



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

Solano Transportation Authority
*... working for you!*One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov**INTERCITY TRANSIT CONSORTIUM MEETING AGENDA****1:30 p.m., Tuesday, January 24, 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. ELECT CHAIR AND VICE CHAIR FOR 2017**5. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES**

(1:35 – 1:50 p.m.)

A. Discussion of STA Board Workshop – Transit Operator's Presentation

Daryl Halls

B. Status of Non-Ambulatory Intercity Service

Philip Kamhi

6. CONSENT CALENDARRecommendation: Approve the following consent items in one motion.

(1:45 – 1:50 p.m.)

**A. Minutes of the Consortium Meeting of November 29, 2016
(No meeting in December)**

Johanna Masiclat

Recommendation:

Approve the Consortium Meeting Minutes of November 29, 2016.

Pg. 5**CONSORTIUM MEMBERS**

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

- C. Revised Fiscal Year (FY) 2016-17 Transportation Development Act (TDA) Matrix – February 2017 for Intercity Taxi Scrip Program**
Recommendation:
Forward a recommendation to the STA TAC and Board to approve the Revised FY 2016-17 Solano TDA Matrix as shown in Attachment B for STA’s FY 2016-17 TDA claim.
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Philip Kamhi

7. ACTION - FINANCIAL ITEM

- A. None.**

8. ACTION NON-FINANCIAL ITEMS

- A. STA’s 2017 Legislative Platform and Legislative Update**
Recommendation:

Jayne Bauer

Forward the following recommendations to the STA TAC and Board to approve:

1. The Final 2017 Legislative Platform; and
 2. Position of support for AB 28 (Frazier).
- (1:50 – 1:55 p.m.)

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- B. First and Last Mile-Suisun Train Station/Solano Business Park**
Recommendation:

Philip Kamhi

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to direct staff to develop a first and last mile pilot project between the Suisun/Fairfield Train Station and Solano Business Park, and Jelly Belly.
(1:55 – 2:05 p.m.)

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9. INFORMATIONAL ITEMS – DISCUSSION

- A. Update on Transit Corridor Study Implementation**
(2:05 – 2:20 p.m.)

Jim McElroy
Philip Kamhi

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- B. Casual Carpool Marketing Opportunity**
(2:20 – 2:30 p.m.)

Robert Guerrero
Judy Leaks

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NO DISCUSSION

- C. Solano Mobility Call Center/Transportation Info Depot Monthly Update**
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Sean Hurley

- D. Summary of Funding Opportunities**
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Drew Hart

10. TRANSIT CONSORTIUM OPERATOR UPDATES AND COORDINATION ISSUES

Group

11. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

February 2017

- A. Updated SolanoExpress Bus Capital Replacement Plan Update
- B. Intercity Taxi Scrip Non-Ambulatory Service Proposal
- C. Solano Seniors and People with Disabilities Plan Update – Schedule Community Summits
- D. SolanoExpress Mid-Year Report

March 2017

- A. Update of Multi-Year STAF Funding Priorities
- B. Employer Program Update
- C. Vanpool Program Update
- D. SolanoExpress Service Plan Recommendation

April 2017

- A. Alternative Fuels Policy Update
- B. SolanoExpress Marketing Update

12. ADJOURNMENT

The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, February 21, 2017.**

2017 Meeting Schedule

1:30 p.m., Tues., January 24, 2017
1:30 p.m., Tues., February 21, 2017
1:30 p.m., Tues., March 28, 2017
1:30 p.m., Tues., April 25, 2017
1:30 p.m., May 30, 2017
1:30 p.m., June 27, 2017
No Meeting in July
1:30 p.m., Tues., August 28, 2017
1:30 p.m., Tues., September 26, 2017
No Meeting in October
1:30 p.m., Tues., November 28, 2017
1:30 p.m., Tues., December 18, 2017

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

1. CALL TO ORDER

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

Members

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

Members

Absent:	Mona Babauta	SolTrans
	Rachel Ford	County of Solano – Health & Social Services

Also Present (In Alphabetical Order by Last Name):

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

2. APPROVAL OF THE AGENDA

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

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES

None presented.

5. CONSENT CALENDAR

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

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

Recommendation:

Approve the Consortium Meeting Minutes of September 27, 2016.

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

Recommendation:

Receive and file.

6. ACTION FINANCIAL ITEMS

A. Solano Community College (SCC) Transportation Fee Agreement

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

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

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

Recommendation:

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

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

7. ACTION NON-FINANCIAL ITEMS

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

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

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

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

Recommendation:

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

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

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

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

Recommendation:

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

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

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

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

Recommendation:

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

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

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

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

Recommendation:

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

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

8. INFORMATIONAL ITEMS – DISCUSSION

A. Fairfield and Suisun Transit (FAST) Service Changes

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

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

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

NO DISCUSSION

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

D. Solano Mobility Travel Training Report- November 2016

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

F. Summary of Funding Opportunities

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

Group

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

Group

11. ADJOURNMENT

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

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DATE: January 9, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
RE: Revised Fiscal Year (FY) 2016-17 Transportation Development Act (TDA)
Matrix – February 2017 for Intercity Taxi Scrip Program

Background:

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

The Solano FY 2016-17 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate (Attachment A). MTC updated its FY 2016-17 fund estimate on November 16, 2016. This most recent fund estimate includes reductions in the FY 2015-16 revenue adjustments and TDA returns from Rio Vista and SolTrans.

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 cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted in April 2014. The intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2014-15 audited amounts were reconciled to the estimated amounts for FY 2014-15. The reconciliation amounts and the estimated amounts for FY 2016-17 are merged to determine the cost per funding partner.

For FY 2014-15, the actual subsidies were approximately \$800,000 less than were budgeted due to lower cost and higher fare revenue. Through the reconciliation process, this difference reduces the total amount owed in FY 2016-17. The total contributions in FY 2016-17 are approximately \$460,000 greater than in FY 2015-16. This increase is due to a number of factors, including an increase operating costs and a decrease in fare revenue for FY 2016-17. Additional Regional Measure (RM) 2 funding of \$738,000 offsets some of the subsidy needed in FY 2016-17. The contributions from all of the jurisdictions have increased from FY 2015-16 to FY 2016-17.

Discussion:

For FY 2016-17, STA approved the TDA claims for STA, the City of Vacaville, Solano County Transit (SolTrans), the City of Dixon, the City of Rio Vista, and the City of Fairfield at its June, July, and September meetings. The following TDA matrix revisions are being brought forward for approval at this time:

STA

The original FY 2016-17 TDA matrix adopted in June 2016 included estimates for the Intercity Taxi Scrip program. The current matrix is consistent with the adopted STA budget for FY 2016-17. Adjustments to the TDA matrix include increasing the amount of TDA revenue from Solano County for the taxi scrip program by approximately \$90,000 to \$322,707, as reflected in Attachment B, the revised TDA Matrix. The primary changes to the budget include a reduction in the amount of Lifeline funds and a change from the use of STAF to County TDA funds. The TDA matrix amount includes \$25,000 in funds for taxi scrip program planning work associated with Phase 2 of the program.

Amendments to the TDA claims from agencies that may be added to the TDA Matrix will be brought to the Consortium prior to consideration by the STA Board.

Fiscal Impact:

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

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the Revised FY 2016-17 Solano TDA Matrix as shown in Attachment B for STA's FY 2016-17 TDA claim.

Attachments:

- A. FY 2016-17 TDA Fund Estimate for Solano County
- B. Revised FY 2016-17 Solano TDA Matrix

FY2016-17 TDA Matrix WORKING DRAFT

FY 2016-17																									
					Paratransit		Local Transit					Intercity													
AGENCY	TDA Est from MTC, 11/16/16	Projected Carryover 11/16/16	Available for Allocation 11/16/16	FY2015-16 Allocations / Returns after 6/30/16	ADA Subsidized Taxi Phase I	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	STA Planning	Other / Swaps	Transit Capital	Total	Balance
	(1)	(1)	(1)		(2)				(3)										(4)	(4)	(6)	(7)	(8)		(9)
Dixon	745,767	1,035,581	1,781,348		5,000		340,000					\$ 4,351	\$ 91,921	\$ 3,899	\$ 5,545	\$ (730)	\$ 2,175	\$ 5,883	\$ 106,055	\$ 6,990	\$ 21,651		0	\$ 479,696	\$ 1,301,652
Fairfield	4,355,601	1,244,327	5,599,928		40,000	908,848		799,554				\$ 83,280	\$ 111,176	\$ 185,092	\$ 23,820	\$ (7,888)	\$ 29,903	\$ 189,224	\$ 568,772	\$ 45,834	\$ 125,337		2,232,244	\$ 4,720,589	\$ 879,339
Rio Vista	318,930	297,610	616,540		5,000				254,322			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 9,038		0	\$ 268,360	\$ 348,180
Suisun City	1,124,528	42,083	1,166,611		0	160,385		791,653				\$ 14,807	\$ 30,165	\$ 63,953	\$ 5,129	\$ (1,681)	\$ 8,420	\$ 73,496	\$ 182,421	\$ 11,868	\$ 32,524	\$ 50,000		\$ 1,228,851	\$ (62,240)
Vacaville	3,686,482	6,872,896	10,559,378		70,000	268,819				751,085		\$ 119,265	\$ 157,659	\$ 143,844	\$ 16,432	\$ (5,157)	\$ 12,254	\$ 60,043	\$ 480,811	\$ 23,529	\$ 106,648		1,090,000	\$ 2,790,892	\$ 7,768,486
Vallejo/Benicia (SolTrans)	5,736,777	6,113,538	11,850,315		85,000	1,296,496					2,670,158	\$ 27,599	\$ 74,965	\$ 35,578	\$ 306,302	\$ (65,058)	\$ 123,074	\$ 27,809	\$ 165,951	\$ 364,318	\$ 164,364		3,141,406	\$ 7,887,693	\$ 3,962,622
Solano County	753,163	1,158,796	1,911,959		322,707							\$ 19,483	\$ 32,936	\$ 31,115	\$ 24,496	\$ (2,043)	\$ 17,357	\$ 30,494	\$ 114,027	\$ 39,810	\$ 121,862	\$ 40,000		\$ 638,407	\$ 1,273,552
Total	16,721,248	16,764,831	33,486,079	0	527,707	2,634,548	340,000	1,591,207	254,322	751,085	2,670,158	\$ 268,785	\$ 498,824	\$ 463,481	\$ 381,724	\$ (82,557)	\$ 193,183	386,948	\$ 1,618,038	\$ 492,350	\$ 581,422	\$ 90,000	\$ 6,463,650	\$ 18,014,487	\$ 15,471,592

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

(1) MTC February 24, 2016 Fund Estimate; Reso 4220; columns I, H, J
(2) STA will be claimant. Amounts subject to change. Solano County share includes funds for intercity taxi planning activities.
(3) Includes flex routes, paratransit, local subsidized taxi
(4) Consistent with FY2016-17 Intercity Transit Funding Agreement and FY2014-15 Reconciliation
(5) Note not used.
(6) Claimed by STA from all agencies per formula; approved by TAC April 27, 2016. \$100,000 of Solano County TDA going to Redwood Parkway/Fairgrounds as requested by Solano County and pending STA Board Approval (July 2016).
(7) Suisun City amount to be claimed by STA for Suisun Amtrak station maintenance; Solano County amount to be claimed by STA for Faith in Action
(8) Transit Capital purchases include bus purchases, maintenance facilities, etc.
(9) The amount shown in Suisun City's TDA has a balance that has not been reflected in the TDA matrix, which shold come out of the Fairfield TDA balance, or be corrected at a later date.



DATE: January 18, 2017
TO: SolanoExpress Intercity Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's 2017 Legislative Platform and Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 13, 2016, the STA Board approved its 2016 Legislative Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2016.

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 2017 Legislative Platform was distributed to STA member agencies and members of our federal and state legislative delegations for review and comment. The STA Technical Advisory Committee (TAC) and Transit Consortium reviewed the draft at their meetings in November 2016.

The STA Board approved in December the distribution of the draft document for review and public comment. The comment period closed on January 17th with no submittals received. Staff recommends forwarding the Final 2017 Legislative Platform (Attachment C) to the STA Board for consideration of adoption at the Board meeting on February 8, 2017.

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

STA's state legislative advocates Josh Shaw and Matt Robinson of Shaw/Yoder/Antwih, Inc. (SYA) are working with STA staff to schedule STA Board member project briefings early this year 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.

AB 1/SB 1

On December 5, the Chairs of each House's transportation policy committees – Senator Jim Beall and Assembly Member Jim Frazier – announced the introduction of two new transportation funding proposals designed to repair and maintain our state highways and local roads, improve our trade corridors, and support public transit & active transportation. These proposals, which would each direct approximately \$6 billion a year to transportation infrastructure, are SB 1 (Beall) and AB 1 (Frazier) and include a combination of new revenues, additional investments of Cap and Trade auction proceeds, accelerated loan repayments, streamlined project delivery, accountability measures, and constitutional protections.

More specifically, the legislation would: eliminate the Board of Equalization Board (BOE) adjustment of the existing gasoline excise tax, increase it by 12 cents, and index it; increase the diesel excise tax by 20 cents and index it; increase the sales tax on diesel; increase vehicle registration fees by \$38; institute a new zero-emission vehicle fee; increase the share of cap and trade revenues for transit by 15 percent; redirect half of the truck weight fees (\$500 million); and repay outstanding loans (\$700 million). Both bills also include a \$200 million set aside for aspiring counties. There are some slight differences between the proposals, including a three-year phase-in of the 12 cent gas tax increase (included in SB 1 and not AB 1), the level of the diesel sales tax rate (4% vs. 3.5% in AB 1), and the amount of the new zero-emission vehicle fee (\$100 in SB 1 vs. \$165 in AB 1). Attachment D is a comparison of the two bills. The STA Board approved a position of support for both AB 1 and SB 1, sending letters of support to the authors and Solano's state legislators.

State Budget

Governor Brown released the 2017-18 Proposed Budget on January 10th, providing an updated transportation funding proposal of \$4.2 billion to maintain highways and local roads, expand public transit, and improve goods movement. STA's state legislative advocates have provided details of the Governor's budget in Attachment E.

AB 28

Assemblyman Frazier introduced Assembly Bill (AB) 28, to allow the California Department of Transportation (Caltrans) to continue as the decision maker for the National Environmental Policy Act (NEPA). Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would reinstate the operation of the latter provision. STA staff recommends a position of support for AB 28, as it is consistent with STA Legislative Objective and Platform:

- *#15 Support laws and policies that expedite project delivery.*
- *#VII.3 Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.*

Federal Legislative Update (Akin Gump):

STA staff and federal lobbyist Susan Lent participated in a debriefing conference call with the Department of Transportation staff regarding the unsuccessful recent submittal of the Solano I-80/I-680/SR 12 Interchange project for the first round of federal FASTLANE funding. The second round of FASTLANE funding was announced at the end of October. Due to prior support commitments to other agencies by MTC which provided the necessary regional match funding for the project in Round 1 has indicated they will support STA's project again in Round 3 of FASTLANE, STA staff will wait for the next round to submit the project again.

With the results of the November presidential election, STA's federal legislative advocate (Susan Lent of Akin Gump) is working with STA staff to refine the STA's strategy objectives to align with the new administration for the annual lobbying trip to Washington, DC, which will be scheduled in spring 2017.

Fiscal Impact:

None.

Recommendation:

Forward the following recommendations to the STA TAC and Board to approve:

1. The Final 2017 Legislative Platform; and
2. Position of support for AB 28 (Frazier).

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Final Draft 2017 Legislative Platform
- D. Comparison of AB 1 and SB 1
- E. State Budget Memo

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

January 3, 2017

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

On January 4, the Legislature will reconvene in Sacramento to begin the work of the 2017-18 Legislative Session. There will be a number of new faces in Sacramento, including two new delegates representing Solano County – Assembly Member Tim Grayson (D-Concord) and Assembly Member Cecilia Aguiar-Curry (D-Winters). Additionally, former Assembly Member Bill Dodd (D-Napa) is now representing Solano County in the Senate, filling the seat vacated by Senator Lois Wolk.

In late December, legislative leadership announced their leadership teams and committee chairs for the 2017-18 session. Senate President Pro Tem Kevin de Leon (D-Los Angeles) announced that Senator Jim Beall (D-San Jose) will continue to chair the Senate Transportation and Housing Committee and Senator Bob Wieckowski (D-Fremont) will Chair the Senate Budget Subcommittee #2 on Resources and Transportation. In the Assembly, Assembly Member Jim Frazier (D-Oakley) will continue to chair the Assembly Transportation Committee and Assembly Member Richard Bloom (D-Santa Monica) will also retain his post as Chair of the Assembly Budget Subcommittee #3 on Resources and Transportation.

We are working with STA staff to schedule a Sacramento visit for STA Board members to meet with the delegation in early 2017.

Special Session on Transportation Funding Ends

As we reported last month, on November 30, the Legislature officially adjourned the Special Session on Transportation and Infrastructure without passing a transportation funding package. Just before adjournment, Governor Brown and legislative leadership announced that a deal could not be reached in the special session, but committed to tackling transportation funding in the next session, possibly early in 2017. The Governor has indicated a renewed interest in transportation funding, so we could see a revised funding plan with the release of his proposed 2017-18 state budget on January 10.

Both Transportation Committee Chairs introduced bills on December 5, representing a \$6 billion funding package for local streets & roads, state highways, goods movement, and transit. Legislative leadership, along with the transportation committee chairs, will begin working to pass a new spending package to address the growing shortfall of transportation funding.

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Bills of Interest

AB 1 (Frazier) – Transportation Funding Package

This bill would increase several taxes and fees to address issues of deferred maintenance on state highways and local streets and roads, as well as provide new funding for public transit. Specifically, this bill would increase both the gasoline and diesel excise taxes by 12 and 20 cents, respectively; increase the vehicle registration fee by \$38; create a new \$165 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 3.5% for the State Transit Assistance Program, 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).***

AB 28 (Frazier) – Caltrans NEPA Delegation

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. ***We recommend the STA Board SUPPORT this bill.***

SB 1 (Beall) - Transportation Funding Package

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



M E M O R A N D U M

December 20, 2016

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

In December, we monitored developments in Congress and at the Department of Transportation. Susan Lent also briefed the Solano Transportation Authority Board on developments in Washington and the outlook for 2017 when the 115th Congress convenes and President-elect Trump is inaugurated.

Fiscal Year 2017 Appropriations

On December 12, President Obama signed into law a Continuing Resolution (CR) that funds most federal programs through April 28, 2017 at fiscal year 2016 levels. The legislation also included funding to address the contaminated water crisis in Flint MI and provide emergency aid to disaster areas. While Democrats and some Republicans would have preferred to complete work on the 2017 spending bill this year, President-Elect Trump urged Republicans to postpone spending and policy decisions until next year when Republicans control the White House and Congress. Under the CR, the Department of Transportation can only distribute a pro-rata share of the funds. Not only is this problematic for state and local governments and transit agencies from a budgetary perspective, but since the FAST Act authorized \$2.4 billion in additional highway and transit formula funding in fiscal year 2017, grantees will have to wait for Congress to pass a fiscal year 2017 appropriations bill with the higher funding levels to receive the increased funding.

Metropolitan Planning Organization Coordination and Planning Area Reform

On December 20, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) published a [final rule](#) that revises the metropolitan planning regulations. The rule expands the definition of Metropolitan Planning Area (MPA) to include the entire urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period in the Metropolitan Transportation Plan. If an MPA includes more than one MPO, the Governor and the affected MPOs must consider merging or adjusting the MPOs' boundaries. They could determine that it is more appropriate for multiple MPOs to serve the MPA because of the size and complexity of the area. In that case, they would be required to seek an exemption and jointly develop unified planning products and jointly establish performance targets.

Solano Transportation Authority
December 20, 2016
Page 2

The Metropolitan Transportation Commission (MTC) for the San Francisco Bay Area joined with adjacent MPOs in opposing the proposed rule in comments filed on August 24, asserting that the threshold for the rule's applicability is too low and should not be applied where it would impact only small populations. The proposed rule would impact six northern California MPOs, even though the shared urbanized area represents only a small share of each region's total population. The comments noted that for MTC and the Association of Monterey Bay Area Governments (AMBAG), the geographic area in question is just 0.68 square miles and includes a population of approximately 606 or only 0.01 percent of MTC's population and 0.08 percent of AMBAG's. It also notes that the geographic area shared by MTC and the Sacramento Area Council of Governments (SACOG) is less than - 0.00012 percent.

FHWA and FTA acknowledged in the executive summary that 24 comments recommended providing an exception where only a small portion of a UZA crosses into the jurisdiction of a neighboring MPO, or based on population, or similar factors, but determined that an exception cannot be created because the rule and the underlying statute require that MPA boundaries cannot overlap. The FHWA and FTA stated that they will provide guidance in the future about how to accomplish boundary adjustments.

The final rule will require full compliance two years after the Census Bureau releases its notice of Qualifying Urban Areas following the 2020 census, rather than six months from the census notice, as initially proposed.

Transportation Vulnerability Assessments and Security Plans

On December 14, the Transportation Security Administration (TSA) issued an Advance Notice of Proposed Rulemaking ([ANPRM](#)) requesting comments from railroads, public transit agencies, over the road bus operators, state and local governments and transportation unions on the development of surface transportation vulnerability assessment and security plan regulations mandated by the 9/11 Commission. TSA is requesting comment from transit agents on requirements for assessing the vulnerability of security systems and operations and critical assets/infrastructure and preparing security plans, and identifying which resources or other programs TSA should consider as relevant for meeting security requirements. The initial rulemaking will be applicable only to Class 1 Railroads and railroads transporting security-sensitive materials, freight railroads operating on the same track as intercity or commuter rail systems, Amtrak, and public transportation and passenger railroads and over-the-road-bus operators providing fixed-route service in high-risk urban areas, including: Anaheim/Los Angeles/Long Beach/Santa Ana areas, San Diego area, San Francisco Bay area. TSA also issued a [NPRM](#) to establish Security Training for Surface Transportation Employees in the same systems. Comments are due by February 14, 2017.



Solano Transportation Authority
2017 Legislative Platform
For Review - Comments due January 17, 2017

ATTACHMENT C



PROJECTS AND FUNDING PRIORITIES

Pursue (and seek funding for) the following priority projects:

Roadway/Highway:

I-80 Corridor Freight Mobility Improvements

- I-80/I-680/SR 12 Interchange Packages II & III
- I-80 Express Lanes – Vacaville Segment (Airbase Parkway to I-505)
- I-80 Westbound Truck Scales

Access to Federal Facility (Travis Air Force Base)

- Jepson Parkway

Transit Centers:

Tier 1:

- Fairfield/Vacaville Intermodal Station, Phase 2 (building/solar panels)

Tier 2:

- Fairfield Transportation Center Expansion
- Parkway Blvd. Overcrossing / Dixon Intermodal Station
- Vacaville Transit Center, Phase 2
- Vallejo Transit Center (Downtown) Parking Structure Phase B
- SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure

Federal Funding

1. Roadway/Highway

- I-80/I-680/SR 12 Interchange Packages II and III
 - Candidate for Nationally Significant Freight and Highway project or TIGER discretionary grant
 - Eligible for funding under National Freight Program, National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- I-80 Express Lanes – Vacaville segment
 - Candidate for TIFIA financing (via MTC)
 - Could pursue funding from federal infrastructure bank if authorized and funded
- I-80 Westbound Truck Scales
 - Potential candidate for Nationally Significant Freight and Highway project or TIGER discretionary grant (in lieu of the I-80/I-680/SR-12 project)
 - Pursue funding under Surface Transportation Program
- Jepson Parkway
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program

2. Transit Centers

- Fairfield/Vacaville Intermodal Station, Phase 2 (building/solar panels)
 - Eligible for federal transit funds distributed by formula
 - Consider applying for Bus and Bus Facilities discretionary grant
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Consider TIFIA loan for Transit Oriented Development
- Fairfield Transportation Center Expansion
 - Eligible for federal transit funds distributed by formula
 - Consider applying for Bus and Bus Facilities discretionary grant
 - Consider joint development opportunities to leverage federal dollars
 - Consider TIFIA loan for Transit Oriented Development
- Parkway Blvd. Overcrossing/Dixon Intermodal Station
 - Candidate for Highway Safety Improvement Program funds
- Vacaville Transit Center, Phase 2
 - Eligible for federal transit funds distributed by formula
 - Consider applying for Bus and Bus Facilities discretionary grant
 - Consider joint development opportunities to leverage federal dollars
 - Consider TIFIA loan for Transit Oriented Development
 - Likely eligible for CMAQ Funds
- Vallejo Transit Center (Downtown) Parking Structure Phase B
 - Eligible for federal transit funds distributed by formula
 - Consider applying for Bus and Bus Facilities discretionary grant
 - Consider joint development opportunities to leverage federal dollars
 - Consider TIFIA loan for Transit Oriented Development
- SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure
 - Eligible for federal transit funds distributed by formula
 - Consider applying for Bus and Bus Facilities discretionary grant
 - Eligible for Surface Transportation Program Funds
 - Consider joint development opportunities to leverage federal dollars
 - Consider TIFIA loan for Transit Oriented Development

3. Programs

- Active Transportation (bike, ped, SR2S, PD, PCA) – *formerly called alternative modes*
 - Seek funding for SR2S from Surface Transportation Program
 - Projects would be eligible for CMAQ funding
- Climate Change/Alternative Fuels
 - Can use federal transit funds and CMAQ funds for alternative fuel transit vehicles and fueling infrastructure
 - Pursue Diesel Emission Reduction Act Funding
 - Pursue Department of Energy Clean Cities technical support
 - Consider pursuing Bus and Bus Facilities discretionary grant
- Freight/Goods Movement
 - Identify federal fund source for I-80/I-680/SR 12 Interchange Packages II and III
 - Identify federal fund source for I-80 Westbound Truck Scales
 - Identify federal fund source for interchange improvements along I-80 corridor
 - Rail Crossings/Grade Separations

- Candidate for TIGER or Nationally Significant Freight and Highway Projects grant
- Eligible for funding under National Highway Performance Program, Surface Transportation Program, National Freight Program and Highway Safety Improvement Program
- Grade crossing eligible for funding under Highway Safety Improvement Program
- Mobility Management
 - Eligible for Transportation for Elderly Persons and Persons with Disabilities formula program
 - Eligible for federal transit funds distributed by formula
- Safe Routes to School
 - Seek funding from Surface Transportation Program

State Funding

1. Active Transportation

- SR2S – Engineering projects
- Vallejo segment of Napa Vine Trail (future)
- Fairfield/Vacaville Intermodal Station – Pedestrian/Bicyclist Access

2. Cap and Trade

- Capital Bus Replacement – SolanoExpress
- Transit service expansions
- OBAG Priorities (bicycle, pedestrian, PDA, PCA, SR2S)
- High Speed Rail connectivity to Capitol Corridor
- Multimodal transit facilities

3. Freight/Goods Movement

- I-80 Westbound Truck Scales
- Rail Crossings/Grade Separations
- SR 12

4. ITIP

- I-80 Express Lanes – Vacaville segment (Airbase Parkway to I-505)
- I-80/I-680/SR 12 Interchange Packages II & III

5. RTIP

- I-80 Express Lanes – Vacaville segment Airbase Parkway to I-505
- I-80/I-680/SR 12 Interchange Phase II & III
- Jepson Parkway

6. SHOPP

- I-80 Westbound Truck Scales
- SR 12/113 Intersection
- SR 12 Summerset to Drouin Gap – Rio Vista
- SR 113 Rehabilitation

LEGISLATIVE OBJECTIVES

1. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.
2. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.
3. Oppose efforts to reduce or divert funding from transportation projects.
4. Support initiatives to pursue the 55% voter threshold for local transportation infrastructure measures.
5. Support establishment of regional Express Lanes network.
6. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Continue to participate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area.
7. Support the Metropolitan Transportation Commission's Principles Directing State Cap and Trade funds to the Bay Area and Solano County:
 - a) Invest a major portion of fuels related revenues to implement the AB 32 and SB 32 regulatory program by reducing GHG emissions from transportation.
 - b) Structure the investments to favor integrated transportation and land use strategies.
 - c) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
 - d) Provide the incentives and assistance that local governments need to make SB 375 work.
 - e) Advocate for an increase to percentage of funds designated for regional implementation to meet the GHG reduction goals.
 - f) Advocate for upgrades to the Capitol Corridor passenger rail service, as it is a feeder service to the high speed rail system.
8. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).
9. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).
10. Support efforts to ensure Solano receives fair share of federal transportation funding from state.

11. Support development of a national freight policy and engage Caltrans and the Air Resources Board in the development of a California Freight Mobility Plan, the Sustainable Freight Plan, and the integrated freight action plan called for in Governor Brown's Executive Order B-32-15, to recognize and fund critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.
12. Monitor implementation of the National Freight Program and the Nationally Significant Freight and Highway Projects Program to ensure that funds are distributed to projects that are the most critical to the safe movement of freight.
13. Support funding of federal discretionary programs for nationally significant projects such as I-80 and Westbound Truck Scales, transit discretionary grants, and Intelligent Transportation System (ITS) deployment.
14. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.
15. Support laws and policies that expedite project delivery.
16. Support legislation that identifies long-term funding for transportation.
17. Support "fix it first" efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County's aging transportation infrastructure over expansion.
18. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.
19. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County. (Potentially: I-80/I-680/SR 12 Interchange, I-80 Express Lanes, Express bus facilities [Fairfield Transportation Center], additional operating funds for SolanoExpress, additional station and track improvements for Capitol Corridor)
20. To create consistency in the application of Federal regulations (i.e. ADA), advocate for the establishment of a Federal definition establishing the threshold between maintenance and improvement in paving as "more than one-inch". This would mirror the threshold used in the State of California Streets for roads.

LEGISLATIVE PLATFORM

I. Active Transportation (Bicycles, HOV, Livable Communities, Safe Routes to School, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.
2. Support legislation promoting the planning, design and implementation of complete streets.
3. Support legislation to promote Safe Routes to School programs in Solano County.
4. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development (TOD).
5. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.
6. Support legislation that increases employers' opportunities to offer commuter incentives.
7. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of TOD projects. Ensure that development and transit standards for TOD projects can be reasonably met by suburban communities.
8. Support establishment of regional Express Lanes network. *(Objective #5)*

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Continue to participate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area. *(Objective #6)*
3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
4. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
5. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks.

6. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.
10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
11. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.
12. Support the Metropolitan Transportation Commission's Principles Directing State Cap and Trade funds to the Bay Area and Solano County:
 - a) Invest a major portion of fuels related revenues to implement the AB 32 and SB 32 regulatory program by reducing GHG emissions from transportation.
 - b) Structure the investments to favor integrated transportation and land use strategies.
 - c) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
 - d) Provide the incentives and assistance that local governments need to make SB 375 work.
 - e) Advocate for an increase to percentage of funds designated for regional implementation to meet the GHG reduction goals.
 - f) Advocate for upgrades to the Capitol Corridor passenger rail service, as it is a feeder service to the high speed rail system. (*Objective #7*)

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Seek funding for adaptation to sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new “critical habitat” in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Advocate for regulations that increase safety pertaining to the transport of volatile and hazardous materials.
7. Monitor implementation of the environmental streamlining provisions in MAP-21.
8. Support provisions in the FAST Act that further streamline the project approval process.
9. Advocate for further streamlining of project delivery requirements to allow projects to advance quicker and more cost-effectively.

V. Water Transport

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service (including the Bridge Tolls-Northern Bridge Group “1st and 2nd dollar” revenues) which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations.
2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.
3. Seek funding opportunities for passenger and freight water transport operations and infrastructure.
4. Advocate for continued Solano County representation on the Water Emergency Transportation Authority (WETA) Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. (*Objective #18*)

VI. Funding

1. Protect Solano County's statutory portions of state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Objective #9)*
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Objective #1)*
7. Support legislation that encourages public private partnerships and provides low-cost financing for transportation projects in Solano County. *(Objective #2)*
8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for local transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. *(Objective #4)*
11. Seek funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
12. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. *(Objective #11)*
13. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.
14. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.

16. Support legislation that would mitigate fluctuations in the annual adjustment made by the Board of Equalization to the state excise tax on gasoline.
17. Monitor the distribution of State and regional transportation demand management funding.
18. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County.
19. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. *(Objective #3)*
20. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.
21. Support maintaining and increasing Cap and Trade funding for bus and rail transit, transit-oriented development, and other strategies to reduce vehicle miles travelled. *(Objective #7)*

VII. Project Delivery

1. Monitor implementation of FAST Act and MAP-21 provisions that would expedite project delivery. *(Objective #16)*
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. *(Objective #2)*
6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Seek funds for the expansion of intercity rail service within Solano County, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions, including the use of Cap and Trade revenues.
5. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.
6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.
7. Advocate for accelerated Positive Train Control implementation.

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor continuation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112.
3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support tax benefits and/or incentives for programs to promote use of public transit.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit seniors, people with disabilities, and the economically disadvantaged such as mobility management programs, intercity paratransit operations, and other community based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations in rural, small and large Urbanized Areas (UZAs).
5. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. *(Objective #19)*
6. Monitor implementation of requirements in MAP-21 and FAST Act for transit agencies to prepare asset management plans and undertake transportation planning.
7. Support the use of Cap and Trade funds for improved or expanded transit service. *(Objective #7)*
8. Support funding of discretionary programs, including bus and bus facilities and ITS deployment.

XI. Movement of Goods

1. Monitor and participate in development of a national freight policy and California's freight plan. *(Objective #11)*
2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
3. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
4. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.
5. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.
6. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.

Comparison of New Transportation Legislation

Funding Package Elements	AB 1 (Frazier)	Amount Generated/Purpose	SB 1 (Beall)	Amount Generated/Purpose
Taxes				
Gas Excise Tax	12 cpg, plus index	\$1.8 billion, plus index	6-12 cpg, plus index	\$1.8 billion, plus index in year 3
End BOE "True-up"	7.3 cpg	\$1.1 billion	7.3 cpg	\$1.1 billion
Diesel Excise Tax	20 cpg, plus index	\$600 million	20 cpg	\$600 million
VRF	\$38 per vehicle	\$1.3 billion	-	\$1.3 billion
ZEV vehicle fees	\$165 per ZEV (start in 2nd year)	\$21 million	\$100	Est. \$13 million
Diesel sales tax	3.5% increase (from 1.75% to 5.25%)	\$263 million	4.0% increase (from 1.75% to 5.75%)	Est. \$300 million: - \$263 million for STA - \$40 million for IC and commuter rail
Other Revenue Sources				
Truck Weight Fees	\$100 million, increasing over five years	\$500 million, by 2021	\$100 million, Increasing over five years	\$500 million, by 2021
Cap/Trade	From Unallocated Cap and Trade	\$300 million	Doubles set-asides for TIRCP and LCTOP	Nets \$300 million if auctions produce \$2 billion annually
Redirect Miscellaneous Trans. revenues		\$185 million		\$185 million
CT Efficiencies		\$70 million		\$70 million
Accelerate GF Loan Repayments		\$706 million (one-time)		\$706 million (one-time)
Total Amount	\$6 billion, plus \$706 million, one-time			\$6 billion, plus \$706 million, one-time
Expenditures				
Maintenance and Road Repairs	State= \$1.9 billion; Locals= \$2.4 billion		50/50 split state and local roads	
Trade Corridors	\$600 million		\$600 million (diesel tax)	
Self Help	\$200 million, annually		\$200 million, annually	
Transit	\$563 million, transit capital and operations		- \$263 million for STA - \$40 million for IC and commuter rail -\$300 million, Cap and Trade	
Active Transportation	\$80 million, annually, plus CT efficiency savings		\$80 million, annually, plus CT efficiency savings	

Comparison of New Transportation Legislation

Reforms & Process Improvements				
Environmental Process Improvements	For work within existing right of way; Advance Mitigation Program (AMP)		For work within existing right of way; Advanced Mitigation Program (AMP);	\$30 million, annual, 4 years for AMP
NEPA Delegation	Extended permanently		Extended permanently	
CTC Independence	- Separate from CalSTA; - SHOPP oversight		- Separate from CalSTA; - SHOPP oversight	
Expenditure Efficiency	Office of Inspector General (OIG)		Office of Inspector General (OIG)	
Labor Shortage			Workforce, job training, & Opportunity Act (Pre-Apprenticeship Programs)	
Various, (To be in a companion bill(s) or other means)	-Constitutional Amendment to reduce voter threshold from local transportation taxes; -Constitutional Amendment to protect new revenues		- Extend Construction Manager/General Contractor project delivery until 2025; - expanding Caltrans' federal exchange/state match program; - providing greater flexibility to allow contracting for engineering & right-of-way work; - incorporating regional transportation agencies in the process of programming SHOPP funds; - updating Caltrans' encroachment permit threshold; - requiring Caltrans to develop a plan to increase participation of small and disadvantage businesses; and - requiring CTC to provide a summary to the legislature.	

12/9/16



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

January 10, 2017

TO: Board of Directors, Solano Transportation Authority

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

RE: **GOVERNOR'S PROPOSED 2017-18 STATE BUDGET**

In Governor Brown's 2017-18 Proposed Budget, released today, his Department of Finance expects General Fund State Revenues to be about \$125 billion, and the Governor proposes to spend about \$122.5 billion from the General Fund. General Fund spending remains flat this year compared to 2016-17, while overall budget spending grows by \$8.5 billion over last year in special funds. The Legislative Analyst's Office will release its revenue estimates soon, which often differ from the Department of Finance's projections.

Consequently, the budget projects a \$1.6 billion deficit in the coming year – the first deficit in four years – without “corrective action.” In a recurring theme, Governor Brown's 2017-18 Proposed Budget emphasizes preparation for an inevitable recession. As such, the Governor is proposing to deposit an additional \$1.15 billion to the state's Rainy Day Fund, bringing the total to \$7.9 billion by the end of Fiscal Year 2017-18, reaching 63% of the constitutional target.

The Governor is also proposing two-thirds urgency legislation to confirm the continuation of the Cap and Trade program beyond 2020. Based on this approval, the budget proposes \$2.2 billion in expenditures from auction proceeds.

Finally, the Governor emphasizes the need to strengthen infrastructure, with a focus on transportation. The budget provides an updated transportation funding proposal of \$4.2 billion to maintain highways and local roads, expand public transit, and improve goods movement. We provide detail on the Governor's transportation proposal below.

Transportation / Transit / Infrastructure

The Governor's 2017-18 Proposed Budget once again states the need to find a solution to our state's deteriorating transportation infrastructure, and lays out a **proposal to invest \$43 billion in transportation over the next decade (an increase of approximately \$600 million from his 2016-17 proposal)**. The Governor's Budget states that “the repair, maintenance, and efficient operation of the state's transportation system are vital to California's economic growth” and once again emphasizes a few key principles:

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- Focusing new revenue primarily on “fix-it-first” investments to repair neighborhood roads and state highways and bridges;
- Making key investments in trade corridors to support continued economic growth and implementing a sustainable freight strategy;
- Continuing measures to improve performance, accountability and efficiency at Caltrans;
- Investing in passenger rail and public transit modernization and improvement;
- **Avoiding an impact on the General Fund.**

The Governor’s package again “includes a combination of new revenues, additional investments of Cap and Trade auction proceeds, accelerated loan repayments, Caltrans efficiencies and streamlined project delivery, accountability measures, and constitutional protections for the new revenues” and revenues would be split evenly between state and local priorities. Specifically, the \$4.2 billion annual investment proposal includes:

- *Road Improvement Charge*—\$2.1 billion from a new \$65 fee on all vehicles, including hybrids and electrics.
- *Stabilize Gasoline Excise Tax*—\$1.1 billion by setting the gasoline excise tax at the 2013-14 rate of 21.5 cents and eliminating the current annual adjustments. The broader gasoline tax would then be adjusted annually for inflation to maintain purchasing power.
- *Diesel Excise Tax*—\$425 million from an 11-cent increase in the diesel excise tax. This tax would also be adjusted annually for inflation to maintain purchasing power.
- *Cap and Trade*—\$500 million in additional Cap and Trade proceeds.
- *Caltrans Efficiencies*—\$100 million in cost-saving reforms.

Additionally, the Budget includes a General Fund commitment to transportation by accelerating \$706 million in loan repayments over the next three years. These funds will support additional investments in the Transit and Intercity Rail Capital Program, trade corridor improvements, and repairs to the state highway system.

The Governor’s plan does include a ramp up in 2017-18, with only \$1.8 billion in new revenues the first year. However, by year two the plan would provide approximately \$4.2 billion for a number of programs. Of this amount, approximately \$1.8 billion would be available for local streets and roads, \$1.8 billion for state highways, \$250 million for good movement, and \$400 million for transit. Please see the following table for more detail:

Investment Category	Program	2017-18 Amount	Annualized Amount ^{1/}
Local Streets and Roads / Partnership Programs	Active Transportation Program	\$100	\$100
	Local Road Maintenance & Repairs	\$206	\$1,163
	Local Partnership Grants ^{2/}	\$0	\$250
	SB 375 Local Planning Grants	\$25	\$25
	Corridor Mobility Program	\$275	\$275
Transit	Transit Capital ^{3/}	\$485	\$400
State Highway Repair and Maintenance ^{4/}	Pavement ^{5/}	\$129	\$997
	Bridges and Culverts	\$91	\$554
	Traffic Management Systems	\$12	\$100
	Maintenance	\$120	\$120
Trade Corridors	Improved Goods Movement ^{6/}	\$358	\$250
Total		\$1,801	\$4,234

^{1/}Excludes one-time loan repayments totaling \$706 million.
^{2/}Provides up to \$250 million per year beginning in 2018-19.
^{3/}The 2017-18 totals include anticipated loan repayments.
^{4/}Annualized amounts include \$100 million per year in Caltrans efficiency savings.

Transit

As noted above, the Governor proposes investing \$400 million per year in Cap and Trade revenues to the **Transit and Intercity Rail Capital Program (TIRCP)**; however, this dedication to annualized spending is contingent on his other proposal, to extend Cap and Trade with a supermajority vote. Additionally, this and the other dollar amounts the Governor proposes to spend on various Cap and Trade programs (listed below) would be contingent on the annual budget and appropriation process.

In other words, the Governor is not proposing to increase on a continually-appropriated basis the percentage of all Cap and Trade funds going to TIRCP, i.e. from 10% to 20% – rather, he is committing now to each year asking the Legislature *to appropriate* these dollar amounts from the Cap and Trade funds not continuously appropriated (i.e. from the 40% of funds that are not set aside in statute).

For instance, if annual auction proceeds produced \$2 billion in a given year, the 10% currently continuously-appropriated to TIRCP would automatically produce \$200 million to that program. The Governor is proposing that he would ask for an additional \$400 million from the 40% of all auction proceeds not continuously appropriated, to produce a total of \$600 million to the TIRCP in such a year.

The Governor also proposes \$256 million in loan repayments to the TIRCP, in 2017-18.

The Governor's Budget projects the **State Transit Assistance (STA) Program** will be \$293.8 million in 2017-18. **This represents an increase of \$31.3 million over the current year 2016-17 projection of \$262.5 million.**

The Governor's Budget also includes updated revenue estimates for Cap and Trade auction proceeds, including for the transit programs that rely on these dollars. The transit program revenue updates are estimated as follows:

- *Low-Carbon Transit Operations Program*—\$75 million
- *Transit and Intercity Rail Capital Program*—\$150 million

The Governor's Cap and Trade plan also acknowledges his transportation funding proposal, mentioned above, with other proposed expenditures as follows:

- *Transit and Intercity Rail Capital Program*—\$400 million
- *Active Transportation*—\$100 million
- *Low Carbon Transportation*—\$363 million

Fuel Taxes

After several years of declines in the price-based excise tax on gasoline, resulting in millions of dollars in lost revenues for local streets & roads and STIP projects, the Governor's Budget shows a rebound in the price-based excise tax – from its current level of 9.8 cents – to 11.7 cents in 2017-18, which would mean an additional \$300 million in the State Highway Account, with an estimated \$132 million available to cities and counties for local streets & roads and \$132 million to the STIP program. In 2020-21, the tax is projected to increase to 16 cents, which, if realized, would result in approximately \$930 million in additional revenue.

Goods Movement

In addition to the general investments on the state highway system and local streets and roads, the Governor's Budget invests \$250 million annually in the Trade Corridors Improvement Fund, including \$323 million from loan repayments, for Caltrans to fund projects along the state's major trade corridors,

providing ongoing funding for a program originally established with \$2 billion in one-time Proposition 1B bond funding.

Caltrans Reforms and Efficiencies

The transportation package also includes the following reforms and efficiencies within Caltrans, to streamline project delivery and advance projects more quickly:

- **State Highway Performance Plan**—Establish measurable targets for improvements including regular reporting to the California Transportation Commission, the Legislature, and the public.
- **Streamlined Project Delivery**—Provide a limited California Environmental Quality Act (CEQA) exemption for projects on existing rights-of-way with previously completed CEQA approval; remove the sunset date for the federal delegation of environmental reviews so federal and state environmental review can be completed concurrently.
- **Advanced Mitigation**—Advance project environmental mitigation to get early permitting approval as well as stakeholder and advocate buy-in on activities, reducing the challenges that can occur later which sometimes delay projects.
- **Job Order Contracting**—Complete a limited-term, focused pilot program for procuring routine highway, bridge, and applicable culvert projects using the job order contracting method. This will allow the state to complete a large number of routine maintenance activities in a given area with a single, competitively bid contract while eliminating much of the time and expense of the current process of separately bidding each project contract.
- **Extend Public-Private Partnership Authority**—Allow for these partnerships through 2027 by extending the current sunset date by 10 years.
- **California Transportation Commission Oversight**—Expand the Commission’s oversight to cover each phase of project delivery to better track Caltrans’ staffing needs and increase transparency.

A link to the summary of the Governor’s proposed budget can be found here:

<http://www.ebudget.ca.gov/FullBudgetSummary.pdf>

We will provide more details as they become available. In the meantime, please do not hesitate to contact us with any questions you have about the budget.



DATE: January 17, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
Brandon Thomson, Transit Mobility Coordinator
RE: First Last Mile Pilot - Suisun Train Station/Solano Business Park

Background:

Based on discussions with staff from the County of Solano Health and Social Services, a gap exists between the County of Solano Health and Social Services 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 Solano County. This first and last mile gap was accentuated by customers that have purchased “beater” cars that 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 has been working with Solano County and other businesses located within the Solano Business Park to assess the need for first-last mile solutions.

In October, 2016 the STA’s Solano Mobility staff conducted a survey with both Solano County and Jelly Belly employees. Based on the survey, the STA was able to assess the need and desire for a connecting route as well as better understand the employee’s mode of transportation for getting to and from work. The majority of respondents, 96%, drive themselves to work, but expressed the desire to utilize public transportation. Moreover, 70% of the respondents expressed that they would be willing to pay for a connecting service between the Suisun Train Station and the Solano Business Park.

Discussion:

Currently, local transit service is provided by Fairfield and Suisun Transit (FAST), but it requires a transfer at the Fairfield Transportation Center. As an example, Attachment B shows that the average AM travel time for the two and half mile trip between the train station and Solano County Health and Social Services is 42 minutes (and ranges between 25 and 70 minutes).

STA staff has looked at developing a new service as a pilot to/from the Suisun Train Station, and to/from the Solano Health and Social Services and the Solano Business Park. Initially, the STA staff evaluated a conventional shuttle bus service to connect the two locations. A bus could travel to/from the two locations and would likely need to operate for 5-6 hours daily in order to meet peaks and provide a minimum amount of midday service.

Another alternative to the conventional bus service could be in the form of a partnership with an on-demand Transportation Network Company (TNC). TNCs provide prearranged transportation services for compensation using an online-enabled application or platform (such as smart phone apps) to connect drivers using their vehicles. Examples of TNC's are Lyft and Uber. Over the last few years, a number of communities have begun to partner with TNC's to provide reduced costs services that compliment traditional public transit services. Example of these agencies and communities include Sacramento Regional Transit, Transportation Authority of Marin, Centennial Colorado, Pinellas-Suncoast Transit Authority, Jupiter Florida, Livermore Amador Valley Transit Authority (LAVTA), and the Santa Clara Valley Transportation Authority. They have or about to pilot programs to complement transit investments to reduce transit costs in first/last mile connections.

Fiscal Impact:

With Solano County's permission, the STA could utilize Solano County TDA funding to initiate a first and last mile pilot project, which would also require fares to operate. Additionally, STA receives the Bay Area Air Quality Management District's (BAAQMD) Transportation Funds for Clean Air (TFCA) funding, for which this could be an eligible project.

Recommendation:

Forward a recommendation to the STA TAC and Board to authorize the Executive Director to direct staff to develop a first and last mile pilot project between the Suisun/Fairfield Train Station and Solano Business Park, and Jelly Belly.

Attachments:

- A. Employer Survey and Pilot Program Information Flyer
- B. Sample Travel Itinerary from Suisun Train Station to Solano County Health and Social Services

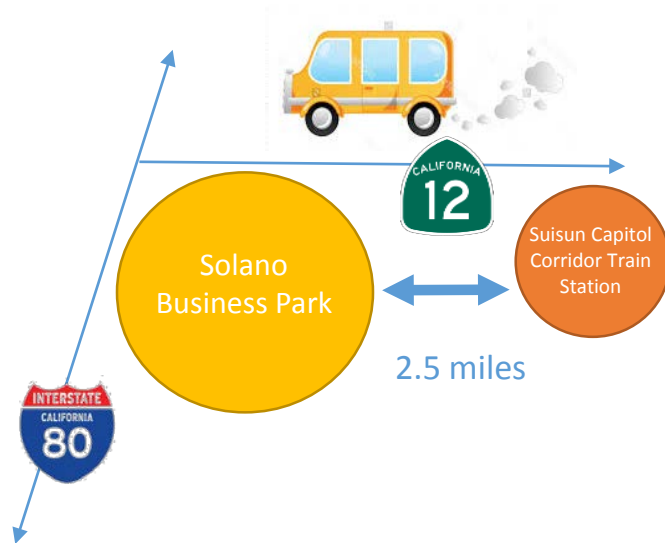
Solano Business Park Pilot Program Employer Survey and Direct Shuttle Service

The Solano Business Park is located in the City of Fairfield, just south of Highway 12 and 2.5 miles west of the Suisun City Capitol Corridor/Amtrak depot. Over 70 employers are situated in the Solano Business Park including Anheuser-Busch, Jelly Belly, Sutter Medical, and County of Solano Health and Social Services.

In partnership with Solano County Health and Social Services, the STA proposes to initiate a pilot program at the Solano Business Park that includes:

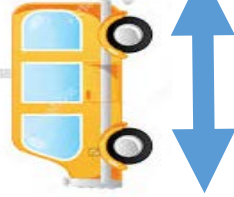
1. **Employer Survey** - designed to identify opportunities and barriers for employees to consider transit, carpool and vanpool services.
2. **Direct Shuttle Service to Suisun City Capitol Corridor Train Station**- Local bus service to the Solano Business Park and the Capitol Corridor Train Station requires a bus transfer at the Fairfield Transportation Center. The STA's Solano Mobility Program is considering implementing a direct shuttle service to Solano Business Park for train riders.

Direct Employer Shuttle Service



For more information, please contact: Judy Leaks, Mobility Program Manager 707.399.3220 or Sean Hurley, Employer Outreach Coordinator 707.399.3218.

Solano Business Park Pilot Program Employer Survey and Direct Shuttle Service



2.5 miles from Solano
Business Park to Suisun
Train Station

Suisun Train Station

**Solano Business Park includes
over 70 Employers**

Employer Type Color Key



- Medical
- County
- Food Businesses
- Corporations/Businesses
- Fitness
- Warehouses/Manufacturing
- Education
- Banks
- Other

Sample Travel Itinerary Suisun Train Station to Solano County Health and Social Services

	Arrive Suisun/Fairfield Train Station	Depart Suisun/Fairfield Train Station	Fairfield Transportation Center	Arrive Solano County Human Services Center	Time in Minutes
Westbound	6:59 AM	7:08 AM	7:15 AM	7:34 AM	35
	7:39 AM	7:43 AM	7:54 AM	8:04 AM	25
	8:19 AM	8:43 AM	8:54 AM	9:04 AM	45
	9:34 AM	9:43 AM	9:54 AM	10:04 AM	30
Eastbound	6:33 AM	7:08 AM	7:15 AM	7:34 AM	60
	7:33 AM	7:43 AM	7:54 AM	8:04 AM	31
	8:53 AM	9:43 AM	9:54 AM	10:04 AM	70
Average:					42

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DATE: January 17, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
Jim McElroy, Project Manager
RE: Update on Transit Corridor Study Implementation

Background:

The STA Board is responsible for planning, approving and implementing modifications to the seven intercity transit routes collectively marketed as SolanoExpress. STA staff has been working with staff from Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) to make significant revisions to the SolanoExpress route network. The current phase of planning began in December 2014 when the STA Board gave policy direction to staff and consultants to continue development of the service plan. STA will be returning with service plan including draft schedules, along with related recommendations, for consideration.

Discussion:

At the December 2014, meeting the Board approved the preferred option from the original Corridor Study, directed public review and input, and directed process to proceed with refining the selected option. For reference, following is a partial list of key activities leading to this agenda item:

- Selection of Consultant to Develop Phase 2 of the planning process.
- Completion of public outreach on the selected option from the original study.
- Completion of the Corridor Study, Phase 2 document, with recommendations based on Board, staff, operator, and public feedback (Attachment A, Corridor Plan Implementation).
- Acquiring an operations level planning firm to work with operators and staff to develop schedules and bus assignment details.
- Formation of an ad hoc operator's advisory committee that is generally called the Corridor Study Operations Implementation Working Group.
- Board approval of benchmarks targeting 2017 for service implementation.

An important phase of the process is transitioning from broad-scope planning to refined schedules and operations implementation plans. STA has completed three rounds of schedule production, as follows:

Schedules Round 1: These were produced based on the specifications developed in the Corridor Study reviewed by the STA Board in December 2014 and modified somewhat based on public, STA Board, and operator input. At the same time, the focus was to stay true to the full vision of the initial Study.

Schedules Round 2: These were modified some from the Round 1 product, primarily to adjust for obvious changes necessary after review of the Round 1 product. For example, operators provided comment on schedule times and Round 2 reflects those recommendations. As with Round 1, the focus was to stay true to the full vision of the initial Study. The results resulted in

total service hours of about 110,000, far exceeding the roughly 72,000 assumed to be affordable, based on the past STA Board approval of certain service cost metrics, particularly cost per revenue vehicle hour. The focus then shifted to producing a set of schedules that remains true to the initial study as much as possible but reflects the available resources by making certain cuts to Round 2 Schedules.

Schedules Round 3: Maintains the overall vision of the initial study to produce a simpler and more versatile route network. Per the master plan, this scenario reduces the seven existing routes down to three and provides a network that allows more travel options within Solano County, particularly between cities, job centers, and between colleges. The expanded levels of frequency were reduced to at least the existing levels. Also, “span of service” envisioned in the original study was reduced to at least existing. This round of scheduling produced a lower cost “book end” at about 59,000 hours of service. STA, the service providers and consultants are now working to add new services where affordable that increase both frequency and “span of service”. The base schedules are attached (Attachment B).

Schedules Round 4: Will allocate approximately 10,000 available service hours back into service, increasing frequencies on the proposed Yellow line and Red line, and will include a new PM trip to/from SF that was part of the former Route 200/Route 82 modified approval by STA and SolTrans.

Summary of Projected Service Improvements for each Community

The draft schedules have certain benefits to each of the Solano County communities that participate in regional bus service. Following are a few examples:

Benicia:

More frequent service through the Benicia Bus Hub at Industrial Center Parkway. Improved connections to the regional bus network at Curtola Bus Hub and Park and Ride and at the Vallejo Transit Center. Retains the regular 78 bus service as the new Blue Line route.

Dixon:

Improved on-time performance to UC Davis and Sacramento. Trips without transfers to Fairfield, Solano Community Colleges in Vacaville and Suisun Valley; and, to BART. One transfer service to Solano Community College at Suisun Valley, Great America, and the Vallejo Ferry Terminal.

Fairfield:

Improved on-time performance. Direct trips to Solano Community Colleges Suisun Valley. Faster trips to Vallejo and the Vallejo Ferry Terminal. Additional trips to BART Walnut Creek or BART Pleasant Hill. Per FAST request, retaining peak period high-frequency service to BART El Cerrito del Norte.

Suisun:

More connections from the Suisun Amtrak Station to the regional network with direct trips to FTC, Solano Community College – Suisun Valley, Fairgrounds, Vallejo Ferry Terminal, and BART El Cerrito del Norte.

Vacaville:

Improved on-time performance to UC Davis and Sacramento. Trips without transfers to Fairfield, Solano Community Colleges in Vacaville and Suisun Valley; and, to BART. One transfer service to Solano Community College at Suisun Valley, Great America, and the Vallejo

Ferry Terminal. Added service to Solano Community College Vacaville Campus/Vaca Valley Employment Area.

Vallejo:

Improved on-time performance. Direct and quicker trips to Solano Community College-Suisun Valley, Solano Fairground/Six Flags, and to Fairfield. Frequent direct connections to Suisun Amtrak Station.

Next Steps:

Based on STA Board approval of the Round 3 schedules, as a concept, STA will move to Round 4 Schedules that reflect increased frequencies and greater span of service, as advised by the operators and where feasible.

There are certain key issues that need to be considered or resolved before establishing final plans and actual implementation dates:

1. Interim approvals and improvements at Highway 37 and Fairgrounds Drive in Vallejo to allow buses to be quickly routed through the highway interchange without engaging the current costly and circuitous routing along Fairgrounds Drive and through residential neighborhoods.
2. Resolution of certain passenger fare issues resulting from new rider travel options within the County.
3. Resolution of different fare levels depending on the BART corridor used by the rider. This is largely mitigated in the current phase through retaining peak period service to BART El Cerrito del Norte to and from Fairfield's FTC.
4. Resolution of late evening connections from Solano Mall to the new regional network due to differences in last trip times between the eliminated Route 85 route segment to Solano Mall and regular FAST service to the Mall.
5. Identification and approval of a new bus layover location in downtown Sacramento. The new schedules include certain additional layover time in downtown Sacramento to provide an operator rest break and to improve on-time performance.
6. Reducing to a single bus stop on the Yellow Line at either BART Pleasant Hill or BART Walnut Creek, two adjacent BART stations. Staff is currently looking to the relevant service operator, FAST, to recommend the best stop for operational needs such as bus parking and passenger waiting facilities.
7. Timing of implementation to meet local operator service change constraints.

The next steps for implementation of the revised SolanoExpress system include:

- Approve draft attached schedules as a concept.
- Continue to refine schedules in consultation with operators and others, as appropriate.
- Work with operators to identify implementation dates.
- Work with operators to perform appropriate public hearings and other regulatory tasks, as required.
- Structure an outreach and marketing campaign.
- Return to the Consortium and the STA Board with proposed final schedules and proposed final service implementation plan.

Fiscal Impact:

Proposed service changes are intended to be constrained within existing and planned resources for SolanoExpress service.

Recommendation:

Informational.

Attachments:

- A. Draft Final Corridor Plan Implementation – November 2016
- B. Round 3, Base Schedules

Solano Transportation Authority
Corridor Plan Implementation
DRAFT Final Report

/4 Internal Project Data/4-05 Reports & Memos/Corridor Study

Draft 1 | November 11, 2016

Draft

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 244602-00

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ARUP

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1 Introduction

In late 2014, and after extensive study and discussion, Arup and the Solano Transportation Authority completed the I-80/I-680 Transit Corridor Study. This study reviewed the existing operation of the Solano Express Routes 20, 30, 40 78, 80 and 90. The basic recommendation was to reduce the number of individual routes and, in turn, increase the frequency of service on the remaining routes.

This Interim Report documents the most recent steps leading to implementation of the recommendations.

Solano Express Transit Corridor Study

1. Review of Prior Work and Status

STA engaged Arup to evaluate the performance of the existing Solano Express services and provide recommendations for further evaluation. Arup, working closely with the STA staff, as well as the transit operators (SolTrans and FAST), and the Intercity Consortium, in late 2014 recommended a basic all-day three route system, with an additional peak hour service linking Fairfield and Vacaville to Sacramento.

The proposed routing consisted of three all-day, frequent routes, designated by color:

- Davis via Interstate 80 and Interstate 680 to the Walnut Creek BART Station (Yellow).
- Suisun City via Highway 12, Interstate 80, Highway 37 and then Mare Island Way and Curtola Parkway to Interstate 80 and the El Cerrito del Norte BART Station (Red).
- Vallejo Ferry Terminal via Curtola Parkway, Interstate 780, Military (Benicia) and then via Interstate 680 to the Walnut Creek BART Station (Blue).

A fourth, peak period only route from Fairfield to Sacramento was also identified.

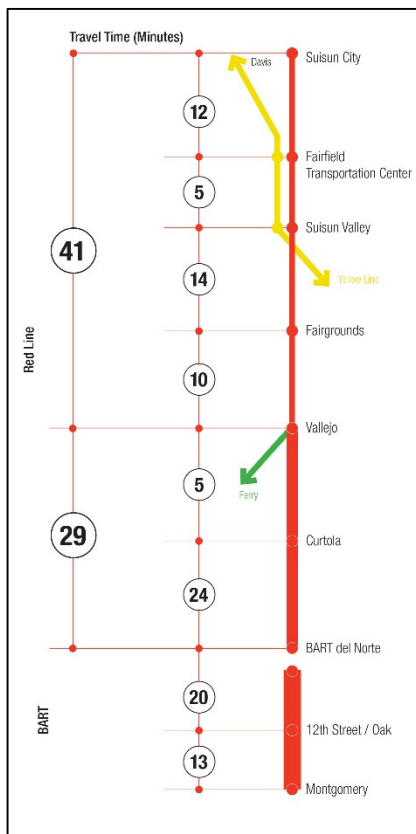


Figure 1- Proposed Red Line - Suisun-Vallejo-delNorte BART

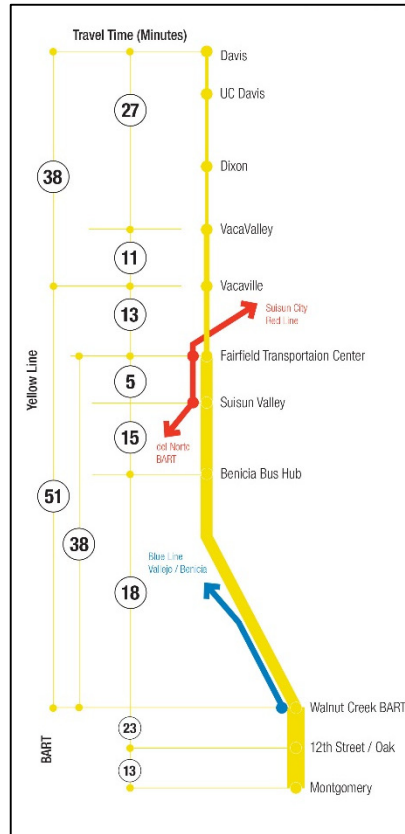


Figure 2 - Proposed Yellow Line - Davis-Vacaville-Fairfield-Walnut Creek BART

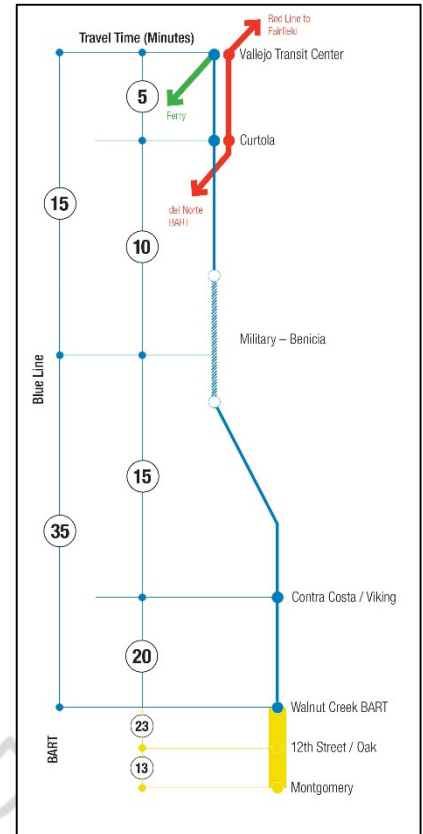


Figure 3 - Proposed Blue Line - Vallejo-Benicia-Walnut Creek BART

The overall objective was to create a simple, easily understood, useful regional service that met financial performance standards, using the following service design guidance:

- BART-like service design
- Ability to travel from Solano County city to Solano County city quickly, primarily on the freeway.
- Good connections to Vallejo Ferry, BART and downtown Sacramento.
- Better and consistent access to local colleges and UC Davis.
- Frequent service throughout the day and into the evening.
- Attractive and functional vehicles.
- Minimum 35 mph operation.

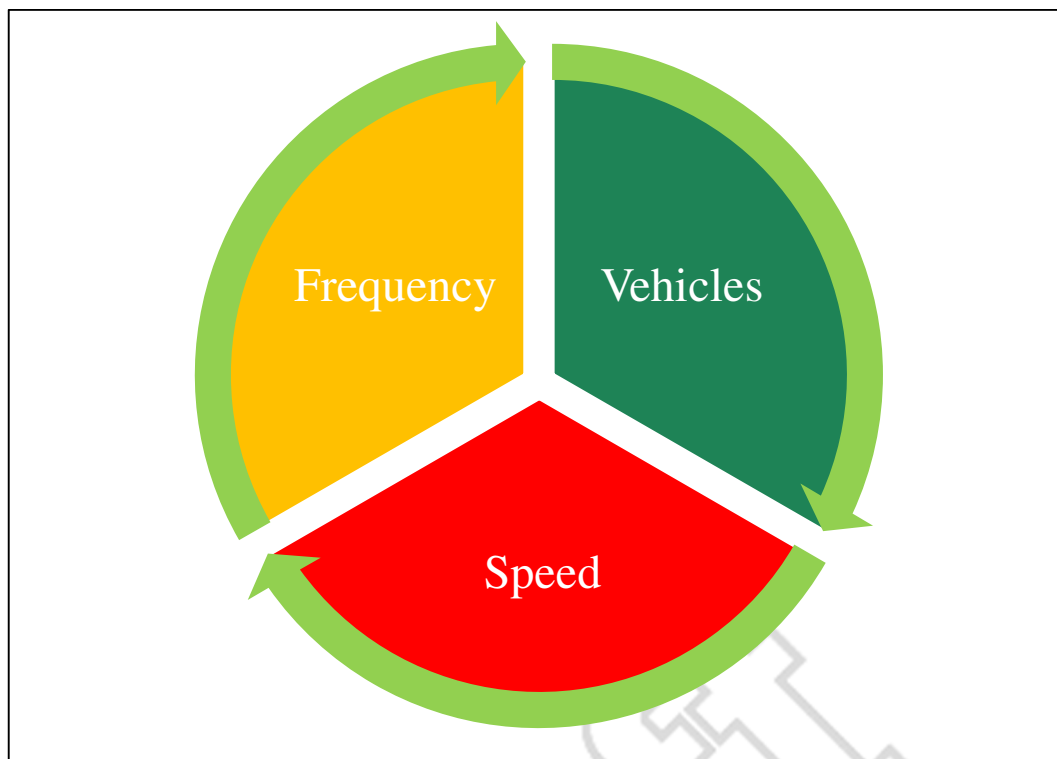


Figure 4- Good vehicles contributes to speed which allows more frequency

In the initial plan, service to Davis became all-day – an increase from the current limited peak service – while Sacramento service continued to focus on the peak commute hours.

In addition to the service elements, the proposal also identified key station access points to provide opportunities for passengers to enter the system:

- A new freeway station adjacent to Interstate 80, near Solano College Fairfield (between Fairfield Transportation Center and Suisun Valley Road). The proposed location – Suisun Parkway at Kaiser Drive – provides access to Solano College and the adjacent business park from the Suisun City to BART and UC Davis to Walnut Creek BART lines.
- Upgrades to Fairfield Transportation Center and Curtola Park and Ride, as well as new freeway-adjacent stops in Benicia, and on I-680. Finally, the study also recommended upgrading buses themselves to high-capacity double deck vehicles now in service in metropolitan Toronto and metropolitan Seattle, on-order with AC Transit for its Transbay bus services, and being considered in suburban New York.

These recommendations affect passengers in the following ways:

- Fairfield passengers accessing BART must use Walnut Creek BART instead of El Cerrito del Norte BART.



Figure 5- Double Deck Bus Snohomish County/Seattle

- More service would be provided between Fairfield and Vacaville to BART than the current service.
- The fare from Walnut Creek to Oakland and San Francisco is higher than from El Cerrito del Norte.
- Current over-the-road high-step highway coaches would be phased out in favor of low-floor double deck buses.



Figure 6 - Recommended Solano Express Bus Network

2 Outreach Comments and Results

During late 2015, STA staff and consultants conducted several public meetings, and also solicited comments from riders, FAST and SolTrans staff, and the Intercity Consortium. In general, these comments can be summarized as follows:

Public Meetings:

Reliability – Existing Service:	<p>On time reliability issues identified on current Route 30 (to Sacramento)</p> <p>On time performance issues related to congestion on current Route 90</p>
Impacts – Proposed Service:	<p>Additional commute time for Fairfield to Berkeley passengers, as these passengers will now be connect to BART in Walnut Creek and then transfer at MacArthur Station.</p> <p>Higher BART fare at Walnut Creek vs El Cerrito del Norte for passengers destined for Oakland and San Francisco.</p> <p>Transfer required by current Route 85 users to access the Solano Mall.</p> <p>Walnut Creek BART lacks AC Transit bus redundancy that is present at El Cerrito del Norte (i.e., AC Transit service provides redundancy in the event that BART service is interrupted).</p>
Reliability – Proposed Service:	<p>Concern that proposed Fairfield Transportation Center to Walnut Creek travel cannot be made in the planned 38 minutes.</p>

Stakeholders and Operators

Proposed Service:	<p>Concern that recommendation overstates demand to Davis and doesn't address either Sacramento Market or Davis to Sacramento traffic congestion.</p> <p>Level of service deficiencies to Vacaville and Solano Community College campus in Vacaville.</p>
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3 Market Assessment & Travel Market Forecasts

The Transit Corridor Study responded to forecast changes in demographics and travel demand, as identified in regional studies. These forecasts, and the region's responses, were documented in Plan Bay Area, adopted by MTC and the Association of Bay Area Governments (ABAG).

Plan Bay Area Regional 2040 demographics and travel demand (currently issued as draft documents) serve as the regional travel forecasts. The updated forecasts accommodate another 2.4 Bay Area million residents and 1.25 million jobs by 2040. Solano County is designated to accommodate 28,000 residential units by 2040 (about 5% of the Bay Area total) and about 27,000 new jobs (a bit more than 3% of the Bay Area total).

As identified in the Transit Corridor Study, the vast majority of Solano County travel is local – the Solano-Napa travel model identifies about one million intra-Solano trips, of which about two-thirds are purely local – starting and ending in the same city. However, there are still about 224,000 Solano city-to-city trips, plus more than 150,000 daily trips out of the county.

Table 1- Current Daily Trips

Solano to:	Total Daily Trips 2012	Percent Share
Internal, within Solano cities	670,000	63%
Intra-Solano, non-local	224,000	21%
Sacramento	39,200	4%
Contra Costa	57,500	5%
Alameda	24,600	2%
Napa	25,600	2%
San Francisco	17,900	2%

Based on the Plan Bay Area forecasts, future year Solano County AM peak period “intercity” trips are projected to as follows:

Table 2 - Forecast Daily Peak Period Trips

Market	2035 AM Peak Period Trips	Growth 2010- 2035
Solano to San Francisco	11,775	18%
Solano to I-80 Corridor (including Oakland)	26,100	28%
Solano to I-680 Corridor (including Central Contra Costa)	17,600	16%
Solano to Davis/Sacramento	11,000	-1%
Intra-county (Non-Local)	64,700	18%
<i>Sources: MTC Plan Bay Area 2040 Forecasts/ Solano-Napa Travel Model, 2012.</i>		

Past trends – including current intercity bus ridership – suggest good regional bus service can attract riders. Aside from a strong and very competitive transit market to San Francisco (which is served via BART or ferries), new forecasts indicate travel growth into a strong central Contra Costa County corridor (Concord, Pleasant Hill and Walnut Creek) as well as continued transit competitive markets into Oakland and San Francisco. While the Sacramento market has little forecast growth from Solano County, there is an opportunity to serve a dense job area downtown (total Sacramento city job market exceeds 200,000, and with the addition of the downtown arena, the travel market should increase). There are also significant increases forecasted in travel between Solano County cities.

4 Service Design – Adopted Goals & Objectives

The service design principles, which favor a simple, understandable route system with higher service levels on fewer routes, derive from the adopted Goals and Objectives for the study and approved by the STA Board on September 11, 2013, and are unchanged from the Study:

Table 3 - Adopted Service Design Standards

Benchmark	Standard
<i>Service Design Requirements</i>	
Connects Solano County cities	Yes
Connects to regional transit	Yes
Meets unmet transit needs	Yes
User friendly	15 minutes frequency peak/ 94% on time/reliability
Speed (mph average)	35
<i>Service Productivity Benchmarks</i>	
Passengers per vehicle revenue hour	25.0
Passengers per trip	15.0
Passengers per vehicle revenue mile	1.0
Peak corridor demand (Load factor) (hourly demand/capacity)	85.0%
Capacity utilization (passengers miles/seat miles)	35.0%
<i>Cost Efficiency Benchmarks</i>	
Cost per vehicle revenue hour	\$125.00
Cost per vehicle revenue mile	\$5.00
Cost per revenue seat mile	\$0.10
<i>Cost Effectiveness Benchmarks</i>	
Subsidy per passenger trip	\$3.50
Revenue per revenue seat mile	\$0.04
Farebox recovery ratio	50%

5 Recommended Service Design – Changes from 2014 Study

The Transit Corridor Study (2014) suggested a three-route all-day system, with a peak hour only service to Sacramento, as follows:



Figure 7- Recommended (2014) Route Structure

Based on comments from stakeholders, passengers and the public, the following changes to the Transit Corridor Study routings are proposed:

- Prioritize all-day Sacramento service, downgrade Davis access: Stakeholders identified Sacramento as a stronger all-day market; ridership counts verify that the current ridership to Sacramento is much stronger than to Davis (150 boardings in Sacramento versus less than 20 in Davis).
- Protect travel time from Fairfield to BART: Concern was expressed that I-680 near Walnut Creek has severe congestion in the morning, resulting in longer travel times overall for trips to Oakland and San Francisco than via I-80 and BART del Norte.

As a result, the proposed Yellow Line is extended to operate as a basic service from Sacramento to Walnut Creek BART via Vaca Valley and Vacaville and Fairfield. This routing provides the continuous link to the Solano College Fairfield and Vacaville campuses developed in the Transit Corridor Study. A peak period branch service to Davis will operate separately, and not be combined with the all-day Sacramento service.

Based on further analysis, it is likely that some delay could occur on I-680 within Contra Costa County. The existing HOV lane drops at the junction with Highway 242, resulting in a delay that is likely slightly worse than the delay currently experienced by the Route 90 when approaching El Cerrito del Norte. There are plans to extend the HOV lane into Walnut Creek. In the interim until the HOV lane extends to Walnut Creek, between 630am and 830am Yellow Line service could divert to North Concord BART southbound (westbound) only and then continue to the all-day Walnut Creek BART terminal. This will allow passengers destined for Oakland and San Francisco to board BART earlier, and have a faster overall trip by avoiding the worst traffic conditions on I-680 in Pleasant Hill and Walnut Creek; all trips would still terminate at Walnut Creek allowing both direct access to Central Contra Costa jobs and access to other transit services at the Walnut Creek BART hub.



Figure 8 – Recommended *Revised* Solano Express Route Structure

6 Analysis of Proposed Route Changes – Impacts on Passengers & Finances

During the course of the study, several concerns were identified in addition to those discussed in the public meetings. These concerns include:

- Impact on passengers of accessing BART at Walnut Creek versus El Cerrito del Norte
- Benefit of proposed freeway and transit center improvements to passengers and communities
- Cost versus benefit of proposed Solano College in-line station.
- Cost and benefit of using low floor double deck buses versus high floor highway coaches.

In addition, a further analysis of the actual schedules and running times was also investigated.

These impacts can be categorized as either passenger-focused or financially-focused.



Figure 9 - LA Metro Silver Line In-Line Station – Slauson/I-110

6.1 Passenger Focused Concerns

The Passenger-Focused issues were considered, as follows:

A. *Fairfield to Walnut Creek BART vs delNorte BART*

The relative advantages and disadvantages of operating Solano Express services from Fairfield entirely to Walnut Creek (proposed Yellow Line service) are identified in Table 4.

Table 4 - Fairfield to Walnut Creek BART vs delNorte BART

Connecting BART Station	Bus Trip Time from Fairfield (minutes, peak)	Time to SF from BART Station	Peak Hour Trains to SF	Peak Hour Trains to Oakland	Station Environment
El Cerrito DelNorte	40	33	4	8	Marginal
Walnut Creek BART	38	37	11	11	Good

As noted, the overall travel time increases slightly by providing access at Walnut Creek, however the overall peak period travel time decreases as more train service results in less waiting time. All trains go to San Francisco from Walnut Creek compared to El Cerrito delNorte where only four trains per hour provide direct service to San Francisco. Finally, the station environment – including atmosphere and location attractions – is more comfortable and inviting in Walnut Creek.

It has been noted that trains are more crowded at Walnut Creek, even with the high level of service. However, BART now operates four trains per peak hour from Pleasant Hill, providing less crowded trains at Walnut Creek. A more significant concern is AM traffic conditions on I-680 between 630am and 930am from the Highway 242 junction to downtown Walnut Creek. Conversely, afternoon traffic returning to Solano County has only minor delay. The response to the morning condition is to route buses via the North Concord BART station and ensure reliable overall travel time (30 minutes to North Concord BART and then 48 minutes from BART to Montgomery Station –78 minutes total, about the same as from either Walnut Creek or El Cerrito del Norte).

In the afternoon, there is no substantial difference in crowding as passengers on all lines are competing for seat space equally, by line and by destination.

B. Benefit of proposed freeway and transit center improvements to passengers and communities

The Transit Corridor Study identified a series of incremental projects that provided better access and faster service to transit passengers. These projects include a series of freeway ramp stops, some in-line freeway stations, and transit priority on local streets.

These improvements bring many (but not all) the qualities of a rail service to bus systems. These qualities include faster trip times enroute, faster times at stations, and good reliability. The benefits of these can be identified in Table 5:

Table 5- Capital Improvement Benefits

Feature	Description	Benefit
In-Line Bus Station	Locates bus stop within the freeway right-of-way. Can be either on ramp, or separate median station.	Significant travel time savings for bus passengers, operating cost savings for agencies, and increased revenue due to more bus passengers. Most in-line stations will save 3 to 5 minutes in trip time. If 3 in-line stations are provided and replace surface routing, and the overall running time is one hour, then costs will decrease by about 25%, or about \$30 per hour based on STA's assumed hourly cost.
Transit Priority on Arterials	At selected intersections, provide signal timing for bus operations, provide signal priority (holding green, limiting red), and geometric improvements such as queue jumps, etc.	Travel time savings on the order of 5% to 10%. The range of hourly savings is about \$5 to \$10 per hour.
Park and Ride Lots	Provides access to the regional transit system by bringing passengers closer to the transit service.	Increases the marketability of transit services and their potential use.

Dwell Time Reductions	Faster boarding and alighting, usually through improved fare collection and low floor buses (see bus discussion)	Fare collection usually adds about 10% to running time. Changing to prepaid fares results in about a \$10 per hour cost savings.
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C. Benefit of Solano College (Fairfield) In-Line Station

The Transit Corridor Study recommended an in-line station that could serve Solano College's Fairfield campus. The Study's goals included better access to the college and between college campuses. As a result, the Yellow Line was designed to serve both the Solano College Fairfield campus and the newer Vacaville campus.

The conceptual design "piggybacked" off the planned westbound truck stop facility to provide very close college campus access at low cost to a planned station on Suisun Parkway and Kaiser Drive. Figure 6 illustrates one possible design for the station:



Figure 10 - Solano College Station Access

The distance to the college campus is about 2,000 feet, about the same as the distance from the Berkeley BART station to the center of the UC Berkeley campus. Westbound access is at grade, while eastbound access requires some grade separation.

Since the submittal of the Transit Corridor Study, some questions have been raised on the feasibility of the Solano College in-line station. Should the station be deferred or eliminated, the following concerns are identified:

- If Solano College access continues, the additional running time will be about 5 minutes in each direction. This diversion increases running time and also inconveniences for through passengers (those, for example, traveling from Vacaville to Walnut Creek).
- If, on the other hand, the college stop is bypassed and the Yellow Line operates on the freeway to FTC, then the important direct connection between the Fairfield and Vacaville campus is not provided. Instead, passengers will be required to transfer at FTC or Vacaville Transit Center.

Passengers will be inconvenienced with either the bypass or the slower diversion, resulting in fewer riders and less fare revenue.

D. Benefit of Low Floor, Double Deck Buses

The Transit Corridor Study recommended, as the standard vehicle, a double deck, low floor vehicle.

The proposed route system evolves from the current select few stops with a significant freeway operation, to one of many stops linking community to community via the freeway right-of-way. As a result, dwell time can increase substantially, which in turns harms ridership and increases cost.

The current fleet of over-the-road coaches already are very slow boarding, as they require passengers to navigate four narrow and steep steps to enter the buses (it should also be noted that disabled access is inconvenient, requiring an external lift into the bus, causing even more significant delay). A study by UC Berkeley for AC Transit found that the average boarding time per passenger on an over-the-road coach was about 8 seconds. Alighting time is about the same. As a result, if at one stop, 10 passengers board and 10 alight, the total dwell time just for passenger boarding activity will be at least 2.5 minutes. If, however, a low floor bus is used, the Transit Capacity Manual (TCRP Report 165) estimates only 2 seconds per passenger (25% of the over-the-road coach).

As an example of the impact on running time, the Yellow Line from Sacramento to Walnut Creek is proposed to make nine mid-point stops. If, at every stop (on average) 10 people alighted and 10 boarded, the difference in running time between the over-the-road coach and the low-floor double deck bus will be more than 15 minutes (about 16% of total running time).

6.2 Financially Focused Concerns

The service plan assumed about 80,000 annual vehicle hours (about the current total for Solano Express, including recently increased weekend service) at a cost

rate of about \$125 per hour on weekdays and \$95 per hours on weekends (consistent with the cost allocation model). Other assumptions include farebox revenues (very high on Routes 80 and 90), and maintenance of the existing scheduled running times.

Under these assumptions, about 250 hours of service on weekdays and about 150 hours of service on weekends can be provided. Annual subsidy costs are maintained at about \$4 million annually.

With the suggestions to provide all-day service to Sacramento rather than Davis, an additional 30 hours of service daily is required. In addition, other schedule improvements (such as consistent headways) requires an additional 10 hours of service, totaling about 40 additional weekday hours. At a cost of \$125 per hour, this results in an additional \$1.2 million in gross cost, net of any farebox revenue. Additional changes to weekday services also could increase overall costs.

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6.3 Route Descriptions and Service Characteristics

The Revised Solano Express system includes three basic routes, as follows:

Red Line: Suisun City to El Cerrito del Norte via Fairfield (Stops/Stations in **Bold**)

The Red Line operates from the **Suisun Amtrak** via Highway 12, Beck Avenue, Cadenasso (**Fairfield Transportation Center**), Auto Mall, Chadbourne, Suisun Parkway, Business Center Drive (**Solano College Station @ Kaiser Drive**), Green Valley Road, I-80, Hwy 37 (**Fairgrounds Drive**), Wilson Avenue, Mare Island Way, Georgia Street (**Valley Ferry Terminal**), Sacramento Street, **Vallejo Transit Center**, Santa Clara Street, Maine Street, Mare Island Way, Curtola Parkway, **Curtola Park and Ride**, I-80, Cutting Blvd, **El Cerrito del Norte BART**.

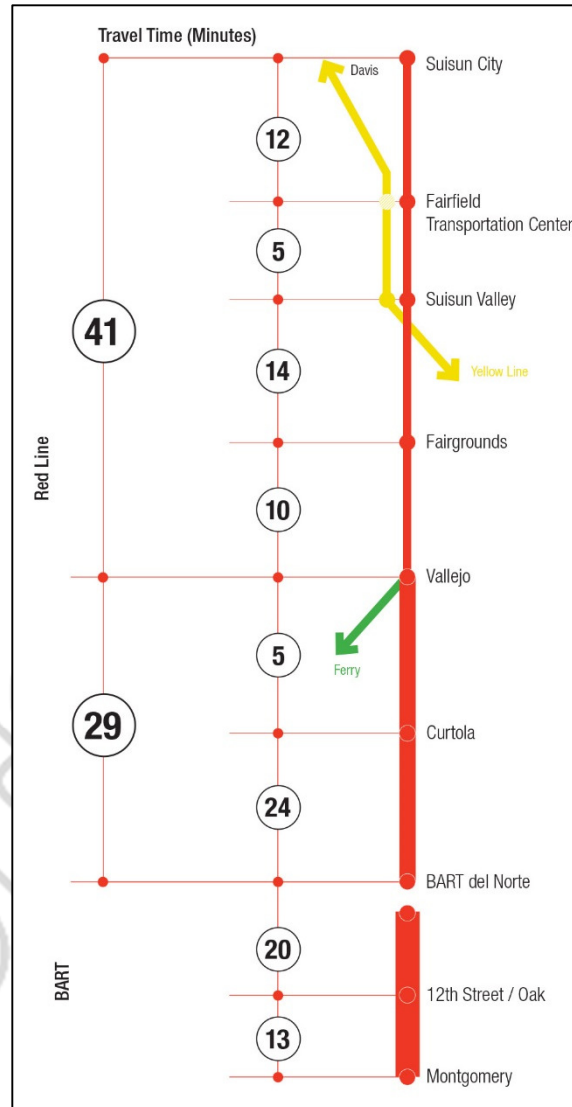


Figure 11- Recommended Red Line

Red Line - Service

Segment	Service Frequency		
	<i>6am-9am/4pm-7pm</i>	<i>Midday</i>	<i>Nite</i>
Suisun/Fairfield to Vallejo	30	30	30 – Last trip 10 pm
Vallejo to El Cerrito del Norte BART	15	15	15 – Last trip 1130pm

Red Line – Recap

Characteristic	
Weekday Veh Hours	100
Weekday Gross Costs	\$6,000
Estimated Net Cost Weekdays	\$1.5 mil

Yellow Line: Sacramento to Walnut Creek via Vacaville and Fairfield
(Stops/Stations in **Bold**)

The Yellow Line operates from downtown Sacramento via Capitol Mall, 5th Street, (**5th and P**), P Street, (**9th and P**), 10th Street, L Street (**L and 10th**), Capitol Mall (**Capitol Mall and Front**), Tower Bridge, I-80, Hwy 113 (**Dixon Station**), I-80, Vaca Valley Parkway (**Crescent Drive – Kaiser Hospital**), (**North Village – Solano College**), I-505, I-80, Allison Drive. Travis Way (**Vacaville Transit Center**), Allison Drive, I-80, West Texas Frontage Road, West Texas, (**Fairfield Transportation Center**), Auto Mall, Chadbourne, Suisun Parkway, Business Center Drive (**Solano College Station @ Kaiser Drive**), Green Valley Road, I-680, Industrial Way, Park Road (**Benicia Industrial Stop**), Bayshore Road, I-680, North Main, **Walnut Creek BART**.

Peak Period: Extend from Vaca Valley/I-80 via I-80, Hwy 113, Hutchison Drive, (UC Davis), Old Davis Road, 1st Street return via I-80.

Peak Period, AM Southbound only 630am to 830am): From **Benicia Industrial Stop**, Bayshore Road, I-680, Hwy 4, Port Chicago Highway (**North Concord BART**), Olivera Road, Hwy 242, I-680, North Main, **Walnut Creek BART**.

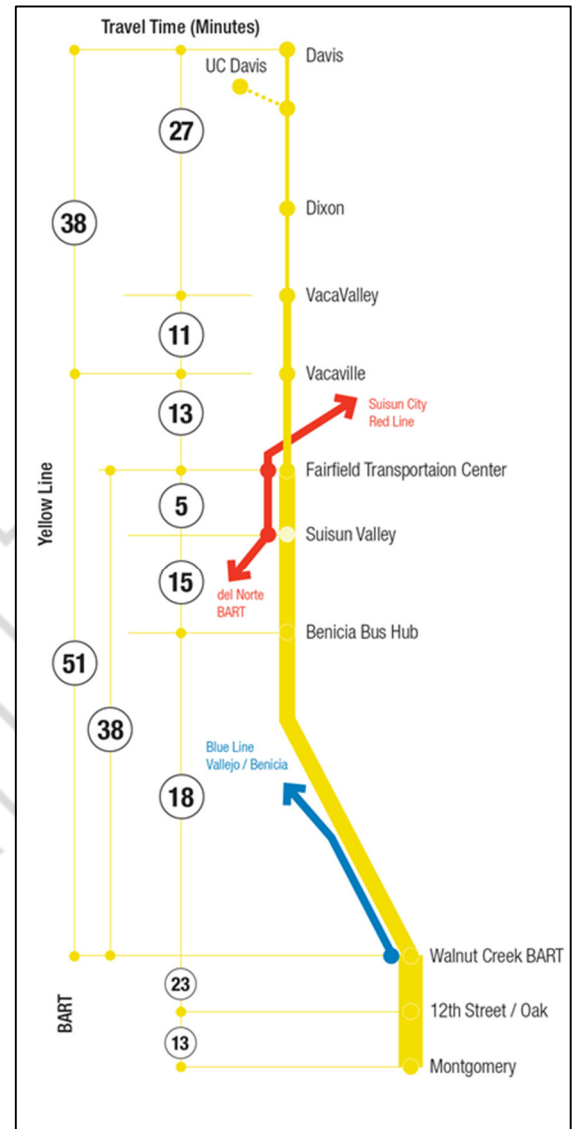


Figure 12 - Recommended Yellow Line

Yellow Line - Service

Segment	Service Frequency		
	<i>6am-9am/4pm-7pm</i>	<i>Midday</i>	<i>Nite</i>
Sacramento to Vacaville	60	60	60 – Last trip 11 pm
Vacaville to Fairfield	30	30	60 – Last trip 11 pm
Fairfield to Walnut Creek BART	15	30	15 – Last trip 1100pm

Red Line – Recap

Characteristic	
Weekday Veh Hours	140
Weekday Gross Costs	\$17,600
Estimated Net Cost Weekdays	\$2.9 mil

Blue Line: Vallejo Transit Center to Walnut Creek BART via Benicia
(Stops/Stations in **Bold**)

The Blue Line operates from the **Vallejo Transit Center**, then via Santa Clara Street, Maine Street, Mare Island Way, Curtola Parkway, **Curtola Park and Ride**, I-780, Military West (**11th / 7th / 1st / 5th & I-780**), I-780, I-680, Concord Avenue, (**SunValley Shopping Center**), Monument Blvd, I-680 to North Main, **Walnut Creek BART**.

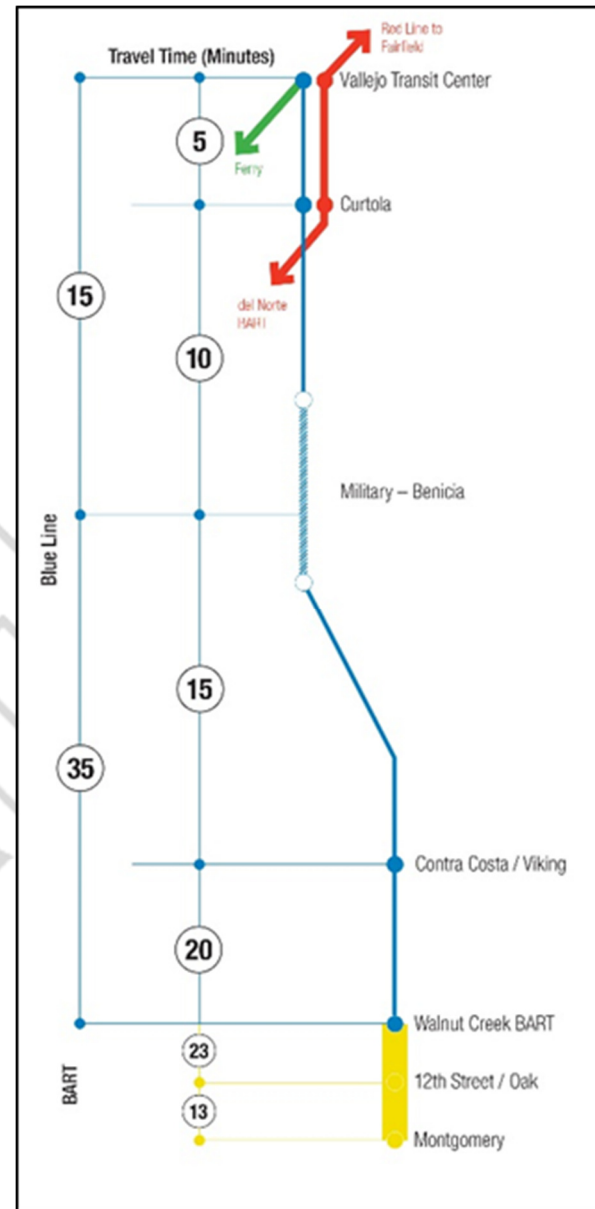


Figure 13 - Recommended Blue Line

Blue Line - Service

Segment	Service Frequency		
	<i>6am-9am/4pm-7pm</i>	<i>Midday</i>	<i>Nite</i>
Vallejo to Walnut Creek BART	30	30	60 – Last trip 900pm

Blue Line – Recap

Characteristic	
Weekday Veh Hours	35
Weekday Gross Costs	\$3,250
Estimated Net Cost Weekdays	\$0.8 mil

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6.4 Cost and Funding

The initial cost to deliver the recommended service plan results in about 40-45 additional hours of service daily. STA policy caps the cost of these hours at \$125 per hour. Depending upon farebox recovery, the range of additional net cost is from \$750,000 to about \$1.5 million, as follows:

Table 6 - Farebox Recovery Range

Farebox Recovery	Net Annual Cost
Farebox Recovery = 0%	\$1.5 million
Farebox Recovery = 25%	\$1.1 million
Farebox Recovery = 50%	\$750,000

For purposes of planning, the assumption is a net cost of *\$1 million annually* in the first 18 months of operation. Current weekend service levels and vehicle hours (although not necessarily routings) would remain unchanged during this period.

Summary by Operator

Based on existing service assignments, it is assumed that SolTrans will operate the Red and Blue Lines, and FAST will operate the Yellow Line. The following table identifies the current service allocations and the proposed allocations:

Table 7 - Summary by Route and Operator

Operator	Weekday Veh Hours	Peak Vehicles
SolTrans – Route 78	29	4
SolTrans – Route 80	61	5
SolTrans – Route 85	34	2
<i>SolTrans Summary Existing</i>	<i>124</i>	<i>11</i>
SolTrans Red Line	100	6
SolTrans – Blue Line	35	4
<i>SolTrans - Proposed</i>	<i>135</i>	<i>10</i>
FAST Route 20	13	1
FAST Route 30	16	3
FAST Route 40	20	3
FAST Route 90	56	9
<i>FAST Summary Existing</i>	<i>105</i>	<i>16</i>
FAST Yellow Line	140	10
<i>FAST - Proposed</i>	<i>140</i>	<i>10</i>
Change - SolTrans	+11	-1
Change - FAST	+35	-6

7 Facilities and Freeway & Street Improvements

The recommended service plan serves multiple markets, particularly between cities in Solano County, which should generate more ridership and revenue, and result in less subsidy per vehicle hour. This is in contrast to the current pattern of direct-one market trips between an outlying area (or park and ride lot) and a BART station.

To support this robust service plan, both vehicle and roadway infrastructure (freeways and arterial streets) require upgrading to accommodate this type of express, line-haul, multiple stop service. The Transit Corridor Study relied on *Transit Cooperative Research Program Report 145 – Reinventing the Urban Interstate: A New Paradigm for Multimodal Corridors* to identify a toolbox of roadway facilities that delivered the desired transit service. These “tools” include active freeway management (including metering and other management techniques), HOV lanes, in-line stations (on the ramps on in the medians), park and ride facilities, as well as land use changes adjacent to freeway transit nodes.

These projects should have close coordination with the MTC Managed Lanes Implementation Plan.

Major Capital Improvements, First Tier

The two most critical near-term transit improvements are the:

- Redesign and reconstruction of the I-80 ramps adjacent to the Fairfield Transportation Center to allow buses to remain in the freeway right-of-way and bypass signalized arterial intersections, and
- Establishment of a new station at Solano College along Suisun Parkway with fast and reliable access to I-80 and FTC.

First Tier Programming: *Fairfield Transportation Center I-80 ramps*

Eastbound: New stop on ramp at FTC, new bus only ramp from FTC into Beck on-ramp.

Cost: TBD

Benefit: 3 minute bus time savings

Westbound: TBD/Coordinate with MLIP project. Possible westbound median drop ramp.

Cost: TBD

Benefit: 4 minute bus time savings

First Tier Programming: Solano College Station and Access

Eastbound: TBD

Benefit: 5 minute bus time savings

Westbound: TBD

Benefit: 5 minute bus time savings

These stations act as the “hubs” of the system and provide both access and connection between different regional transit lines and the local transit network.

Minor Capital Improvements-Caltrans right-of-way, First Tier

In addition to the FTC and Solano College improvements, additional freeway stops on existing ramps, requiring minor improvements (for example, extensions of sidewalks), are recommended. These minor improvements include:

- Highway 37/Fairgrounds – Sidewalk Improvement/Bus Pad
- I-680/Gold Hill/Red Top – Sidewalk Improvement and Park & Ride Lot, and
- Benicia Industrial Park Transit Center Completion.

Minor First Tier Capital: *Caltrans Right-of-Way – 6 stops total; sidewalks.*

Cost: \$ 1 million

Benefit: Access for passengers – likely benefit to about 500 passengers daily.

Minor Capital Improvements-City rights-of-way, First Tier

In the first tier improvements, transit priority measures should be developed and delivered for the following arterial streets:

- Vaca Valley Parkway
- Curtola Parkway
- Military West, Benicia

These measures should include:

- Signal priority
- Queue jumps and bus bulbs

- Bus Lanes

Minor First Tier Capital: *City Rights-of-Way*

Scope Signal Upgrades: 25 intersections

Queue Jumps/Bulbs: TBD

Bus Lanes: TBD

Cost: Signals - \$3 million

Queue Jumps/Bulbs (allowance) - \$2 million

Benefit: About 2 bus hours of travel savings daily
(annualized benefit = ~\$100,000)

Major Capital Improvements, Second Tier

As the system develops and additional access is desired, several other on-line stations can be considered. These sites are adjacent to trip generators, fill gaps along route and access potential or planning park and ride locations. They include:

- I-80 Dixon (adjacent to Pitt School Road)
- I-80 Vacaville
- I-80 AirBase Parkway in Fairfield
- Hwy 37/Hwy 29 in Vallejo

Major Second Tier Capital: *Stations and Park and Rides*

Scope to be Determined.

Vehicles

Coupled with these initial right-of-way improvements and on-line stations, Solano Express also needs new equipment better suited for regional transit service, in contrast to point to point commuter express service. The three all-day services will include almost 20 intermediate stops with passengers boarding and alighting at each one. Boarding and dwell time should be a priority for reduction, and high capacity, low floor, fast boarding buses are necessary.

- The most progressive transit operators are now considering double deck buses for regional services because they have high capacity, reasonable operating costs, good ride quality and low floor access that benefits both cyclists and passengers with disabilities. In January, the Puget Sound area solicited for another 51 double deck buses (spread across three operators) in addition to the 50 double deck buses already in service.

- Some Solano operators have or are converting to compressed natural gas (CNG); depending upon procurement schedules, double deck CNG buses can be considered; however, it is also possible that fully electric battery powered buses will also be available in the near future.

Vehicles: *25 Total Double Deck Buses*

Cost: \$20 million

Benefit: About \$1.5 million annually due to faster boarding/alighting

Draft

8 Implementation Plan

A. Critical Milestones:

<i>Implementation Date:</i>	<i>13 February 2017</i>
Schedule Development:	31 October 2016
Phasing Approach	15 November 2016
Marketing Begins (Internal):	15 November 2016
Marketing Begins (Public):	9 January 2017
Driver Training:	15 December 2016
BART Fare Agreement:	15 December 2016
Project Financing:	15 December 2016
Project Approval (All Bodies):	15 December 2016

B. Critical Path Items:

BART Fare Equalization: Currently BART fares from Solano Express connection stations are as follows:

El Cerrito del Norte to:

San Francisco Downtown	\$4.45
Oakland Downtown	\$2.55

Walnut Creek to:

San Francisco Downtown	\$5.25
Oakland Downtown	\$3.50

As a result, the price difference is as follows:

San Francisco Downtown	\$0.80
Oakland Downtown	\$0.95

As part of the Transit Corridor Study, the recommendation was to work with BART and establish a new transfer agreement that retained the delNorte fare for Solano Express passengers. This

represents no cost to BART, since those passengers are currently fed into the system at delNorte and are paying that fare. However, there are mechanical/implementation issues with this recommendation. This is a critical path item, as it is not realistic to route buses to a higher cost station for essentially the same level of service (the overall travel time – BART and bus – is about the same to either transfer station). There are four approaches to implementing this strategy, three of which require a transfer agreement with BART, noted in the table below:

Table 8 - BART Fare Coordination Options

Strategy	Description	Notes
Clipper Based Fare	Solano Express passengers using Clipper would be charged the full Solano Express fare but upon transfer to BART at Walnut Creek would be charged the delNorte BART fare to downtown Oakland and San Francisco.	Requires changes to Clipper business practices; will require contract Change Order and Fee. May not be able to occur within the implementation period.
Clipper Based Rebate	Solano Express passengers using Clipper would on BART be charged the full BART Walnut Creek fare, but would be issued a “transfer rebate” of 80 cents, reducing the Solano Express fare. BART would reimburse STA for this transfer.	Requires changes to Clipper business practices, however, this practice already is standard between Muni and BART and AC Transit and BART.
Rebates, Clipper Enumerated	STA would establish a lower fare to Walnut Creek, BART fares would remain the same, and BART would reimburse STA for the difference using Clipper-tag information.	Requires manual invoicing.
Reduced STA Fare	STA would establish an 80 cent lower fare to Walnut Creek BART, and BART would not provide reimbursement.	Based on 1,000 passengers daily transferring to BART, would result in an annual fare revenue loss of about \$200,000 to STA.

To ensure a seamless transition, the BART fare agreement should be completed no later than mid-December for a February 2017 implementation. However, even with that lead-time, the change will need to be placed into the Clipper business practice queue several months earlier.

Additional Funding: The likely annual budget increase for the additional Solano Express services is about \$1 million based on a midrange of farebox recovery. Since implementation is targeted for February 2017, this will require an increase of about \$500,000 for FY 2016-17. These funds must be identified prior to policy board approval of the new service and the selection of an implementation date.

Public Approvals: This implementation plan include STA Board approval (likely requiring a formal public hearing), as well as approval from both SolTrans and FAST policy bodies. Consortium discussion is also required. These should be completed no later than mid-June, 2016.

Schedule Development: Once approval is granted, schedules – including vehicle assignments and work assignments (runcuts) need to be completed, within the overall service specifications. It is recommended that, due to the complexity of the schedules (many shortlines and peak services) a scheduling consultant develop the trips, connections and blocking for the three routes, based on the initial work developed in this study. The schedules should be developed no later than mid-November to allow the operators to make work assignments and develop operator bids.

As part of this assessment, a review of existing running times should be conducted, either through publicly available data sources or from operator-provided GPS data. As there are already operator concerns on running time deficiencies, this is critical concern. Should running time deficiencies be identified, additional resources will need to be provided (or service frequencies reduced) to ensure reliable schedules.

Driver training should then start in early December.

Marketing: Immediately after policy board approvals, an internal marketing effort should commence, with an overall strategy, development of printed and web-based materials, and associated outreach information. This information should then be ready for public distribution about six weeks prior to actual implementation.

C. Post Implementation:

Immediately after implementation, a high-profile effort should provide continuous review of the routes and impacts, and adjust as necessary for “teething” issues and other operational problems. A complete review of the changes should be developed for policy board consideration at six months and one year after implementation.

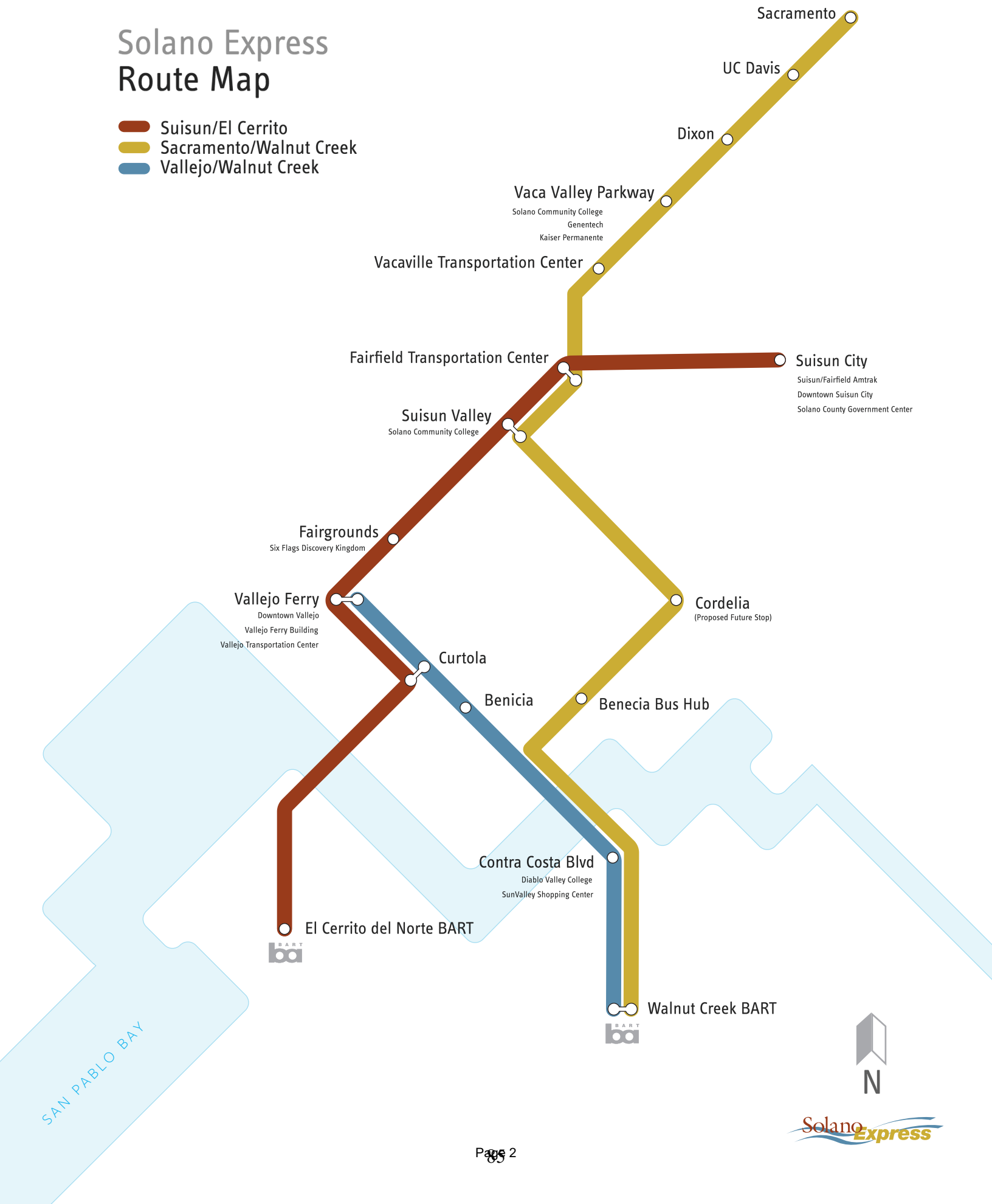
Corridor Study - Implementation
Draft Timetables - Developmental, Not Final
CSched Round 3
December 7, 2016

Includes

1. A-Red Line
2. AX-Red Line, FTC/El Cerrito Del Norte BART Peak Express
3. B-Blue Line
4. C-Yellow Line

Solano Express Route Map

-  Suisun/El Cerrito
-  Sacramento/Walnut Creek
-  Vallejo/Walnut Creek



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A-Red Line

Includes

1. Weekday
2. Saturday
3. Sunday

Direction: North

Trip Route	Trip Block	LayOSV	Trip Dura	dnbart	VTC	VTC	h37fai	SCSBC	FTC	SuAmtk	LayOSV
R	R - 3	0h00	0h46	.....	.....	5:00	5:08	5:22	5:34	5:46	0h11
R	R - 1	0h05	0h28	5:00	5:28	.....	.....	.....	.....	.....	0h08
R	R - 2	0h05	1h18	5:30 30	5:58	6:00 60	6:08	6:23	6:36	6:48	0h09
R	R - 4	0h05	0h28	5:45 15	6:13	.....	.....	.....	.....	.....	0h08
R	R - 5	0h05	0h28	6:00 15	6:28	.....	.....	.....	.....	.....	0h08
R	R - 1	0h05	1h18	6:15 15	6:43	6:45 45	6:53	7:08	7:21	7:33	0h28
R	R - 6	0h05	0h28	6:30 15	6:58	.....	.....	.....	.....	.....	0h08
R	R - 7	0h05	0h28	6:45 15	7:13	.....	.....	.....	.....	.....	0h08
R	R - 4	0h05	0h28	7:00 15	7:28	.....	.....	.....	.....	.....	0h08
R	R - 5	0h05	1h18	7:15 15	7:43	7:45 60	7:53	8:08	8:21	8:33	0h33
R	R - 3	0h05	0h28	7:30 15	7:58	.....	.....	.....	.....	.....	0h08
R	R - 6	0h05	0h28	7:45 15	8:13	.....	.....	.....	.....	.....	0h08
R	R - 7	0h05	0h28	8:00 15	8:28	.....	.....	.....	.....	.....	0h09
R	R - 4	0h05	1h18	8:15 15	8:43	8:45 60	8:53	9:08	9:21	9:33	0h33
R	R - 2	0h05	0h28	8:30 15	8:58	.....	.....	.....	.....	.....	0h18
R	R - 3	0h05	0h28	8:45 15	9:13	.....	.....	.....	.....	.....	0h23
R	R - 6	0h05	0h29	9:00 15	9:29	.....	.....	.....	.....	.....	0h00
R	R - 7	0h05	1h19	9:15 15	9:44	9:46 61	9:54	10:09	10:22	10:34	0h32
R	R - 1	0h05	0h29	9:30 15	9:59	.....	.....	.....	.....	.....	0h17
R	R - 2	0h05	0h29	9:50 20	10:19	.....	.....	.....	.....	.....	0h17
R	R - 3	0h05	1h18	10:10 20	10:39	10:40 54	10:48	11:03	11:16	11:28	0h38
R	R - 5	0h05	0h29	10:30 20	10:59	.....	.....	.....	.....	.....	0h17
R	R - 1	0h05	0h29	10:50 20	11:19	.....	.....	.....	.....	.....	0h17
R	R - 2	0h05	1h18	11:10 20	11:39	11:40 60	11:48	12:03	12:16	12:28	0h38
R	R - 4	0h05	0h29	11:30 20	11:59	.....	.....	.....	.....	.....	0h17
R	R - 5	0h05	0h29	11:50 20	12:19	.....	.....	.....	.....	.....	0h17
R	R - 1	0h05	1h18	12:10 20	12:39	12:40 60	12:48	13:03	13:16	13:28	0h38
R	R - 7	0h05	0h29	12:30 20	12:59	.....	.....	.....	.....	.....	0h17
R	R - 4	0h05	0h29	12:50 20	13:19	.....	.....	.....	.....	.....	0h17
R	R - 5	0h05	1h19	13:10 20	13:39	13:40 60	13:48	14:03	14:16	14:29	0h37
R	R - 3	0h05	0h29	13:30 20	13:59	.....	.....	.....	.....	.....	0h12
R	R - 7	0h05	0h32	13:50 20	14:22	.....	.....	.....	.....	.....	0h19
R	R - 4	0h05	1h24	14:10 20	14:44	14:45 65	14:53	15:08	15:21	15:34	0h32
R	R - 2	0h05	0h34	14:30 20	15:04	.....	.....	.....	.....	.....	0h07
R	R - 3	0h05	0h34	14:45 15	15:19	.....	.....	.....	.....	.....	0h07
R	R - 8	0h05	0h34	15:00 15	15:34	.....	.....	.....	.....	.....	0h07
R	R - 7	0h05	1h24	15:15 15	15:49	15:50 65	15:58	16:13	16:26	16:39	0h27
R	R - 1	0h05	0h34	15:30 15	16:04	.....	.....	.....	.....	.....	0h07

Direction: North

Trip Route	Trip Block	LayOSV	Trip Dura	dnbart	VTC	VTC	h37fai	SCSBC	FTC	SuAmtk	LayOSV
R	R - 2	0h05	0h34	15:45 15	16:19	.....	.....	.....	.....	.....	0h07
R	R - 3	0h05	0h34	16:00 15	16:34	.....	.....	.....	.....	.....	0h07
R	R - 8	0h05	1h24	16:15 15	16:49	16:50 60	16:58	17:13	17:26	17:39	0h29
R	R - 5	0h05	0h34	16:30 15	17:04	.....	.....	.....	.....	.....	0h07
R	R - 1	0h05	0h34	16:45 15	17:19	.....	.....	.....	.....	.....	0h07
R	R - 2	0h05	0h34	17:00 15	17:34	.....	.....	.....	.....	.....	0h07
R	R - 3	0h05	1h24	17:15 15	17:49	17:50 60	17:58	18:13	18:26	18:39	0h31
R	R - 4	0h05	0h34	17:30 15	18:04	.....	.....	.....	.....	.....	0h07
R	R - 5	0h05	0h34	17:45 15	18:19	.....	.....	.....	.....	.....	0h07
R	R - 1	0h05	0h34	18:00 15	18:34	.....	.....	.....	.....	.....	0h07
R	R - 2	0h05	1h24	18:15 15	18:49	18:51 61	18:59	19:14	19:27	19:39	0h32
R	R - 7	0h05	0h33	18:30 15	19:03	.....	.....	.....	.....	.....	0h10
R	R - 4	0h05	0h31	18:45 15	19:16	.....	.....	.....	.....	.....	0h12
R	R - 5	0h05	0h28	19:00 15	19:28	.....	.....	.....	.....	.....	0h15
R	R - 1	0h05	0h28	19:15 15	19:43	.....	.....	.....	.....	.....	0h00
R	R - 8	0h05	1h18	19:30 15	19:58	20:00 69	20:08	20:23	20:36	20:48	0h23
R	R - 7	0h05	0h28	19:45 15	20:13	.....	.....	.....	.....	.....	0h05
R	R - 4	0h05	0h28	20:00 15	20:28	.....	.....	.....	.....	.....	0h10
R	R - 5	0h05	0h28	20:15 15	20:43	.....	.....	.....	.....	.....	0h00
R	R - 3	0h05	1h18	20:30 15	20:58	21:00 60	21:08	21:23	21:36	21:48	0h23
R	R - 7	0h05	0h28	20:50 20	21:18	.....	.....	.....	.....	.....	0h10
R	R - 4	0h05	0h28	21:10 20	21:38	.....	.....	.....	.....	.....	0h00
R	R - 2	0h05	0h28	21:30 20	21:58	.....	.....	.....	.....	.....	0h00
R	R - 7	0h05	0h28	22:00 30	22:28	.....	.....	.....	.....	.....	0h00
R	R - 8	0h05	0h28	22:30 30	22:58	.....	.....	.....	.....	.....	0h00
R	R - 3	0h05	0h28	23:30 60	23:58	.....	.....	.....	.....	.....	0h00

Direction: South

Trip Route	Trip Block	LayOSV	Trip Dura	SuAmtk	FTC	SCSBC	h37fai	VTC	VTC	dnbart	LayOSV
R	R - 1	0h00	0h26	.....	.....	.....	.....	.....	4:29	4:55	0h05
R	R - 2	0h00	0h26	.....	.....	.....	.....	.....	4:59 30	5:25 30	0h05
R	R - 4	0h00	0h29	.....	.....	.....	.....	.....	5:11 12	5:40 15	0h05
R	R - 5	0h00	0h32	.....	.....	.....	.....	.....	5:23 12	5:55 15	0h05
R	R - 1	0h08	0h34	.....	.....	.....	.....	.....	5:36 13	6:10 15	0h05
R	R - 6	0h00	0h34	.....	.....	.....	.....	.....	5:51 15	6:25 15	0h05
R	R - 7	0h00	0h34	.....	.....	.....	.....	.....	6:06 15	6:40 15	0h05
R	R - 4	0h08	0h34	.....	.....	.....	.....	.....	6:21 15	6:55 15	0h05
R	R - 5	0h08	0h34	.....	.....	.....	.....	.....	6:36 15	7:10 15	0h05
R	R - 3	0h11	1h28	5:57	6:09	6:21	6:38	6:46	6:51 15	7:25 15	0h05
R	R - 6	0h08	0h34	.....	.....	.....	.....	.....	7:06 15	7:40 15	0h05
R	R - 7	0h08	0h34	.....	.....	.....	.....	.....	7:21 15	7:55 15	0h05
R	R - 4	0h08	0h34	.....	.....	.....	.....	.....	7:36 15	8:10 15	0h05
R	R - 2	0h09	1h28	6:57 60	7:09	7:21	7:38	7:46	7:51 15	8:25 15	0h05
R	R - 3	0h08	0h34	.....	.....	.....	.....	.....	8:06 15	8:40 15	0h05
R	R - 6	0h08	0h34	.....	.....	.....	.....	.....	8:21 15	8:55 15	0h05
R	R - 7	0h09	0h33	.....	.....	.....	.....	.....	8:37 16	9:10 15	0h05
R	R - 1	0h28	1h24	8:01 64	8:13	8:25	8:42	8:50	8:55 18	9:25 15	0h05
R	R - 2	0h18	0h29	.....	.....	.....	.....	.....	9:16 21	9:45 20	0h05
R	R - 3	0h23	0h29	.....	.....	.....	.....	.....	9:36 20	10:05 20	0h05
R	R - 5	0h33	1h19	9:06 65	9:18	9:30	9:45	9:53	9:56 20	10:25 20	0h05
R	R - 1	0h17	0h29	.....	.....	.....	.....	.....	10:16 20	10:45 20	0h05
R	R - 2	0h17	0h29	.....	.....	.....	.....	.....	10:36 20	11:05 20	0h05
R	R - 4	0h33	1h19	10:06 60	10:18	10:30	10:45	10:53	10:56 20	11:25 20	0h05
R	R - 5	0h17	0h29	.....	.....	.....	.....	.....	11:16 20	11:45 20	0h05
R	R - 1	0h17	0h29	.....	.....	.....	.....	.....	11:36 20	12:05 20	0h05
R	R - 7	0h32	1h19	11:06 60	11:18	11:30	11:45	11:53	11:56 20	12:25 20	0h05
R	R - 4	0h17	0h29	.....	.....	.....	.....	.....	12:16 20	12:45 20	0h05
R	R - 5	0h17	0h29	.....	.....	.....	.....	.....	12:36 20	13:05 20	0h05
R	R - 3	0h38	1h19	12:06 60	12:18	12:30	12:45	12:53	12:56 20	13:25 20	0h05
R	R - 7	0h17	0h29	.....	.....	.....	.....	.....	13:16 20	13:45 20	0h05
R	R - 4	0h17	0h29	.....	.....	.....	.....	.....	13:36 20	14:05 20	0h05
R	R - 2	0h38	1h19	13:06 60	13:18	13:30	13:45	13:53	13:56 20	14:25 20	0h05
R	R - 3	0h12	0h29	.....	.....	.....	.....	.....	14:11 15	14:40 15	0h05
R	R - 8	0h00	0h29	.....	.....	.....	.....	.....	14:26 15	14:55 15	0h05
R	R - 7	0h19	0h29	.....	.....	.....	.....	.....	14:41 15	15:10 15	0h05
R	R - 1	0h38	1h19	14:06 60	14:18	14:30	14:45	14:53	14:56 15	15:25 15	0h05
R	R - 2	0h07	0h29	.....	.....	.....	.....	.....	15:11 15	15:40 15	0h05

Direction: South

Trip Route	Trip Block	LayOSV	Trip Dura	SuAmtk	FTC	SCSBC	h37fai	VTC	VTC	dnbart	LayOSV
R	R - 3	0h07	0h29	.....	.....	.....	.....	.....	15:26 15	15:55 15	0h05
R	R - 8	0h07	0h29	.....	.....	.....	.....	.....	15:41 15	16:10 15	0h05
R	R - 5	0h37	1h19	15:06 60	15:18	15:30	15:45	15:53	15:56 15	16:25 15	0h05
R	R - 1	0h07	0h29	.....	.....	.....	.....	.....	16:11 15	16:40 15	0h05
R	R - 2	0h07	0h29	.....	.....	.....	.....	.....	16:26 15	16:55 15	0h05
R	R - 3	0h07	0h29	.....	.....	.....	.....	.....	16:41 15	17:10 15	0h05
R	R - 4	0h32	1h19	16:06 60	16:18	16:30	16:45	16:53	16:56 15	17:25 15	0h05
R	R - 5	0h07	0h29	.....	.....	.....	.....	.....	17:11 15	17:40 15	0h05
R	R - 1	0h07	0h29	.....	.....	.....	.....	.....	17:26 15	17:55 15	0h05
R	R - 2	0h07	0h29	.....	.....	.....	.....	.....	17:41 15	18:10 15	0h05
R	R - 7	0h27	1h19	17:06 60	17:18	17:30	17:45	17:53	17:56 15	18:25 15	0h05
R	R - 4	0h07	0h29	.....	.....	.....	.....	.....	18:11 15	18:40 15	0h05
R	R - 5	0h07	0h29	.....	.....	.....	.....	.....	18:26 15	18:55 15	0h05
R	R - 1	0h07	0h29	.....	.....	.....	.....	.....	18:41 15	19:10 15	0h05
R	R - 8	0h29	1h17	18:08 62	18:20	18:32	18:47	18:55	18:58 17	19:25 15	0h05
R	R - 7	0h10	0h27	.....	.....	.....	.....	.....	19:13 15	19:40 15	0h05
R	R - 4	0h12	0h27	.....	.....	.....	.....	.....	19:28 15	19:55 15	0h05
R	R - 5	0h15	0h27	.....	.....	.....	.....	.....	19:43 15	20:10 15	0h05
R	R - 3	0h31	1h15	19:10 62	19:22	19:33	19:47	19:55	19:58 15	20:25 15	0h05
R	R - 7	0h05	0h27	.....	.....	.....	.....	.....	20:18 20	20:45 20	0h05
R	R - 4	0h10	0h27	.....	.....	.....	.....	.....	20:38 20	21:05 20	0h05
R	R - 2	0h32	1h14	20:11 61	20:22	20:33	20:47	20:55	20:58 20	21:25 20	0h05
R	R - 7	0h10	0h27	.....	.....	.....	.....	.....	21:28 30	21:55 30	0h05
R	R - 8	0h23	1h14	21:11 60	21:22	21:33	21:47	21:55	21:58 30	22:25 30	0h05
R	R - 3	0h23	1h14	22:11 60	22:22	22:33	22:47	22:55	22:58 60	23:25 60	0h05

Direction: North

Trip Route	Trip Block	LayOSV	dnbart	VTC	VTC	h37fai	SCSBC	FTC	SuAmtk	LayOSV
R	R - 1	0h00	.....	.....	6:00	6:07	6:22	6:34	6:45	0h27
R	R - 2	0h04	6:30	6:56	.....	.....	.....	.....	.....	0h04
R	R - 2	0h04	7:30 60	7:56	8:00	8:07	8:22	8:34	8:45	0h26
R	R - 1	0h04	8:30 60	8:56	.....	.....	.....	.....	.....	0h00
R	B - 1	0h04	9:00 30	9:29	.....	.....	.....	.....	.....	0h11
R	R - 3	0h02	9:30 30	9:59	10:03	10:11	10:26	10:39	10:51	0h20
R	B - 2	0h02	10:00 30	10:29	.....	.....	.....	.....	.....	0h11
R	R - 2	0h02	10:30 30	10:59	.....	.....	.....	.....	.....	0h00
R	B - 3	0h02	11:00 30	11:29	.....	.....	.....	.....	.....	0h11
R	R - 4	0h02	11:30 30	11:59	12:03	12:11	12:26	12:39	12:51	0h20
R	B - 1	0h02	12:00 30	12:29	.....	.....	.....	.....	.....	0h11
R	R - 3	0h02	12:30 30	12:59	.....	.....	.....	.....	.....	0h00
R	B - 2	0h02	13:00 30	13:29	.....	.....	.....	.....	.....	0h11
R	R - 5	0h02	13:30 30	13:59	14:03	14:11	14:26	14:39	14:51	0h20
R	B - 3	0h02	14:00 30	14:29	.....	.....	.....	.....	.....	0h11
R	R - 4	0h02	14:30 30	14:59	.....	.....	.....	.....	.....	0h00
R	B - 1	0h02	15:00 30	15:29	.....	.....	.....	.....	.....	0h11
R	R - 6	0h02	15:30 30	15:59	16:03	16:11	16:26	16:39	16:51	0h20
R	B - 2	0h02	16:00 30	16:29	.....	.....	.....	.....	.....	0h11
R	R - 5	0h02	16:30 30	16:59	.....	.....	.....	.....	.....	0h00
R	B - 3	0h02	17:00 30	17:29	.....	.....	.....	.....	.....	0h11
R	R - 7	0h02	17:30 30	17:59	18:03	18:11	18:26	18:39	18:51	0h20
R	B - 1	0h02	18:00 30	18:29	.....	.....	.....	.....	.....	0h11
R	R - 6	0h02	18:30 30	18:59	.....	.....	.....	.....	.....	0h00
R	B - 2	0h02	19:00 30	19:29	.....	.....	.....	.....	.....	0h11
R	R - 8	0h03	19:30 30	19:59	20:03	20:10	20:25	20:38	20:49	0h22
R	B - 3	0h03	20:00 30	20:29	.....	.....	.....	.....	.....	0h00
R	R - 7	0h03	20:30 30	20:59	.....	.....	.....	.....	.....	0h01
R	B - 1	0h03	21:00 30	21:29	.....	.....	.....	.....	.....	0h00
R	R - 7	0h03	21:30 30	21:59	.....	.....	.....	.....	.....	0h00
R	B - 2	0h03	22:00 30	22:29	.....	.....	.....	.....	.....	0h01
R	R - 8	0h03	22:30 30	22:59	.....	.....	.....	.....	.....	0h00
R	B - 2	0h03	23:00 30	23:29	.....	.....	.....	.....	.....	0h00

Direction: South

Trip Route	Trip Block	LayOSV	SuAmtk	FTC	SCSBC	h37fai	VTC	VTC	dnbart	LayOSV
R	R - 2	0h00	.....	.....	.....	.....	.....	6:00	6:26	0h04
R	R - 2	0h04	.....	.....	.....	.....	.....	7:00 60	7:26 60	0h04
R	R - 1	0h27	7:12	7:23	7:34	7:48	7:56	8:00 60	8:26 60	0h04
R	B - 1	0h22	.....	.....	.....	.....	.....	8:30 30	8:56 30	0h04
R	R - 3	0h00	.....	.....	.....	.....	.....	9:00 30	9:28 32	0h02
R	B - 2	0h21	.....	.....	.....	.....	.....	9:30 30	9:58 30	0h02
R	R - 2	0h26	9:11	9:22	9:33	9:48	9:56	10:00 30	10:28 30	0h02
R	B - 3	0h18	.....	.....	.....	.....	.....	10:30 30	10:58 30	0h02
R	R - 4	0h00	.....	.....	.....	.....	.....	11:00 30	11:28 30	0h02
R	B - 1	0h18	.....	.....	.....	.....	.....	11:30 30	11:58 30	0h02
R	R - 3	0h20	11:11	11:22	11:33	11:48	11:56	12:00 30	12:28 30	0h02
R	B - 2	0h18	.....	.....	.....	.....	.....	12:30 30	12:58 30	0h02
R	R - 5	0h00	.....	.....	.....	.....	.....	13:00 30	13:28 30	0h02
R	B - 3	0h18	.....	.....	.....	.....	.....	13:30 30	13:58 30	0h02
R	R - 4	0h20	13:11	13:22	13:33	13:48	13:56	14:00 30	14:28 30	0h02
R	B - 1	0h18	.....	.....	.....	.....	.....	14:30 30	14:58 30	0h02
R	R - 6	0h00	.....	.....	.....	.....	.....	15:00 30	15:28 30	0h02
R	B - 2	0h18	.....	.....	.....	.....	.....	15:30 30	15:58 30	0h02
R	R - 5	0h20	15:11	15:22	15:33	15:48	15:56	16:00 30	16:28 30	0h02
R	B - 3	0h19	.....	.....	.....	.....	.....	16:30 30	16:58 30	0h02
R	R - 7	0h00	.....	.....	.....	.....	.....	17:00 30	17:28 30	0h02
R	B - 1	0h19	.....	.....	.....	.....	.....	17:30 30	17:58 30	0h02
R	R - 6	0h20	17:11	17:22	17:33	17:48	17:56	18:00 30	18:28 30	0h02
R	B - 2	0h19	.....	.....	.....	.....	.....	18:30 30	18:58 30	0h02
R	R - 8	0h00	.....	.....	.....	.....	.....	19:00 30	19:27 29	0h03
R	B - 3	0h19	.....	.....	.....	.....	.....	19:30 30	19:57 30	0h03
R	R - 7	0h20	19:11	19:22	19:33	19:48	19:56	20:00 30	20:27 30	0h03
R	B - 1	0h20	.....	.....	.....	.....	.....	20:30 30	20:57 30	0h03
R	R - 7	0h01	.....	.....	.....	.....	.....	21:00 30	21:27 30	0h03
R	B - 2	0h15	.....	.....	.....	.....	.....	21:30 30	21:57 30	0h03
R	R - 8	0h22	21:11	21:22	21:33	21:48	21:56	22:00 30	22:27 30	0h03
R	B - 2	0h01	.....	.....	.....	.....	.....	22:30 30	22:57 30	0h03

Direction: North

Trip Route	Trip Block	Trip Dura	LayOSV	dnbart	VTC	LayOSV
R	B - 1	0h26	0h04	8:30	8:56	0h04
R	B - 1	0h29	0h02	9:30 60	9:59 63	0h11
R	B - 2	0h29	0h02	10:30 60	10:59 60	0h11
R	B - 3	0h29	0h02	11:30 60	11:59 60	0h11
R	B - 1	0h29	0h02	12:30 60	12:59 60	0h11
R	B - 2	0h29	0h02	13:30 60	13:59 60	0h11
R	B - 3	0h29	0h02	14:30 60	14:59 60	0h11
R	B - 1	0h29	0h02	15:30 60	15:59 60	0h11
R	B - 2	0h29	0h02	16:30 60	16:59 60	0h11
R	B - 3	0h29	0h02	17:30 60	17:59 60	0h11
R	B - 1	0h29	0h02	18:30 60	18:59 60	0h11
R	B - 2	0h29	0h03	19:30 60	19:59 60	0h00
R	B - 3	0h29	0h03	20:30 60	20:59 60	0h00

Direction: South

Trip Route	Trip Block	Trip Dura	LayOSV	VTC	dnbart	LayOSV
R	B - 1	0h26	0h00	8:00	8:26	0h04
R	B - 1	0h28	0h04	9:00 60	9:28 62	0h02
R	B - 2	0h28	0h18	10:00 60	10:28 60	0h02
R	B - 3	0h28	0h18	11:00 60	11:28 60	0h02
R	B - 1	0h28	0h18	12:00 60	12:28 60	0h02
R	B - 2	0h28	0h18	13:00 60	13:28 60	0h02
R	B - 3	0h28	0h18	14:00 60	14:28 60	0h02
R	B - 1	0h28	0h18	15:00 60	15:28 60	0h02
R	B - 2	0h28	0h18	16:00 60	16:28 60	0h02
R	B - 3	0h28	0h19	17:00 60	17:28 60	0h02
R	B - 1	0h28	0h19	18:00 60	18:28 60	0h02
R	B - 2	0h27	0h19	19:00 60	19:27 59	0h03
R	B - 3	0h27	0h20	20:00 60	20:27 60	0h03

AX - Red Line, FTC/BART Peak Express

Includes

1. Weekday

No Saturday or Sunday Service

Direction: South

Note	Trip Route	Trip Block	Trip Dura	FTC	dnbart	ActLay End
	90	90 - 1	0h40	5:30	6:10	0h06
	90	90 - 2	0h40	5:50 20	6:30	0h06
	90	90 - 3	0h40	6:10 20	6:50	0h06
	90	90 - 4	0h40	6:30 20	7:10	0h06
	90	90 - 5	0h40	6:50 20	7:30	0h06
	90	90 - 1	0h40	7:10 20	7:50	0h06
	90	90 - 2	0h40	7:30 20	8:10	0h06
	90	90 - 3	0h40	7:50 20	8:30	0h06
	90	90 - 4	0h41	8:10 20	8:51	0h06
	90	90 - 5	0h42	8:30 20	9:12	0h06
	90	90 - 6	0h43	14:36 *6	15:19	0h11
	90	90 - 7	0h43	14:56 20	15:39	0h11
	90	90 - 8	0h43	15:16 20	15:59	0h11
	90	90 - 9	0h43	15:36 20	16:19	0h11
	90	90 - 10	0h42	15:57 21	16:39	0h11
	90	90 - 6	0h42	16:17 20	16:59	0h11
	90	90 - 7	0h43	16:36 19	17:19	0h11
	90	90 - 8	0h43	16:56 20	17:39	0h11
	90	90 - 9	0h43	17:16 20	17:59	0h11
	90	90 - 10	0h43	17:36 20	18:19	0h11

Direction: North

Note	Trip Route	Trip Block	Trip Dura	dnbart	FTC	ActLay End
	90	90 - 1	0h40	6:16	6:56	0h14
	90	90 - 2	0h40	6:36 20	7:16	0h14
	90	90 - 3	0h39	6:56 20	7:35	0h15
	90	90 - 4	0h39	7:16 20	7:55	0h15
	90	90 - 5	0h40	7:36 20	8:16	0h14
	90	90 - 1	0h41	7:56 20	8:37	0h00
	90	90 - 2	0h42	8:16 20	8:58	0h00
	90	90 - 3	0h42	8:36 20	9:18	0h00
	90	90 - 4	0h41	8:57 21	9:38	0h00
	90	90 - 5	0h43	9:18 21	10:01	0h00
	90	90 - 6	0h39	15:30 *2	16:09	0h08
	90	90 - 7	0h40	15:50 20	16:30	0h06
	90	90 - 8	0h40	16:10 20	16:50	0h06
	90	90 - 9	0h40	16:30 20	17:10	0h06
	90	90 - 10	0h40	16:50 20	17:30	0h06
	90	90 - 6	0h40	17:10 20	17:50	0h00
	90	90 - 7	0h40	17:30 20	18:10	0h00
	90	90 - 8	0h40	17:50 20	18:30	0h00
	90	90 - 9	0h40	18:10 20	18:50	0h00
	90	90 - 10	0h40	18:30 20	19:10	0h00

B- Blue Line

Includes

1. Weekday – Current Service, to be modified some
2. Saturday
3. Sunday



MONDAY – FRIDAY / LUNES – VIERNES

INBOUND / SALIENTE EASTBOUND / ALSUR						OUTBOUND / ENTRANTE WESTBOUND / ALOESTE				
Vallejo Transit Center	Curtola Park & Ride Hub	City Park (Military/ First)	Diablo Valley College	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Diablo Valley College	City Park (Military/ First)	Curtola Park & Ride Hub	Vallejo Transit Center
5:50	5:54	6:06	-	6:28	6:36	6:36	6:51‡	7:08	7:18	7:24
6:15	6:19	6:31	-	6:53	7:03	7:15	-	7:35	7:45	7:51
6:40	6:44	6:56	-	7:18	7:28	7:30	7:45‡	8:02	8:12	8:18
7:00	7:04	7:16	-	7:38	7:48	7:55	-	8:15	8:25	8:31
7:40	7:44	7:56	-	8:18	8:28	8:35	8:50‡	9:06	9:16	9:22
8:00	8:04	8:16	-	8:38	8:48	8:48	9:03‡	9:19	9:29	9:35
9:00	9:04	9:16	-	9:38	9:48	9:50	10:03‡	10:19	10:29	10:35
10:00	10:04	10:16	-	10:38	10:48	10:50	11:03‡	11:19	11:29	11:35
11:00	11:04	11:16	-	11:38	11:48	11:50	12:03‡	12:19	12:29	12:35
12:00	12:04	12:16	-	12:38	12:48	12:50	-	1:10	1:20	1:26
12:30	12:34	12:46	1:01†	1:16	1:26	1:30	-	1:50	2:00	2:06
1:30	1:34	1:46	2:01†	2:16	2:26	2:30	-	2:50	3:00	3:06
2:30	2:34	2:46	3:03†	3:18	3:28	3:32	-	3:52	4:02	4:08
3:30	3:34	3:46	4:03†	4:18	4:28	4:32	-	4:52	5:02	5:08
4:10	4:14	4:26	-	4:51	5:01	5:08	-	5:28	5:39	5:45
4:25	4:29	4:41	5:01†	5:16	5:26	5:30	-	5:50	6:00	6:06
5:15	5:19	5:31	5:51†	6:06	6:16	6:20	-	6:40	6:50	6:56
6:00	6:04	6:16	-	6:41	6:51	6:55	-	7:15	7:25	7:31
6:20	6:24	6:36	-	6:59	7:09	7:20	-	7:40	7:50	7:56
7:00	7:04	7:16	-	7:38	7:48	7:55	-	8:15	8:25	8:31
7:40	7:44	7:56	-	8:18	8:28	8:35	-	8:55	9:05	9:11
8:20	8:24	8:36	-	8:58	9:08	9:15	-	9:35	9:45	9:51

† Depart Sun Valley Mall 2 minutes later

‡ Arrive Sun Valley Mall 2 minutes earlier

Note: Stops at Sunvalley Mall are made on Contra Costa Blvd, northbound at Viking Drive and at Firestone and southbound at Golf Club Rd and at Viking Drive.

Fares

Please have the proper fare and valid identification ready upon boarding as this keeps the service on time.

Children

Up to two children age 5 and under ride free per fare paying passenger. Additional children pay youth fare.

Discount Fare Eligibility

Senior 65+ / Disabled / Medicare Recipients

To qualify for the Senior/Disabled/Medicare fare, you must present one of the following:

- Photo ID with birthdate indicating 65+
- Valid Medicare Card with photo ID
- Regional Transit Connection (RTC) Card

- DMV Disabled License Plate Registration
- DMV Disabled Parking Placard printout
- ADA Paratransit ID

Regional Transit Connection (RTC) Discount Card

The RTC Discount Card is available to persons with qualified disabilities. Call Customer Service for more information.

Direction: South

Trip Route	Trip Block	LayOSV	VTC	2ndwmi	DVCol	wcbart	LayOSV
B	B - 1	0h00	6:40	6:54	7:09	7:21	0h04
B	B - 2	0h00	7:40 60	7:54	8:09	8:21 60	0h04
B	B - 3	0h00	8:40 60	8:54	9:10	9:22 61	0h03
B	B - 1	0h11	9:40 60	9:56	10:12	10:24 62	0h01
B	B - 2	0h11	10:40 60	10:56	11:12	11:24 60	0h01
B	B - 3	0h11	11:40 60	11:56	12:12	12:24 60	0h01
B	B - 1	0h11	12:40 60	12:56	13:12	13:24 60	0h01
B	B - 2	0h11	13:40 60	13:56	14:12	14:24 60	0h01
B	B - 3	0h11	14:40 60	14:56	15:12	15:24 60	0h01
B	B - 1	0h11	15:40 60	15:56	16:12	16:24 60	0h01
B	B - 2	0h11	16:40 60	16:56	17:12	17:24 60	0h01
B	B - 3	0h11	17:40 60	17:56	18:12	18:24 60	0h01
B	B - 1	0h11	18:40 60	18:56	19:12	19:24 60	0h01
B	B - 2	0h11	19:40 60	19:55	20:11	20:23 59	0h07

Direction: North

Trip Route	Trip Block	LayOSV	wcbart	DVCol	2ndwmi	VTC	LayOSV
B	B - 1	0h04	7:25	7:37	7:53	8:08	0h22
B	B - 2	0h04	8:25 60	8:37	8:53	9:09 61	0h21
B	B - 3	0h03	9:25 60	9:38	9:55	10:12 63	0h18
B	B - 1	0h01	10:25 60	10:38	10:55	11:12 60	0h18
B	B - 2	0h01	11:25 60	11:38	11:55	12:12 60	0h18
B	B - 3	0h01	12:25 60	12:38	12:55	13:12 60	0h18
B	B - 1	0h01	13:25 60	13:38	13:55	14:12 60	0h18
B	B - 2	0h01	14:25 60	14:38	14:55	15:12 60	0h18
B	B - 3	0h01	15:25 60	15:38	15:55	16:11 59	0h19
B	B - 1	0h01	16:25 60	16:38	16:55	17:11 60	0h19
B	B - 2	0h01	17:25 60	17:38	17:55	18:11 60	0h19
B	B - 3	0h01	18:25 60	18:38	18:55	19:11 60	0h19
B	B - 1	0h01	19:25 60	19:37	19:54	20:10 59	0h20
B	B - 2	0h07	20:30 65	20:42	20:59	21:15 65	0h15

Direction: South

Trip Route	Trip Block	Trip Dura	LayOSV	VTC	2ndwmi	DVCol	wcbart	LayOSV
B	B - 2	0h41	0h00	8:10	8:24	8:39	8:51	0h04
B	B - 3	0h44	0h00	9:10	9:26	9:42	9:54	0h01
B	B - 1	0h44	0h11	10:10	10:26	10:42	10:54	0h01
B	B - 2	0h44	0h11	11:10	11:26	11:42	11:54	0h01
B	B - 3	0h44	0h11	12:10	12:26	12:42	12:54	0h01
B	B - 1	0h44	0h11	13:10	13:26	13:42	13:54	0h01
B	B - 2	0h44	0h11	14:10	14:26	14:42	14:54	0h01
B	B - 3	0h44	0h11	15:10	15:26	15:42	15:54	0h01
B	B - 1	0h44	0h11	16:10	16:26	16:42	16:54	0h01
B	B - 2	0h44	0h11	17:10	17:26	17:42	17:54	0h01
B	B - 3	0h44	0h11	18:10	18:26	18:42	18:54	0h01
B	B - 1	0h43	0h11	19:10	19:25	19:41	19:53	0h02

Direction: North

Trip Route	Trip Block	Trip Dura	LayOSV	wcbart	DVCol	2ndwmi	VTC	LayOSV
B	B - 2	0h47	0h04	8:55	9:08	9:25	9:42	0h18
B	B - 3	0h47	0h01	9:55	10:08	10:25	10:42	0h18
B	B - 1	0h47	0h01	10:55	11:08	11:25	11:42	0h18
B	B - 2	0h47	0h01	11:55	12:08	12:25	12:42	0h18
B	B - 3	0h47	0h01	12:55	13:08	13:25	13:42	0h18
B	B - 1	0h47	0h01	13:55	14:08	14:25	14:42	0h18
B	B - 2	0h47	0h01	14:55	15:08	15:25	15:42	0h18
B	B - 3	0h46	0h01	15:55	16:08	16:25	16:41	0h19
B	B - 1	0h46	0h01	16:55	17:08	17:25	17:41	0h19
B	B - 2	0h46	0h01	17:55	18:08	18:25	18:41	0h19
B	B - 3	0h45	0h01	18:55	19:07	19:24	19:40	0h20
B	B - 1	0h45	0h02	19:55	20:07	20:24	20:40	0h00

C-Yellow Line

Includes

1. Weekday – Monday Through Thursday
2. Weekday – Friday
3. Saturday
4. Sunday

Direction: South

Trip Route	Trip Block	LayOSV	SacDtn	UCDavi	KaiHos	VacSCC	VacTC	FTC	FTC	wcbart	LayOSV
Y	Y - 1	0h00	.....	.....	.....	.....	4:22	4:42	4:47	5:25	0h12
Y	Y - 2	0h00	.....	.....	.....	.....	5:21	5:38	5:43 56	6:25 60	0h12
Y	Y - 3	0h00	.....	.....	.....	.....	6:15	6:32	6:37 54	7:25 60	0h12
Y	Y - 6	0h00	.....	.....	.....	.....	7:16	7:33	7:38 61	8:25 60	0h12
Y	Y - 4	0h08	.....	7:45	.....	.....	8:13	8:33	.....	.....	0h00
Y	Y - 2	0h25	.....	.....	8:10	8:13	8:22	8:42	8:47 69	9:25 60	0h12
Y	Y - 1	0h22	7:50	8:15	8:36	8:39 26	8:48	9:08	.....	.....	0h00
Y	Y - 5	0h24	8:35	.....	9:09	9:12 33	9:21	9:42	9:47 60	10:25 60	0h12
Y	Y - 6	0h24	.....	.....	10:09	10:12 60	10:21	10:42	10:47 60	11:25 60	0h12
Y	Y - 3	0h36	10:25	10:48	11:09	11:12 60	11:21	11:42	11:47 60	12:25 60	0h12
Y	Y - 5	0h24	.....	.....	12:09	12:12 60	12:21	12:42	12:47 60	13:25 60	0h12
Y	Y - 2	0h35	12:25	12:48	13:09	13:12 60	13:21	13:42	13:47 60	14:25 60	0h12
Y	Y - 3	0h24	.....	.....	14:09	14:12 60	14:21	14:42	14:47 60	15:25 60	0h12
Y	Y - 6	0h35	14:25	14:48	15:09	15:12 60	15:21	15:42	15:47 60	16:25 60	0h12
Y	Y - 2	0h17	.....	.....	16:09	16:12 60	16:21	16:42	16:47 60	17:25 60	0h12
Y	Y - 3	0h17	.....	.....	17:09	17:12 60	17:21	17:42	17:47 60	18:25 60	0h12
Y	Y - 5	0h33	16:33	17:03	17:24	17:27 15	17:36	17:57	.....	.....	0h00
Y	Y - 7	0h38	17:10	.....	17:49	17:52 25	18:01	18:22	.....	.....	0h00
Y	Y - 6	0h17	.....	.....	18:09	18:12 20	18:21	18:42	18:47 60	19:25 60	0h12
Y	Y - 8	0h33	18:00	.....	18:39	18:42 30	18:51	19:12	.....	.....	0h00
Y	Y - 2	0h17	.....	.....	19:09	19:12 30	19:21	19:42	.....	.....	0h00

Direction: North

Trip Route	Trip Block	LayOSV	wcbart	FTC	FTC	VacTC	VacSCC	KaiHos	UCDavi	SacDtn	LayOSV
Y	Y - 1	0h12	5:37	6:10	6:12	6:31	.....	.....	.....	7:13	0h22
Y	Y - 4	0h00	.....	.....	6:50	38	7:09	.....	.....	7:37	0h08
Y	Y - 5	0h00	.....	.....	6:55	5	7:14	.....	.....	7:56	0h24
Y	Y - 2	0h12	6:37 60	7:10	7:15	20	7:34	7:42	7:45	.....	0h25
Y	Y - 3	0h12	7:37 60	8:10	8:15	60	8:34	8:42 60	8:45	9:08	0h36
Y	Y - 6	0h12	8:37 60	9:10	9:15	60	9:34	9:42 60	9:45	.....	0h24
Y	Y - 2	0h12	9:37 60	10:10	10:15	60	10:34	10:42 60	10:45	11:09	0h35
Y	Y - 5	0h12	10:37 60	11:10	11:15	60	11:34	11:42 60	11:45	.....	0h24
Y	Y - 6	0h12	11:37 60	12:10	12:15	60	12:34	12:42 60	12:45	13:09	0h35
Y	Y - 3	0h12	12:37 60	13:10	13:15	60	13:34	13:42 60	13:45	.....	0h24
Y	Y - 5	0h12	13:37 60	14:10	14:13	58	14:36	14:44 62	14:47	15:11	0h33
Y	Y - 7	0h00	.....	.....	14:55	42	15:18	15:26 42	15:29	.....	0h38
Y	Y - 2	0h12	14:37 60	15:15	15:18	23	15:41	15:49 23	15:52	.....	0h17
Y	Y - 8	0h00	.....	.....	15:50	32	16:13	16:21 32	16:24	.....	0h33
Y	Y - 3	0h12	15:37 60	16:15	16:18	28	16:41	16:49 28	16:52	.....	0h17
Y	Y - 6	0h12	16:37 60	17:15	17:18	60	17:41	17:49 60	17:52	.....	0h17
Y	Y - 2	0h12	17:37 60	18:15	18:18	60	18:41	18:49 60	18:52	.....	0h17
Y	Y - 3	0h12	18:37 60	19:13	19:16	58	19:35	.....	.....	.....	0h00
Y	Y - 6	0h12	19:37 60	20:10	20:13	57	20:32	.....	.....	.....	0h00

Direction: South

Trip Route	Trip Block	LayOSV	SacDtn	UCDavi	KaiHos	VacSCC	VacTC	FTC	FTC	wcbart	LayOSV
Y	Y - 1	0h00	.....	.....	.....	.....	4:22	4:42	4:47	5:25	0h12
Y	Y - 2	0h00	.....	.....	.....	.....	5:21	5:38	5:43 56	6:25 60	0h12
Y	Y - 3	0h00	.....	.....	.....	.....	6:15	6:32	6:37 54	7:25 60	0h12
Y	Y - 6	0h00	.....	.....	.....	.....	7:16	7:33	7:38 61	8:25 60	0h12
Y	Y - 4	0h08	.....	7:45	.....	.....	8:13	8:33	.....	.....	0h00
Y	Y - 2	0h25	.....	.....	8:10	8:13	8:22	8:42	8:47 69	9:25 60	0h12
Y	Y - 1	0h22	7:50	8:15	8:36	8:39 26	8:48	9:08	.....	.....	0h00
Y	Y - 5	0h01	8:35	.....	9:09	9:12 33	9:21	9:42	9:47 60	10:25 60	0h12
Y	Y - 6	0h23	.....	.....	10:09	10:12 60	10:21	10:42	10:47 60	11:25 60	0h12
Y	Y - 3	0h36	10:25	10:48	11:09	11:12 60	11:21	11:42	11:47 60	12:25 60	0h12
Y	Y - 5	0h23	.....	.....	12:09	12:12 60	12:21	12:42	12:47 60	13:25 60	0h12
Y	Y - 2	0h35	12:25	12:48	13:09	13:12 60	13:21	13:42	13:47 60	14:25 60	0h12
Y	Y - 3	0h12	.....	.....	14:09	14:12 60	14:21	14:42	14:47 60	15:25 60	0h12
Y	Y - 6	0h35	14:25	14:48	15:09	15:12 60	15:21	15:42	15:47 60	16:25 60	0h12
Y	Y - 9	0h00	.....	.....	.....	.....	.....	.....	16:27 40	17:05 40	0h12
Y	Y - 2	0h20	.....	.....	16:24	16:27 75	16:36	16:57	17:02 35	17:40 35	0h12
Y	Y - 5	0h33	16:33	.....	17:16	17:19 52	17:28	17:49	.....	.....	0h00
Y	Y - 3	0h20	.....	.....	17:24	17:27 8	17:36	17:57	18:02 60	18:40 60	0h12
Y	Y - 7	0h34	17:10	.....	17:53	17:56 29	18:05	18:26	.....	.....	0h00
Y	Y - 6	0h20	.....	.....	18:24	18:27 31	18:36	18:57	19:02 60	19:40 60	0h12
Y	Y - 8	0h29	18:00	.....	18:43	18:46 19	18:55	19:16	.....	.....	0h00
Y	Y - 9	0h25	.....	.....	19:09	19:12 26	19:21	19:42	.....	.....	0h00

Direction: North

Trip Route	Trip Block	LayOSV	wcbart	FTC	FTC	VacTC	VacSCC	KaiHos	UCDavi	SacDtn	LayOSV
Y	Y - 1	0h12	5:37	6:10	6:12	6:31	.....	.....	.....	7:13	0h22
Y	Y - 4	0h00	.....	.....	6:50	38	7:09	.....	.....	7:37	0h08
Y	Y - 5	0h00	.....	.....	6:55	5	7:14	.....	.....	7:56	0h23
Y	Y - 2	0h12	6:37 60	7:10	7:15	20	7:34	7:42	7:45	.....	0h25
Y	Y - 3	0h12	7:37 60	8:10	8:15	60	8:34	8:42 60	8:45	9:08	0h36
Y	Y - 6	0h12	8:37 60	9:10	9:15	60	9:35	9:43 61	9:46	.....	0h23
Y	Y - 2	0h12	9:37 60	10:10	10:15	60	10:34	10:42 59	10:45	11:09	0h35
Y	Y - 5	0h12	10:37 60	11:10	11:15	60	11:35	11:43 61	11:46	.....	0h23
Y	Y - 6	0h12	11:37 60	12:10	12:15	60	12:34	12:42 59	12:45	13:09	0h35
Y	Y - 3	0h12	12:37 60	13:13	13:18	63	13:46	13:54 72	13:57	.....	0h12
Y	Y - 5	0h12	13:37 60	14:10	14:13	55	14:36	14:44 50	14:47	15:11	0h33
Y	Y - 7	0h00	.....	.....	14:40	27	15:08	15:16 32	15:19	.....	0h34
Y	Y - 2	0h12	14:37 60	15:20	15:25	45	15:53	16:01 45	16:04	.....	0h20
Y	Y - 8	0h00	.....	.....	15:35	10	16:03	16:11 10	16:14	.....	0h29
Y	Y - 3	0h12	15:37 60	16:20	16:25	50	16:53	17:01 50	17:04	.....	0h20
Y	Y - 6	0h12	16:37 60	17:20	17:25	60	17:53	18:01 60	18:04	.....	0h20
Y	Y - 9	0h12	17:17 40	18:00	18:05	40	18:33	18:41 40	18:44	.....	0h25
Y	Y - 2	0h12	17:52 35	18:35	18:38	33	19:05	.....	.....	.....	0h00
Y	Y - 3	0h12	18:52 60	19:27	19:30	52	19:51	.....	.....	.....	0h00
Y	Y - 6	0h12	19:52 60	20:25	20:28	58	20:49	.....	.....	.....	0h00

Direction: South

Trip Route	Trip Block	Trip Dura	LayOSV	SacDtn	KaiHos	VacSCC	VacTC	FTC	FTC	wcbart	LayOSV
Y	Y - 1	0h58	0h29	.....	.....	.....	7:29	7:49	7:51	8:27	0h13
Y	Y - 2	1h10	0h34	.....	8:17	8:20	8:28	8:48	8:50 59	9:27 60	0h13
Y	Y - 4	1h00	0h00	.....	.....	.....	9:27	9:48	9:50 60	10:27 60	0h13
Y	Y - 1	1h13	0h28	.....	10:14	10:17 *7	10:25	10:47	10:50 60	11:27 60	0h13
Y	Y - 3	1h55	0h57	10:32	11:12	11:15 58	11:23	11:45	11:50 60	12:27 60	0h13
Y	Y - 4	1h15	0h20	.....	12:12	12:15 60	12:23	12:45	12:50 60	13:27 60	0h13
Y	Y - 2	1h55	0h46	12:32	13:12	13:15 60	13:23	13:45	13:50 60	14:27 60	0h13
Y	Y - 3	1h16	0h19	.....	14:11	14:14 59	14:22	14:44	14:49 59	15:27 60	0h13
Y	Y - 1	1h53	0h48	14:34	15:11	15:14 60	15:22	15:44	15:49 60	16:27 60	0h13
Y	Y - 2	1h16	0h21	.....	16:11	16:14 60	16:22	16:44	16:49 60	17:27 60	0h13
Y	Y - 4	1h53	0h48	16:34	17:11	17:14 60	17:22	17:44	17:49 60	18:27 60	0h13
Y	Y - 1	1h13	0h24	.....	18:14	18:17 63	18:25	18:47	18:50 61	19:27 60	0h13
Y	Y - 3	1h04	0h58	18:43	19:15	19:18 61	19:26	19:47	.....	.....	0h00

Direction: North

Trip Route	Trip Block	Trip Dura	LayOSV	wcbart	FTC	FTC	VacTC	VacSCC	KaiHos	SacDtn	LayOSV
Y	Y - 1	0h18	0h00	.....	.....	6:42	7:00	.....	.....	.....	0h29
Y	Y - 2	0h29	0h00	.....	.....	7:14 32	7:32	7:40	7:43	.....	0h34
Y	Y - 3	1h06	0h00	.....	.....	8:14 60	8:32	8:40 60	8:43	9:20	0h57
Y	Y - 1	1h06	0h13	8:40	9:13	9:17 63	9:35	9:43 63	9:46	.....	0h28
Y	Y - 2	1h50	0h13	9:40 60	10:14	10:18 61	10:41	10:49 66	10:52	11:30	0h46
Y	Y - 4	1h12	0h13	10:40 60	11:14	11:18 60	11:41	11:49 60	11:52	.....	0h20
Y	Y - 1	1h50	0h13	11:40 60	12:14	12:18 60	12:41	12:49 60	12:52	13:30	0h48
Y	Y - 3	1h12	0h13	12:40 60	13:14	13:18 60	13:41	13:49 60	13:52	.....	0h19
Y	Y - 4	1h51	0h13	13:40 60	14:14	14:17 59	14:40	14:48 59	14:51	15:31	0h48
Y	Y - 2	1h10	0h13	14:40 60	15:13	15:16 59	15:39	15:47 59	15:50	.....	0h21
Y	Y - 3	1h50	0h13	15:40 60	16:13	16:16 60	16:39	16:47 60	16:50	17:30	0h58
Y	Y - 1	1h10	0h13	16:40 60	17:13	17:16 60	17:39	17:47 60	17:50	.....	0h24
Y	Y - 2	0h58	0h13	17:40 60	18:13	18:15 59	18:38	.....	.....	.....	0h00
Y	Y - 4	0h53	0h13	18:40 60	19:13	19:15 60	19:33	.....	.....	.....	0h00
Y	Y - 1	0h33	0h13	19:40 60	20:13	.....	.....	.....	.....	.....	0h00

Direction: South

Trip Route	Trip Block	Trip Dura	LayOSV	KaiHos	VacSCC	VacTC	FTC	FTC	wcbart	LayOSV
Y	Y - 1	0h59	0h00	.....	.....	7:28	7:48	7:51	8:27	0h13
Y	Y - 2	1h11	0h33	8:16	8:19	8:27	8:47	8:50 59	9:27 60	0h13
Y	Y - 3	1h12	0h32	9:15 59	9:18	9:26	9:47	9:50 60	10:27 60	0h13
Y	Y - 1	1h12	0h31	10:15 60	10:18	10:26	10:47	10:50 60	11:27 60	0h13
Y	Y - 2	1h12	0h31	11:15 60	11:18	11:26	11:47	11:50 60	12:27 60	0h13
Y	Y - 3	1h12	0h30	12:15 60	12:18	12:26	12:47	12:50 60	13:27 60	0h13
Y	Y - 1	1h13	0h29	13:14 59	13:17	13:25	13:46	13:49 59	14:27 60	0h13
Y	Y - 2	1h21	0h21	14:06 52	14:09	14:18	14:45	14:49 60	15:27 60	0h13
Y	Y - 3	1h21	0h21	15:06 60	15:09	15:18	15:45	15:49 60	16:27 60	0h13
Y	Y - 1	1h21	0h21	16:06 60	16:09	16:18	16:45	16:49 60	17:27 60	0h13
Y	Y - 2	1h21	0h21	17:06 60	17:09	17:18	17:45	17:49 60	18:27 60	0h13
Y	Y - 3	1h20	0h22	18:07 61	18:10	18:19	18:46	18:50 61	19:27 60	0h13
Y	Y - 1	0h32	0h31	19:15 68	19:18	19:26	19:47	.....	.....	0h00

Direction: North

Trip Route	Trip Block	Trip Dura	LayOSV	wcbart	FTC	FTC	VacTC	VacSCC	KaiHos	LayOSV
Y	Y - 2	0h29	0h00	.....	.....	7:14	7:32	7:40	7:43	0h33
Y	Y - 3	0h29	0h00	.....	.....	8:14 60	8:32	8:40 60	8:43	0h32
Y	Y - 1	1h04	0h13	8:40	9:12	9:14 60	9:33	9:41 61	9:44	0h31
Y	Y - 2	1h04	0h13	9:40 60	10:12	10:14 60	10:33	10:41 60	10:44	0h31
Y	Y - 3	1h05	0h13	10:40 60	11:12	11:15 61	11:34	11:42 61	11:45	0h30
Y	Y - 1	1h05	0h13	11:40 60	12:12	12:15 60	12:34	12:42 60	12:45	0h29
Y	Y - 2	1h05	0h13	12:40 60	13:12	13:15 60	13:34	13:42 60	13:45	0h21
Y	Y - 3	1h05	0h13	13:40 60	14:12	14:15 60	14:34	14:42 60	14:45	0h21
Y	Y - 1	1h05	0h13	14:40 60	15:12	15:15 60	15:34	15:42 60	15:45	0h21
Y	Y - 2	1h05	0h13	15:40 60	16:12	16:15 60	16:34	16:42 60	16:45	0h21
Y	Y - 3	1h05	0h13	16:40 60	17:12	17:15 60	17:34	17:42 60	17:45	0h22
Y	Y - 1	1h04	0h13	17:40 60	18:12	18:14 59	18:33	18:41 59	18:44	0h31
Y	Y - 2	0h52	0h13	18:40 60	19:12	19:14 60	19:32	0h00
Y	Y - 3	0h32	0h13	19:40 60	20:12	0h00

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DATE: December 8, 2016
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Senior Project Manager
Judy Leaks, Rideshare and Safe Routes to School Program Manager
RE: Casual Carpool Marketing Opportunity

Background:

The Metropolitan Transportation Commission (MTC) is developing a Managed Lane Implementation Program (MLIP) with the goal to encourage transit, carpool and vanpool use of the High Occupancy Vehicles (HOV) lanes and Express Lanes. To accomplish this goal their objectives are to identify transit facility access and infrastructure enhancements, park and ride improvements, and strategic potential marketing programs.

In late November, STA staff was contacted by MTC to consider options to market casual carpools in Solano County, as part of their MLIP program. Solano County currently has two formal casual carpool locations located at the Fairfield Transportation Center in Fairfield and the Curtola Park and Ride in Vallejo. These locations have signs and specific pick up and drop off locations for passengers. Informal Casual Carpool locations exist at other transit and park and ride facilities, but have not been documented.

Discussion:

In 2011, 511 RIDESHARE conducted a casual carpool survey Bay Area wide and estimated about 6,100 daily participants. The FTC and Curtola Park and Ride were surveyed and had a count of 61 and 273 casual carpools formed, respectively, with participants that ranged from 2 to 4 people per vehicle. Respondents who use casual carpool more often indicated that the benefits were that it saves time, saves money on parking and toll, and is less expensive than public transit.

A copy of the 2011 Casual Carpool Survey can be downloaded here:

<https://drive.google.com/file/d/0B2DiXZWi6HagWTNOaFh4eDFLYnc/view?usp=sharing>

Although casual carpools have a positive impact on reducing congestion, the STA and its member agencies have never actively marketed this form of ridesharing. MTC is proposing to provide a small amount of regional funding to assist in designing an updated casual carpool survey and marketing materials, radio and bill board advertisement, radio and print. In addition, STA staff would like to update the STA website to have an updated casual carpool information and links to popular web pages that explain casual carpooling etiquette.

STA staff is seeking input from the SolanoExpress Intercity Transit Consortium on potentially marketing casual carpool in Solano County. This effort will coincide with STA's overall effort in marketing SolanoExpress Bus services and Solano Mobility outreach in the New Year.

Fiscal Impact:

MTC is proposing to cover the costs of a Casual Carpool Marketing in Solano County. A future scope of work would specifically define this Marketing Plan.

Recommendation:

Informational.



DATE : January 16, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Sean Hurley, Call Center Supervisor
RE: Solano Mobility Call Center/Transportation Info Depot Monthly Update

Background:

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

Discussion:

Solano Mobility Call Center and Transportation Info Depot

For the month of December 2016, the Solano Mobility Call Center assisted 553 customers, of which 129 were ADA/Mobility related. The Call Center also assisted 27 walk in customers and processed thirteen (13) Regional Transit Connection (RTC) applications. The call center also sold nine Clipper cards.

Transportation Info Depot

With the recent completion of Suisun Train Depot upgrade, the Solano Mobility Call Center staff has relocated back to the Suisun Amtrak Train Station as of September 8th. The hours of operation will be 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

Call Center/Info Depot Activity	16-Oct	16-Nov	16-Dec	FY 16/17 Totals
<u>Emergency Ride Home</u>				
New Employees	0	0	2	4
New Employers	0	0	0	1
Trips Taken	1	1	1	5
<u>Bucks for Bikes</u>				
New Applications	0	2	0	7
Incentives Awarded	0	0	1	7
Follow up Surveys sent	3	2	2	12
<u>Train Depot Activity</u>				
General Transit Questions	335	305	400	1532
Trip Planning	29	3	7	123
Other - Taxi, Misc	41	25	17	176
Totals:	408	333	424	1840
<u>Mobility Call Center Telephone Calls</u>				
ADA Paratransit Eligibility	52	42	40	289
RTC Questions	24	8	15	121
Senior Trip Planning	2	3	16	23
Transit Training - Trainer	1	0	1	3
Transit Training - Trainee	3	2	1	11
Taxi Scrip Local	25	12	6	84
Taxi Scrip InterCity	96	27	15	317
Materials Mailed	12	12	3	63
<u>Calls Referred to Outside Agencies</u>				
* NonProfit	5	12	7	44
* Private	4	18	8	45
*Transit Agency	4	10	4	29
Totals:	228	146	116	1029
<u>Clipper Cards Sales</u>				
Senior	2	3	2	17
Adult	5	9	7	40
Youth	0	1	0	3
Totals:	7	13	0	51
<u>RTC Apps processed to Date</u>	11	3	13	72
<u>Bike Link Cards Sold</u>	0	0	0	0



DATE: January 17, 2017
TO: SolanoExpress Intercity Transit Consortium
FROM: Drew Hart, Associate Planner
RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Regional			
1.	One Bay Area Grant (OBAG) Cycle 2	\$4.6 million	November 18, 2016
2.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
3.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
4.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
5.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
State			
1.	Office of Traffic Safety Grants	TBD	January 31, 2017
Federal			

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
One Bay Area Grant (OBAG) Cycle 2	Robert Macaulay Director of Planning STA	November 18, 2016	\$4.6 million	The One Bay Area Grant (OBAG) is the federal funding package allocated through MTC. This is a five year funding package including STP and CMAQ funds. STA administers these funds through its role as a CMA.	N/A	Technical Advisory Committee will decide on administrative options. The STA Board will select project and programs for funding at the February 2017 Board Meeting.
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$15 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/msprog/agip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/
Office of Traffic Safety	(916) 509-3030 ContactOTS@ots.ca.gov	January 31, 2017	TBD	Various safety-focused grants available including Pedestrian and Bicycle Safety, and Roadway Safety and Traffic Records	N/A	The California Office of Traffic Safety will be in Sacramento presenting grant funding opportunities that are available, and how you can apply. We will be introducing the new Grant Electronic Management System (GEMS) and demonstrating how to use GEMS during the application process. Please register early, seating is limited.

*New Funding Opportunity

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