatory) would have an equivalent reservations and payment system was initially recommended through the implementation of a centralized reservations agent model. The Solano Mobility Call Center was going to assist individuals to get to their appointments, shopping, work, recreation and other destinations without driving.

The Solano Mobility Call Center was to serve as the agent by:

- receiving all ride request from riders,
- verifying eligibility,
- scheduling trips with taxi and other providers,
- determining the fare and subsidy for each trip,
- maintaining credit accounts for each rider; and
- debiting these accounts for each trip taken

The issues that have arisen after further exploration of this model is the Solano Mobility Call Center operates 7am-5pm, Monday through Friday. Although some trips could be scheduled ahead of time, not everyone can plan trips in advance. Also, if there is a customer service issue afterhours such as the operator missing the appointment, not finding the address or a multitude of other issues customer support is not available to resolve the situation.

The other main issue is the development of a concierge trip booking software, currently the proven trip booking concierge software programs are proprietary in nature for companies such as Lyft or Uber. The development of a new database program would cost an estimated \$50,000 for a Microsoft Access program or as much as \$150,000 for a more robust user friendly program but without a proven track record. The risk of having to develop a new software package that may or may not serve all our needs has motivated staff to explore other options.

Option 2 Taxicards are currently being further examined, a vendor used by several transit operators known as Cab Connect is one company that can offer a Taxicard which would automate the Taxi Scrip Program and allow customers to book trips directly with the operators. A second variation on the Taxicard option would be to use a debit purchasing card. A debit purchasing card can be preloaded with a specific value and transactions would be limited by the Standard Industry Classifications (SIC) codes for transportation services. This would allow freedom of choice for the consumer and the availability to book trips on demand. This would also remove the burden on the call center to act as a taxi dispatch and the after hour's customer

service issues. The call center would still be an intragryal part of the process to issue and reload the cards, insuring proper eligibility, and the appropriate level of participation.

STA staff preferred option is the transportation debit purchasing card system because it allows the consumer greater accessibility and freedom. Nelson/Nygaard will be assisting staff to identify potential venders and determine the cost of both Taxicards and a transportation debit purchasing card system. Staff will keep the Consortium, TAC, and Board updated on the progress and recommended changes to the Taxi Scrip Program as we move forward with implementing Phase II of the Taxi Scrip Program.

**Fiscal Impact:**

In FY 2015-16 the Solano Intercity Taxi Scrip budget was \$656,481, which was funded by Passenger Fares, Solano County TDA, Lifeline funding, and FTA funding, and TDA funding from Solano County Transit, Fairfield and Suisun Transit, City of Vacaville, City of Dixon, and City of Rio Vista. In FY 2016-17 the Solano Intercity Taxi Scrip budget is \$762,707 and is funded by a combination of Passenger Fares, Solano County TDA and TDA funding from Solano County Transit, Fairfield and Suisun Transit, City of Vacaville, City of Dixon, and City of Rio Vista. In FY 2017-18 \$999,592 is budgeted for the Solano Intercity Taxi Scrip Program which is estimated to cover the costs for this Phase II Service Model.

**Recommendation:**

Forward a recommendation to the STA TAC and Board to approve the development of Intercity Paratransit/Taxi Scrip Program – Phase II, Delivery Model that includes the following;

1. Develop a Debit Purchasing card that can be utilized for the Intercity Taxi Scrip Program;
2. Amend the Intercity Taxi Scrip Service to include contract for non-ambulatory service;  
and
3. Amend the Intercity Taxi Scrip Contracts to eliminate Taxi Scrip Vouchers and use a Debit Purchasing card.

Attachments:

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

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## MEMORANDUM

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

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### INTRODUCTION

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

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

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

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

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

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

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

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

## **HISTORY**

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

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

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

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



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

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

## **RIDERSHIP PATTERNS AND COSTS**

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

### **Summary Data**

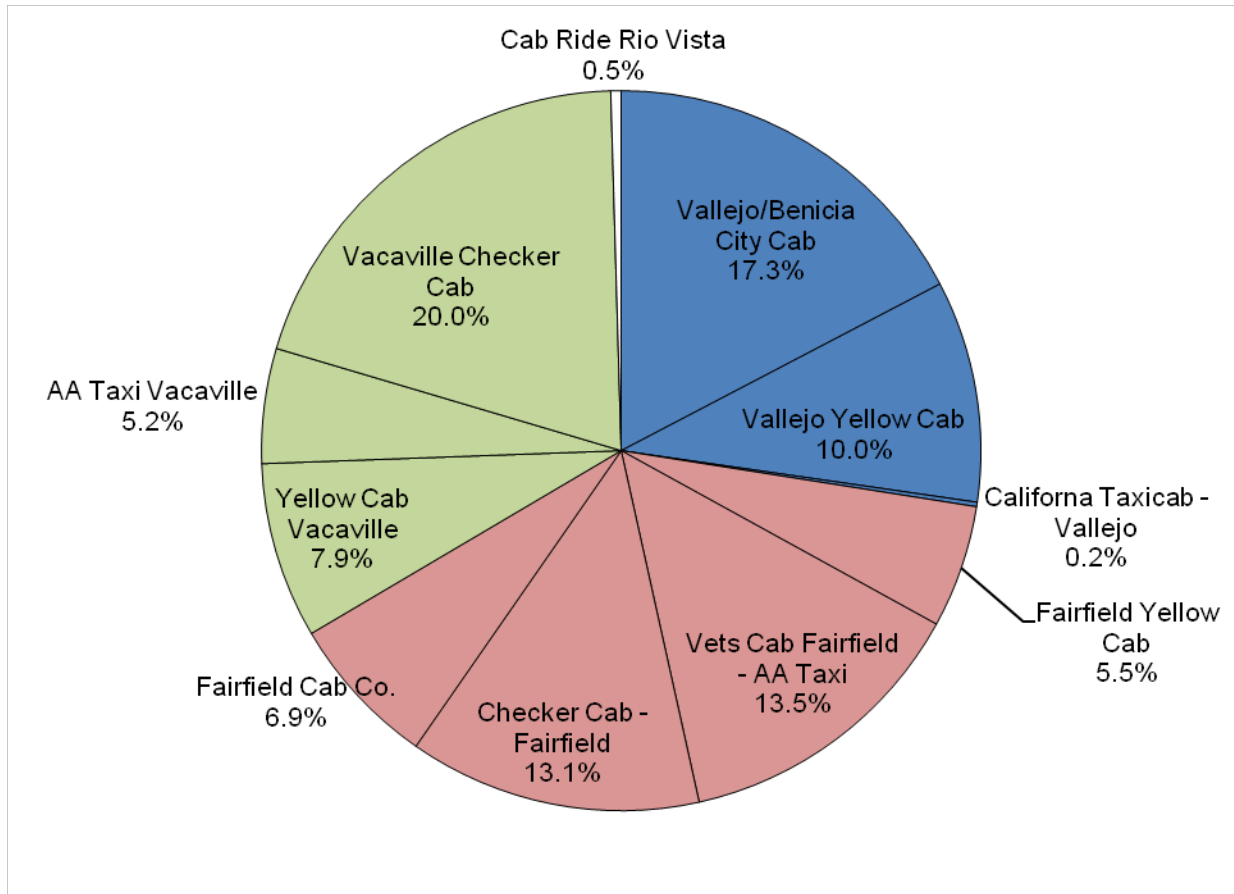
Full-year statistics for 2013-14 were:

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

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

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

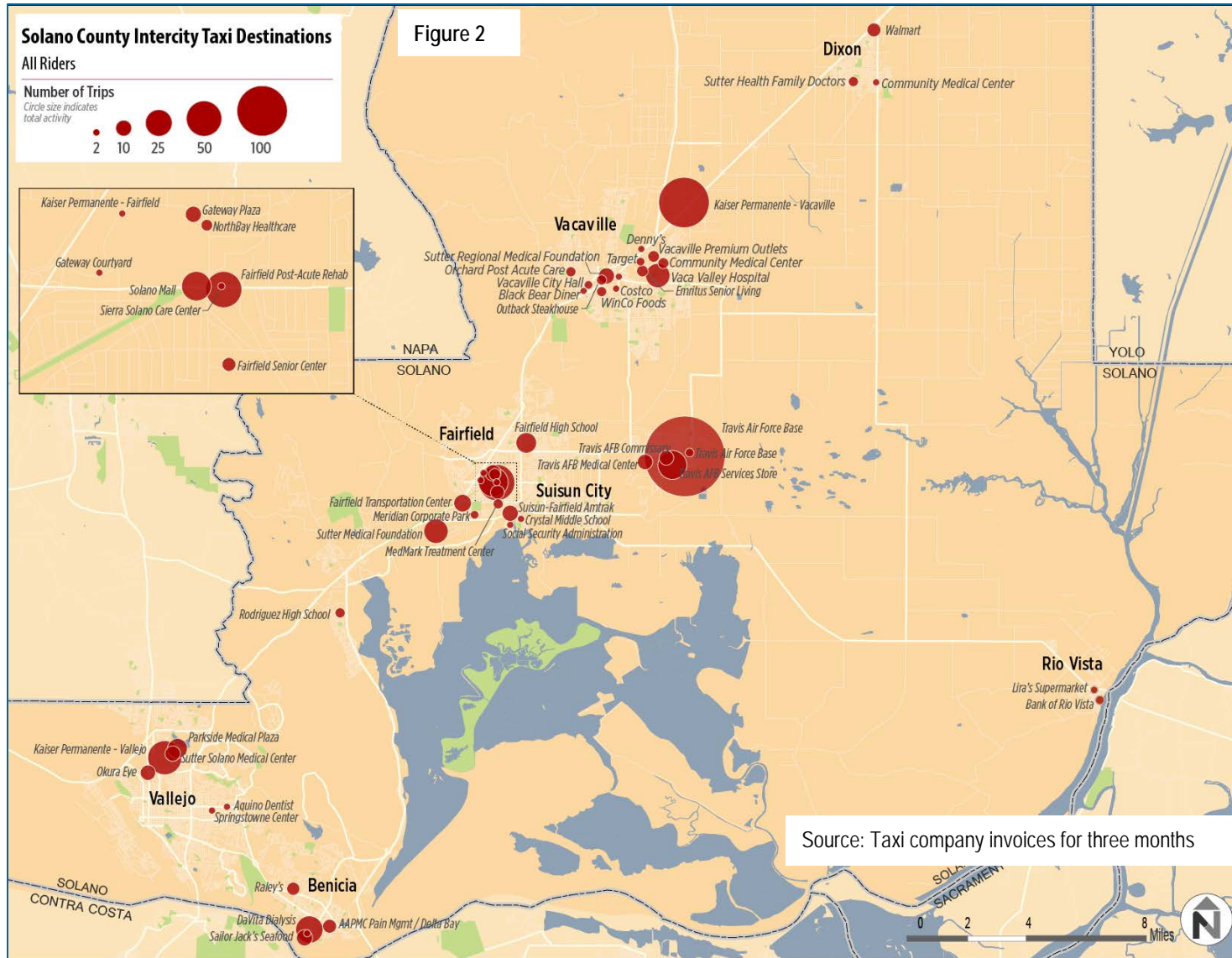
**Figure 1 Shares of Taxi Companies**  
(Percentage of Trips in 2012-13)



**Common Destinations**

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

Solano Intercity Paratransit Service Options  
Solano Transportation Authority

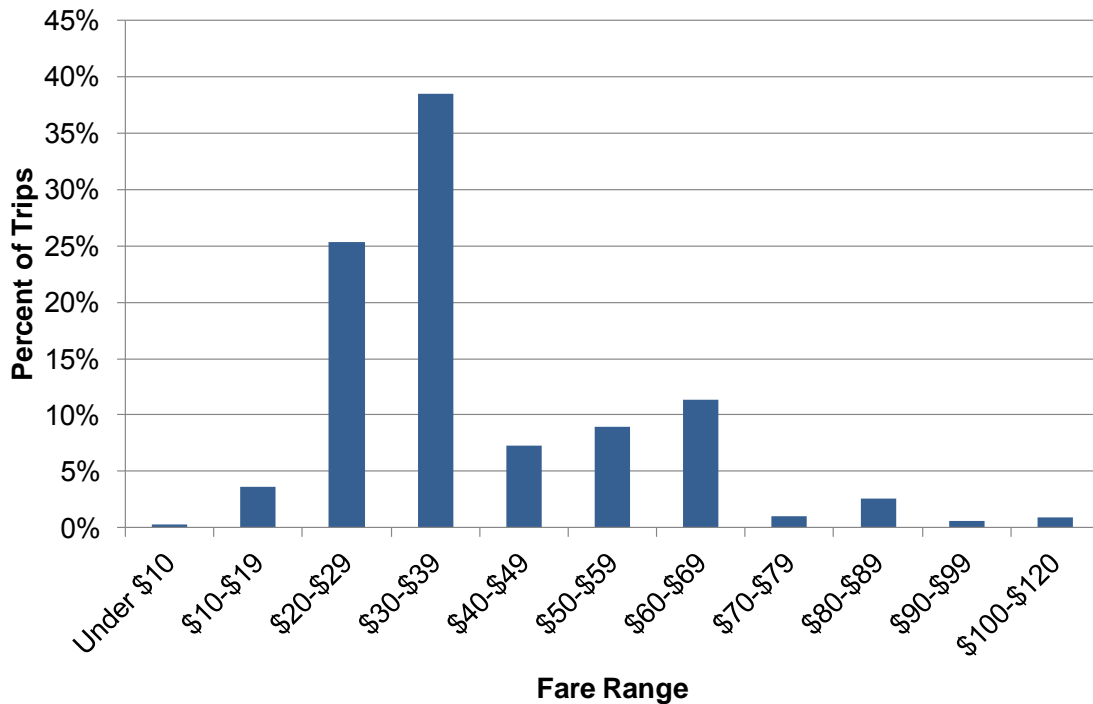




### Trip Fares

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

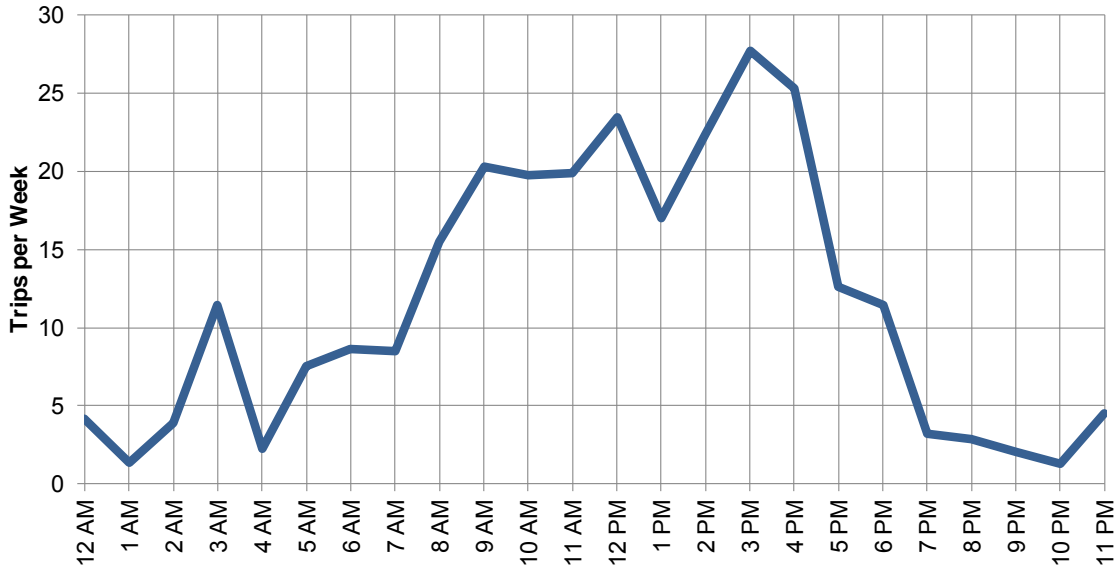
Figure 3 Percent of Trips in Fare Ranges



### Time of Day of Travel

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

Figure 4 Time of Day of Taxi Scrip Trips

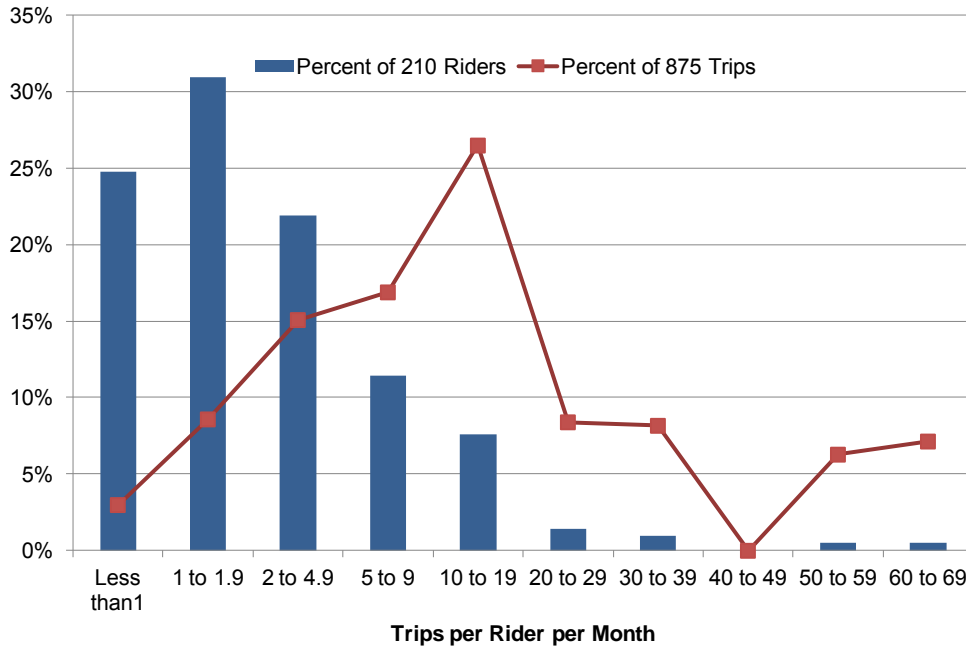


Estimated from taxi company invoices, assuming approximately 1,200 trips per month.

### Frequency of Travel by Riders

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

Figure 5 Trips per Rider per Month



## FOUR SERVICE DELIVERY OPTIONS FOR INTERCITY PARATRANSIT SERVICE

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

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

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

### Option 1: Modified Taxi Scrip Program

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

### **Accessible Service by Wheelchair Van Providers.**

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

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

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

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

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

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

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

### **Wheelchair-Accessible Taxi Service**

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



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

**Cost Containment**

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

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

Figure 6 Three-Tier Fare Structure Proposal from 2013

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

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

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

**Administrative Simplification**

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

**Figure 7 Advantages and Disadvantages of Modified Taxi Scrip**

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

## **Option 2: Taxicard Payment System**

### **How Taxicards Work**

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

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

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

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

Figure 8 Taxicard Fare Structures in Three Cities

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

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

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

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

**The Cost of Taxicards**

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

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

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

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

### **Cost Containment**

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

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

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

### **Administrative Simplification**

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

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

**Figure 9 Advantages and Disadvantages of a Taxicard System**

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

### **Option 3: Central Reservations**

#### **How Central Reservations Would Work**

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

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

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

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

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

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

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

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

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

### **Accessible Service**

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

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

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

Taxi: \$2.25 + \$2.75 per mile

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

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

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

### **Cost Containment**

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

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

### **Administrative Simplification**

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

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

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

Figure 10 Advantages and Disadvantages of Central Reservations

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



## **Option 4: Dedicated Fleet**

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

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

### **Accessible Service**

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

### **Cost Containment**

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

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

### **Fares and Fare Payment**

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

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

Figure 11 Advantages and Disadvantages of the Dedicated Fleet Model

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

## FINANCIAL ANALYSIS

### Assumptions

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

Assumptions that apply to all options:

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

Option-dependent costs:

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

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

## The Role of Fares

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

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

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

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

## Results of the Analysis

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

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

## Start-up Costs

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

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

DRAFT

**Solano Intercity Paratransit Service Options**  
Solano Transportation Authority

Figure 12 Financial Analysis of Options

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



DATE: November 13, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Lloyd Nadal, Program Services Division Manager  
Sean Hurley, Employer Outreach Coordinator  
RE: First/Last Mile Pilot - Suisun Train Station/Solano Business Park/Green Valley

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**Background:**

In November 2016, STA met with Solano County Health and Social Services (SCHSS) and identified a transit service gap between the County office located within the Solano Business Park and the Suisun/Fairfield Train Station. The Solano Business Park is located south of Highway 12 and contains over 70 employers with one of the largest employers being SCHSS. This first and last mile gap was accentuated by employees that have purchased “beater” cars in which they leave at the train station as a solution to close the last two and a half miles between the two locations. Recognizing this issue, STA staff worked with SCHSS and other Solano Business Park employers to assess the need and opportunities for first/last mile solutions that would provide reliable transportation alternatives between the region’s major rail hub and their place of work.

In May 2017, STA entered into a six-month contract with Lyft and launched the “Solano Mobility Ride” First/Last Mile Pilot Project which was approved by the STA Board at the May Board Meeting. Under this new partnership, Lyft would help Solano Business Park employees connect from the Suisun/Fairfield Train Station to their employers, 2-5 miles away. Interested employees would be able to sign up for the pilot program by calling or emailing STA staff in order to receive a discount code from Lyft that would allow for a \$2 or \$3 subsidized ride. Due to potential cost concerns, the maximum number of employees participating in the pilot was 40 and would come from within the following companies/agencies:

1. Anheuser-Busch (Budweiser)
2. Fairfield-Suisun Sewer District
3. Jelly Belly Factory
4. NorthBay Center for Primary Care
5. Partnership Health Plan
6. Solano County Health and Social Services

**Discussion:**

As of November 2017, Partnership Health, Northbay Health and SCHSS have a combined thirteen employees registered for the pilot. Between May 1st and September 30<sup>th</sup> (5 months), there have been 139 trips taken. The total subsidized cost for these trips was \$1,114.06 (Attachment A). STA staff is recommending to continue the pilot to June 30, 2018 and expand the service area to include more employers. STA staff has identified three strategies during this six month pilot expansion that will be incorporated to:

1. Extend the current service area to an eight mile radius surrounding the Fairfield/Suisun Train Station
2. Offer the pilot to the Benicia Industrial Park employers who use the Benicia Bus Hub;

3. Offer the pilot to Genentech and other employers in the Vaca Valley area using the new Fairfield/Vacaville Train Station.

The goal over the next six months is to have forty participants registered and to maintain the service for one year.

**Fiscal Impact:**

For the six-month pilot project, there was \$100,000 of Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District (BAAQMD) to fund this program. This was estimated to fund 40 pilot participants during the six month pilot. There are \$98,885.84 remaining funds available to use as of September 30, 2017.

**Recommendation:**

Forward a recommendation to the STA TAC and Board to:

1. Extend the First/Last Mile Pilot until June 30, 2017; and
2. Expand the eligible employers to the businesses located within the Solano Business Park.

Attachment:

- A. First Last Mile Pilot Statistics from May 1<sup>st</sup> through September 30<sup>th</sup>

## First Last Mile Pilot Statistics from May 1<sup>st</sup> through September 30<sup>th</sup>

<b>Number of Participants</b>	13
<b>Number of Employers</b>	6
<b>Total Trips Taken</b>	139
<b>Actual Trip Costs</b>	\$1,480.26
<b>Subsidy Amount</b>	\$1,114.06
<b>Fare Box Recovery Ratio</b>	24%





DATE : November 9, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Liz Niedziela, Transit Program Manager  
RE: Lifeline Transportation Program (LTP) Cycle 5

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**Background:**

The Lifeline Transportation Program (LTP) funds projects that improve mobility for low-income communities. Metropolitan Transportation Commission (MTC) oversees the overall program and the Solano Transportation Authority administers it in Solano County. MTC is now planning for LTP Cycle 5. Historically, LTP has been funded by a mix of federal and state sources. The last cycle, LTP Cycle 4 was approved by MTC in March 2015. The projects the STA Board approved are listed in Attachment A.

**Discussion:**

For the LTP Cycle 5, MTC staff is proposing minimal changes to the program guidelines. Overall, the program goals, administration, local match, and performance measures stay the same. LTP Cycle 5 will cover 2 fiscal years, FY 2016-17 and 2017-18. A total of approximately \$20 million will be available in this cycle, which is made up of \$14 million in State Transit Assistance Funds (STAF), and \$6.5 million in FTA (Federal Transit Administration) Section 5307 funds. For Solano County, over \$1,028,957 will be available in STAF and \$640,046 in Job Access Reverse Commute (JARC) 5307 funding (Attachment B).

**Proposed Changes to Cycle 5 Guidelines - Participatory Budgeting**

In response to Commission, public, and advocacy group interests, MTC staff is proposing to pilot a participatory budgeting process. The participatory budgeting process enables residents in Communities of Concern to develop and vote on project priorities working through their CMA's Community-Based Transportation Planning (CBTP) process. Selected projects are then funded as part of an available/dedicated budget. MTC staff is proposing to set aside up to 5% (\$1M total from LTP Cycle 5) of existing 5307/STAF funds to fund projects identified through this pilot process; the remainder of the LTP funds will be distributed to CMAs through formula. CMAs that volunteer to do a participatory budgeting process receive some of this set aside for projects as a match to their Lifeline formula funding and CBTP planning funding for these pilots. STA staff have notified MTC that STA is interested in participating with SolTrans for this participating budgeting pilot.

MTC preliminary timeline for Lifeline Cycle 5 is listed in MTC's Lifeline Transportation Program Update. STA plans to announce a Call for Projects in January 2018 and soon MTC Commission approved the Program.

**Recommendation:**

Informational.

Attachment:

- A. Lifeline Cycle 4 Approved Projects
- B. Lifeline Cycle 5: Draft Estimate by County
- C. MTC 's Lifeline Transportation Program Update

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		STAF		
		2014	2015	2016
<b>Available Funds</b>		<b>\$ 668,858</b>	<b>\$ 674,934</b>	<b>\$ 630,115</b>
STA	Solano County Intercity Taxi Scrip Program		\$ 100,000	\$ 100,000
FIA	Volunteer Driver Program 60 Years	\$ 20,535	\$ 110,000	\$ 115,500
FAST	East Tabor Ave Sidewalk Gap Closure	\$ 160,000	\$ 1,200,000	
FAST	FF/VV Intermodal Station FF Linear Park & Ped Infrastructure Access	\$ 668,858	\$ 674,934	\$ 406,208
SolTrans	Route 1	\$ 244,162	\$ 300,000	\$ 325,000
SolTrans	Route 85	\$ 244,161	\$ 325,000	\$ 350,000
<b>Over/Under Claim</b>		<b>\$ (668,858)</b>	<b>\$ (1,935,000)</b>	<b>\$ (566,593)</b>

		JARC			
		2014	2015	2016 Total	
<b>Available Funds</b>		<b>\$ 551,442</b>	<b>\$ 277,612</b>	<b>\$ 282,054</b>	
FAST	Route 30 Saturday Service	\$ 28,020	\$ 28,020	\$ 28,020	
FAST	ADA Local Taxi Scrip Program	\$ 100,000	\$ 100,000	\$ 100,000	\$ 384,060
SolTrans	Route 2	\$ 278,121	\$ 140,014	\$ 142,254	\$ 560,389
<b>Vacaville</b>		<b>\$ 82,713</b>	<b>\$ 41,640</b>	<b>\$ 42,306</b>	<b>\$ 166,659</b>

JARC by Operator	Carryover	2014	2015	2016	Total
FAST	\$ 94,651	\$ 95,958	\$ 95,958	\$ 97,493	\$ 384,060
SolTrans	\$ 138,107	\$ 140,014	\$ 140,014	\$ 142,254	\$ 560,389
<b>Vacaville</b>	<b>\$ 41,073</b>	<b>\$ 41,640</b>	<b>\$ 41,640</b>	<b>\$ 42,306</b>	<b>\$ 166,659</b>
	<b>\$ 273,831</b>	<b>\$ 277,612</b>	<b>\$ 277,612</b>	<b>\$ 282,053</b>	<b>\$ 1,111,108</b>



		STAF				
		2014	2015	2016		
Rank	Available Funds	\$ 668,858	\$ 674,934	\$ 630,115		
STA	1	Solano County Intercity Taxi Scrip Program		\$ 100,000	\$ 100,000	Ranked #1 and recommended funding
FAST	2	East Tabor Ave Sidewalk Gap Closure	\$ 160,000			Recommended funding for first year. Committee felt other funding sources could be identified in future year. FAST staff presentation mentioned that first year funding would be able to move the project forward by demonstrating a local match commitment.
SolTrans	3	Route 85	\$ 244,161	\$ 272,467	\$ 277,558	Ranked #3 and recommended reduced funding
SolTrans	4	Route 1	\$ 244,162	\$ 247,467	\$ 252,557	Ranked #4 and recommended reduced funding
FIA	5	Volunteer Driver Program 60 Years	\$ 20,535	\$ 55,000		Committee recommends funding the first year and 1/2 of the second year due to the funding lost of 5310 during that period. Committee feel confident 5310 funding will be obtained in future years and does not want to tie up funds as a bridge. Committee still want the funds to be on a contingency bases just in case Caltrans released unexpected funding.
FAST		FF/VV Intermodal Station FF Linear Park & Ped Infrastructure Access				Not recommended for funding. It was too speculative and low income not served.
<b>Over/Under Claim</b>		\$ -	\$ -	\$ -		
		\$ -	\$ -	\$ -		

		JARC					
		2014	2015	2016	Total		
		\$ 551,442	\$ 277,612	\$ 282,054			
FAST		Route 30 Saturday Service	\$ 28,020	\$ 28,020	\$ 28,020		Recommends funding
FAST		ADA Local Taxi Scrip Program	\$ 100,000	\$ 100,000	\$ 100,000	\$ 384,060	Support program sustainability and controlling cost. Does not support cutting service. Will support funding if services are continued as is (24/7).
SolTrans		Route 2	\$ 278,121	\$ 140,014	\$ 142,254	\$ 560,389	Recommends funding
Vacaville		FAST Route 20	\$ 82,713	\$ 41,640	\$ 42,306	\$ 166,659	FAST Route 20, 30 and 40 are eligible for funding since it serves the Vacaville UZA. Lifeline Committee recommends Route 20 has the highest low income passengers at 75.6 % having an income of less than \$35,000 a year.



**Lifeline Cycle 5: Preliminary DRAFT Estimate - Funding by County**  
**FY 2016-2017 & 2017-2018**  
**April 3, 2017**

County	5307**	State Transit Assistance (STA)				Total Available (FY 2016-17 & 2017-18)	
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
	Sub-Total	LTP 4 Shortfall Adjustment*	90% Programming Allowance	10% Contingency	Sub-Total	5307 & STA Funding (A+C)	STA 10% Contingency (D)
Alameda	1,514,825	(322,503)	3,219,102	357,678	3,576,780	4,733,927	357,678
Contra Costa	968,316	148,729	2,057,736	228,637	2,286,374	3,026,052	228,637
Marin	174,163	(3,133)	370,107	41,123	411,231	544,270	41,123
Napa	150,398	(43,083)	290,890	32,321	323,212	441,288	32,321
San Francisco	801,563	(146,948)	1,703,376	189,264	1,892,640	2,504,939	189,264
San Mateo	551,311	187,741	1,171,574	130,175	1,301,749	1,722,885	130,175
Santa Clara	1,581,482	(183,823)	3,137,659	348,629	3,486,288	4,719,141	348,629
Solano	640,046	108,415	926,061	102,896	1,028,957	1,566,107	102,896
Sonoma	423,160	(8,233)	1,076,648	119,628	1,196,276	1,499,808	119,628
Means-Based Project		11,860					
Regional Total	6,805,264	(250,978)	13,953,155	1,550,351	15,503,505	20,758,419	1,550,351

\* State Transit Assistance FY 15-16 revenues were lower than anticipated (based on the LTP Cycle 4 STA programming). MTC is deducting the overprogrammed amount from future Lifeline Cycle 5 revenues (based on the 95% programming, the 5% contingency programming remains unfunded in LTP Cycle 4). The amount listed in FY 16/17 is the amount available after accounting for the shortfall.

\*\*Fund estimate is per Transit Capital Priorities policy (Res. 4272) and distributed by low income population distribution and constrained by urbanized area funding limitations. Poverty data is based on the American Community Survey 5 year estimate (2011-2015) and 2010 UAs.

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METROPOLITAN  
TRANSPORTATION  
COMMISSION

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San Francisco, CA 94105  
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WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Transit Finance Working Group

DATE: November 1, 2017

FR: Anne Richman & Judis Santos, MTC Staff

RE: Lifeline Transportation Program Update

The Lifeline Transportation Program (LTP) funds projects that improve mobility for the region's low-income communities. MTC oversees the overall program and the CMAs administer it in each county. Historically, LTP has been funded by a mix of federal and state sources. The most recent cycle, LTP Cycle 4, is well underway (the program was approved by MTC in March 2015) and MTC is now planning for LTP Cycle 5.

### **Update**

For the LTP Cycle 5, staff is proposing minimal changes to the program guidelines. Overall, the program goals, administration, local match, and performance measures stay the same. LTP Cycle 5 will cover 2 fiscal years, FY 2016-17 and 2017-18. A total of approximately \$20 million will be available in this cycle, which is made up of \$14 million in State Transit Assistance (STA) funds, and \$6.5 million in FTA (Federal Transit Administration) Section 5307 funds.

### **Proposed Changes to Cycle 5 Guidelines - Participatory Budgeting**

In response to Commission, public, and advocacy group interests, MTC staff is proposing to pilot a participatory budgeting process. The participatory budgeting process enables residents in Communities of Concern to develop and vote on project priorities working through their CMA's Community-Based Transportation planning process. Selected projects are then funded as part of an available/dedicated budget. MTC staff is proposing to set aside up to 5% (\$1M total from LTP Cycle 5) of existing 5307/STA funds to fund projects identified through this pilot process; the remainder of the LTP funds will be distributed to CMAs through formula. CMAs that volunteer to do a participatory budgeting process receive some of this set aside for projects as a match to their Lifeline formula funding and CBTP planning funding for these pilots. MTC staff is preparing to pursue additional planning funds through the next round of the Caltrans Sustainable Communities competitive grant program expected to be kicked off in January.

**SB1/STA Proposal Implications for Lifeline**

MTC staff recently put forth a proposal to update the current STA population-based policy (Resolution No. 3837) with a new OBAG-style county block grant. Under this proposed framework, each county (CMA) would determine how best to invest the funds to support transit services within the county including Lifeline program needs. The proposal does not eliminate the Lifeline Transportation Program but rather gives more flexibility in how much each county wants to invest toward Lifeline services/programs. The use of FTA Section 5307 for the Lifeline Transportation Program will need to be revisited under this proposal.

The LTP Cycle 5 funding from the STA program would be from FY17 and from the “base” funding in FY18 (i.e. not including any SB1 increment) and therefore is expected to proceed regardless of the bigger STA policy discussion. A new STA framework, if enacted, would apply to the SB1 increment in FY18, and to all STA population-based funds starting in FY19.

**Draft Timeline**

<b>Action</b>	<b>Anticipated Date</b>
Update and Feedback from CMA Executive Directors	October 27, 2017
Update and Feedback from the Transit Finance Working Group	November 1, 2017
MTC Programming and Allocations Committee consideration of LTP Cycle 5 guidelines (tentative)	December 13, 2017
MTC Commission action on Cycle 5 Program Guidelines (tentative)	December 20, 2017
CMA Board-approved Section 5307 (JARC) and STA programs due to MTC from Lifeline Program Administrators (dependent on Commission action)	May 2018
MTC Commission approval of Program of Projects (dependent on Commission action)	July 2018

Your comments and feedback are welcomed.



DATE: November 7, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Debbie McQuilkin, Transit Mobility Coordinator  
RE: Solano Mobility Summits

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**Background:**

In order to identify and address the mobility needs of the rapidly growing seniors and disabled population in Solano County, STA staff has taken action to update the 2011 Solano Transportation Study for Seniors and People with Disabilities Plan.

The STA contracted with two consultants to gather input on the current and upcoming mobility challenges and do extensive outreach to a wide range of stakeholders throughout the county which will be a key component of this Study update. The main strategy has been to conduct mini-Summits in each of the seven (7) Solano County cities and the Solano County Health and Social Services Department. All of the mini-Summits utilize the same tools used at the Senior Summit III: surveys, comment cards, live voting on priorities and open forum to present transportation issues and strategies. Once all of the mini-summits have been completed, STA will hold a larger Countywide Summit to provide an overview of all of the information gathered, potential priorities and strategies for updating the Transportation Study for Seniors and People with Disabilities Plan.

**Discussion:**

To date, there have been four (4) mini-summits held. One each in Rio Vista, Suisun City, Benicia and Dixon. Transit operators from each city have provided complimentary rides to any resident requesting it. Below are brief summaries along with each cities top three (3) priority challenges:

The **Rio Vista Mobility Summit** for Seniors and People with Disabilities was held on April 7, 2017, at the Veteran's Hall. There were 23 members of the community present and actively participated. The highest priority challenges were:

- Need for medical/shopping bus to other cities in Solano County
- Need for more frequent bus service to Fairfield on weekdays and weekends
- The length of the bus trip is too long and the 15-minute wait for the bus is challenging

The **Suisun City Mobility Summit** for Seniors and People with Disabilities was held on Thursday, June 1<sup>st</sup> at the Joseph A. Nelson Community Center. There were 36 members of the community attended and actively participated. The highest priority challenges were:

- Golden Pass being limited to certain areas of the county
- Customer service of taxi and bus drivers needs improving
- Not enough intercity bus service

The **Benicia Mobility Summit** for Seniors and People with Disabilities was held on Friday, August 4<sup>th</sup> at the Benicia Library. There were 47 members of the community attended and actively participated. The highest priority challenges were:

- Not enough transit service during the evening and weekends
- Concern about becoming stranded by transit
- Benicia Dial-A-Ride issues

The **Dixon Mobility Summit** for Seniors and People with Disabilities was held on Thursday, October 12 at the Veterans Memorial Hall. Forty-two (42) members of the community attended and participated. The highest priority challenges were:

- Not enough transit service during the evening and weekends
- Difficulty traveling outside Dixon
- Transportation is too expensive

Future Summits will be held at the following locations:

- Health and Social Services, Joseph Nelson Center - December 5<sup>th</sup>,
- City of Vallejo, Florence Douglas Center – February 8<sup>th</sup>
- City of Vacaville, TBD - April
- City of Fairfield, TBD -
- Countywide Summit – September 2018

**Recommendation:**

Informational.

Attachments:

- A. Rio Vista Mobility Summit Event Summary
- B. Suisun City Mobility Summit Event Summary
- C. Benicia Mobility Summit Event Summary
- D. Dixon Mobility Summit Event Summary

## Rio Vista Mobility Summit

### Event Summary

#### Event Overview

The Rio Vista Mobility Summit for Seniors and People with Disabilities was held on Friday, April 7, 2017 at the Veterans Hall. The Summit was from 10am – 1pm. The Summit was organized by the Solano Transportation Authority in partnership with the City of Rio Vista. This Mobility Summit is one element of a multi-pronged approach to solicit input from the community to identify transportation challenges for seniors and people with disabilities. Community focus groups, surveys and other outreach will be conducted.

#### Event Purpose

- To hear from the community and identify the transportation challenges for Rio Vista Seniors and People with Disabilities;
- To engage the community in further outreaching to others in Rio Vista;
- To discuss ways to address the event’s prioritized transportation challenges.

#### Event Format - Interactive

- Three discussion sessions: 1) what are the transportation challenges; 2) how can attendees help further outreach to the community to learn what the community’s challenges are; 3) are there some ideas on how to address the priority challenges.
- Ten “clicker” questions: Audience members were given electronic clickers and responded to 10 multiple choice questions. The questions were asked and the audience response was shown moments later on a screen for all to view.
- Dot exercise: The transportation challenges identified by the attendees were prioritized through this exercise held during the lunch break.

#### Speakers and Attendance

- Mayor Richardson, County Supervisor Skip Thomson, STA Mobility Management staff
- Twenty-three (23) members of the community attended and actively participated
- Rio Vista Delta Breeze provided free rides to several attendees

#### Event Findings

The highest priority challenges were:

- Need for medical/shopping bus to other cities in Solano County
- Need for more frequent bus service to Fairfield on weekdays and weekends
- The length of the bus trip is too long and the 15 minute wait for the bus is challenging
- Bus fare is too expensive

To address these challenges, some ideas from attendees were:

- Partnering with the medical community to develop shuttle(s)
- Partner with churches or other organizations to develop volunteer driver programs
- Explore Lyft/Uber options
- Introduce weekend service on reservation basis.
- Increase funding
- Express bus to Fairfield and other locations
- Make the long-distance trips more comfortable; reduce bouncy ride
- Modify fare structure to a sliding scale based on income

### Event Outreach

- Prior to the event, invitations and User surveys were sent to dozens of stakeholders (organizations and individuals).
- A dozen individuals completed Outreach Partnership Cards to carry the message into the community; STA has been following up.
- One Community Focus group meeting has been held; another is being pursued.

The Rio Vista Mobility Summit is part of a larger effort to update the Solano Transportation Study for Seniors and People with Disabilities. Rio Vista's was the first city level Mobility Summit. Six other city Mobility Summits will be held over the next year followed by a countywide Summit.

### Survey

All seniors and people with disabilities are encouraged to complete and User survey regardless of the degree of mobility need. Surveys were distributed at the Mobility Summit and at locations throughout Suisun City. They are self-addressed, postage-paid mail back for easy return. Organizations may request surveys in quantity (English and Spanish) by calling 1-800-535-6883. Surveys may be returned to the STA until early 2018.

### Calls to Action

Residents and community members are encouraged to fill out User and/or Provider surveys.

- They are available on-line at [www.solanomobility.org](http://www.solanomobility.org)
- Call the Solano Mobility Call Center at 1-800-535-6883 to complete a survey over the phone or to request surveys in quantity for distribution
- To learn more about upcoming Summits or the Study effort, visit [www.solanomobility.org](http://www.solanomobility.org) or Solano Mobility on Facebook
- Residents are encouraged to complete a survey soon, but surveys will be accepted throughout the year as the study continues countywide.

# Suisun City Mobility Summit

## Event Summary

### Event Overview

The Suisun City Mobility Summit for Seniors and People with Disabilities was held on Thursday, June 1st at the Joseph A. Nelson Community Center. The Summit was from 10am – 1pm. The Summit was organized by the Solano Transportation Authority in partnership with the City of Suisun City. This Mobility Summit is one element of a multi-pronged approach to solicit input from the community to identify transportation challenges for seniors and people with disabilities. Community Focus groups, surveys, and other outreach will be conducted.

### Event Purpose

- To hear from the community and identify the transportation challenges for Suisun City Seniors and People with Disabilities;
- To engage the community in further outreach to others in Suisun City;
- To discuss ways to address the event's prioritized transportation challenges.

### Event Format - Interactive

- Three discussion sessions: 1) what are the transportation challenges; 2) how can attendees help further outreach to the community to learn what the community's challenges are; 3) are there some ideas on how to address the priority challenges.
- Ten "clicker" questions: Audience members were given electronic clickers and responded to 10 multiple choice questions. The questions were asked and the audience response was shown moments later on a screen for all to view.
- Dot exercise: The transportation challenges identified by the attendees were prioritized through this exercise held during the lunch break.

### Speakers and Attendance

- Speakers: Mayor Sanchez, County Supervisor Jim Spring, staff from Fairfield and Suisun Transit (FAST) and STA's Mobility Management program
- Thirty-six (36) members of the community attended and actively participated
- FAST fixed-route and ADA paratransit DART services provided free rides to several attendees

### Event Findings

The highest priority challenges were:

- Golden Pass being limited to certain areas of county.
- Customer service of taxi and bus drivers needs improving
- Not enough intercity bus service
- Not enough bus shelters/benches and schedule information

To address these challenges, some ideas from attendees were:

- Expand Golden Pass to all Solano cities, reduce age eligibility, increase promotion
- Improve driver training for bus drivers to handle personal shopping carriers
- Improve bus and taxi driver complaint process
- Improve coordination of local routes
- Increase transit service to senior centers
- Offer materials in large print

### Event Outreach

- Prior to the event, invitations and User surveys were sent to dozens of stakeholders (organizations and individuals).
- Seven individuals completed Outreach Partnership Cards to carry the message into the community; STA will be following up.
- A Community Focus group will be held to gather further community input.

The Suisun City Mobility Summit is part of a larger effort to update the Solano Transportation Study for Seniors and People with Disabilities. Suisun City's was the second city level Mobility Summit. Five other city Mobility Summits will be held over the next year followed by a countywide Summit.

### Survey

All seniors and people with disabilities are encouraged to complete a User survey regardless of the degree of mobility need. Surveys were distributed at the Mobility Summit and at locations throughout Suisun City. They are self-addressed, post-paid mail back for easy return. Organizations may request surveys in quantity (English and Spanish) by calling 1-800-535-6883. Surveys may be returned to the STA until early 2018.

### Calls to Action

Residents and community members are encouraged to fill out User and/or Provider surveys.

- They are available on-line at [www.solanomobility.org](http://www.solanomobility.org)
- Call the Solano Mobility Call Center at 1-800-535-6883 to complete a survey over the phone or to request surveys in quantity for distribution
- To learn more about upcoming Summits or the Study effort, visit [www.solanomobility.org](http://www.solanomobility.org) or Solano Mobility on Facebook
- Residents are encouraged to complete a survey soon, but surveys will be accepted throughout the year as the study continues countywide.



# Benicia Mobility Summit

## Event Summary

### Event Overview

The Benicia Mobility Summit for Seniors and People with Disabilities was held on Friday, August 4 at the Benicia Library. The Summit was from 10am – 1pm. The Summit was organized by the Solano Transportation Authority in partnership with the City of Benicia. This Mobility Summit is one element of a multi-pronged approach to solicit input from the community to identify transportation challenges for seniors and people with disabilities. Community Focus groups and other outreach will be conducted.

### Event Purpose

- To hear from the community and identify the transportation challenges for Benicia Seniors and People with Disabilities;
- To engage the community in further outreaching to others in Benicia;
- To discuss ways to address the event's prioritized transportation challenges.

### Event Format - Interactive

- Three discussion sessions: 1) what are the transportation challenges; 2) how can attendees help further outreach to the community to learn what the community's challenges are; 3) are there some ideas on how to address the priority challenges.
- Ten "clicker" questions: Audience members were given electronic clickers and responded to 10 multiple choice questions. The questions were asked and the audience response was shown moments later on a screen for all to view.
- Dot exercise: The transportation challenges identified by the attendees were prioritized through this exercise held during the lunch break.

### Speakers and Attendance

- Speakers: Mayor Patterson, County Supervisor Monica Brown, staff from Solano Transit (SolTrans) and STA's Mobility Management program
- Forty-seven (47) members of the community attended and actively participated
- SolTrans fixed-route and ADA paratransit services provided free rides to several attendees

### Event Findings

The highest priority challenges were:

- Not enough transit service during the evening and weekends
- Concern about becoming stranded by transit
- Benicia Dial-A-Ride issues
- Limited ADA access along sidewalks
- Difficult accessing some bus stops

To address these challenges, some ideas from attendees were:

- Hire more drivers for added evening and weekend service
- Try reservation-based service for local special events
- Keep Benicia DAR phone lines open later & staffed; call-forwarding; one phone number
- Increase promotion of transit contact information
- Create emergency ride, on-call service for stranded DAR riders, possibly volunteer-based. Accessible
- Create partnerships to increase resources
- Use internet Town Hall to increase input

### Event Outreach

- Prior to the event, invitations and User surveys were sent to dozens of stakeholders (organizations and individuals).
- Twelve individuals completed Outreach Partnership Cards to carry the message into the community; STA will be following up.
- A Community Focus group will be held to gather further community input.

The Benicia Mobility Summit is part of a larger effort to update the Solano Transportation Study for Seniors and People with Disabilities. Benicia's was the third city level Mobility Summit. Four other city Mobility Summits will be held over the next year followed by a countywide Summit.

### Survey

All seniors and people with disabilities are encouraged to complete a User survey regardless of the degree of mobility need. Surveys were distributed at the Mobility Summit and at locations throughout Benicia. They are self-addressed, post-paid mail back for easy return. Organizations may request surveys in quantity (English or Spanish). Surveys may return to the STA by early 2018.

### Calls to Action

Residents and community members are encouraged to fill out User and/or Provider surveys.

- They are available on-line at [www.solanomobility.org](http://www.solanomobility.org)
- Call the Solano Mobility Call Center at 1-800-535-6883 to complete a survey over the phone or to request surveys in quantity for distribution
- To learn more about upcoming Summits or the Study effort, visit [www.solanomobility.org](http://www.solanomobility.org) or Solano Mobility on Facebook
- Residents are encouraged to complete a survey soon, but surveys will be accepted into 2018 as the study continues countywide.

# Dixon Mobility Summit

## Event Summary

### Event Overview

The Dixon Mobility Summit for Seniors and People with Disabilities was held on Thursday, October 12 at the Veterans Memorial Hall. The Summit was from 10am – 1pm. The Summit was organized by the Solano Transportation Authority in partnership with the City of Dixon. This Mobility Summit is one element of a multi-pronged approach to solicit input from the community to identify transportation challenges for seniors and people with disabilities. Community Focus groups and other outreach will be conducted.

### Event Purpose

- To hear from the community and identify the transportation challenges for Dixon Seniors and People with Disabilities;
- To engage the community in further outreach to others in Dixon;
- To discuss ways to address the event's prioritized transportation challenges.

### Event Format - Interactive

- Three discussion sessions: 1) what are the transportation challenges; 2) how can attendees help further outreach to the community to learn what the community's challenges are; 3) are there some ideas on how to address the priority challenges.
- Ten "clicker" questions: Audience members were given electronic clickers and responded to 10 multiple choice questions. The questions were asked and the audience response was shown moments later on a screen for all to view.
- Dot exercise: The transportation challenges identified by the attendees were prioritized through this exercise held during the lunch break.

### Speakers and Attendance

- Speakers: Mayor Bogue, County Supervisor John Vasquez, staff from Dixon Redit-Ride and STA's Mobility Management program
- Forty-two (42) members of the community attended and actively participated
- Dixon Redit-Ride provided free rides to several attendees

### Event Findings

The highest priority challenges were:

- Not enough transit service during the evening and weekends
- Difficulty traveling outside Dixon
- Transportation is too expensive

To address these challenges, some ideas from attendees were:

- Increase Redit-Ride service during evenings and weekends
- Add special services to local events; partner with churches and other organizations
- Allow non-ADA trips to Vacaville and Davis
- Graduated, subsidized intercity taxi fares for seniors and fixed-income riders
- Expand Golden Pass to Dixon
- Promote services and programs more

### Event Outreach

- Prior to the event, invitations and User surveys were sent to dozens of stakeholders (organizations and individuals).
- Six individuals completed Outreach Partnership Cards to carry the message into the community; STA will be following up.
- A Community Focus group will be held to gather further community input.

The Dixon Mobility Summit is part of a larger effort to update the Solano Transportation Study for Seniors and People with Disabilities. Dixon's was the fourth city level Mobility Summit. Three other city Mobility Summits will be held within the next year followed by a countywide Summit.

### Survey

All seniors and people with disabilities are encouraged to complete a User survey regardless of the degree of mobility need. Surveys were distributed at the Mobility Summit and at locations throughout Dixon. They are self-addressed, post-paid mail back for easy return. Organizations may request surveys in quantity (English or Spanish). Surveys may be returned to the STA by June 2018.

### Calls to Action

Residents and community members are encouraged to fill out User and/or Provider surveys.

- They are available on-line at [www.solanomobility.org](http://www.solanomobility.org)
- Call the Solano Mobility Call Center at 1-800-535-6883 to complete a survey over the phone or to request surveys in quantity for distribution
- To learn more about upcoming Summits or the Study effort, visit [www.solanomobility.org](http://www.solanomobility.org) or Solano Mobility on Facebook
- Residents are encouraged to complete a survey soon, but surveys will be accepted into 2018 as the study continues countywide.



DATE: November 9, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Debbie McQuilkin, Transit Mobility Coordinator  
RE: Solano Mobility Travel Training Year-End Report for FY 2016-17

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**Background:**

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

Countywide Travel Training was identified as one of four key elements in the Solano Mobility Management Plan and the Solano Transportation Study for Seniors and People with Disabilities. The Countywide Travel Training Program consists of the following:

1. Volunteer Travel Ambassador Program
2. Transit Training Videos
3. Transit Rider's Guide
4. One-on-One Travel Training

In March, 2014, Nelson Nygaard was retained by STA to develop the Volunteer Travel Training Program infrastructure, produce Transit Training Videos and Rider's Guides for Fairfield and Suisun Transit (FAST), SolTrans, Solano Express Intercity Bus, Dixon Ready-Ride and Rio Vista Delta Breeze.

Subsequently, STA contracted with Connections 4 Life and Independent Living Resource Center (ILRC) to provide One-on-One travel training services for Solano County residents. STA Board approved funding and partnership agreements with Connections 4 Life and ILRC on March 12, 2014.

**Discussion:**

***Solano Mobility Call Center Referrals***

Between July 1, 2016 and June 30, 2017, a total of 34 travel training referrals were received by the Solano Mobility Call Center. There were a total of 7 Group Travel Training Field trips organized in FY 2016-17. Field trip destinations included the Davis Farmer's Market, Suisun City Walmart, Suisun City Marina and the Kaiser and Sutter Medical Offices located in Fairfield.

### ***Volunteer Travel Ambassador Program***

**Fairfield and Suisun Transit (FAST)** has one travel ambassador, Chandra Daniels. Ms. Daniels has years of experience riding FAST and is familiar with all their transit routes. Ms. Daniels has volunteered a total of 964 hours riding the bus, answering questions, and providing materials to members of the community this past Fiscal Year.

Both **SolTrans** and **Vacaville City Coach** continue to work with the Solano Mobility Travel Training program to provide training to interested individuals.

### ***One-on-One Travel Training***

**Connections 4 Life** has gone through staff transition over the past year. Beth Cesena has been hired as the new Travel Trainer, replacing Karol Ann Yarrow. Ms. Cesena has been actively doing outreach to schedule presentations, field trips in order to provide training to any Solano County residents seeking regional training, as well as Rio Vista residents seeking local training. Ms. Cesena has organized four (4) upcoming presentations and three (3) upcoming field trips.

**Independent Living Resources** has one Travel Trainer, Cindy Hayes. Cindy has continued to do extensive outreach around the County. She has completed individual training for 25 people and successfully organized and completed five (5) group field trips resulting in 46 individuals travel trained. She frequently holds the group trainings at the Dixon Heritage Commons Senior Living facility. Cindy has become trusted and very well-liked by this community.

Both Connections 4 Life and Independent Living Resources are working with STA staff to bring innovative ideas and consistency in promotion of the Travel Training program.

Outreach continued at various events such as the CHP Age Well Drive Smart Classes and one on one meetings with cooperating agencies.

During FY 2016-17, 25 people were individually travel trained and 52 people participated in the group field trip training. The total combined number of individuals travel trained was 77, which is a 97% increase over the 39 people individually trained in FY 2015-16.

### **Recommendation:**

Informational.



DATE : November 28, 2017  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Amy Antunano, Call Center Supervisor  
RE: Solano Mobility Call Center/Transportation Info Depot Monthly Update

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**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 October 2017, the Solano Mobility Call Center assisted 663 customers, of which 199 were ADA/Mobility related. The Call Center also assisted 430 walk in customers, processed nine (9) Regional Transit Connection (RTC) applications, and sold 18 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	September	October	FY 17/18 Totals	FY 16/17 Totals
<b><u>Seniors &amp; People W/Disabilities-Calls</u></b>						
ADA Paratransit Eligibility	37	43	61	55	196	537
RTC Questions	14	12	21	26	73	201
Trip Planning	18	24	11	5	58	50
<i>Calls Referred to Outside Agencies</i>						
NonProfit			1	5	6	65
Private	10	4	8	2	24	75
Transit Agency		1		3	4	51
Taxi Scrip Local Questions	9	14	15	13	51	138
Taxi Scrip InterCity Questions	8	16	19	24	67	427
<b>Totals:</b>	<b>96</b>	<b>114</b>	<b>136</b>	<b>133</b>	<b>479</b>	<b>1544</b>
<b><u>Seniors &amp; People W/Disabilities-Other</u></b>						
RTC Apps Processed	12	14	10	9	45	133
Senior/Disabled Walk-Ins	63	67	39	49	218	443
Materials Mailed	8	9	11	8	36	122
<b>Totals:</b>	<b>83</b>	<b>90</b>	<b>60</b>	<b>66</b>	<b>299</b>	<b>698</b>
<b><u>General Mobility Call Center</u></b>						
Transit Calls	20	20	28	30	98	507
SNCI Incentives/Programs	10	11	3	6	30	100
Trip Planning	18	0	29	6	53	281
Other	42	37	45	58	182	356
<b>Totals:</b>	<b>90</b>	<b>68</b>	<b>105</b>	<b>100</b>	<b>363</b>	<b>1244</b>
<b><u>General Walk-Ins</u></b>						
General Transit Questions	310	408	394	313	1425	3327
Trip Planning	16	20	13	15	64	188
RTC Questions	2	7	7	3	19	62
Clipper Questions	3	3	6	3	15	77
Other - Taxi, Misc	6	39	14	11	70	229
<b>Totals:</b>	<b>337</b>	<b>477</b>	<b>434</b>	<b>345</b>	<b>1593</b>	<b>3883</b>
<b><u>Sales</u></b>						
Clipper Card Sales	<b>19</b>	<b>34</b>	<b>12</b>	<b>18</b>	<b>83</b>	<b>135</b>
Senior	3	16	7	5	31	38
Adult	16	18		13	47	81
Bike Link Cards Sold	1	0		1	2	1
FasTrak Applications	0	0	0	0	0	0
<b><u>Travel Training</u></b>						
Travel Training Referrals	12	13	10	10	45	43
<b><u>Outreach</u></b>						
Events & Presentations	1	1	3	6	11	25
# Attendees	47	65	220	130	462	707
Solano Mobility Website Hits	1088	1376	1132	1722	5318	12176
<b>Total Calls</b>	<b>186</b>	<b>182</b>	<b>241</b>	<b>233</b>	<b>842</b>	<b>2788</b>
<b>Total Walk-Ins</b>	<b>440</b>	<b>601</b>	<b>506</b>	<b>430</b>	<b>1977</b>	<b>4717</b>





DATE: November 13, 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
<b>Regional</b>			
1.	**Bay Area Air Quality Management District (BAAQMD) Charge Program	Anticipated \$5 million	Extended to March 9, 2018
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$7,000</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately <b>\$5,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
<b>State</b>			
1.	Caltrans Transit & Intercity Rail Capital Program	<b>Est. \$323 million</b>	January 12, 2018

**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
<b>Regional Grants</b>							
<b>BAAQMD Charge Program</b>	Grants Programs Information Request Line  (415) 749-4994	Vehicle Charging Stations	<b>\$5 million</b>	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.	Deadline extended to March 9, 2018	<b>Cory Peterson (707) 399-3214</b> <a href="mailto:cpeterson@sta.ca.gov">cpeterson@sta.ca.gov</a>	<b>Transit Facilities, Govt buildings</b>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District <b>(916) 874-4893</b> <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Replace high-polluting off-road equipment	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Ongoing. Application Due On First-Come, First-Served Basis	<b>Robert Guerrero (707) 399-3211</b> <a href="mailto:rgruerro@sta.ca.gov">rgruerro@sta.ca.gov</a>	

Fund Source	Application Contact**	Project Types/Eligibility	Amount Available	Program Description	Call For Projects	STA Staff Contact	Potential Projects
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Graciela Garcia ARB (916) 323-2781 <a href="mailto:ggarcia@arb.ca.gov">ggarcia@arb.ca.gov</a>		Up to <b>\$7,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	<b>Cory Peterson</b> (707) 399-3214 <a href="mailto:cpeterson@sta.ca.gov">cpeterson@sta.ca.gov</a>	
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <b>888-457-HVIP</b> <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Low/No Carbon Engines	Approx. <b>\$5,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	Application Due On First-Come, First-Served Basis	<b>Brandon Thomson</b> (707) 399-3234 <a href="mailto:bthomson@sta.ca.gov">bthomson@sta.ca.gov</a>	- FAST Renewable Diesel Bus Purchase
<b>Statewide Grants</b>							
<b>SB 1 Grants</b>							
<b>Active Transportation Program (ATP)</b>		Bicycle/Pedestrian	<b>\$440 Million</b>	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	<b>Ryan Dodge</b> (707) 399-3230 <a href="mailto:rdodge@sta.ca.gov">rdodge@sta.ca.gov</a>	- 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
<b>Cap and Trade Grants</b>							
<b>Transit and Intercity Rail Capital Program (TIRCP)</b>	Ezequiel Castro Caltrans (916) 654-8012 <a href="mailto:tircpcomments@dot.ca.gov">tircpcomments@dot.ca.gov</a>		<b>Est. \$323 million</b>	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	<b>Anthony Adams</b> (707) 399-3215 <a href="mailto:aadams@sta.ca.gov">aadams@sta.ca.gov</a>	- Solano Express Bus Expansion/ Electrification - FF/VV Train Station
<b>Future Funding Opportunities</b>							
<b>Volkswagen Settlement – CARB and Electrify America</b>		EV Infrastructure	<b>\$800 million over 10 years</b>	\$800 million of funding from a settlement with Volkswagen will be put into a trust called Electrify America that will be used to fund EV education and infrastructure projects across the state. Could be a potential fund source in the future and will be updated as information becomes available.	N/A	<b>Cory Peterson</b> (707) 399-3214 <a href="mailto:cpeterson@sta.ca.gov">cpeterson@sta.ca.gov</a>	- EV Charging Infrastructure
<b>PG&amp;E EV Charge Network</b>	1-877-704-8723 <a href="mailto:EVChargeNetwork@pge.com">EVChargeNetwork@pge.com</a>	EV Infrastructure	<b>TBD</b>	PG&E plans to install 7,500 charging stations across their service area. Most of these will be at employers or multi-unit dwellings. This could be a potential avenue for funding and coordination to bring more EV infrastructure to Solano County.	Early 2018	<b>Cory Peterson</b> (707) 399-3214 <a href="mailto:cpeterson@sta.ca.gov">cpeterson@sta.ca.gov</a>	EV Charging Infrastructure

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

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