Solano Transportation Authority

Member Agencies:
Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

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INTERCITY TRANSIT CONSORTIUM
AGENDA

1:30 p.m., Tuesday, August 25, 2015
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

<u>ITEM</u>   <u>STAFF PERSON</u>

1.   **CALL TO ORDER**   Janet Koster, Chair

2.   **APPROVAL OF AGENDA**

3.   **OPPORTUNITY FOR PUBLIC COMMENT**
      (1:30 –1:35 p.m.)

4.   **REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES**
      (1:35 –1:45 p.m.)

5.   **CONSENT CALENDAR**
      <u>Recommendation:</u> Approve the following consent items in one motion.
      (1:45 – 1:50 p.m.)

      A.   **Minutes of the Consortium Meeting of June 23, 2015**   Johanna Masiclat
            <u>Recommendation</u>:
            Approve the Consortium Meeting Minutes of June 23, 2015.
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      B.   **Fiscal Year (FY) 2015-16 Transportation Development Act**   Philip Kamhi
            (TDA) Matrix - August 2015
            <u>Recommendation</u>:
            Forward a recommendation to the STA TAC and Board to approve
            the FY 2015-16 Solano TDA Matrix as shown in Attachment B for
            the City of Rio Vista.
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CONSORTIUM MEMBERS

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

The complete Consortium packet is available on STA's website: www.sta.ca.gov

6. ACTION FINANCIAL ITEMS

A. Solano Intercity Taxi Scrip Program Interim Changes

Richard Weiner,
Nelson\Nygaard

Recommendation:

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

1. Increase the cost of scrip booklets from the current level of $15 for $100 worth of scrip to:
    a) 40 for $100 worth of scrip,
    b) Utilize a income verification by the STA to implement a sliding scale, where $25 for $100 worth of scrip for low income and $40 for $100 worth of scrip for non-low income;
2. Provide participants with 90 days notification prior to fare increase implementation; and
3. Normalize the cost per scrip booklet to $43.54 for each transit operator in Solano County.

(1:50 – 2:00 p.m.)

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7. ACTION NON-FINANCIAL ITEMS

A. Intercity Paratransit/Taxi Scrip Program – New Service Delivery Model

Richard Weiner,
Nelson\Nygaard

Recommendation:

Forward a recommendation to the STA TAC and Board to implement one of the four service delivery options for the Intercity Paratransit/Taxi Scrip Program.

(2:00 – 2:10 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

A. Discussion of Regional Transportation Plan/Sustainable Communities Strategy – Priority Projects

Robert Macaulay

(2:10 – 2:15 p.m.)

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B. SolanoExpress Service Fiscal Year (FY) 2014-15 Annual Report

Philip Kamhi

(2:15 – 2:20 p.m.)

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C. Transit Corridor Study Phase 2 Update

Jim McElroy,
Project Manager

(2:20 – 2:25 p.m.)

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D. Consolidated Transportation Services Agency (CTSA)/Mobility Management Program Update

Kristina Holden

(2:25 – 2:30 p.m.)

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E. Mobility Call Center/Transportation Info Depot Updates   Debbie McQuilkin
(2:40 – 2:45 p.m.)
Pg. 131

F. MTC 511 Traveler Information & Regional Rideshare Program   Judy Leaks
Strategic Changes
(2:35 – 2:40 p.m.)
Pg. 133

NO DISCUSSION

G. Legislative Update   Jayne Bauer
Pg. 139

H. Summary of Funding Opportunities   Drew Hart
Pg. 153

9. TRANSIT CONSORTIUM OPERATOR UPDATES AND   Group
COORDINATION ISSUES

10. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS   Group

September 2015
A. CTSA Update
B. Transit Corridor Study Update – Capital Projects & Service Changes
C. Taxi Scrip Program – First Annual Report
D. RTIF Transit Working Group Update
E. SolanoExpress Intercity Bus Fleet Replacement
F. Solano College Transportation Fee
G. Solano Park and Ride Facilities Assessment
H. 2016 SolanoExpress Marketing Plan
I. Solano Park and Ride Facilities Assessment
J. 2014-15 SNCI Annual Report
K. 2015-16 SNCI Work Plan
L. State Transportation Assistance Funding (STAF) Program

November 2015
A. Taxi Scrip New Service Delivery Model

11. ADJOURNMENT
The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for
1:30 p.m. on Tuesday, September 29, 2015.

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INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of June 23, 2015

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

   Members Present:

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

   Members Absent:

Mona Babauta	SolTrans
Brian McLean	Vacaville City Coach
Matt Tuggle	County of Solano

   Also Present (In Alphabetical Order by Last Name:

Jayne Bauer	STA
Tiffany Gephart	STA
Robert Guerrero	STA
Daryl Halls	STA
Kristina Holden	STA
Philip Kamhi	STA
Robert Macaulay	STA
Jim McElroy	STA Project Manager
Mary Pryor	Nancy Whelan Consulting
Elizabeth Richards	STA Project Manager

   Others Present:

Shimon Israel	MTC
David Koffman	Nelson Nygaard
Matthew Padira	SolTrans

2. **APPROVAL OF THE AGENDA**
   On a motion by Nathaniel Atherstone, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium approved the agenda. (6 Ayes, 2 Absent)

3. **OPPORTUNITY FOR PUBLIC COMMENT**
   None presented.

4. **REPORTS FROM MTC, STA STAFF AND OTHER AGENCIES**
   MTC Resolution No. 3866: Transit Passenger Surveying
   Presented by Shimon Israel, MTC

5. **CONSENT CALENDAR**
   On a motion by Liz Niedziela, and a second by Mike Abegg, the SolanoExpress Intercity Transit Consortium unanimously approved Consent Calendar Item A-E to include the amended staff report on Item C as shown below in ***bold italics***. (6 Ayes, 2 Absent)

   A. **Minutes of the Consortium Meeting of May 26, 2015**
      Recommendation:
      Approve the Consortium Meeting Minutes of May 26, 2015.

   B. **City of Fairfield and Solano County Transit (SolTrans) SolanoExpress Maps and Schedules Funding Request**
      Recommendation:
      Forward a recommendation to the STA TAC and Board to approve the following:
      1. $9,717 of State Transit Assistance Funds to the City of Fairfield to reimburse cost for FAST SolanoExpress signage and schedules; and
      2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to $9,717 for the FAST SolanoExpress signage and schedules.
      3. $7,665.38 of State Transit Assistance Funds to Solano County Transit to reimburse cost for SolTrans SolanoExpress signage and schedules; and
      4. Authorize the Executive Director to enter into a funding agreement with Solano County Transit to cover the cost up to $7,665.38 for the SolTrans SolanoExpress signage and schedules.

   C. ***Staff Report Amended* - Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix - July 2015**
      Recommendation:
      Forward a recommendation to the STA TAC and Board to approve the FY 2015-16 Solano TDA Matrix as shown in Attachment B for the Solano Transportation Authority, the City of Dixon, and the City of Fairfield.

   D. **American Disability Act (ADA) In-Person Eligibility Program**
      Request for Qualifications
      Recommendation:
      Forward a recommendation to the STA TAC and Board to authorize the Executive Director to release the RFQ for the Countywide ADA In-Person Eligibility Program.

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

6. ACTION FINANCIAL ITEMS

A. SolanoExpress Service Expansion for SolanoExpress Routes 40, 78, 80 and 90

Philip Kamhi summarized the five specific recommendations for SolanoExpress service expansions. He cited that the first is to expand service to Sundays on SolanoExpress Route 80, which is the most productive route in the SolanoExpress Service, carrying over 450,000 passengers in FY 2014 with the highest farebox recovery ratio of any route. He cited that the second recommendation is to expand service on SolanoExpress Route 40, to provide midday service to commuters and the SolanoExpress Route 90 to provide Saturday service. He noted that SolanoExpress Route 40 does not provide midday service, which leaves passengers feeling stranded if they need to travel in midday. Providing midday service will make the SolanoExpress Route 40 more attractive to new customers, as well as enhance it for current customers. The SolanoExpress Route 90 currently does not provide Saturday service, but this has been a common customer service request, as it allows options for Solano County residents to travel to BART on Saturdays. Staff recommends expanding the SolanoExpress Route 90 to include Saturday service. SolanoExpress Route 78 is also recommended for expansion. To include Sunday service and to increase frequency in weekdays midday and evenings.

Recommendation:
Forward a recommendation to the STA TAC and Board to approve the $738,200 of RM2 funding to be used in FY 2015-16 for Phase 2 of the Transit Corridor Study and for SolanoExpress service expansion on Routes 40, 78, 80 and 90 as follows:
1. Transit Corridor Study Phase 2: $421,942
2. SolanoExpress Route 40 Midday Service Expansion: $143,722
3. SolanoExpress Route 78 Sunday Service Expansion: $5,000
4. SolanoExpress Route 78 Increase weekday frequency in middays and evenings: $55,000
5. SolanoExpress Route 80 Sunday Service Expansion: $40,000
6. SolanoExpress Route 90 Saturday Service Expansion: $72,536

On a motion by Judy Leaks, and a second by Michael Abegg, the SolanoExpress Intercity Transit Consortium approved the recommendation (6 Ayes, 2 Absent).

B. STA Grant Submittal: MTC Climate Initiatives Grant Program

Robert Guerrero identified the two separate grant proposal requests. The first proposal is to construct a new Park and Ride lot consistent with the recommendation identified in the 2014 Draft I-80/680/780 Transit Corridor Study, and the second proposal is to implement a voluntary version of the Bay Area Commuter Benefits Program in the eastern portion of Solano County, working with employers in Vacaville, Dixon, and Rio Vista. The first is for $1.3 million for a new Solano Express Bus Park and Ride lot in Dixon with a required match of $195k. The local match for this proposal will come from a combination of TDA and STAF Funds. The second proposal is for $500,000 with a local match of $75,000 from YSAQMD CAF funds.

Recommendation:
Forward a recommendation to the STA TAC and Board to authorize the Executive
Director to submit two grant proposals for the MTC Climate Initiatives Parking
Management and TDM Grant program:
1. New Solano Express Bus Service Park and Ride Stop: City of Dixon for a request
    of $1.3 million; and
2. SNCI Employer and Vanpool and County Bicycle Map App Services for $500,000.

On a motion by Nathaniel Atherstone, and a second by Judy Leaks, the SolanoExpress
Intercity Transit Consortium approved the recommendation (6 Ayes, 2 Absent).

7. ACTION NON-FINANCIAL ITEMS

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

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

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

On a motion by Judy Leaks, and a second by Michael Abegg, the SolanoExpress Intercity
Transit Consortium approved the recommendation (6 Ayes, 2 Absent).

B. Managed Lanes Implementation Plan (MLIP) Priority Projects

Robert Guerrero identified the 5 MLIP Priority Projects. They are as follows:
1. Direct access improvements at the Fairfield Transit Center
2. New station stop at the Solano College campus in Fairfield
3. Transit priority measures (e.g. signal priority, queue jumps and bus bulbs, and bus
    lanes).
4. New park and ride lots at Hiddenbrooke/I-80, SR 37/Fairgrounds Drive (adjacent to
    I-80), City of Dixon and I-680/0Gold Hill.
5. Curtola Park and Ride Phase 2

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

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

On a motion by Nathaniel Atherstone, and a second by Judy Leaks, the SolanoExpress
Intercity Transit Consortium approved the recommendation (6 Ayes, 2 Absent).

8. **INFORMATIONAL ITEMS – DISCUSSION ITEMS**

   A. **Update on Transit Corridor Study Phase 2**
   Jim McElroy commented that staff expects the public outreach to begin shortly, culminating in three public meetings to be held in September 2015. The proposed public meetings will be held in Fairfield, Vacaville, and Vallejo. Leading up to the public meetings will be a large effort to educate riders and non-riders and to seek feedback and input.

   B. **Intercity Paratransit/Taxi Scrip Program- Proposed Approach to Service Alternative Analysis**
   David Koffman, Nelson\Nygaard Consulting Associates provided a brief history of the Intercity Taxi Program and presented the ridership patterns and costs. He noted that as part of a study conducted when the transition of administrative responsibility transferred from Solano County to the STA, one of STA's key program objectives was to ensure the long-term sustainability of the Solano Intercity Taxi Program. He identified the variety of options for consideration in order to ensure the long-term sustainability of the Solano Intercity Taxi Program. He concluded by stating that after the STA Board selection of the preferred service option in the Fall of 2015, actual implementation of this option will occur in 2016.

   C. **Legislative Update**
   Jayne Bauer provided an update to the current state legislative activity with regard to transportation funding.

   D. **SNCI Call Center/Transportation Info Depot Update**
   Judy Leaks provided an update on the Transportation Info Depot, Mobility Management Call Center, Napa and Solano transit schedule distribution, marketing, promotions and events.

   NO DISCUSSION

   E. **Summary of Funding Opportunities**

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

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

11. **ADJOURNMENT**
    The meeting adjourned at 3:00 p.m. The next regular meeting of the Solano Express Intercity Transit Consortium is scheduled for **1:30 p.m. on Tuesday, August 25, 2015.**

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DATE: August 9, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
Mary Pryor, STA Consultant
RE: Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix
August 2015

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

The Solano FY 2015-16 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate as of July 22, 2015 (Attachment A).

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

The TDA Matrix is based on MTC's Fund Estimate dated July 22, 2015. Previous versions of the TDA Matrix approved by the STA Board were based on MTC's Fund Estimate dated February 25, 2015. The primary change to the Fund Estimate is a reduction of approximately $216,000 for Solano County in the FY 2014-15 Revenue Adjustment. This reduction is based on actual revenues as of June 2015 rather than the estimated revenues as of February 2015. MTC has not changed the FY 2015-16 TDA Revenue Estimate in its July 2015 update. Additional changes include updates to the "FY 2013-15 Outstanding Commitments" (Column D) and "FY 2014-15 Transfers/Refunds" (Column E) to incorporate returns and allocations made between February 1, 2015 and June 30, 2015. STA includes FY 2014-15 Allocations and Returns that have occurred after MTC's cut-off date for the Fund Estimate (June 30, 2015). This action includes a return of excess operating funds from Rio Vista.

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

Solano County Transit (SolTrans)
Solano County Transit requested $5,816,220 in TDA funds. TDA funds in the amount of $3,975,016 will be used for operating and the amount of $1,841,204 will be used for capital projects. SolTrans' capital projects include the CNG fueling facility and new bus wash at the operations and maintenance facility, an Automatic Vehicle Locator (AVL) system, facility and vehicle maintenance, and the Curtola Park & Ride Hub Renovation. The claim is consistent with the TDA matrix approved by the STA Board on June 10, 2015.

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

Solano Transportation Authority
Solano Transportation Authority is planning to request $1,140,945 in TDA funds. TDA funds in the amount of $508,777 will be used for transit program, administration, coordination, and planning. TDA funds in the amount of $50,000 will be claimed against Suisun City's TDA share for operating and maintenance cost for the Suisun City AMTRAK station. TDA funds in the amount of $582,168 are planned to be claimed for the Intercity Taxi Scrip Program. This amount may be subject to change pending discussions with the Consortium regarding modifications contributions from selected jurisdiction. The claim is consistent with the TDA matrix approved by the STA Board on July 8, 2015.

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

The City of Fairfield
The City of Fairfield is requesting $6,143,184 in their local TDA funds as shown in Attachment B. TDA funds in the amount of $4,484,764 will be used for operating and the amount of $1,658,420 will be used for capital projects. Fairfield's capital projects include:
- Paratransit vehicle conversion to propane and related infrastructure
- Tools/Equipment/Extensive & Miscellaneous Bus Maintenance
- Administrative Vehicle Replacement
- Bus/Vehicle Camera Installations
- Security Cameras for the FTC garage
- FTC Interior Security Improvements
- NextBus/AVL System
- FTC Phase II Design and Engineering activities

The claim is consistent with the TDA matrix approved by the STA Board on July 8, 2015.

The following TDA claim is being brought forward for approval:

City of Rio Vista

The City of Rio Vista is requesting $271,700 in TDA funds as shown in Attachment B. TDA funds in the amount of $206,200 will be used for Rio Vista Delta Breeze operations, and $65,500 is planned for capital projects. Rio Vista's capital funding is for two bus replacements and a radio system.

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

Recommendation:
Forward a recommendation to the STA TAC and Board to approve the FY 2015-16 Solano TDA Matrix as shown in Attachment B for the City of Rio Vista.

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

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

FY2014-15 TDA Revenue Estimate			FY2015-16 TDA Estimate		
FY2014-15 Generation Estimate Adjustment			*FY2015-16 County Auditor's Generation Estimate*		
1. Original County Auditor Estimate (Feb, 14)	15,512,708		13. County Auditor Estimate		17,358,114
2. Actual Revenue (June, 15)	17,142,477		*FY2015-16 Planning and Administration Charges*		
3. Revenue Adjustment (Lines 2-1)		1,629,769	14. MTC Administration (0.5% of Line 13)	86,791	
FY2014-15 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	86,791	
4. MTC Administration (0.5% of Line 3)	8,149		16. MTC Planning (3.0% of Line 13)	520,743	
5. County Administration (Up to 0.5% of Line 3)	8,149		17. Total Charges (Lines 14+15+16)		694,325
6. MTC Planning (3.0% of Line 3)	48,893		18. TDA Generations Less Charges (Lines 13-17)		16,663,789
7. Total Charges (Lines 4+5+6)		65,191	*FY2015-16 TDA Apportionment By Article*		
8. Adjusted Generations Less Charges (Lines 3-7)		1,564,578	19. Article 3.0 (2.0% of Line 18)	333,276	
FY2014-15 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		16,330,513
9. Article 3 Adjustment (2.0% of line 8)	31,292		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)		1,533,286	22. TDA Article 4 (Lines 20-21)		16,330,513
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		1,533,286			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY 2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest)[1]	Outstanding Commitments[2]	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	757,670	3,557	761,227	(984,637)	0	297,844	31,292	105,726	333,276	439,002
Article 4.5										
SUBTOTAL	**757,670**	**3,557**	**761,227**	**(984,637)**	**0**	**297,844**	**31,292**	**105,726**	**333,276**	**439,002**
Article 4/8										
Dixon	528,009	1,269	529,278	(392,489)	0	643,546	67,611	847,946	734,437	1,582,383
Fairfield	2,307,466	5,733	2,313,199	(6,033,242)	1,000,000	3,774,523	396,552	1,451,033	4,251,582	5,702,615
Rio Vista	360,240	1,686	361,926	(472,174)	0	265,072	27,848	182,672	306,605	489,277
Solano County	676,146	3,428	679,574	(496,476)	0	660,883	69,432	913,413	741,586	1,654,999
Suisun City	4,888	82	4,970	(976,939)	41,845	984,871	103,471	158,217	1,103,260	1,261,477
Vacaville	4,430,121	19,066	4,449,187	(3,309,998)	603,988	3,232,799	339,638	5,315,615	3,617,620	8,933,235
Vallejo/Benicia[4]	632,929	5,373	638,302	(4,624,882)	0	5,032,663	528,732	1,574,815	5,575,423	7,150,238
SUBTOTAL[5]	**8,939,798**	**36,638**	**8,976,436**	**(16,306,200)**	**1,645,833**	**14,594,355[5]**	**1,533,286**	**10,443,711**	**16,330,513**	**26,774,224**
GRAND TOTAL	**$9,697,469**	**$40,194**	**$9,737,663**	**($17,290,837)**	**$1,645,833**	**$14,892,199**	**$1,564,578**	**$10,549,437**	**$16,663,789**	**$27,213,226**

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

FY2015-16 TDA Matrix

REVISED DRAFT   Attachment B

12-Aug-15

FY 2015-16

AGENCY	TDA Est from MTC, 7/22/15 (1)	Projected Carryover 7/22/15 (1)	Available for Allocation 7/22/15 (1)	FY2014-15 Allocations / Returns after 6/30/15	Paratransit – ADA Subsidized Taxi Phase I (2)	Paratransit – Paratransit	Local Transit – Dixon Readi-Ride	Local Transit – FAST	Local Transit – Rio Vista Delta Breeze	Local Transit – Vacaville City Coach	Local Transit – SolTrans (3)	Intercity FAST Rt 20	Intercity FAST Rt 30	Intercity FAST Rt 40	Intercity SolTrans Rt. 78	Intercity SolTrans Rt. 80	Intercity SolTrans Rt 85	Intercity FAST Rt. 90	FAST Intercity Subtotal (4)	SolTrans Intercity Subtotal (4)	STA Planning (6)	Other Swaps (7)	Transit Capital (8)	Total	Balance
Dixon	734,437	847,946	1,582,383		5,000		440,000					2,746	61,004	1,077	2,674	483	978	9,370	74,197	4,135	22,434		13,678	559,445	1,022,938
Fairfield	4,251,582	1,451,033	5,702,615		40,000	1,244,880		894,769				47,723	70,809	120,360	8,920	3,388	12,541	291,687	530,579	24,848	131,585		1,658,420	4,525,082	1,177,533
Rio Vista	306,605	182,672	489,277	-75,432	5,000				206,200			-	-	-	-	-	-	-	0	-	9,240		65,500	210,508	278,769
Suisun City	1,103,260	158,217	1,261,477		0	219,685		745,664				8,364	20,126	41,186	1,532	868	3,625	108,539	178,214	6,025	34,334	50,000		1,233,922	27,555
Vacaville	3,617,620	5,315,615	8,933,235		70,000	281,492				712,253		64,727	101,730	90,967	4,249	1,939	5,475	94,521	351,944	11,663	112,700		665,000	2,205,052	6,728,183
Vallejo/Benicia (SolTrans)	5,575,423	1,574,815	7,150,238		85,000	1,357,093					2,346,148	15,372	48,223	21,080	92,020	43,213	57,721	42,386	127,061	192,954	175,445		1,841,204	6,124,905	1,025,333
Solano County	741,586	913,413	1,654,999	377,168								14,874	28,045	25,788	14,017	7,182	10,951	49,063	117,769	32,150	23,038			550,125	1,104,874
Total	**16,330,513**	**10,443,711**	**26,774,224**	**-75,432**	**582,168**	**3,103,150**	**440,000**	**1,640,433**	**206,200**	**712,253**	**2,346,148**	**153,806**	**329,937**	**300,457**	**123,412**	**57,072**	**91,291**	**595,565**	**1,379,766**	**271,775**	**508,777**	**50,000**	**4,243,802**	**15,409,039**	**11,365,185**

NOTES:

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

(1) MTC July 22, 2015 Fund Estimate; Reso 4177; columns I, H, J
(2) STA will be claimant. Amounts subject to change.
(3) Includes flex routes, paratransit, local subsidized taxi
(4) Consistent with FY2015-16 Intercity Transit Funding Agreement and FY2013-14 Reconciliation
(5) Note not used.
(6) Claimed by STA from all agencies per formula; approved by STA March 11, 2015.
(7) To be claimed by STA for Suisun Amtrak station maintenance.
(8) Transit Capital purchases include bus purchases, maintenance facilities, etc.

DATE: August 14, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
            Richard Weiner, Nelson\Nygaard Consulting Associates
RE: Solano Intercity Taxi Scrip Program Interim Fare Changes

Background:

On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the Solano Transportation Authority from Solano County. The Solano Intercity Taxi Program has been a highly popular program, with nearly all booklets available selling out each month. Phase II of this program will seek to incorporate non-ambulatory riders. Additionally, a new program delivery model will be recommended to achieve long-term program sustainability. In the interim, staff are proposing a number of interim program modifications that address current program deficiencies that are not dependent on adoption of a new program delivery model.

Discussion:

In order to ensure the long-term sustainability of the Solano Intercity Taxi Program, it is key objective, to keep costs in line with expenses. Fares have remained constant for the first five years of the program, while operating costs have increased each year. It is expected that the costs will increase even more when non-ambulatory trip options are added. Currently, it costs a customer $15 for a $100 scrip booklet. The 85% subsidy significantly exceeds the 50% subsidy provided in local user side taxi subsidy programs in Solano County cities. An increase in fare revenues will result in more service availability due to the expansion of program revenues, and will partially address capacity constraints. As such, staff recommends increasing fares $40 for a $100 scrip booklet. The proposed 60% subsidy for the Intercity Taxi Program will still exceed local taxi scrip program subsidies.

The proposed fare change was brought for review to the Solano Seniors and People with Disabilities Transportation Advisory Committee (SSPWD-TAC) meeting, Paratransit Coordinating Council (PCC) and the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC). Some of the comments received (Attachment B) recommended looking at identifying low-income riders that are using this program, and utilizing a sliding scale to provide lower costs to these users. As most of the current riders are believed to be low-income, a sliding scale program would not impact farebox recovery without an increase. Therefore, if Consortium recommends an income based fare, STA staff recommends that the low-income fare should be $25, and all non-low-income fare should be $40. If Consortium were to recommend this option, it would require additional program administration as the income verification would need to occur. One option would be to provide income verification as part of the in-person ADA eligibility process.

Under the current program, the cost for each jurisdiction varies. Rio Vista and Dixon currently pay almost twice as much per scrip booklet as SolTrans, Vacaville and FAST. While this discrepancy is large, the average cost per booklet across the County is $43.54. Staff

recommends that the cost be equitable for each transit provider, which would set the cost per booklet at $43.54 for each transit provider as follows:

Agency	Annual Contribution	Annual Scrip Allocation	Cost per Booklet	Average for All Agencies
SolTrans	$85,000	2,072	$41.02	
Vacaville	$70,000	1,600	$43.75	
FAST	$40,000	916	$43.67	
Dixon	$5,000	60	$83.33	$43.54
Rio Vista	$5,000	60	$83.33	
Unincorporated County	$292,645	92	N/A	

Additionally, staff and the consultant team would like input from the Consortium members on the varying policies throughout the County on scrip booklet limits (Attachment A).

Fiscal Impact:
An increase in the cost of scrip booklets from $15 to $40 per booklet, would provide $25 more per scrip booklet more towards the program. The increase from $15 to $25 per booklet for low income participants would provide $10 more per booklet. At current usage, this increase would generate approximately $48,000 - $65,000 per year in additional fare revenue. The recommended adjustment of the cost for each jurisdiction as shown in the above table per booklet to $43.54 would equalize costs throughout the County.

Recommendation:
Forward a recommendation to the STA TAC and Board to approve the following modifications to the Solano Intercity Taxi Scrip Program:
1. Increase the cost of scrip booklets from the current level of $15 for $100 worth of scrip to:
   a) 40 for $100 worth of scrip,
   b) Utilize a income verification by the STA to implement a sliding scale, where $25 for $100 worth of scrip for low income and $40 for $100 worth of scrip for non-low income;
2. Provide participants with 90 days notification prior to fare increase implementation; and
3. Normalize the cost per scrip booklet to $43.54 for each transit operator in Solano County.

Attachments:
   A. Intercity Taxi Program Update (5/15/15)
   B. Comments Received on Intercity Taxi Program

NELSON NYGAARD

MEMORANDUM

To: Consortium

From: Nelson\Nygaard Consulting Associates

Date: May 15, 2015

Subject: Intercity Taxi Scrip Program Update

The Intercity Taxi Scrip Program has operated over the last few years with flexibility that allows transit operators to set jurisdictional policies regarding scrip booklet sales and caps. Each program contributes a set amount at the beginning of a fiscal year, committing to a set amount of scrip booklets over the course of that year. The following is a breakdown of both the scrip booklet sales policy and the scrip booklet costs for each jurisdiction.

Figure 1   Jurisdictional Scrip Booklet Policies

Jurisdiction	Policy
Soltrans	8 booklets per person per month – Vallejo 4 booklets per person per month – Benicia
Vacaville	5 booklets per person per day, 20 booklets per month maximum
FAST	2 booklets per person every 2 weeks
Dixon	1 booklet per person per week
Rio Vista	2 booklets per person per month
Unincorporated County Residents	3 booklets per person per month

Limits on Scrip Booklets Per Person

Vallejo and Benicia were allowed to set their own limits based on their anticipated demand for each city. Soltrans has allowed Benicia to sell up to 8 booklets per person per month, should a customer from Benicia request more than the standard 4 booklet limit. However, Benicia rarely receives requests for more than 4 booklets per person in a given month.

This flexible approach has allowed individual jurisdictions to customize their policy based on expected demand in each area. However, should residents choose to change jurisdictions within Solano County, their mobility will be impacted based on policy differences between jurisdictions. In addition, for Quarter 3 (January-March 2015), each jurisdiction sold out (with the exception of Rio Vista). This signifies there is excess demand, especially in jurisdictions with larger populations.

Discrepancies in Booklet Costs

The discrepancy in cost per booklet to the jurisdiction is evident on an annual basis. The average cost per booklet in three jurisdictions is approximately $43, with Rio Vista and Dixon paying nearly double for each booklet. When factoring in farebox, Rio Vista and Dixon are paying 98% of the costs, whereas the remaining jurisdictions are paying closer to 58% of the costs. To remedy this, jurisdictions should discuss either redistributing booklets or reallocating contributions in order to create a more equitable cost impact for Dixon and Rio Vista.

Figure 2   Jurisdictional Financial Contributions

Agency	Annual Contribution	Annual Scrip Allocation	Cost per Booklet for Agency	Average for All Agencies
Soltrans	$85,000	2,072	$41.02	
Vacaville	$70,000	1600	$43.75	
FAST	$40,000	916	$43.67	$43.54
Dixon	$5,000	60	$83.33	
Rio Vista	$5,000	60	$83.33	
Unincorporated County	$292,645	92	N/A	

Comments Received on Proposed Changes

Date	Meeting	Person	Agency	Comment
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Father Robert Fuentes	Faith in Action	Father Fuentes discussed the need to identify the low-income riders who are utilizing the Intercity Taxi Scrip program and how fare changes would impact them.
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Mona Babauta	Solano County Transit	In regards to Father Fuentes comment, Mona Babauta commented that there are other transit programs that may be better suited to certain types of trips. Mona advised that people should also explore other transportation program options.
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Susan Rotchy		Susan Rotchy expressed the importance of serving non-ambulatory People with Disabilities.
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Tracee Stacy		Tracee Stacy expressed concerns on cost increases.
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Ellen Kolowich		Ellen Kolowich praised the taxi scrip model and discussed finding a bigger pool of taxi to pull from, using fuel-efficient cars and exploring Uber type models. Also expressed importance of serving non-ambulatory.
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Brian McLean	Vacaville City Coach	Brian McLean reminded the group that there are other options available outside of the Intercity Taxi Scrip Program.
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Stephan Betz		Stephan Betz recommended projecting out future needs for the Senior population which is growing drastically.
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Supervisor Jim Spering	Solano County	Chair Spering requested to bring back a discussion on the Average Cost per Trip for the past, present and future.
6/25/2015	Paratransit Coordinating Council (PCC)	Ernest Rogers	PCC Vice Chair	Suggested an income-based sliding scale for taxi scrip pricing, after hours service, and non-ambulatory service. Commented that overall ridership will increase with non-ambulatory service.
6/25/2015	Paratransit Coordinating Council (PCC)	Judy Nash	PCC Member	Suggested that ADA eligible users be notified when scrip is available for purchase. Commented that some individuals may not be aware that scrip is available and will miss the opportunity before scrip sells out. Also suggested special pricing for low-income patrons.
6/25/2015	Paratransit Coordinating Council (PCC)	Kumar Puar	Northbay Transit	Supported the provision of service for non-ambulatory patrons and noted that Northbay Transit is in possession of 6-8 wheelchair accessible vans. Commented that additional training is required to assist non-ambulatory riders. Recommended flat-rate intercity pricing agreements with taxi companies to reduce overall program costs.
6/25/2015	Paratransit Coordinating Council (PCC)	Cynthia Tanksley	PCC Member	Supported the usage of smart cards (similar to Clipper) as a form of payment.
7/30/2015	CTSA - AC	Supervisor Jim Spering		How is the $15/85% subsidy established?
7/30/2015	CTSA - AC			Do we track the number of people buying scrip?
7/30/2015	CTSA - AC			· Are trips tracked and monitored?
7/30/2015	CTSA - AC	Mayor Batchelor		Is a particular category of service targeted? Medical Centers, etc?
7/30/2015	CTSA - AC	Tracee Stacey		Are we tracking duplicate purchasers?
7/30/2015	CTSA - AC	Tracee Stacey		Are we able to track the income of purchasers?
7/30/2015	CTSA - AC			What is the reason for different subsidy levels for local scrip programs?
7/30/2015	CTSA - AC	Tracee Stacey		Does it matter that 7 people take 30% of the trips?
7/30/2015	CTSA - AC			Will CTSA committee make policy decision on the people using 30% of trips?
7/30/2015	CTSA - AC	Supervisor Jim Spering		Requested breakdown of what percentage of TDA funds goes to the Taxi Scrip Program
7/30/2015	CTSA - AC	Tracee Stacey		Look at sliding scale model instead of flat rate
7/30/2015	CTSA - AC	Mona		Interciy Taxi is not the only solution
7/30/2015	CTSA - AC	Brian McLean		Controls need to be put into place so someone who needs to go to the doctor doesn't get pushed out by someone going to the bar. Mentioned Uber model for paratransit.
7/30/2015		Supervisor Jim Spering		Mentioned that trip purpose was not necessary, as this was quality of life issue.
7/30/2015	CTSA - AC	Lyall Abott		Specific Medical Scrip?
7/30/2015	CTSA - AC	Nathan Atherstone		Limit purchasing power of individuals
7/30/2015	CTSA - AC	Father Robert Fuentes		Faith in Action bumps people to prioritize medical appointments
7/30/2015	CTSA - AC		Community Action Northbay	$15 is an affordable subsidy for extreme low-income. Regional Fare market transportation costs? Means testing?
7/30/2015	CTSA - AC	Tracee Stacey		If Phase 2 isn't feasible (non-ambulatory) then it's ok not to do it.

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DATE: August 14, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Richard Weiner, Nelson\Nygaard Consulting Associates
RE: Intercity Paratransit/Taxi Scrip Program – New Service Delivery Model

Background:

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

Discussion:

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

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

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

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

Of the two feasible options, Option 2, taxicards, and Option 3, centralized reservations, Nelson\Nygaard recommends centralized reservations. A centralized reservations model would:

- Greatly reduce the administrative burden on operators
- Create better accountability and reduce opportunities for misuse of the program

- Establish a more convenient method for customers to pay for trips
- Allow ambulatory riders and wheelchair users to use the same reservations and payment system
- Create multiple options for cost containment such as trip grouping, trip priorities or limits, and multi-tiered fares or surcharges

In comparison, a system based on taxicards would create separate and probably unequal services for ambulatory and wheelchair users, add significant cost for equipment in taxicabs as well as a need to keep this equipment operating, and involve substantial upfront cost to set up the new system. In addition, there appears to be only one vendor available to provide and administer the taxicard system.

Fiscal Impact:
None at this time.

Recommendation:
Forward a recommendation to the STA TAC and Board to implement one of the four service delivery options for the Intercity Paratransit/Taxi Scrip Program.

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

MEMORANDUM

To: Solano Transportation Authority

From: David Koffman

Date: May 12, 2015

Subject: Service Delivery Options for Solano Intercity Paratransit Service

INTRODUCTION

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

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

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

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

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

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

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

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

HISTORY

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

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

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

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

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

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

RIDERSHIP PATTERNS AND COSTS

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

Summary Data

Full-year statistics for 2013-14 were:

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

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

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

Figure 1   Shares of Taxi Companies

(Percentage of Trips in 2012-13)
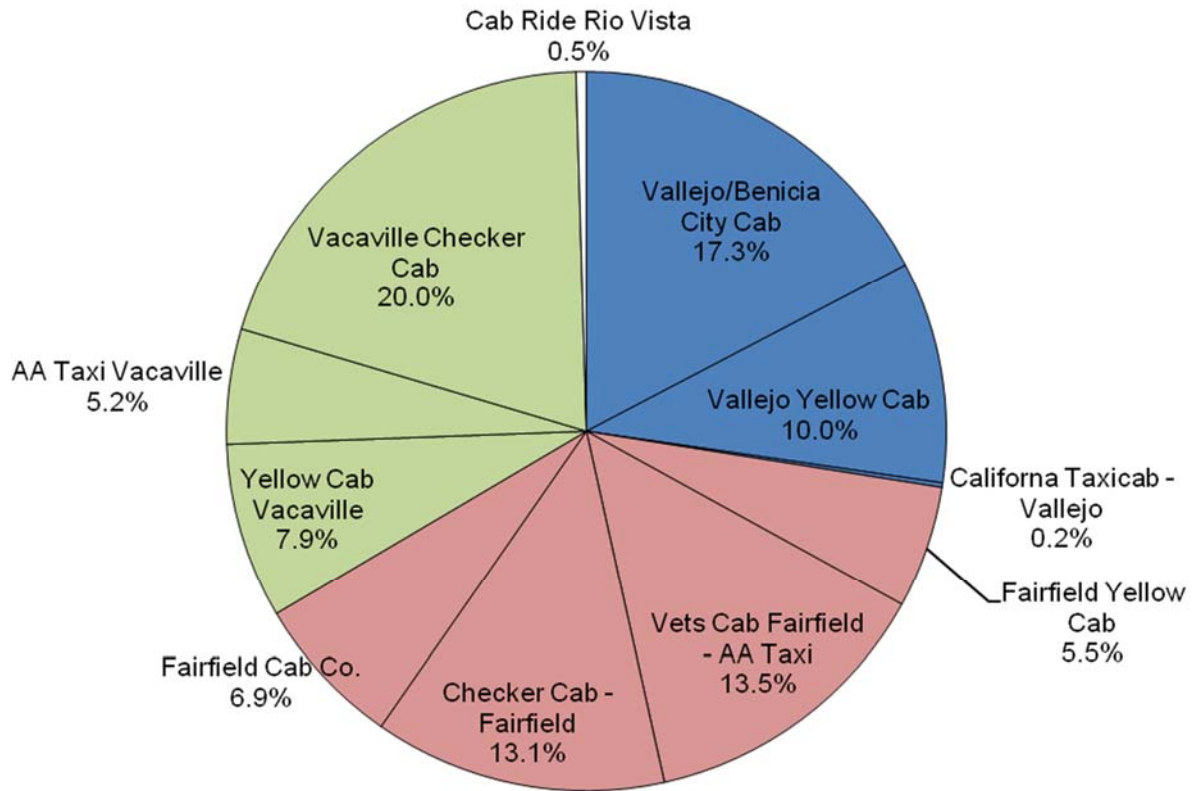
Common Destinations

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

Figure 2

Solano County Intercity Taxi Destinations

All Riders

Number of Trips
Circle size indicates
total activity

2 10 25 50 100

Source: Taxi company invoices for three months

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Trip Fares

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

Figure 3   Percent of Trips in Fare Ranges
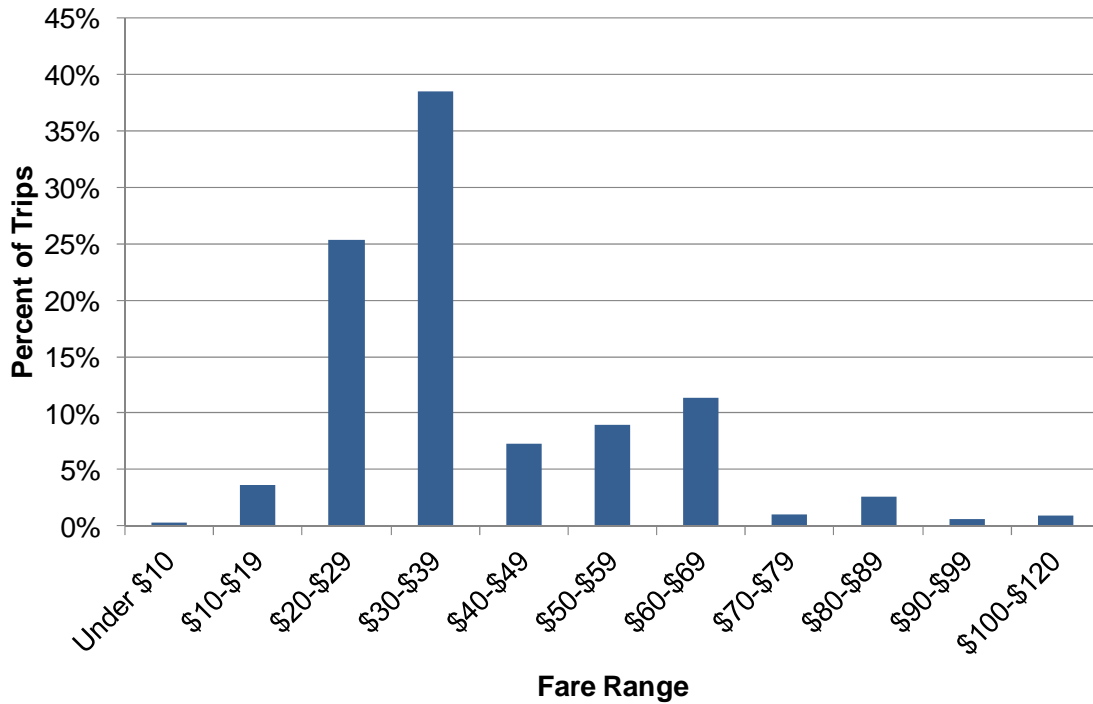
Time of Day of Travel

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

Figure 4   Time of Day of Taxi Scrip Trips
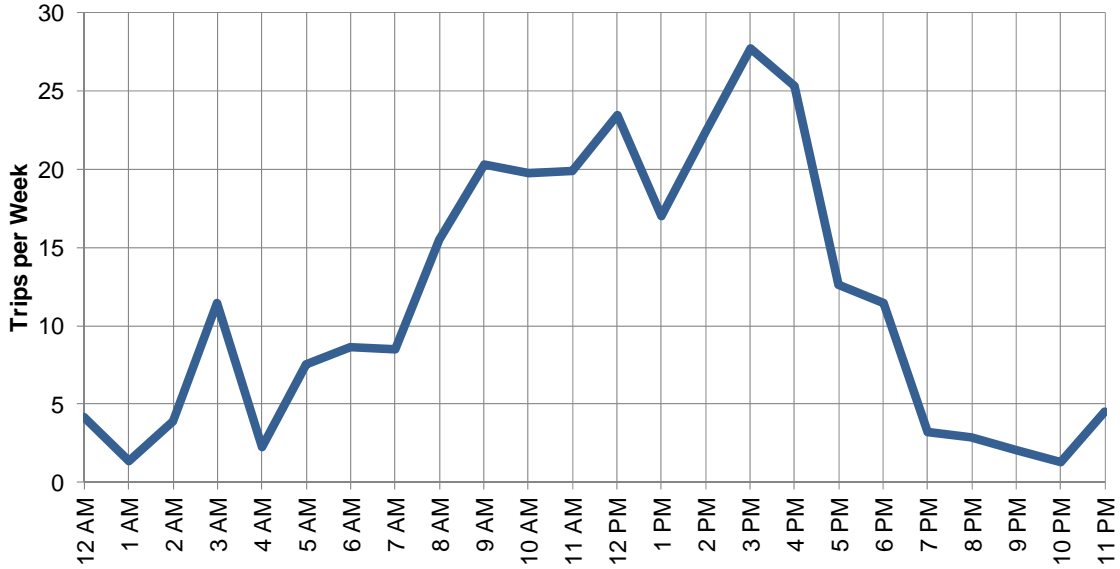
Estimated from taxi company invoices, assuming approximately 1,200 trips per month.

Frequency of Travel by Riders

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

Figure 5   Trips per Rider per Month
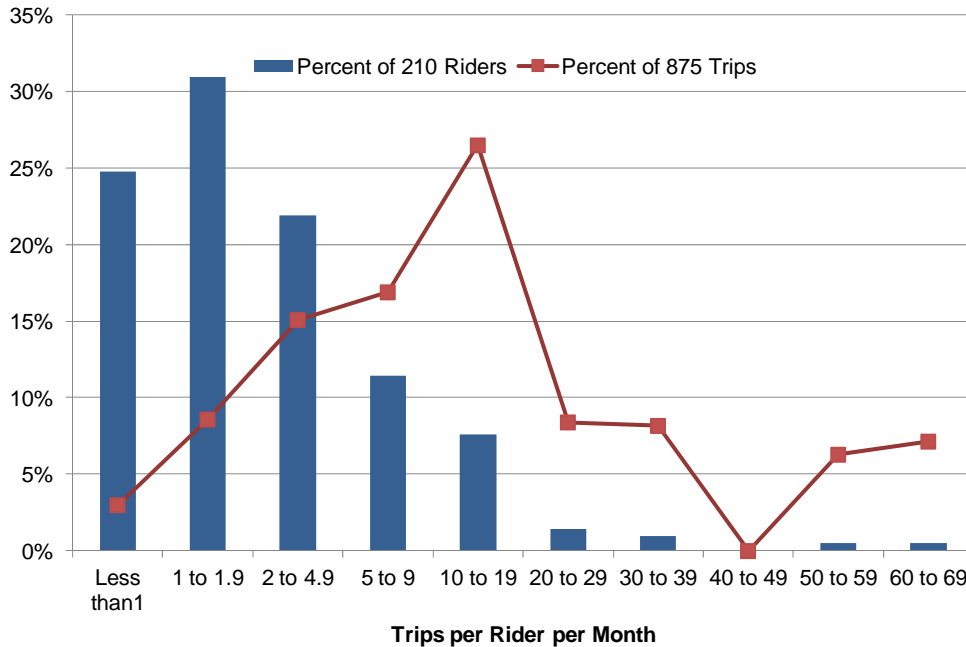
FOUR SERVICE DELIVERY OPTIONS FOR INTERCITY PARATRANSIT SERVICE

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

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

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

Option 1: Modified Taxi Scrip Program

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

Accessible Service by Wheelchair Van Providers.

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

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

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

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

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

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

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

Wheelchair-Accessible Taxi Service

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

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

Cost Containment

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

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

Figure 6   Three-Tier Fare Structure Proposal from 2013

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

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

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

Administrative Simplification

As long as scrip is retained, opportunities for administrative simplification would be very limited.

Figure 7 summarizes the advantages and disadvantages of modified taxi scrip.

Figure 7   Advantages and Disadvantages of Modified Taxi Scrip

Advantages	Disadvantages
A less significant overhaul of the current program than other options would allow for an easier transition	Does not address issue of current lack of accountability and reliable billing of current taxi companies
No significant issues for participants due to program changes	No significant options for administrative simplification
Cost can be contained by raising prices, limiting scrip purchases, or possibly charging more for purchases over a monthly limit	Difficult to control fraud issues
Current reasonable quality of service will be maintained	Fewer options for cost containment than with other models
	Issues with developing and administering accessible service:
	• Would need separate accessible service with medical transport providers, with a new payment mechanism, different than taxi scrip
	• Ability of the available accessible van operators to provide reasonably demand-responsive service is unknown
	• Theoretically possible to establish wheelchair accessible taxi service, but extremely difficult
	Limited ability to modify the fare structure:
	• Very hard to establish higher charges for same-day or off-peak travel
	• Higher charges for ticket or scrip purchases over set limits are possible, but have administrative issues

Option 2: Taxicard Payment System

How Taxicards Work

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

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

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

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

Figure 8   Taxicard Fare Structures in Three Cities

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

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

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

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

The Cost of Taxicards

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

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

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

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

Cost Containment

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

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

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

Administrative Simplification

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

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

Figure 9   Advantages and Disadvantages of a Taxicard System

Advantages	Disadvantages
Retains the basic structure of how participants interact with taxi companies, easing any transition	Adds significant cost for equipment in taxicabs, as well as a need to keep this equipment operating
Adds some options for containing costs beyond raising prices, probably including time-of-day pricing	Upfront cost of setting up the new system including fees to the system vendor, purchasing and distributing cards to participants
Current reasonable quality of service will be maintained	Continuing administration fees to the system vendor
Adds significant accountability by creating an automatic electronic record of all trips for verifying invoices	Dependence on a single vendor—availability of other vendors is unknown
Should increase the speed and accuracy of billing	Issues with developing and administering accessible service:
Eliminates the cost of scrip printing and distribution issues	• Would need separate accessible service with medical transport providers, with a different payment mechanism than taxicards
Drivers, companies, and programs not would not need to count, store, and deliver scrip	• Ability of the available accessible van operators to provide reasonably price demand-responsive service is unknown
Eliminates issues with control of multiple scrip sales locations	• Theoretically possible to establish wheelchair accessible taxi service, but extremely difficult
Participants can purchase taxi trip credit without needing to travel to a sales location	
Participants can use the exact amount of credit needed for each trip	

Option 3: Central Reservations

How Central Reservations Would Work

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

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

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

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

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

- Riders would pay $15 to establish credit for $100 worth of taxi trips. (The dollar amounts in this example are for illustration only—the actual amounts are likely to change.)

- When a rider wants to travel, he or she would call the reservations agent and give the desired time, pickup location, and destination, and the taxi company on which the rider wants to travel.

- The reservations agent would check the rider's eligibility and account balance.

- Assuming that the caller is eligible and there is sufficient trip credit in his or her account, the reservations agent would calculate the cost of the trip based on its mileage (measured using an online mapping program) and inform the rider.

- If the rider accepts the calculated cost, the reservations agent would transmit the reservation to the taxi company and debit the rider's account the cost of the trip.

- At the end of the accounting period, the taxi company would submit an invoice for completed trips and be paid the previously-agreed cost of all the trips.

- The reservations agent would also be responsible for conducting spot checks to verify that the reserved trips actually take place, for making adjustments when either the rider or the taxi company reports a no-show or cancellation, and for investigating complaints.

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

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

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

Accessible Service

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

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

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

> Taxi: $2.25 + $2.75 per mile

> Wheelchair van: $30 + $3.00 per mile

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

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

Cost Containment

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

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

Administrative Simplification

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

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

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

Figure 10   Advantages and Disadvantages of Central Reservations

Advantages	Disadvantages
Same as for taxicards: • Current reasonable quality of service will be maintained • Adds significant accountability by creating an automatic electronic record of all trips for verifying invoices • Should increase the speed and accuracy of billing • Eliminates the cost of scrip printing and distribution issues • Drivers, companies, and programs would not need to count, store, and deliver scrip • Eliminates issues with control of multiple scrip sales locations • Participants can purchase trip credit without needing to travel to a sales location • Participants can use the exact amount of credit needed for each trip Procedures for riders to obtain wheelchair-accessible service would be identical to procedures for taxi service Passengers do not need to handle scrip or money, except for trips that cost more than the rider's available credit or any limit on subsidy per trip Riders know in advance the exact cost of each trip Eliminates opportunities to overcharge for trips Allows multiple flexible options for cost containment, such as trip grouping, trip priorities or limits, multi-tiered fares or surcharges A choice of potential contractors is probably available	Uses a relatively new concept that is untested in Solano County Adds costs for a contractor compared to the current taxi-based model ADA paratransit program managers may have concerns about adding to existing contractor responsibilities Response time would probably be somewhat longer than currently, especially for wheelchair accessible service Mileage rates would need to be negotiated with taxi companies

Option 4: Dedicated Fleet

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

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

Accessible Service

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

Cost Containment

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

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

Fares and Fare Payment

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

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

Figure 11   Advantages and Disadvantages of the Dedicated Fleet Model

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

FINANCIAL ANALYSIS

Assumptions

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

Assumptions that apply to all options:

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

Option-dependent costs:

- **Modified scrip:**

  Administrative costs: $10,000 for scrip printing

  STA staff time: $40,000 (cost for the contracted Interim Program Manager are not included)

- **Taxicards:**

  Vendor payments and taxicards: $10,000

  STA staff time: $30,000

- **Central reservations:**

  Reservations agent contractor: $30,000 ($3 per vehicle trip based on $2.90 paid by Marin)

  STA staff time: $20,000

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

The Role of Fares

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

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

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

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

Results of the Analysis

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

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

Start-up Costs

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

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

Figure 12   Financial Analysis of Options

	Option				Existing
	Modified Scrip	Taxicard	Central Reservations	Dedicated Vehicles	
Inputs					
Average payment per trip to taxi companies	$40	$40	$40	$40	$40
Average payment per accessible van trip	$80	$80	$80	$80	$80
Percentage of wheelchair-accessible trips	20%	20%	20%	20%	0%
Trips per year	12,000	12,000	12,000	12,000	12,000
Passengers per trip	1.2	1.2	1.2	1.2	1.2
Farebox recovery (pct. of taxi cost/trip)	30%	30%	30%	30%	15%
Scrip printing	$10,000				$10,000
Vendor payments and cards		$10,000			
Reservations agent			$36,000		
Operations contract				$1,164,000	
STA staff time	$40,000	$30,000	$20,000	$20,000	$40,000
Transit operator staff	$0	$0	$0		

	Modified Scrip	Taxicard	Central Reservations	Dedicated Vehicles	Existing
Results					
Taxi payments	$320,000	$320,000	$320,000		$400,000
Van company payments	$160,000	$160,000	$160,000	$1,164,000	0
Admin	$50,000	$40,000	$56,000	$20,000	$50,000
Total operating cost	$520,000	$520,000	$536,000	$1,184,000	$440,000
Fare revenue	$120,000	$120,000	$120,000	$120,000	$60,000
Net subsidy cost	$410,000	$400,000	$416,000	$1,064,000	$390,000
Operating cost per trip	$44.17	$43.33	$44.67	$98.67	$37.50

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DATE :   August 13, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Discussion of Regional Transportation Plan/Sustainable Communities Strategy –
            Priority Projects

Background:
The Sustainable Communities Strategy (SCS) is the replacement for what was previously known as the Regional Transportation Plan (RTP). The SCS is jointly prepared by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). The SCS must be updated every 4 years. The current SCS, known as Plan Bay Area, was adopted in 2013, and the new SCS must be adopted in 2017. MTC is in the process of updating the list of potential projects for inclusion in the SCS.

The SCS is a 'fiscally constrained' plan. This means that it can only contain expenditures for projects and programs that can be paid for by reasonably foreseeable revenues. Each of the 9 Bay Area counties is given a planning budget for development of the SCS, and can propose projects and programs whose cost does not exceed its target budget. Over the past to SCS/RTP cycles, the final budget is approximately 50% of the initial planning budge, leading to a further narrowing of the project list. On April 29, 2015, MTC issued guidance for identifying candidate SCS projects. These guidelines are provided as Attachment A. MTC provides STA with a planning budget of $1.6 billion. The anticipated reduction of funds leads to a more realistic assessment of $820 million in available funds.

The projects for Solano County included in the 2015 SCS are provided in Attachment B.

In January of 2015, the STA staff began consultation with staff from the seven cities and the county regarding projects that should be included in the updated Solano Comprehensive Transportation Plan (CTP). At that time, STA stated that projects for the SCS would be select from the larger Solano CTP project list. The project list is provided as Attachment C. Countywide projects are provided as Attachment D.

Discussion:
With the limited funding available, STA staff's recommended focus is on projects that a) provide the greatest countywide benefit and b) are most likely to be delivered in the near term. The two projects that most clearly fit this category are the extension of the I-80 High Occupancy Vehicle (HOV) Lane and Express Lane conversion and the next phase of the I-80/I-680/SR 12 interchange. Based upon preliminary information from MTC, the HOV/Express Lane project is considered a regional project, and does not require funding from the STA county share.

Phase 1 of the I-80/I-680/SR 12 interchange. In order to maintain the project in the SCS for purposes of funding, environmental clearance and air qualify conformity analysis, the remaining construction packages are recommended for inclusion in next SCS. These construction packages of the I-80/I-680/SR 12 interchange have an identified cost of $577.62 million. Of this amount,

there is a component that is funded with Regional Express Lanes money. This is estimated to be $220 million. The cost to be submitted by STA for this project is $357.62 million.

A third priority project is the I-80 Westbound Truck Scales. The current engineering estimate for the project is $170 million. Because there is no set-aside for goods movement projects, this facility would need to be funded out of the STA county share if it is to be included in the SCS.

An additional project with regional impact is the possible reconstruction of SR 37 between Vallejo and either Sears Point of US 101. This project could address both sea level rise and congestion problems. It is recommended that STA join the CMAs of Sonoma, Marin and Napa counties in setting aside $1.5 million to complete a Project Initiation Document, in partnership with Sonoma, Marin and Napa counties. Each county would make a similar contribution, for an estimated total of $6 million.

Together, these three regional projects would account for up to $749.12. Of this total, $220 million is from regional funds, and $529.12 are from STA funds.

The next two projects recommended for funding commitment are the Jepson Parkway and Redwood Drive projects. Both are priorities in the current SCS and have significant funds already committed. The allocation for these two projects is recommended to be $53 million.

A new program entry is recommended to be Managed Lane Implementation Program (MLIP) projects. These include expanded transit centers, new park-and-ride lots and express bus replacement and maintenance. A total of $100 million for MLIP implementation is recommended.

All of the projects identified above total $700.12 million.

The following projects from the current SCS are recommended for elimination because they are either under construction or are no longer considered needed.
- Curtola Park and Ride – Phase 1
- I-80 Auxiliary Lanes (SR 12 to Airbase Parkway)

Finally, projects that are individually small can be listed as part of a broader category. For example, individual Safe Routes to Schools (SR2S) engineering projects are too small to be included in the SCS, but can be included in an overall SR2S program category, and therefore be eligible for SR2S funds when they become available.

The remaining unidentified funds total $119.8 million using the lower fund estimate, and $899.9 billion using the higher, unrealistic fund estimate.

The Consortium and TAC will be asked to help identify those projects that are the best local and regional priorities and are appropriate for inclusion in the SCS. STA will work with project sponsors in September to identify project costs and timing, and provide a final recommendation for committee recommendation and Board approval in September and October. All projects must be entered into the MTC database by the end of September. Those projects unable to provide adequate cost and schedule information will not be included in the submittal.

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

Recommendation:
Identify project for possible inclusion in the STA SCS submittal.

Attachments:
  A. April 29, 2015, MTC Guidelines for SCS Project submittal
  B. Plan Bay Area project list
  C. Solano CTP Project List – local agency projects
  D. Solano CTP Project List – countywide projects

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April 29, 2015

RE: <u>Plan Bay Area 2040 – Project Update, Call for Projects and Needs Assessments Guidance</u>

To: Caltrans, Congestion Management Agencies, and Transit Operators

As the Bay Area begins to develop Plan Bay Area 2040 (Plan), an update to the nine-county Regional Transportation Plan/Sustainable Communities Strategy, the Metropolitan Transportation Commission (MTC) requests the assistance of each of the nine Bay Area Congestion Management Agencies (CMAs) to coordinate project submittals for their county. Multi-county project sponsors (e.g. Caltrans, BART, Caltrain, WETA, etc.) may submit directly to MTC, but coordination with the appropriate CMA is encouraged. MTC is also seeking assistance of all of the region's transit operators in the development of the Transit Operating and Capital Needs Assessments for the Plan. Attached is the Project Update, Call for Projects and Needs Assessments Guidance that lays out the requirements for the county level calls for projects as well as the process for the needs assessments.

MTC requests all partner agencies to adhere to the following deadlines for the three processes:

- Project Update and Call for Projects: September 30, 2015 (agencies may submit evidence of governing board endorsement up to October 31, 2015)
- Transit Operating Needs Assessment: July 1, 2015
- Transit Capital Needs Assessment: July 1, 2015

MTC is developing a web-based application form for sponsors to submit their projects as a part of the Call for Projects process. Sponsors will be able to (a) remove projects in the current plan (Plan Bay Area) that are either now complete and open for service or no longer being pursued, (b) update projects in the current plan that should be carried forward in the Plan, and (c) add new projects. The web-based project application will be available in early May 2015. At that time, MTC will provide instructions to CMAs and multi-county sponsors on how to access and use the web-based form. MTC will also host a training session for local agency staff on the call for projects process on May 18, 2015, at 2:30 p.m. in the Auditorium of the Joseph P. Bort MetroCenter at MTC's offices in Oakland. Upon request, MTC staff can also provide a brief tutorial to CMA technical advisory committees.

Detailed information and guidance on the Transit Operating and Capital Needs Assessments will be released directly to transit operators on May 1, 2015.

MTC looks forward to receiving your project submittals and information on your operating and capital needs. If you have any questions about the Call for Projects or Needs Assessments processes, please contact the members of my staff listed in Attachment A for each of the three concurrent efforts. Thank you for your participation.

Sincerely,

Alix A. Bockelman
Deputy Executive Director, Policy

AB:AN:WB
https://metrotrans.sharepoint.com/teams/RTP/InternalDocuments/Call for Projects and Need Assessments Letter.docx

Attachments
- Attachment A: Project Update, Call for Projects and Needs Assessments Guidance
- Attachment B: Plan Bay Area Performance Targets
- Attachment C: Project Types and Programmatic Categories
- Attachment D: Web-Based Project Application Form Requirements

Attachment A

**Project Update, Call for Projects and
Needs Assessments Guidance**

Plan
BayArea
2040

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) and multi-county project sponsors (e.g., Caltrans, BART and Caltrain) to assist with the Project Update and Call for Projects for Plan Bay Area 2040. MTC is also seeking the assistance of the region's transit operators in the development of the Transit Operating and Capital Asset Needs Assessment for Plan Bay Area 2040.

A. PROJECT UPDATE AND CALL FOR PROJECTS

CMAs played a key role in developing Plan Bay Area, and will in this subsequent update. MTC expects the CMAs and multi-county project sponsors to plan and execute an effective public outreach and local engagement process to update Plan Bay Area project information and identify new projects for consideration in Plan Bay Area 2040. Detailed schedule information is avalible in section C of this document.

Projects/programs seeking future regional, state or federal funding through the planning horizon for Plan Bay Area 2040 must be submitted for consideration in the adopted Plan. CMAs are asked to coordinate and lead the Project Update and Call for Projects with local project sponsors in their respective counties. Sponsors of multi-county projects are asked to submit projects directly to MTC, but communication and coordination with CMAs is encouraged.

CMAs and multi-county project sponsors are encouraged to submit projects/programs that meet one or more of the general criterion listed below:
- Supports Plan Bay Area's performance targets (see Attachment B).
- Supports Plan Bay Area's adopted forecasted land use, including Priority Development Areas (PDA) and Priority Conservation Areas (PCA).
- Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan and climate action plans).

CMAs will assist MTC with the Project Update and Call for Projects by carrying out the following activities:

1. Public Involvement and Outreach

- *Conduct countywide outreach to stakeholders and the public.* CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at http://files.mtc.ca.gov/pdf/ppp/Final_Draft_PPP_and_PBA_Apendix_A_1-30-15.pdf. CMAs are expected, at a minimum, to:

  o Execute effective and meaningful local engagement efforts during the Project Update and Call for Projects process by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations and the public through the process.
  o Hold at least one public meeting providing opportunity for public comment on the candidate projects/programs for Plan Bay Area 2040 prior to submittal to MTC.

- o Explain the local Project Update and Call for Projects process, informing stakeholders and the public about the opportunities for public comments on projects and when decisions will be made on the list of candidate projects/programs.
  - o Post notices of public meetings on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
  - o CMA staff are encouraged to provide MTC with a link so the information can also be viewed on the website PlanBayArea.org.
  - o To the extent possible, hold public meetings in central locations that are accessible for people with disabilities and by public transit.
  - o Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.

- Document the outreach effort undertaken for the Project Update and Call for Projects process by including a list of all public meetings and comment opportunities, and information on how the process meets the requirements of MTC's Public Participation Plan.

2. **Agency Coordination**

- Work closely with local jurisdictions, transit agencies, MTC, Caltrans and stakeholders to update Plan Bay Area project information and identify new candidate projects for consideration in Plan Bay Area 2040. CMAs will assist with agency coordination by:

  - o Communicating this Project Update and Call for Projects guidance to local jurisdictions, transit agencies, Caltrans and stakeholders and coordinate with them on completing the project application form, reviewing and verifying project information and submitting projects for review by MTC.
  - o Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
  - o Developing transit improvement projects in coordination with MTC and transit agency staff.

3. **Title VI Responsibilities**

- Ensure the public involvement process provides underserved communities access to the project submittal process in compliance with Title VI of the Civil Rights Act of 1964.

  - o Assist community-based organizations, communities of concern and any other underserved community interested in submitting projects.
  - o Remove barriers for persons with limited English proficiency to have access to the project submittal process.
  - o For additional Title VI outreach strategies, please refer to MTC's Public Participation Plan found at: http://files.mtc.ca.gov/pdf/ppp/Final_Draft_PPP_and_PBA_Apendix_A_1-30-15.pdf.

4. **Project Funding Plans**

Project/programs must have a full funding plan for inclusion into Plan Bay Area 2040. These full funding plans may consist of both Committed and Discretionary funding sources. MTC Resolution No. 4182 establishes the Committeed Projects and Funds Policy for Plan Bay Area 2040 by defining criteria to determine committed transportation projects and funding sources. The the Committeed Projects and Funds Policy defines:

- **Committed** funding sources as funds directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency.
- **Discretionary** funding sources as:
  - Subject to MTC programming decisions.
  - Subject to compliance with Commission allocation conditions.
  - Subject to competitive state and federal funding programs often involving MTC advocacy.
- For additional information, please refer to the Committed Projects and Funds Policy at: http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2401/9a_Resolution_NO._4182.pdf
- For the Call for Projects, CMAs and multi-county project sponsors must identify and confirm committed funds and make requests for consideration of discretionary funds, either as part of the County Target Budgets or as a direct request to MTC.

A. **County Target Budgets**

- Ensure that the list of candidate project/programs fits within the county target budget identified by MTC.

  - County target budgets are intended to place a cap on project/program submittals by CMAs.
  - County target budgets are not to be construed as the financially constrained budget used for assigning funds to projects/programs in the preferred investment strategy for Plan Bay Area 2040.
  - County target budget revenue sources include Regional Transportation Improvement Program (RTIP) and OneBayArea Grant (OBAG) funds, which consists of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) revenues. OBAG funds include STP and CMAQ funding for the period of FY 2017-18 to FY 2039-40 (23 years). All projects identified for the OBAG funding target in the Call for Projects must be eligible to receive OBAG funding; therefore, generally not road or transit expansion projects.
  - All committed funds sources (including existing county sales tax measures) are excluded from the county target budgets.
  - Anticipated local revenue refers to sales tax reauthorizations and new county revenue measures that are being considered for an election ballot prior to Plan Bay Area 2040 adoption (June 2017). Revenue from reauthorizations and new measures is included in the below table in column E.
    - Revenue from sales tax reauthorizations are included for the period from the expiration of existing committed and adopted county tax measures to FY

2039-40. Estimates are based on Plan Bay Area projections from county sales tax authorities. New county revenues are estimated for the period from FY 2017-18 to FY 2039-40, except for Sonoma County where revenues are forecasted only through FY 2018-19. These augmentation revenues are included to allow CMAs to submit candidate projects/programs that would be funded through a revenue augmentation in the Project Update and Call for Projects process. The inclusion of candidate augmentation projects/programs is necessary to allow for projects/programs that may be funded by local revenues secured over the course of the Plan development to be included in MTC's project-level performance assessments and air quality conformity analysis.

County Target Budgets (in billions of Year-of-Expenditure $)

A	B	C	B + C = D		E
County	RTIP	OneBayArea Grant	Total Funds		Anticipated Local Revenue**
Alameda	$2.03	$0.62	$2.65		n/a
Contra Costa	$1.39	$0.45	$1.84		$5.40
Marin	$0.38	$0.10	$0.48		n/a
Napa	$0.25	$0.09	$0.34		n/a
San Francisco	$1.03	$0.38	$1.41		$7.00
San Mateo	$1.05	$0.27	$1.32		n/a
Santa Clara	$2.41	$0.87	$3.28		$5.80
Solano	$0.63	$0.19	$0.82		$1.60
Sonoma	$0.77	$0.24	$1.01		$1.60
Total	**$9.92**	**$3.21**	**$13.13**		**$21.40**

**Numbers are based on most recent publicly available data, CMAs are requested to update as necessary.

B. **Regional Discretionary Requests**

- Some projects, particularly regional capital intensive projects will not fit within the constraints of the County Target Budgets, and should make discretionary funding requests directly to MTC.
- Similarly, multi-county transit operators, Caltrans and other regional agencies should coordinate discretionary funding requests within the project/program's respective county, but may make discretionary funding requests directly to MTC.

5. **Cost Estimation Review**

- Project/program cost estimates should be developed using a reasonable basis, including guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:

   o Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming and Preconstruction, http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf.

- o State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates, http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf.

6. **Programmatic Categories**

- Bundle projects into programmatic categories, where possible. Programmatic categories are groups of similar projects/programs and strategies that are included under a single listing for simplicity in Plan Bay Area 2040. Rules for establishing programmatic categories are as follows:

  - o Programmatic categories consist of projects/programs that are exempt from air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions (CE) or documented categorical exclusions (DCE) from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
  - o Regionally significant projects/programs are not included in programmatic categories; projects/programs that add or remove vehicular or fixed-guideway transit capacity are listed separately.
  - o Programmatic categories are established around a set of similar project types, not necessarily funding types.

- Projects/programs that do not fit within programmatic categories are listed individually. See Attachment C for guidance on the programmatic categories.

7. **Project Application**

- Submit candidate projects/programs for Plan Bay Area 2040 via MTC's web-based application. Sponsors will be able to:

  - o Update/modify Plan Bay Area project/program information.
  - o Remove Plan Bay Area project/programs that are either complete or are no longer being pursued.
  - o Add new projects/programs.

- Training for the web-based application form will be available during MTC's May Partnership Technical Advisory Committee (PTAC) meeting, 1:30 p.m., Monday, May 18, 2015, MetroCenter Auditoriurm.

8. **Submittal Process**

- Submit to MTC as part of the official project/program submittal:

  - o Board resolution authorizing the submittal of the candidate projects/programs for Plan Bay Area 2040 prior to MTC's September 30, 2015, deadline.
  - o Documentation that a public meeting was held allowing the public to comment on the candidate projects/programs for Plan Bay Area 2040.
  - o Documentation of how the Project Update and Call for Projects process was conducted in compliance with Title VI of the Civil Rights Act of 1964.

Questions about Project Update and Call for Projects for Plan Bay Area 2040 should be directed to Adam Noelting (anoelting@mtc.ca.gov, 510.817.5966).

B. TRANSIT OPERATING, TRANSIT CAPITAL ASSET, AND LOCAL STREETS/ ROADS ASSET NEEDS ASSESSMENTS

MTC will work directly with transit operators to update information on transit operators' operating needs and revenues, as well as transit operators' capital asset needs through the FY 2039-40 planning horizon. CMAs should expect to play a supporting role should transit operators serving their county call on the CMA for assistance. The Local Streets and Roads Needs Assessment will be completed using data from the 2014 California Statewide Local Streets and Roads Needs Assessment. Detailed schedule information is avalible in section C of this document.

MTC is conducting the Call for Projects and Needs Assessments data collection efforts simultaneously to create efficiencies for CMA, local agencies and transit operators. Data from the Needs Assessments will inform the investment strategy for Plan Bay Area 2040.

9. Transit Operating Needs Assessment

- In order to accurately reflect the transit operating and maintenance levels, costs and revenues in Plan Bay Area 2040, MTC staff will be collecting information from transit operators for the period from Fiscal Year (FY) 2014-15 to FY 2039-40. In May, transit operators will receive an Excel template from MTC with detailed instructions for completing the Transit Operating Needs Assessment. Requested information includes:

  o Projected costs to operate at existing service levels over the period of the Plan.
  o Projected costs and service levels associated with planned, committed projects.
  o Projected revenue from local sources to be used for transit operations.

- MTC recognizes the difficulty and uncertainty inherent in developing long-range revenue, operations cost and service level projections. As always, we ask each operator to provide its best estimate of future needs based on current conditions and MTC will work with operators to make necessary refinements as economic and other conditions change prior to Plan Bay Area 2040 adoption (2017).

- Additional details and technical guidance for the Transit Operating Needs Assessment will be released on May 1, 2015.

Questions about the Transit Operating Needs Assessments for Plan Bay Area 2040 should be directed to William Bacon (wbacon@mtc.ca.gov, 510.817.5628).

10. Transit Capital Asset Needs Assessment

- The Regional Transit Capital Inventory (RTCI) houses the information used for projecting the transit capital needs for the Plan and the state of good repair of the region's transit system.

The RTCI was last updated in 2011. Operators will be asked to submit updates to the RTCI via MTC's new web-based application. Sponsors will be able to:

- o   Update/modify their existing transit capital asset information.
- o   Remove assets that are no longer part of the inventory.
- o   Add new assets or assets that have not previously been included in the RTCI.

- The web-based application form will be available May 1, 2015.
- Additional details and guidance on the transit capital needs assessment, RTCI, and MTC's web-based project application will be released on May 1, 2015.

Questions about the Transit Capital Needs Assessments for Plan Bay Area 2040 should be directed to Melanie Choy (mchoy@mtc.ca.gov, 510.817.5607).

11. Local Streets and Roads Needs Assessment

- Plan Bay Area 2040 will use data provided for the 2014 California Statewide Local Streets and Roads Needs Assessment, which is produced jointly by the state's cities, counties and regional transportation planning agencies. MTC provided project management for the 2014 assessment.

Questions about the Local Streets and Roads Needs Assessments for Plan Bay Area 2040 should be directed to Theresa Romell (tromell@mtc.ca.gov, 510.817.5772).

C. CALL FOR PROJECTS AND NEEDS ASSESSMENTS GUIDANCE PROCESS TIMELINE

Task	Start	End
Guidance		
Release Call for Projects Guidance	April	N/A
Release Detailed Transit Operating and Capital Asset Needs Assessments Guidance	May	N/A
Project Submittals		
Transit Operating Needs Data Collection	May 1	July 1
Transit Capital Asset Data Collection	May 1	July 1
Development of Local Streets and Roads Needs Assessment by MTC	May	July
Update Plan Bay Area Project/Program Information	May 1	Sept'30
Submit New Projects/Programs	May 1	Sept' 30
Submit Official Board Action Authorizing Submittal of Final Project List	N/A	Oct' 31

Plan Bay Area is based on 10 performance targets against which we can measure and evaluate various land use scenarios and transportation investments and policies. Some of these targets were made by law, while others were added though consultation with experts, stakeholders and the public.

The first two targets are required by Senate Bill 375, "The California Sustainable Communities and Climate Protection Act of 2008" (Steinberg), and address the respective goals of climate protection and adequate housing:
(1)   Reduce per-capita carbon dioxide emissions from cars and light-duty trucks by 7 percent by 2020 and by 15 percent by 2035, if there is a feasible way to do so.
(2)   House by 2035, 100 percent of the region's projected 25-year growth by income level, *without displacing current low-income residents*. *(language in italics adopted by MTC and ABAG and not identified in SB 375)*

The remaining eight targets reflect voluntary goals in the following categories:

Healthy and Safe Communities
(3)   Reduce premature deaths from exposure to particulate emissions:
    (a)   Reduce premature deaths from exposure to fine particulates (PM 2.5) by 10 percent;
    (b)   Reduce coarse particulate emissions (PM 10) by 30 percent; and,
    (c)   Achieve greater reductions in highly impacted areas.
(4)   Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).
(5)   Increase the average daily time walking or biking per person for transportation by 60 percent (for an average of 15 minutes per person per day).

Open Space and Agricultural Preservation
(6)   Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries).

Equitable Access
(7)   Decrease by 10 percent the share of low-income and lower-middle income residents' household income consumed by transportation and housing.

Economic Vitality
(8)   Increase gross regional product (GRP) by 90 percent – an average annual growth rate of approximately 2 percent (in current dollars).

Transportation System Effectiveness
(9)   Increase non-auto mode share by 10 percent and decrease automobile vehicle miles traveled per capita by 10 percent.
(10)   Maintain the transportation system in a state of good repair:
    (a)   Increase local road pavement condition index (PCI) to 75 or better;
    (b)   Decrease distressed lane-miles of state highways to less than 10 percent of total lane-miles; and,
    (c)   Reduce average transit asset age to 50 percent of useful life.

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Project Types and Programmatic Categories

The matrix below illustrates how a variety of project types will be categorized in Plan Bay Area 2040. All project types should fall within one of the categories below, based on the transportation system of the project and the project purpose. Further detail on programmatic categories is provided on the following page.

PROJECT PURPOSE

TRANSPORTATION SYSTEM		Expansion	System Management	Preservation	Operations
	Local Road	• New bike/ped facilities • New/extended roadway (more than ¼ mile) • New lane on existing roadway (more than ¼ mile, includes auxiliary lanes) • New bridge or expanded bridge capacity • Road diet (more than ¼ mile)	• Intersection improvements (less than ¼ mile) • Management systems • Safety and security • Multimodal streetscape improvements (less than ¼ mile) • Travel demand management • Congestion pricing	• Preservation/ rehabilitation	• Routine operations and maintenance
	State Highway	• New bike/ped facilities • New/extended highway (more than ¼ mile) • New lane on existing highway (more than ¼ mile, includes auxiliary lanes) • New bridge or expanded bridge capacity • New I/C, I/C modification (with added capacity)	• Management systems • Safety and Security • Minor Highway Improvements (less than ¼ mile) • Travel demand management • I/C modifications (no added capacity)	• Preservation/ rehabilitation	• Routine operations and maintenance
	Public Transit	• New/extended fixed guideway (rail, BRT, ferry) • New/expanded station/terminal (including parking facilities) • Fleet/service expansion	• Management systems • Safety and security • Minor transit improvements	• Preservation/ rehabilitation	• Routine operations and maintenance
	Tollway	• New/extended toll/express lanes • Lane conversion • New toll bridge	• Management systems • Safety and Security	• Preservation/ rehabilitation	• Routine operations and maintenance
	Freight	• New/expanded terminal • New/extended truck lanes (in urban areas) • New trackage	• Minor freight improvements • Safety and security • Track reconfiguration	• Preservation/ rehabilitation	
	Other		• Travel demand management • Land use • Planning • Emission reduction technologies		

*Project types highlighted in green must be submitted individually, while project types that are not highlighted must be grouped into programmatic categories.

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Attachment C

Project Types and Programmatic Categories Description

A. PROGRAMMATIC CATEGORIES

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Rules for establishing programmatic categories are as follows:

- Programmatic categories consist of projects that are exempt from air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions (CE) or documented categorical exclusions (DCE) from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
- Regionally significant projects are not included in programmatic categories; projects that add or remove vehicular or fixed-guideway transit capacity are listed separately.
- Programmatic categories are established around a set of similar project types, not necessarily funding types.
- Projects that do not fit into the programmatic categories are listed as individual projects.

Proposed programmatic categories are listed below:

Expansion

1. **New Bicycle and Pedestrian Facilities**
   Systems: Local Road, State Highway
   Types: New and extended bike and pedestrian facilities (less than ¼ mile)

System Management

2. **Management Systems**
   Systems: Local Road, State Highway, Public Transit, Tollway
   Types: Incident management; signal coordination; ITS; TOS/CMS; ramp metering; transit management systems; automatic passenger counters; CAD-AVL; fare media; Transit Sustainability Project; construction or renovation of power, signal, and communications systems; toll management systems; toll media
3. **Safety and Security**
   Systems: Local Road, State Highway, Public Transit, Freight
   Types: Railroad/highway crossings and warning devices; hazardous location or feature; shoulder improvements; sight distance; Highway Safety Improvement Program implementation; Safe Routes to Schools projects and programs; traffic control devices other than signalization; guardrails, median barriers, crash cushions; pavement marking; fencing; skid treatments; lighting improvements; widening narrow pavements with no added capacity; changes in vertical and horizontal alignment; transit safety and communications and surveillance systems; rail sight distance and realignments for safety; safety roadside rest areas; truck climbing lanes outside urban area; emergency truck pullovers
4. **Travel Demand Management**
   Systems: Local Road, State Highway, Other

65

Types: Car and bike share; alternative fuel vehicles and facilities; parking programs; carpool/vanpool, ridesharing activities; information, marketing and outreach; traveler information

5. **Intersection Improvements**
   Systems: Local Road
   Types: Intersection channelization; intersection signalization at individual intersections; minor road extension or new lanes (less than ¼ mile)

6. **Multimodal Streetscape Improvements**
   Systems: Local Road
   Types: Minor bicycle and/or pedestrian facility gap closure; ADA compliance; landscaping; lighting; streetscape improvements; minor road diet (less than ¼ mile)

7. **Minor Highway Improvements**
   Systems: State Highway
   Types: Noise attenuation; landscaping; scenic easements; sign removal; directional and informational signs; minor highway extension or new lane (less than ¼ mile)

8. **Minor Transit Improvements**
   Systems: Public Transit
   Types: Minor/routine expansions to fleet and service; purchase of ferry vessels (that can be accommodated by existing facilities or new CE facilities); construction of small passenger shelters and information kiosks; small-scale/CE bus terminals and transfer points; public transit-human services projects and programs (including many Lifeline Transportation Program projects); ADA compliance; noise mitigation; landscaping; associated transit improvements (including bike/pedestrian access improvements); alternative fuel vehicles and facilities

9. **Minor Freight Improvements**
   Systems: Freight
   Types: Construction of new, or improvements to existing, rest areas and truck weigh stations; improvements to existing freight terminals (not expansion)

10. **Land Use**
    Systems: Other
    Types: Land conservation projects; TOD housing projects

11. **Planning**
    Systems: Other
    Types: Planning and research that does not lead directly to construction

12. **Emission Reduction Technologies**
    Systems: Other

Preservation

13. Preservation/Rehabilitation

Systems: Local Road, State Highway, Public Transit, Tollway, Freight

Types: Pavement resurfacing and/or rehabilitation; bike/pedestrian facilities rehabilitation; non-pavement rehabilitation; preventive maintenance; emergency repair; bridge rehabilitation, replacement or retrofit with no new capacity; transit vehicle rehabilitation or replacement; reconstruction or renovation of transit buildings and structures; rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way; construction of new bus or rail storage/maintenance facilities (in industrial locations with adequate transportation capacity); modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards; purchase of office and shop and operating equipment for existing facilities; purchase of operating equipment for vehicles, such as farebox, lifts, radios; purchase of support vehicles; toll bridge rehabilitation, replacement, or retrofit with no new capacity; freight track and terminal rehabilitation

Operations

14. Routine Operations and Maintenance

Systems: Local Road, State Highway, Public Transit, Tollway

Types: Routine patching and pothole repair; litter control, sweeping and cleaning; signal operations; communications; lighting; transit operations and fare collection; transit preventive maintenance; toll operations & fare collection

B. INDIVIDUALLY LISTED PROJECTS

Projects that do not fit into a programmatic category must be listed individually in the RTP-SCS. Project types that must be included individually are listed below:*****

Expansion

1. New or extended roadway or highway (length greater than ¼ mile)
2. New lane on existing roadway or highway (length greater than ¼ mile, includes auxiliary lanes)
3. New bridge or expanded bridge capacity
4. Road diet (length greater than ¼ mile)
5. New interchange or interchange modification (with added capacity)
6. New or extended fixed guideway (rail, BRT, ferry)
7. New or expanded station or terminal (including parking facilities)
8. Fleet/service expansion
9. New or extended toll/express lane
10. Lane conversion
11. New toll bridge
12. New or expanded freight terminal
13. New or extended truck lanes (within urban areas)
14. New trackage

System Management

15. Pricing program

16. Interchange modification (no additional capacity)
17. Freight track reconfiguration

*This list of project types is not necessarily exhaustive; any project that does not fall within a programmatic category must be identified individually in the RTP-SCS.

1. PROJECT TYPE & PROGRAM CATEGORIES MATRIX

Field	Description	Requirements
Project/Program Type	Please select the primary project/program type, which can be considered as the primary mode, such as state highway or public transit.	

2. COMMITTED STATUS

1. Is this project/program 100% funded through Local Funds?
2. Does this project/program have a full funding plan?
3. Will this project/program have a certified Environmental Impact Report (EIR) or Record of Decision for Environmental Impact Statement (EIS) by September 30, 2015?

If yes to Question 1, project is "Committed." If yes to Questions 2 and 3, project is "Committed."

3. BASIC INFORMATION

Field	Description	Requirements
Project Title	Please provide a brief title of the project/program. The title should indicate what the project/program is and NOT what the project/program does. *(i.e. Main Street Bus Rapid Transit (NOT Implement Bus Rapid Transit on Main Street)*	Text
Project/Program Description	Please provide a brief description of the project/program, including location, limits and scope of work. This is where you can describe what the project/program does. *(i.e., This project will implement BRT from City A to City B. The project will operate along Main Street from Point A to Point B)* Note: large expansion projects will be asked to provide additional information to enable MTC staff to model the project.	Text, 255 characters max
County	Please select the county in which the project/program is located. If the project/program is located in more than one county, please select "Regional."	Text
Sponsor Agency	Please identify the agency that is serving as project/program sponsor.	Text
Operating Agency	Please identify the agency that will operate the facility once construction/procurement is complete.	Text
Implementing Agency	Please identify the agency that will implement/construct the project/program.	Text

4. COST

Field	Description	Requirements
Capital Cost (2017$) *Environmental / Design (2017$)* *Right-of-Way (ROW) (2017$)* *Construction (2017$)* *Rolling Stock (2017$)*	Please provide the estimated total cost of construction, including all phases leading up to construction. For non-construction project/programs, please provide the total cost of the project/program here.	$, rounded up to the nearest $100,000
Operations & Maintenance Start (2017$) *Operations (2017$)* *Maintenance (2017$)*	Please provide the estimated cost to operate and maintain the project/program from year of completion through 2040. Enter a total cost, not an annual cost. For non-construction project/programs, please enter $0.	$, rounded up to the nearest $100,000

Notes:
1. Please contact the MTC staff if you have questions with how to convert your project/program's cost into 2017$.
2. All 2017$ cost values will be converted into the Year-of-Expenditure (YOE). MTC defines the YOE as the midpoint of construction.

    Example: *YOE = [(Construction End – Construction Start) / 2 + Construction Start] or*
                 YOE = [(2025 – 2020) / 2 + 2020] = 2023

5. ESTIMATED BENEFIT BY MODE

Field	Description	Requirements
Auto	In addition to the primary project/program type, we would like to know if the project/program benefits other modes. For example, a new transit facility might also include bike paths. Please estimate the percentage of the project/program cost that can be attributed to each mode. This is a rough estimate and will only be used for summary purposes.	% of total cost
Transit		
Bike		
Pedestrian		
Freight		

6. SCHEDULE

Field	Description	Requirements
Certified Environmental Document Date	This is the date that the FEIR/FEIS was certified. This applies only to committed project/programs.	Month & Year
Capital Start Year *Environmental / Design* *Right-of-Way (ROW)* *Construction* *Rolling Stock*	Please provide the first year of project/program construction (actual/estimated). For non-construction project/programs, please provide the first year the project/program will be implemented.	Year
Operations & Maintenance Start Year *Operations* *Maintenance*	Please provide the first year of operations and maintenance costs (typically, the year after the construction is completed). For non-construction project/programs, please enter "0000."	Year

7. MODELING

Field	Description	Requirements
Notes	Please describe the project/program in greater detail than what you submitted in the Project/Program Description. For roadway project/programs, we are looking for project extents and the number of lanes by type of lane (general purpose, HOV, HOT) before and after the project. For transit project/programs, we are looking for project extents, frequency before and after the project, changes in parking, station location, and any transit priority infrastructure (such as dedicated lanes and signal priority) that would be implemented with the project. For roadway and transit project/programs, we would also need to know what changes to bus routes that use the facility or support the new transit project would occur with the project. We acknowledge that describing a project in words is difficult. Please upload supporting documentation, which might include maps, CAD drawings, or even model files in Cube format.	Text
Upload	This input accepts zipped folders only. Within the zipped folder, you can place any file type.	

8. FUNDING

Field	Description	Requirements
Prior Funding	Please indicate the total amount of funding (including federal, state, regional and local funds) that have been obligated or will have been obligated to this project/program prior to 2017.	$
Committed Funding by Source	Please input the amount of funding, by source (including federal, state, regional and local funds) from the drop down menu, that have been committed to this project/program subsequent to 2017.	$
Discretionary Funding by Source	Please identify the potential fund sources and dollar amounts for any additional discretionary funds that are needed to complete the project/program's full funding plan.	
OneBayArea Grant	Please coordinate your requests with your CMA to identify the amount of funds that will be requested.	$
RTIP	Anticipated Local Discretionary Funds refers to revenues from possible new local/county revenue measures under consideration for implementation before the adoption of the Plan in 2017.	$
Anticipated Local Discretionary Funds		$
Regional Discretionary Funds	Please identify your request for other regional discretionary funds.	$

9. CONTACT

Field	Description	Requirements
First Name		Text
Last Name		Text
Title	Please identify the project/program manager and their contact information.	Text
Phone		Text
Agency		Text
Email		Text

Final List of Plan Bay Area Transportation Projects/Programs by County
July 17, 2013

Amounts shown in millions of year of expenditure (YOE) dollars

County	RTPID	Project	Total Cost	Committed Funding	Discretionary Funding
Solano	21341	Construct new Fairfield/Vacaville multimodal train station for Capitol Corridor intercity rail service (Phases 1, 2 and 3)	$ 49	$ 49	$ -
Solano	22629	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements)	$ 76	$ 76	$ -
Solano	22632	Widen American Canyon Road overpass at I-80	$ 12	$ 12	$ -
Solano	22634	Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)	$ 13	$ 13	$ -
Solano	22794	Improve Curtola Transit Center, includes 420 space parking structure and transit plaza on existing park and ride lot, auto/carpool pick-up and circulation improvements	$ 18	$ 12	$ 6
Solano	22795	Improve Fairfield Transportation Center, includes 1,000 additional parking spaces	$ 34	$ 12	$ 22
Solano	22985	Implement transit hub in the Benicia Industrial Park	$ 1	$ 1	$ -
Solano	94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	$ 191	$ 144	$ 47
Solano	98212	Expand bicycle and pedestrian facilities	$ 5	$ -	$ 5
Solano	230311	Widen and improve Peterson Road with the addition of a truck-stacking lane	$ 2	$ 2	$ -
Solano	230313	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	$ 96	$ 93	$ 3
Solano	230322	Rebuild and relocate eastbound Cordelia Truck Scales Facility (inclues a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	$ 104	$ 104	$ -
Solano	230326	Improve I-80/I-680/Route 12 Interchange (Phase 1), includes widen I-80 and I-680 and improve direct freeway to freeway connections	$ 578	$ 347	$ 231
Solano	230468	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway, add eastbound mixed-flow lane from Route 12 East to Airbase Parkway, and remove I-80/auto Mall hook ramps and C-D slip ramp	$ 52	$ -	$ 52
Solano	230558	Provide Lifeline transit service countywide	$ 50	$ -	$ 50
Solano	230590	Widen Railroad Avenue on Mare Island to 4-lanes from G Street to Route 37	$ 5	$ 5	$ -
Solano	230635	Improve Vacaville Intermodal Station (Phase 2), inlcudes parking garage	$ 11	$ 3	$ 9
Solano	240210	Implement I-505/Vaca Valley Parkway interchange improvements (includes widening southbound off-ramp at Vaca Valley Parkway, widening Vaca Valley Parkway to provide protected left turn pockets, and signalization of the southbound ramp intersection)	$ 2	$ 2	$ -
Solano	240213	Implement I-80/Lagoon Valley Road interchange improvements (includes widening existing overcrossing from 2 to 4 lanes, widening the westbound ramp and intersection, widening and realigning the eastbound ramps, and signalization of both eastbound and westbound ramp intersections)	$ 10	$ 10	$ -
Solano	240313	Benicia Intermodal Facilities Project: Construct transit intermodal stations at Mliitary West and West 14th, and Military West and First Street	$ 3	$ 3	$ -
Solano	240556	Enhance bicycle and pedestrian facilities	$ 1	$ -	$ 1
Solano	240558	Rehabilitate bicycle and pedestrian facilities	$ 1	$ -	$ 1
Solano	240559	Improve ADA access at existing intercity transit centers	$ 1	$ -	$ 1
Solano	240572	Enhance transit information services (includes adding GPS devices and tracking hardware and software to all buses, and display media to bus stations)	$ 1	$ -	$ 1
Solano	240573	Install security cameras and monitoring equipment at Solano transit stations	$ 1	$ -	$ 1
Solano	240575	Rehabilitate major transit centers in Solano County	$ 2	$ -	$ 2

Amounts shown in millions of year of expenditure (YOE) dollars

County	RTPID	Project	Total Cost	Committed Funding	Discretionary Funding
Solano	240576	Replace existing transit fleet	$ 10	$ -	$ 10
Solano	240578	Transit maintenance	$ 50	$ -	$ 50
Solano	240593	Implement safety improvements to state highways in Solano County	$ 1	$ -	$ 1
Solano	240594	Implement enhancements on highways in Solano County (includes landscaping, soundwalls, gateways, multi-modal enhancements, and hardscaping)	$ -	$ -	$ -
Solano	240595	Modify interchanges to improve operations, safety, multi-modal access, and improve signal timing	$ 1	$ -	$ 1
Solano	240596	Conduct corridor studies of Solano highways and freeways and install non-ITS performance measures	$ 3	$ -	$ 3
Solano	240599	Rehabilitate local bridges	$ 1	$ -	$ 1
Solano	240600	Local streets and roads operations and maintenance	$ 1,165	$ 1,112	$ 53
Solano	240601	Implement Solano County's local air quality and climate protection strategies	$ 3	$ -	$ 3
Solano	240602	Implement ridesharing measures (includes ridematching, vanpool services, and commute trip planning/consulting)	$ 14	$ -	$ 14
Solano	240604	Implement local parking management programs	$ 1	$ -	$ 1
Solano	240605	Implement Solano County's Safe Routes to School program	$ 28	$ -	$ 28
Solano	240606	Implement Solano County's Safe Routes to Transit program	$ 7	$ -	$ 7
Solano	240608	Provide transit service to seniors and individuals with disabilities (separate from Lifeline)	$ 28	$ -	$ 28
Solano	240609	Rehabilitate transit guideways (includes docking facilities and channel maintenance for WETA ferries)	$ 1	$ -	$ 1
Solano	240610	Local transportation planning and public outreach efforts	$ -	$ -	$ -
Solano	240719	Transit Operations Support	$ 1	$ -	$ 1
Solano	240720	Local Road Safety	$ 3	$ -	$ 3
Solano	240721	Maintain state highways in Solano County	$ 5	$ -	$ 5
Solano	240722	Implement Solano County's regional air quality and climate protection strategies	$ 5	$ -	$ 5
Solano	240739	Dredge Channel to Port of Stockton	$ 18	$ 18	$ -

UNIFIED PROJECT LIST – June 2015

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 001	Benicia	I-680/Lake Herman Road Interchange	Install traffic signals and construct interchange improvements at I-680/Lake Herman Road. This is a Route of Regional Significance.	Vision	No	Benicia Business Park EIR
09CTP 007	Benicia	I-680/Bayshore/ Industrial Interchange Connections	Install traffic signals and related traffic control and circulation improvements. This is a Route of Regional Significance.	Vision	No	Benicia Business Park EIR
09CTP 010	Benicia	Columbus Parkway Reliever Route (I-780 to City Limits) **AGENCY PRIORITY PROJECT**	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. This is a Route of Regional Significance. **Design to start FY 2015-2016 with improvements in FY 2016-2017. Estimated cost $710,000.**	Vision	No	Benicia TIF
09CTP 014	Benicia	Bike and Walkway Connections for Bay Trail and Ridge Trail	Construct continuous bike and sidewalk facilities from the Benicia-Martinez Bridge to the Arsenal, including Clocktower and Camel Barn, and through the city to connect to trail segments in Vallejo and Solano County.	Vision	No	STA Countywide Bicycle and Pedestrian Plans

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 015	Benicia	Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge	Remove gaps, expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.	Vision	No	San Francisco Bay Trail Plan
09CTP 013	Benicia	New Transfer/Park-n-Ride Facilities	Construct new facilities at a) First St./Downtown (Rte. 78), (Design) b) Military at Southampton Rd. (Rte. 78), (Design) and c) intersection of Park Rd./Industrial Way (Rte. 40) (Planned). **These are Transit Facilities of Regional Significance.** May include local and express bus and park-and-ride. These are RM-2 funded facilities.	a) and b) completed and c) underway and completed end of 2015.	No	
09CTP 238	Benicia	Construct Benicia Intermodal Transportation Station	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus bays and park-and-ride facilities. **This is a Transit Facility of Regional Significance**.	Vision	No	Private development proposal
	Benicia	Citywide Bike Path Improvements per General Plan	Construct bike path improvements per General Plan.	Vision	Yes	Benicia General Plan
	Benicia	Citywide Walkway Improvements per General Plan	Construct walkway improvements per General Plan	Vision	Yes	Benicia General Plan
	Benicia	Citywide Traffic Calming Improvements	Construct citywide traffic calming improvements	Vision	Yes	Benicia General Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 120	Benicia	First Street and Waterfront	Construct ferry terminal and support facilities at end of First Street to provide direct ferry service to San Francisco Ferry Terminal.	Vision	No	Pending Water Transportation Plan
09CTP 011	Benicia	Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	Vision	No	STA Countywide Pedestrian Plan
09CTP 012	Benicia	First Street Streetscape Project	Construct bicycle and pedestrian friendly improvements on First Street/Benicia Main Street. **This is a Route of Regional Significance**.	Vision	No	STA Countywide Pedestrian Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source
09CTP 212	Dixon	I-80/Pedrick Rd. Interchange	Construct overcrossing and ramp improvements. **This is a Route of Regional Significance**.	Vision	No	None identified
09CTP 213	Dixon	I-80/SR 113 Interchange	Construct overcrossing and ramp improvements. **This is a Route of Regional Significance**.	Vision	No	None identified
09CTP 214	Dixon	I-80/Pitt School Rd. Interchange	Construct overcrossing and ramp improvements. **This is a Route of Regional Significance**.	Vision	No	None identified
09CTP 215	Dixon	I-80/West A St. Interchange	Construct overcrossing and ramp improvements. **This is a Route of Regional Significance**.	Vision	No	None identified
09CTP 216	Dixon	SR 113 relocation to Kidwell Road interchange	Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. This is a Route of Regional Significance. This project is an option identified in the SR 113 MIS.	Vision	No	STA SR 113 MIS

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source
09CTP 217	Dixon	Parkway Blvd Overcrossing **AGENCY PRIORITY PROJECT**	Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility. **This is a Route of Regional Significance**. At the right-of-way acquisition stage but dependent on development.	Design	No	None identified
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks. **This is a Route of Regional Significance**.	Vision	No	None identified
09CTP 222	Dixon	Pedrick Road Overcrossing	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road. Project includes 2 travel lanes in each direction plus Class I bike/ped facility. **This is a Route of Regional Significance**.	Vision	No	None identified
09CTP 223	Dixon	Downtown Dixon Streetscape Project (Phases 3 & 4)	Complete landscaping and pedestrian improvements in A Street/1st Street/Railroad track area in downtown Dixon. **This is a Route of Regional Significance**.	Vision	No	None identified

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source
09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Construct new park and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road	Vision	No	
09CTP 226	Dixon	Downtown Dixon Multi-Modal Rail Station/ Transportation Center	Construct a Capitol Corridor passenger train station in downtown Dixon and obtain a Capitol Corridor service commitment. **This is a Transit Facility of Regional Significance**.	Vision West B Street	No	Solano Rail Facilities Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 189	Fairfield	I-80/West Texas St Ramp Improvement **AGENCY PRIORITY PROJECT**	Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. Improve transit, pedestrian, and bicycle access to Transit center with direct connection to Linear Park Trail. This area is one of the county's PDAs. **This is a Route of Regional Significance.**	Designed	No	Fairfield General Plan
09CTP 174	Fairfield	Manuel Campos Pkwy from Mystic Drive to Peabody Rd.	Construct the remaining segment of the Manuel Campos Parkway, including a new segment from Mystic Drive to Dixon Hill Road and additional lanes from Dixon Hill Road to Peabody Road. **This is a Route of Regional Significance.**	Designed	No	Fairfield General Plan
09CTP 181	Fairfield	SR 12 and Beck Avenue Interchange	Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange. **This is a Route of Regional Significance.**	Vision	No	I-80/ I-680/ SR-12 Interchange Plan
09CTP 182	Fairfield	SR 12 and Pennsylvania Avenue Interchange	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. **This is a Route of Regional Significance.**	Vision	No	I-80/ I-680/ SR-12 Interchange Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 184	Fairfield	Linear Park Path	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Clay Bank Rd. has been largely completed.	Initiated	No	Fairfield General Plan; STA Countywide Bike Plan
09CTP 195	Fairfield	ADA Access at bus facilities	Bring existing facilities into compliance with federal ADA and CCR Title 24. Improvements being completed in phases as funding permits	Initiated	No	Fairfield General Plan
09CTP 193	Fairfield	Expand Fairfield Transportation Center **AGENCY PRIORITY PROJECT**	Phased expansion of parking facilities at the FTC to include a 600 car parking structure with the potential of adding an additional 600 car parking structure, for a total of 1,200 additional parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. **This is a Transit Facility of Regional Significance.**	Initiated	No	Fairfield General Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Source of Project:
09CTP 041	Solano County	Replace or rehabilitate existing deficient County bridges	Deficient bridges need to be replaced or rehabilitated on a timely basis to keep them safe and adequate to handle traffic demands.	Ongoing	No	Solano County Capital Improveme nt Plan (CIP)
09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds **AGENCY PRIORITY PROJECT**	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. **This is a Route of Regional Significance**	Initiated – environmentally cleared, initiating design	No	None Identified
09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. **This is a Route of Regional Significance.**	Vision	No	Fairfield Train Station Specific Plan
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Lewis Road, Fry Road, Meridian Road and McCory Road. **This is a Route of Regional Significance.**	Ongoing	No	Solano County CIP

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Source of Project:
	Solano County	Suisun Valley Farm to Market project **AGENCY PRIORITY PROJECT**	Construct a Class II bicycle lane loop and pedestrian improvements on various roads in the Suisun Valley as part of the Farm to Market program, including Suisun Valley Road, Rockville Road, Mankas Corner Road, Abernathy Road, and Ledgewood Road. Project is undergoing environmental review.	Initiated	Yes	Solano County General Plan / Suisun Valley Strategic Plan / STA Countywide Bicycle/Pedestrian Plan
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. **This is a Route of Regional Significance.**	Vision	No	General Plan / Northeast Dixon Agricultural Services Area Plan
09CTP 040	Solano County	Increase funding for maintenance and improvement of the County road system	Seek new transportation funding to address a lack of adjustment for inflation in the gas tax since 1995, which has significantly reduced the effective funding for road maintenance and improvement activities.	Vision	No	Legislative platforms for STA & Solano County
09CTP 054	Solano County	Dixon to Vacaville Bike Route	Construct a Class 2 bike route connection from Vacaville to Dixon, along Hawkins Road. Construction expected in 2015.	Designed	No	STA Countywide Bicycle/ Pedestrian Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Source of Project:
	Solano County	Putah Creek Road Bike Route **AGENCY PRIORITY PROJECT**	Construct Class II bike lanes along both sides of Putah Creek Road from Winters Road to Stevenson Road Bridge/County line. Phase I of construction in 2016	Initiated,	Yes	CIP, STA Countywide Bicycle Plan
09CTP 057	Solano County	Green Valley active transportation network	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Vision	No	Solano County General Plan / Middle Green Valley Specific Plan
09CTP 059	Solano County	Cordelia Hills Sky Valley open space and trail project	Purchase open space and construct multi-use paths and trails. Connect open space to McGary Road or other segment of the regional bike network. ROW acquisition is expected in 2016.	Initiated	No	STA Countywide Bicycle/ Pedestrian Plan
09CTP 052	Solano County	TDA Article 8 share to STA 2018 to provide county-wide service	Ensure Solano County pays its fair share of transit costs, but not more, for transit services provided to the unincorporated area.	Ongoing	No	STA Consoli-dated Transportati on Service Agency (CTSA)
	Solano County	Support STA in Phase II non-ambulatory service in Solano County	Support STA's program to provide non-ambulatory service to residents in all of Solano County through the New Freedom Grant	Vision	Yes	STA CTSA

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Source of Project:
	Solano County	Midway Road – Porter Road – Pitt School Road connector improvements **AGENCY PRIORITY PROJECT**	Intersection and roadway improvements to connect City of Dixon with Midway. Supported by City of Dixon. The project is environmentally cleared.	Vision	Yes	Solano County CIP
	Solano County	English Hills bicycle/pedestrian path	Construct a buffered bicycle/pedestrian path in the English Hills Rd area	Vision	Yes	STA Countywide Bicycle Plan and Pedestrian Plan
	Solano County	Suisun Valley Road – Napa bicycle path connector	Construct bicycle paths along Suisun Valley Road to connect bike paths in the Suisun Valley area to Napa County	Vision	Yes	STA Countywide Bicycle Plan and Pedestrian Plan
	Solano County	Cordelia Road / UPRR Crossing Reopening	Complete improvements to Cordelia Road at Hale Ranch Road. Improvements are more than 50% complete.	Design	Yes	Solano County CIP

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	Driftwood Drive - Safe Route to School Project **AGENCY PRIORITY PROJECT**	Construct a Class I pedestrian/bicycle path and various improvements along Driftwood Drive from Marina Boulevard to Josiah Circle, as well as along the east side of Josiah Circle north of Driftwood Drive. This path connects to the Grizzly Island Trail and fronts the Crystal Middle School.	Initiated	Yes	2012 Countywide Bike Plan and Countywide SR2S Plan
09CTP 073	Suisun City	McCoy Creek Trail - Phase II - Bicycle & Pedestrian Path	Extend the existing McCoy Creek Trail along the canal tops to the City limit bordering Fairfield at E. Railroad Avenue. This is a Safe Route to School project.	Vision	No	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan
	Suisun City	Pedestrian/Bicycle Overcrossing over UPRR Tracks	Extend the McCoy Creek trail into Fairfield via a grade-seprated pedestrian/bicycle overcrossing over Railroad Avenue, the railroad tracks, and the existing soundwall. This will connect to an existing Class I pedestrian/bicycle trail in Fairfield. This is a Safe Route to School project.	Vision	No	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan
	Suisun City	Lotz Way Improvements - Bicycle & Pedestrian Path **AGENCY PRIORITY PROJECT**	Construct a Class I pedestrian/bicycle path along Lotz Way from Marina Boulevard to the Train Depot on Main Steet.	Vision	Yes	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	Lawler Ranch Subdivision Bikeway **AGENCY PRIORITY PROJECT**	Construct a Class I pedestrian/bicycle trail along the south side of the Lawler Ranch Subdivision, starting on Anderson Drive at Crescent Elementary then along the south side of the Lawler Ranch Subdivision/Lawler Ranch Parkway to the intersection of Highway 12 and Walters Road. .	Vision	Yes	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan
	Suisun City	Local Streets and Roads Improvements	Construct residential, arterial and connector roadway improvements.	Initiated	Yes	Suisun City's 2035 General Plan
	Suisun City	Grade Crossing at UPRR Tracks on Main Street	Restore an at-grade crossing of the railroad tracks to connect downtown Suisun City with downtown Fairfield.	Vision	Yes	2012 Countywide Pedestrian Plan and 2012 Countywide Pedestrian Plan
	Suisun City	Grizzly Island Trail – Phase II	Extend the Grizzly Island Trail east along the south side of Highway 12 from Grizzly Island to Walters Road.	Vision	Yes	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	Suisun Marsh Pedestrian/Bicycle Path	Construct a Class I pedestrian/bicycle path along the Suisun Marsh.	Vision	Yes	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan
	Suisun City	Old Town Streetscape Improvements	Eliminate user obstructions in sidewalks; provide other sidewalk improvements; upgrade ADA-compliant curb ramps; install pedestrian level street lighting; install trees suitable for use adjacent to sidewalks; install roadway signage and striping; and install wayfinding signs and other signs.	Vision	Yes	2012 Countywide Pedestrian Plan and 2012 Countywide Pedestrian Plan
	Suisun City	Sunset Avenue Widening at UPRR Tracks	Widen and improve the roadway, including the pedestrian/bicycle crossing on Sunset Avenue at the UPRR tracks that separate Suisun City from Fairfield. **This is a Route of Regional Significance.**	Vision	Yes	2012 Countywide Pedestrian Plan
	Suisun City	Bella Vista Drive Path Gap Closure to the McCoy Creek Trail	Construct a Class 1 pedestrian/bicycle path from the westerly terminus of Bella Vista Drive along the canal bank to the west to connect to the McCoy Creek Trail.	Vision	Yes	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	Humphrey Drive Bike/Ped Trail from Laurel Creek to Old Railroad Avenue	Construct a ClassI pedestrian/bicycle trail along the canal bank of the Humphrey Ditch from the McCoy Creek Trail to E. Railroad Avenue. The Humphrey Ditch is located along the east side of Humphrey Drive.	Vision	Yes	2012 Countywide Bike and 2012 Countywide Pedestrian Plan
	Suisun City	Cordelia Road West of Old Town	Widen Cordelia Road from one lane in each direction to multi-lanes in each direction. **This is a Route of Regional Significance.**	Vision	Yes	Suisun City's 2015 CTP List
	Suisun City	Pedestrian Bridge over Highway 12 at Marina Boulevard	Construct a grade-separated pedestrian/bicycle overpass over Highway 12 at Marina Boulevard.	Vision	Yes	Suisun City's 2015 CTP List
	Suisun City	Highway 12 Corridor Improvements	Construct improvements within the Highway 12 Corridor from Pennsylvania Avenue to Walters Road. **This is a Route of Regional Significance.**	Vision	Yes	SR12 Corridor System Management Plan
	Suisun City	Civic Center Boulevard Roadway Gap Closure to Marina Circle	Extend Civic Center Boulevard from its southern terminus to the south to connect to Marina Circle.	Vision	Yes	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	New Road within Petersen/Johnson Parcels	Construct a roadway through the currently empty parcels located east of Walters Road between Highway 12 and Petersen Road. This extension may include an east-west segment connecting to Walters Road, as well as a north-south segment connecting to Petersen Road.	Vision	Yes	Suisun City's 2015 CTP List
	Suisun City	Extension of the North Basin Pedestrian/Bicycle Path to Marina Circle	Extend the North Basin pedestrian/bicycle path to Marina Circle.	Vision	Yes	2012 Countywide Bike Plan and 2012 Pedestrian Plan
	Suisun City	Main Street Alley Improvements	Construct improvements to the alley that runs parallel to and west of Main Street from Spring Street to Common Street.	Initiated	Yes	Suisun City's 2015 CTP List
	Suisun City	Highway 12 Widening	Widen and improve Highway 12. **This is a Route of Regional Significance**	Vision	Yes	SR12 Corridor System Manage-ment Plan and 2012 SR12 Comprehen-sive Evaluation and Corridor Manage-ment Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. **This is a Route of Regional Significance.**	Initiated	No	2012 Countywide Pedestrian Plan
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. **This is a Route of Regional Significance.**	Vision	No	Suisun City's 2015 CTP List
	Suisun City	Pennsylvania Avenue Widening	Widen Pennsylvania Avenue from Highway 12 to Cordelia Road. **This is a Route of Regional Significance.**	Vision	Yes	Suisun City's 2015 CTP List
09CTP 075	Suisun City	Railroad Avenue Widening and Realignment (Middle and East Segment)	Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with Class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street. This is a multi-phase project. **This is a Route of Regional Significance.**	Vision	No	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 076	Suisun City	Railroad Avenue Extension (West Segment)	Extend Railroad Avenue from Marina Boulevard to the Main Street/Highway 12 westbound On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp. **This is a Route of Regional Significance.**	Vision	No	Suisun City's 2035 General Plan
	Suisun City	Buena Vista Avenue Extension Railroad Avenue Extension Project.	Extend Buena Vista Avenue from Marina Boulevard through the 30-acre site which is located northwest of Highway 12 and Marina Boulevard. This roadway extension will connect to the Railroad Avenue Extension project on the west end of the City.	Vision	Yes	Suisun City's 2015 CTP List
	Suisun City	Highway 12 Overpass at Pennsylvania Avenue	Construct a grade-separated overpass over Highway 12 at Pennsylvania Avenue	Vision	Yes	2001 Highway 12 Major Investment Study
	Suisun City	Highway 12 Flyover to West Street	Construct an off-ramp/flyover from Highway 12 at Pennsylvania Avenue to Old Town Suisun over the UPRR railroad tracks.	Vision	Yes	SR12 Corridor System Manage-ment Plan
09CTP 077	Suisun City	Downtown Suisun City Bypass Road	Construct a 2 lane new arterial from Cordelia Road to Spring Street. The roadway is a part of the Suisun City downtown specific plan.	Vision	No	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 066	Suisun City	Travis AFB South Gate Project & Petersen Road Pedestrian/Bike Path	Widen Petersen Road from Walters Road to the Travis AFB South Gate. This project includes constructing a Class I pedestrian/bicycle path to the Suisun City Sports Complex. **This is a Route of Regional Significance.**	Vision	No	Suisun City's 2015 CTP List
09CTP 070	Suisun City	Rail Station Improvements	Construct general enhancements to the Suisun-Fairfield Train Station including improvements to the facility, new additional bicycle lockers, corridor signage, traffic modifications, & rider experience improvements. Develop a station master plan consistent with the City's planned PDA for the area. **This is a Transit Facility of Regional Significance.**	Designed	No	2012 Countywide Pedestrian Plan
09CTP 072	Suisun City	Kellogg Street Waterfront Improvements	Construct street improvements necessary to facilitate economic development at the Southern Waterfront area.	Vision	No	2012 Countywide Pedestrian Plan
09CTP 068	Suisun City	Park-and-Ride Lot Landscape Project	Periodically replace, upgrade and modify landscaping/irrigation at existing Suisun City Park-and-ride lot.	Vision	No	Suisun City's 2015 CTP List
09CTP 062	Suisun City	Improve and provide additional bus shelters	Install solar bus shelters to bus stops as needed. Install additional bus shelters with solar. Managed by FAST.	Initiated	No	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 064	Suisun City	Provide direct bus connections to rail station	Provide additional direct bus connections to rail station as warranted. Managed by FAST.	Vision	No	Suisun City's 2015 CTP List
09CTP 071	Suisun City	Union Pacific Railroad Sound Walls	Construct sound walls along railroad tracks between tracks and the common property line with the City, as well as along future developments as needed.	Vision	No	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 084	Vacaville	I-505 SB/Vaca Valley Parkway	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. This is a Route of Regional Significance.	Vision	No	Vacaville General Plan and Transport-ation Impact Fee
09CTP 083	Vacaville	I-80/California Drive Extension and Overcrossing	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections. This is a Route of Regional Significance.	Vision	No	Vacaville General Plan and Transport-ation Impact Fee
09CTP 085	Vacaville	I-505/Vaca Valley Pkwy Interchange.	Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities. This is a Route of Regional Significance. This project will likely be needed in the next 5 years. Will consider initiating pre-design studies in next 2 years. May eliminate need for 09CTP084.	Vision	No	Vacaville General Plan and Transport-ation Impact Fee
09CTP 088	Vacaville	Midway Rd. (Putah South Canal to I-80)	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial. This is a Route of Regional Significance.	Vision	Yes	Vacaville General Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 109	Vacaville	Ulatis Creek Bike Facilities	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location). The remaining segment that is an alternate modes funding priority for Vacaville is from I-80 to Allison Drive.	Initiated	No	Vacaville General Plan
09CTP 110	Vacaville	Alamo Creek Bike Facilities	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location). This is complete from Marshall to Nut Tree. The segment north of Marshall is ROW constrained and not feasible. The remaining segment of this project is along New Alamo Creek from Nut Tree to Leisure Town Road.	Initiated	No	Vacaville General Plan
09CTP 111	Vacaville	Elmira Road Bike Path	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Vision	Yes	Vacaville General Plan
09CTP 108	Vacaville	Downtown Vacaville Multi-Family Housing Program	Develop high-density housing, mixed use and support facilities in the eastern downtown area for Vacaville. This area is designated as a Priority Development Area.	Vision	Yes	Vacaville General Plan, Downtown Policy Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 099	Vacaville	Electronic farebox and automated fare dispensing machines	Install electronic fare dispensing and collecting systems throughout the City Coach transportation system. To include fare card readers on buses and automated purchasing kiosks to purchase and or reload magnetic strip fare cards.		No	
09CTP 104	Vacaville	Interagency coordination of regional bus services	Enhance regional coordination of bus service and connections with partner transit agencies of Solano County.		nO	
09CTP 097	Vacaville	Phase 2 Vacaville Transportation Center	Phase 2 to include the construction of a 250 space surface lot directly adjacent to bus transfer facility. **This is a Transit Facility of Regional Significance**.	Designed	No	Vacaville General Plan
09CTP 105	Vacaville	Real-time bus tracking systems	Install real-time, GPS arrival systems on buses with kiosk display stations located at transit transfer stations throughout Solano County.		No	
	Vacaville	Lagoon Valley / I-80 Interchange	Widen existing overcrossing to provide protected left turn pockets. Reconstruct EB ramps and widen WB ramps for turn movements.	Designed	No	Vacaville General Plan, Lagoon Valley Policy Plan
	Vacaville	Foxboro Parkway Extension	Extend Foxboro Parkway as a 4 lane divided arterial from Nut Tree Road to Vanden Road.	Initiated	Yes	Vacaville General Plan, Southtown D.A.

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Vacaville	Elmira Road East of Leisure Town	Widen to 4 Lane Arterial **This is a Route of Regional Significance**.	Vision/ Development Initiated & Designed south side	No	Vacaville General Plan
	Vacaville	Vaca Valley Parkway	Widen Vaca Valley Pkwy from I-80 to I-505 to 6 lane divided arterial – Route of Regional Significance	Vision	No	Vacaville General Plan and Transportation Impact Fee
	Vacaville	Peabody Road South of Alamo	Widen to 6 lane divided Arterial	Vision	No	Vacaville General Plan
	Vacaville	Jepson Parkway **AGENCY PRIORITY PROJECT**	Construct the Vacaville portion of the 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned. **This is a Route of Regional Significance**.	Initiated/ Designed	No	Vacaville General Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 199	Rio Vista	SR 12/Church Road and Amerada Intersections	Improve the SR 12 and Church Road intersection. Construct 40 Space Park and Ride Lot at Church Road @ SR 12. The park-and-ride lot may be installed with development of a shopping center at this intersection. A PSR is being prepared for the project. **This is a Route of Regional Significance.**			SR 12 MIS
09CTP 204	Rio Vista	Sacramento River Waterfront	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.		Yes	Rio Vista Waterfront Specific Plan
09CTP 205	Rio Vista	Citywide Trail System	Construct a looped bicycle trail system linking the waterfront, downtown and major residential areas, as identified in the Rio Vista general plan and the Countywide Bicycle Master Plan.		Yes	Rio Vista General Plan
09CTP 206	Rio Vista	SR 12 Pedestrian Overcrossings	Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street. **This is a Route of Regional Significance.**		Yes	Rio Vista General Plan
09CTP 162	Rio Vista	Rio Vista Delta Breeze Intercity and Local Bus Service	Continue to provide transit services connect to intercity routes for travel on BART, Capitol Corridor, Greyhound, Tri Delta, SCT/LINK, FAST and Vallejo Transit.		No	Rio Vista General Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 201	Rio Vista	Sacramento River Waterfront	Construct a facility to support passenger ferry service to either Sacramento or San Francisco, and/or water taxi service between various locations in Rio Vista and Isleton.		Yes	
09CTP 202	Rio Vista	Provide intermodal transit centers for regional connections.	Construct a multi-modal transit center, including facilities for express bus service routes to SCT/LINK, FAST, Vallejo Transit, Tri Delta. Location options are Main and Front streets (downtown) or SR 12 and Church Road.		Yes	Rio Vista General Plan

Vallejo Submittal from 2010

CTP ID	Agency	Location / Title	Description
09CTP 146	Vallejo	I-80 / Redwood Interchange	Improve on/off ramp circulation from I-80.
09CTP 148	Vallejo	Fairgrounds Dr from SR 37 to Redwood	Increase capacity of roadway segment.
09CTP 114	Vallejo	SR 37 from Napa River Bridge to SR 121	Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. Portions of this project are not in Solano County.
09CTP 116	Vallejo	Improve SR 29 through Vallejo	Pedestrian and landscaping improvements.
09CTP 113	Vallejo	Improve I-80/ American Canyon Rd. interchange including park & ride lot	Construct interchange improvements, including ramp round-abouts. Examine potential of construction formal Park and Ride lot to replace casual lot currently in use.
09CTP 115	Vallejo	Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St.	Improve major roadways on and connecting to Mare Island. Some, but not all, of these are Routes of Regional Significance.
09CTP 117	Vallejo	Columbus Pkwy from Benicia Rd. to SR 37	Widen Columbus Pkwy from 2 lanes to 4 lanes. Complete from SR 37 to Springs St. Springs St. to Benicia Road planned..
09CTP 138	Vallejo	I-80/Turner Overcrossing	Add additional east-west connection to local streets; may provide bike/ped access across I-80.
09CTP 150	Vallejo	Mare Island Causeway	Replace existing causeway bridge.
09CTP 147	Vallejo	SR 37 / Fairgrounds interchange	Improve on/off ramp circulation to SR 37.
09CTP 137	Vallejo	Bay Trail Completion	Complete segments of the Bay Trail.
09CTP 139	Vallejo	Blue Rock Springs Hans Park Pedestrian/ Bike Path	Construct a Class 1 bike/ped path along Blue Rock Springs Golf Course.
09CTP 140	Vallejo	Columbus Parkway Pedestrian/Bike Path	Construct a Class 1 bike/ped path along Columbus Pkwy.
09CTP 141	Vallejo	I-780 Pedestrian/Bike Grade Separation	Replace existing structure

CTP ID	Agency	Location / Title	Description
09CTP 142	Vallejo	Fairgrounds Drive Pedestrian/Bike Path	Construct a Class 1 bike/ped path along Fairgrounds Drive.
09CTP 143	Vallejo	Broadway to 4 lanes and Pedestrian/Bike Path	Construct a bike/ped path along Broadway.
09CTP 144	Vallejo	Mare Island Pedestrian & Bike System	Construct a loop system of trails to connect the Mare Island Causeway with major employment and educational facilities on Mare Island.
09CTP 900	Vallejo	Sonoma Blvd/ SR29 TLC Corridor	Conduct a planning study and develop a plan to improve bike/ped and transit facilities on Sonoma Blvd.
09CTP 157	Vallejo	Transit-oriented development around regional transportation hubs	Construct a high-density mixed-use development in downtown Vallejo adjacent to the ferry terminal.
09CTP 900	Vallejo	I-80 from SR 37 to Carqinez Bridge	Conduct a corridor study of Interstate 80 from the I-80/SR 37 interchange to the Carqinez Bridge. Identify possibilities to consolidate interchanges and ramps, improve local circulation, improve through-and cross-corridor bicycle and pedestrian circulation, revitalize local land uses, improve landscaping along I-80, and improve links to transit (including bus and ridesharing).
09CTP 156	Vallejo	I-780/Lemon St./ Curtola Pkwy. transit center	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project.
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal (Phases A and B)	Project consists of four parts: the bus transit facility, phases A and B of the ferry terminal parking structure, and the City Hall parking structure. Bus transit center permitted and ready to construct; ferry parking structure A is designed; B is prelim design; City Hall parking is planned.
	Vallejo	Vallejo Station bus transit center	Covered bus bays, transit operations center offices, pedestrian enhancements *This is a portion of Project 09CTP119*
	Vallejo	Vallejo Station ferry terminal parking structure (Phase A)	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. *This is a portion of the previous project, 09CTP119*
	Vallejo	Vallejo Station ferry terminal parking structure (Phase B)	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. *This is a portion of the previous project, 09CTP119*
	Vallejo	Vallejo Station City Hall parking structure	Construct a 1000-space parking garage to increase capacity for expansion of ferry ridership. *This is a portion of the previous project, 09CTP119*
09CTP 133	Vallejo	Bus replacement / upgrade to alternative fuel vehicles	Replacement/Upgrade of buses operating on intercity routes.

CTP ID	Agency	Location / Title	Description
09CTP 164	Vallejo	Mobility Management Software, Technology, Taxi ADA Vehicles	Expand taxi program, call center and interface with Social Services Agencies.
09CTP 124	Vallejo	Upgrade/expand bus maintenance facilities	Improve efficiency and provide parking for new buses.
09CTP 123	Vallejo	Vallejo Ferry Terminal	Acquire new ferries (5th and 6th vessels) in order to increase ridership capacity. Transition responsibility to WETA as soon as practical.
09CTP 128	Vallejo	Mare Island Ferry maintenance facilities	Construct Phases I and II of the Mare Island Ferry Maintenance Facility.
09CTP 132	Vallejo	Connect to regional rail service	Reactivate rail lines and establish passenger rail service connections to regional carriers.
09CTP 134	Vallejo	Napa Valley rail service to Ferry Terminal/Mare Island	Reactivate the rail line from Vallejo to Napa County; acquire rolling stock, staff and funding. Initiate passenger service.
09CTP 135	Vallejo	Vallejo-Fairfield rail service connections	Reactivate the rail line from Vallejo to the Capitol Corridor train station in Suisun City; acquire rolling stock, staff and funding. Initiate passenger service.
09CTP 145	Vallejo	Light rail service to Contra Costa County	Light rail service to connect with BART
09CTP 149	Vallejo	Fairgrounds Regional Transit Center and parking structure	Construct 1000-space multi-level parking structure with transit connections.
09CTP 152	Vallejo	Citywide rail lines	Acquisition and re-use of railroad right-of-way throughout Vallejo; re-activate rail service
09CTP 153	Vallejo	Mare Island Rail Service	Improvements to at-grade railroad crossings on Mare Island
09CTP 154	Vallejo	Mid-life repower of ferry vessels	Replace engines on existing ferries. Transition responsibility to WETA as soon as practical.
09CTP 158	Vallejo	Mare Island Water Taxi Service	Examine potential water taxi service to Benicia, Martinez and/or other near-by communities. Link water taxi and WETA ferry services. STA Water Transportation Plan must proceed project(s)
09CTP 127	Vallejo	Expand paratransit	Expand paratransit program over different modalities

- **Vision** - the project or program is identified in a General Plan or other adopted document, but no steps have been taken towards implementation.

- **Initiated** – Project has been initiated, i.e., Project Initiation Document started, environmental review started.

- **Designed** - Design and right-of-way work is underway or completed; or, the project is ready for construction or a construction phase has begun.

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
15CTPxx	STA	SR 113 Improvements.	Improve SR 113 between SR 12 and Midway Road in accordance with the recommendations of the SR 113 MIS. Improvements include standard cross-section and reconstructing the Z curve at Argyle Park.	Vision	No	SR 113 MIS
15CTPxx	STA	Solano I-80 Express Lanes Project	Construct new Express lanes and convert existing HOV lanes to Express Lanes. This project consists of 3 segments: 1. Convert the HOV lane between Red Top Road and Airbase Parkway to an Express Lane 2. Construct a new Express Lane from Air Base Parkway to I-505 3. Construct a new Express Lane from the Carquinez Bridge to SR 37	Initiated Initiated Vision	No	MTC Regional Express Lane Network Plan
15CTPxx	STA	Solano I-680 Express Lanes Project	Construct new Express lanes on I680 from the Benicia Martinez Bridge to the I-80/I-680/SR 12 interchange.	Vision	No	MTC Regional Express Lane Network Plan

15CTPxx	STA	SR 12 East improvements	Develop a prioritized implementation plan for projects found in the Rio Vista Bridge study, SR 12 MIS and Rio Vision plan.	Vision	No	SR 12 MIS, Rio Vista Bridge Study and Rio Vision Implementation
15CTPxx	STA, TAM, SCTA, NCTPA MTC	SR 37 Sea Level Rise Mitigation Project	Reconstruct and/or raise SR 37 between Vallejo and Novato to mitigate sea level rise, improve tidal restoration and relieve congestion. Project initiation estimated at $12M to $15M	Vision	Yes	Caltrans SR 37 study
15CTPxx	STA	I-80 WB Cordelia Truck Scale Relocation **This is a regional Goods Movement priority project**.	Construct new truck scales approximately ½ mile east of current location on I-80 WB, with braided ramps between SR 12 east.	Initiated	No	
15CTPxx	STA	I-80 and I-680 Freeway Performance Initiative Implementation	Install and activate Intelligent Transportation System (ITS) elements, including ramp metering, carpool lanes, changeable message signs, closed-circuit television cameras, and incident management programs along I-80 and I-680 per the Solano Highways Operations Study.	Initiated	No	2010 Solano Highways Operations Study

15CTPxx	STA	Construct additional park-and-ride facilities	Construct park-and-ride facilities identified in the Draft I-80/I-680/I-780/ SR 12 Transit Corridor Study:
			   1) I-680/Gold Hill
			   2) I-80/Hiddenbrooke
			   3) I-80/Fairgrounds
			   4) Relocate Dixon's Market Ln P&R
			   5) Solano College (Fairfield Campus)
				Vision	No	2014 Draft I-80/ I-680/ I-780/ SR 12 Transit Corridor Study

15CTPxx	STA	Countywide Gateways	Implement the Solano Highway Improvement Program (SOHIP).	Vision	Yes	SoHIP Plan
15CTPxx	STA	Jepson Parkway **THIS IS AN STA PRIORITY PROJECT** **THIS IS A CITY OF VACAVILLE PRIORITY PROJECT**	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. Phase 1 Phase 2 Phase 3 This is a Route of Regional Significance.	Initiated Designed Designed	No	2014 Jepson Parkway Concept Plan Jepson Parkway EIR and EIS
15CTPxx	STA	Safe Routes to School Projects and Programs **THIS IS AN STA PRIORITY PROGRAM**	Identify, design and construct individual infrastructure projects per STA's Safe Routes to Schools Plan. Develop and implement non-infrastructure education, encouragement, enforcement, and evaluation programs.		No	Solano SR2S Plan
15CTPxx	STA	Safe Routes to Transit Plan	Implement the Solano Safe Routes to Transit Plan by funding construction of priority projects identified in the Plan.	Initiated	No	SR2T Plan
15CTPxx	STA	Solano Bicycle Plan Projects	Implement the Solano Countywide Bicycle Plan by funding construction of priority projects identified in the Plan.	Initiated	No	County-wide Bike Plan

15CTPxx	STA	Solano Pedestrian Plan Projects	Implement the Solano Countywide Pedestrian Plan by funding construction of priority projects identified in the Plan.	Initiated	No	County-wide Ped Plan
15CTPxx	STA	SR 12 Transit Corridor Study	Implement the 2006 State Route 12 Transit Corridor study.		No	
15CTPxx	STA	I-80/I-680/I-780 Transit Corridor Study	Implement the 2004 I-80/I-680/I-780 Transit Corridor study.		No	
15CTPxx	STA	Streets and Roads Rehabilitation	Provide adequate funding to maintain local streets and roads at a Pavement Condition Index of Good or better.	Initiated	No	Solano Annual Pothole Report
15CTPxx	STA	Complete Streets	Develop a Solano Complete Streets Plan	Vision	Yes	Plan Bay Area/ OBAG
15CTPxx	STA	Solano Bike and Ped Wayfinding Signage **THIS IS AN STA PRIORITY PROJECT**	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	Designed	No	STA County-wide Bicycle Plan
15CTPxx	STA	New Plans and Studies	Water Transportation Plan Airport Access Plan Resiliency and Adaptation Plan Travel Safety Plan	Vision	Yes	

15CTPxx	STA	SolanoExpress **THIS IS AN STA PRIORITY PROGRAM**	Continue to operate and support the SolanoExpress intercity bus system, including providing marketing, schedule coordination and, where appropriate, expanded service. Seek funds to replace vehicles with clean fuel vehicles, and/or to replace vehicles at the appropriate phase of their useful life.			
15CTPxx	STA	SNCI Rideshare and Vanpool Services **THIS IS AN STA PRIORITY PROGRAM**	Sustain and expand the existing Solano Napa Commuter Information (SNCI) including ride matching program, employer outreach, vanpool and STA's vanpool and commuter incentive programs.			

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
15CTPxx	STA	I-80/I-680/SR12 Interchange **THIS IS AN STA PRIORITY PROJECT**	**Construction Phase 1**: (EA -04-0A5344, Advantage# 0400021131): Green Valley Road Interchange and SR12 (West) Connector – This phase began construction in mid-June 2014. This contract is constructing a new connector from westbound I-80 to westbound SR12 (West) (Jameson Canyon), crossing over (braiding with) a new on ramp from Green Valley Road to westbound I-80. This contract is also reconstructing Green Valley Road between Business Center Drive and Auto Plaza Court, including the Green Valley Road Overcrossing accommodating the ultimate width necessary for I-80. The project also includes ramp metering, traffic operations system elements, interim bicycle/pedestrian facilities and significant utility relocation, including relocation of a PG&E valve lot to outside of the immediate project area. This project is constructing the most northerly (outside) portion of westbound I-80			

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
15CTPxx	STA	I-80/I-680/SR12 Interchange **THIS IS AN STA PRIORITY PROJECT**	between Green Valley Road and SR12 (West), creating the space necessary to construct Phase 3. No existing traffic patterns will be changed at the end of this contract. – UNDER COSTRUCTION **Construction Phase 2**: (EA – 04-0A5361): I-680/Red Top Road Interchange – This contract will construct a new partial interchange at I-680 and Red Top Road, including realigning Lopes Road and Fermi Road to accommodate the future I-680 alignment. Contract will also include significant utility relocation. This project will add a new local connection to mitigate access changes resulting from future contracts. – IN DESIGN			

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
15CTPxx	STA	I-80/I-680/SR12 Interchange **THIS IS AN STA PRIORITY PROJECT**	**Construction Phase 3**: (EA – 04-0A5371): I-80 Westbound to I-680 Southbound Connector – This contract will construct the first of the two main regional interstate connectors, realigning southbound I-680 approximately 0.5 miles to the west of the original location, connecting back to the existing alignment near the I-680/Red Top Road interchange. A westbound off ramp will be constructed to the I-80/Green Valley Road interchange and a new westbound on ramp improvements will be added to the I-80 / Suisun Road Interchange, completing both interchanges. Green Valley Road will be realigned south of I-80 into the newly vacated southbound I-680 roadway. At the end of this contract, the northbound I-680/westbound I-80 connector and the eastbound I-80/southbound I-680 connectors will be removed. These movements will be			

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
15CTPxx	STA	I-80/I-680/SR12 Interchange **THIS IS AN STA PRIORITY PROJECT**	rerouted through the two local interchanges I-80/Green Valley Road and I-680/Red Top Road improved as a part of phases 1 and 2. – IN DESIGN **Construction Phase 4**: I-680 Northbound to Eastbound I-80 Connector – This contract will realign northbound I-680 to complement the improvements of Construction Phase 3, reconstruct the eastbound SR12 (West) connector to eastbound I-80, and reconstruct the eastbound ramps at I-80/Green Valley Road. These improvements comprise the southerly (outside) portion of eastbound I-80 between SR12 (West) and Green Valley Road. A third eastbound lane will be added to SR12 (East) between Chadbourne and the Webster Street off ramp. No additional access improvements will be constructed with this phase.			

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
15CTPxx	STA	I-80/I-680/SR12 Interchange **THIS IS AN STA PRIORITY PROJECT**	**Construction Phase 5**: Northbound I-680 to Westbound SR12 (West) Connector and SR12 (West)/Red Top Road/Business Center Drive – This contract will construct the northbound I-680/westbound SR12 (West) connector (essentially removed in contract 3), extend Business Center Drive from its current terminus westerly across SR 12, connecting with a realigned Red Top Road at the existing I-80/Red Top interchange. This project, which will include construction of a new interchange on SR12 (West) at Red Top and reconstruction of the I-80/Red Top Interchange will complete the local roadway improvements resulting in a parallel arterial between I-80/Red Top Road east to I-80/Abernathy Road, 5 miles to the east.			

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
15CTPxx	STA	I-80/I-680/SR12 Interchange **THIS IS AN STA PRIORITY PROJECT**	**Construction Phase 6**: I-80/I-680 HOV/T Connector – This contract will construct the HOV (can accommodate HOT) connector between I-680 and the eastern leg of I-80 connecting in the median of both facilities. **Construction Phase 7**: Remaining I-80 / I-680 connectors – This contract will construct the eastbound I-80 to southbound I-680 and northbound I-680 to westbound I-80 connectors. These two low volume ramps will complete the interstate-interstate movements of the I-80/I-680 interchange. The northbound I-680 to westbound I-80 ramp construction will require replacement of the Union Pacific Railroad (UPRR) Cordelia Underpass, including new track.			

DATE: August 13, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Philip Kamhi, Transit Program Manager
RE: SolanoExpress Service Fiscal Year (FY) 2014-15 Annual Report

Background:
Prior to 2005, the funding for Solano County's intercity routes, collectively called Solano Express, was shared among local jurisdictions through various verbal understandings and informal and year to year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit (FAST), the STA developed with the transit operators a countywide cost-sharing method that would provide funding stability for the operators of the intercity services and an equitable and predictable cost sharing formula for the funding partners. A working group was formed, the Intercity Transit Funding Working Group (ITFWG), and was comprised of representatives from STA, Solano County, and each participating city in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement are the Intercity Cost Sharing Formula, primarily based upon two factors: ridership by residence and population. This shared funding is for the cost of these routes after farebox and other non-local revenue are taken into account. Another key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of these routes' performances. This data helps guide future funding, service planning and marketing decisions.

In the intercity funding agreement, it states that transit operators shall report at least quarterly to the ITFWG the following information by intercity route:
- Budget vs. actual cost for the quarter
- Budget vs. actual fares for the quarter
- Ridership
- Service Hours

Discussion:
Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) have submitted their Fiscal Year 2014-15 quarterly reports for the working group's review (Attachment A). The report shows where the SolanoExpress Intercity routes are compared to the estimated numbers in the Cost Allocation Model (CAM). A percentage of 100% would indicate that the estimate is meeting the actual. A summary of the report is presented below.

FY14-15	FAST	SolTrans
Cost	93.7%	88.1%
Fares	98.3%	104.9%
Ridership	99.1%	99.6%
Service Hours	97.9%	93.4%

In a further breakdown of the Farebox Recovery Ratio (FBR) by route/operator:

Intercity Route	Cost	Fares	FBR
FAST Rt 20	$ 391,707	$ 81,930	20.9%
FAST Rt 30	$ 516,783	$ 173,170	33.5%
FAST Rt 40	$ 594,418	$ 164,840	27.7%
FAST Rt 90	$ 1,673,224	$ 1,058,322	63.3%
Subtotal, FAST	$ 3,176,132	$ 1,478,262	46.5%
SolTrans Rt 78	$ 1,022,236	$ 298,435	29.2%
SolTrans Rt 80	$ 2,142,567	$ 1,619,654	75.6%
SolTrans Rt 85	$ 909,770	$ 288,182	31.7%
Subtotal, SolTrans	$ 3,052,337	$ 1,907,836	62.5%

Recommendation:
Informational.

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

SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2014-15 Budget vs Estimated or Actual Cost

SolanoExpress Route	FY 14-15 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	$ 415,274	$ 102,368	24.7%	$ 97,728	23.5%	96,866	23.3%	94,745	22.8%	$ 391,707	94.3%
FAST Rt 30	$ 540,955	$ 134,817	24.9%	$ 129,556	23.9%	129,311	23.9%	123,098	22.8%	$ 516,783	95.5%
FAST Rt 40	$ 626,075	$ 157,304	25.1%	$ 147,525	23.6%	146,846	23.5%	142,743	22.8%	$ 594,418	94.9%
FAST Rt 90	$ 1,808,272	$ 442,980	24.5%	$ 419,483	23.2%	412,567	22.8%	398,194	22.0%	$ 1,673,224	92.5%
Subtotal, FAST	$ 3,390,576	$ 837,469	24.7%	$ 794,292	23.4%	$ 785,591	23.2%	$ 758,780	22.4%	$ 3,176,132	93.7%
SolTrans Rt 78	$ 1,140,991	$ 245,273	21.5%	$ 259,855	22.8%	$ 248,121	21.7%	$ 268,987	23.6%	$ 1,022,236	89.6%
SolTrans Rt 80	$ 2,434,648	$ 542,841	22.3%	$ 554,422	22.8%	$ 518,981	21.3%	$ 526,323	21.6%	$ 2,142,567	88.0%
SolTrans Rt 85	$ 1,031,332	$ 234,153	22.7%	$ 237,619	23.0%	$ 210,853	20.4%	$ 227,145	22.0%	$ 909,770	88.2%
Subtotal, SolTrans	$ 3,465,980	$ 776,994	22.4%	$ 792,041	22.9%	$ 729,834	21.1%	$ 753,468	21.7%	$ 3,052,337	88.1%
Total	$ 6,856,556	$ 1,614,463	23.5%	$ 1,586,333	23.1%	$ 1,515,425	22.1%	$ 1,512,248	22.1%	$ 6,228,469	90.8%

Report Completed By: Diane Feinstein
Report Completed By: Kristina Botsford

SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2014-15 Budget vs Estimated or Actual Cost

Intercity Route	FY 14-15 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Actual	% of Budget	Actual	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	$ 92,538	$ 21,905	23.7%	$ 19,121	20.7%	21,071	22.8%	$ 19,833	21.4%	$ 81,930	88.5%
FAST Rt 30	$ 189,646	$ 49,426	26.1%	$ 43,511	22.9%	41,651	22.0%	$ 38,581	20.3%	$ 173,170	91.3%
FAST Rt 40	$ 193,308	$ 42,985	22.2%	$ 38,530	19.9%	43,015	22.3%	$ 40,310	20.9%	$ 164,840	85.3%
FAST Rt 90	$ 1,027,939	$ 258,082	25.1%	$ 263,331	25.6%	265,589	25.8%	$ 271,320	26.4%	$ 1,058,322	103.0%
Subtotal, FAST	$ 1,503,431	$ 372,397	24.8%	$ 364,493	24.2%	$ 371,327	24.7%	$ 370,045	24.6%	$ 1,478,262	98.3%
SolTrans Rt 78	$ 268,166	$ 65,033	24.3%	$ 56,801	21.2%	$ 67,557	25.2%	$ 109,044	40.7%	$ 298,435	111.3%
SolTrans Rt 80	$ 1,535,005	$ 389,292	25.4%	$ 373,407	24.3%	$ 390,050	25.4%	$ 466,905	30.4%	$ 1,619,654	105.5%
SolTrans Rt 85	$ 282,850	$ 78,353	27.7%	$ 70,810	25.0%	$ 64,490	22.8%	$ 74,529	26.3%	$ 288,182	101.9%
Subtotal, SolTrans	$ 1,817,855	$ 467,645	25.7%	$ 444,217	24.4%	$ 454,540	25.0%	$ 541,434	29.8%	$ 1,907,836	104.9%

Report Completed By: Diane Feinstein
Report Completed By: Kristina Botsford

SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2014-15 Budget vs Estimated or Actual Cost

Intercity Route	FY 14-15 Annual Budget Ridership	First Quarter Ending Sept. 30 Actual	% of Budget	Second Quarter Ending Dec. 31 Actual	% of Budget	Third Quarter Ending Mar. 31 Actual	% of Budget	Fourth Quarter Ending June 30 Estimate	% of Budget	TOTAL Estimate or Actual	% of Budget
FAST Rt 20	51,551	12,770	24.8%	11,578	22.5%	11,724	22.7%	11,390	22.1%	47,462	92.1%
FAST Rt 30	53,118	13,736	25.9%	12,191	23.0%	11,542	21.7%	11,187	21.1%	48,656	91.6%
FAST Rt 40	47,510	11,515	24.2%	10,909	23.0%	11,091	23.3%	11,113	23.4%	44,628	93.9%
FAST Rt 90	248,278	64,360	25.9%	63,203	25.5%	63,037	25.4%	65,356	26.3%	255,956	103.1%
Subtotal, FAST	400,457	102,381	25.6%	97,881	24.4%	97,394	24.3%	99,046	24.7%	396,702	99.1%
SolTrans Rt 78	83,401	21,950	26.3%	20,035	24.0%	21,698	26.0%	22,882	27.4%	86,565	103.8%
SolTrans Rt 80	461,356	116,552	25.3%	114,136	24.7%	112,726	24.4%	114,618	24.8%	458,032	99.3%
SolTrans Rt 85	86,585	24,878	28.7%	21,342	24.6%	20,316	23.5%	17,785	20.5%	84,321	97.4%
Subtotal, SolTrans	631,342	163,380	25.9%	155,513	24.6%	154,740	24.5%	155,285	24.6%	628,918	99.6%

Report Completed By: Diane Feinstein
Report Completed By: Kristina Botsford

SOLANO EXPRESS
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2014-15 Budget vs Estimated or Actual Cost

Intercity Route	FY 14-15 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	3,730	912	24.5%	913	24.5%	900	24.1%	919	24.6%	3,645	97.7%
FAST Rt 30	4,369	1,082	24.8%	1,110	25.4%	1,124	25.7%	1,095	25.1%	4,412	101.0%
FAST Rt 40	5,141	1,276	24.8%	1,269	24.7%	1,283	25.0%	1,286	25.0%	5,115	99.5%
FAST Rt 90	14,933	3,601	24.1%	3,626	24.3%	3,603	24.1%	3,578	24.0%	14,409	96.5%
Subtotal, FAST	28,173	6,872	24.4%	6,919	24.6%	6,910	24.5%	6,879	24.4%	27,580	97.9%
SolTrans Rt 78	7,547	1,808	24.0%	1,789	23.7%	1,882	24.9%	1,970	26.1%	7,449	98.7%
SolTrans Rt 80	19,611	4,693	23.9%	4,623	23.6%	4,559	23.2%	4,272	21.8%	18,147	92.5%
SolTrans Rt 85	9,669	2,333	24.1%	2,291	23.7%	2,289	23.7%	2,284	23.6%	9,197	95.1%
Subtotal, SolTrans	29,280	7,026	24.0%	6,914	23.6%	6,848	23.4%	6,556	22.4%	27,344	93.4%

Report Completed By: Diane Feinstein
Report Completed By: Kristina Botsford

Date: August 15, 2015
To: SolanoExpress Transit Consortium
From: Jim McElroy, McElroy Transit, Project Manager
 RE: Transit Corridor Study Phase 2 Update

Background
We last provided an update to the TAC/Transit Consortium and the Board in June 2015 and July 2015 respectively. This agenda item is to provide an update on activities since the Board's July 2015 meeting and to provide an overview of anticipated activities, especially those related to public outreach.

Discussion
Carrying out Board direction, the contract with our selected consultant was signed in June 2015 and the project kickoff meeting occurred in July.

The consultant, with feedback from STA staff and project manager, is preparing a service plan, including sample passenger schedules for use in our public outreach efforts. The intent is to be able to answer the question for existing riders – "How do the proposed changes affect my commute?"   And, the information will allow potential riders and other interested parties to learn of the proposed changes. The service plan is based on the preferred option specified in the original Transit Corridor Study (Phase 1), delivered to the Board in December 2014.

Public outreach meetings are to be held at for three locations – one each in Fairfield, Vacaville, and Vallejo following the October 14th STA Board meeting. Tentative dates have been set, though the assignment of a location to each of the dates is pending securing appropriate facilities at each location.

The dates are as follows:

        Meeting 1:   6:00 – 8:00 p.m., Wednesday, October 28, 2015
                      Fairfield Community Center
        Meeting 2:   6:00 – 8:00 p.m., Thursday, October 29, 2015
                      Vallejo City Council Chambers
        Meeting 3:   To be determined.

Leading up to the public meetings will be an effort to educate riders and non-riders and to seek feedback and input. Activities include, but are not limited to:

    1. Brochure describing the planning process and opportunities for influencing the outcomes. The brochure will be widely distributed and formatted, as appropriate, for different target audiences.
    2. Bus posters and seat drops on transit services.

3. A widely publicized STA web interface including web tool for gathering input
4. Press communications
5. Meetings with community groups, as requested

Parallel with this outreach effort is a letter to affected jurisdictions. The letter, to be from the Executive Director, will be sent in August. It will include explanation of activities through the initial phase, a discussion of next steps, a copy of the initial study, and an offer to provide additional information if requested.

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

December 10, 2014 – STA Board Workshop and Meeting with Direction to Proceed to Next Phase

April 2, 2015 – Phase 2 Consultant RFP Posted

May 2015 – Consultant Selected – Arup

July 2015 – Phase 2 Consultant Kickoff

Future Activities:

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

October/November 2015 – Public Outreach Meetings

February 2016 – Draft Phase 2 Plan Due

March 2016 – Final Phase 2 Plan Due

July 2016 – Target for Initial Service Changes

Recommendation
Informational.

DATE :   August 10, 2015, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Kristina Holden, Transit Mobility Coordinator
RE: Consolidated Transportation Services Agency (CTSA)/Mobility Management
             Program Update

Background:

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

The Solano Mobility Management Plan focuses on four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities:
1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Senior Driver Safety Information
4. One Stop Transportation Call Center

This report summarizes the activities of the Solano Mobility Management Plan.

Discussion:

Countywide In-Person ADA Eligibility Program Update
This update summarizes the Countywide In-Person ADA Eligibility activities of CARE Evaluators in the second year of the program, Fiscal Year 2014-2015.

Evaluations: Between July 1, 2014 and June 30, 2015, there were 1,332 completed evaluations, 487 cancellations and 171 no-shows countywide.
Eligibility Letters: The average duration between an applicant's assessment and receipt of the eligibility determination letter was nine (9) days. There were no violations of the 21-day assessment letter policy this fiscal year.
Paratransit Usage: From July 1, 2014 to June 30, 2015, 55% of all applicants' utilized complementary paratransit service to and from their assessments.
Comment Cards: There were a total of 101 ADA Comment Cards received this fiscal year. Of those who completed comment cards, rating their assessment process and service 77% of clients were "very satisfied" and 19% of clients were "satisfied".

Travel Training
Riders Guides
Full color Riders Guides for Dixon Readi-Ride, FAST, Rio Vista Delta Breeze, and SolTrans have been completed and are being distributed to the public during community outreach events, travel training sessions, and on request.

Videos
Travel Training Videos for Dixon Readi-Ride and FAST have been completed and are in the process of being added to the Solano Mobility website. SolTrans video is in its last stages of editing and will be added to the website when completed.

Outreach
STA Mobility Staff attended/presented 15 outreach events in Fiscal Year 14-15. Including presenting at 4 CHP Age Well Drive Smart Classes. Staff reached out to 817 members of the community and provided 7,940 pieces of material.

Solano Mobility Call Center/Solano Mobility Website
Solano Mobility Call Center
The Solano Mobility Call Center and Transportation Info Depot continue to see a steady number of ADA/Mobility inquiries. Between July 1st and June 30th, 2015 the call center received a total of 2,667 with 505 calls being ADA/Mobility related. The call center assisted 3,463 walk in customers, processed 139 Regional Transit Connection (RTC) Sales and had 21 Senior Clipper Sales.

Solano Mobility Website
The Solano Mobility website continues to have weekly additions to the Programs/ Services page, Promotion page and Events Calendar. The Solano Mobility will host Travel Training videos for Dixon Readi-Ride, FAST, SolTrans as well as Vacaville City Coach and recently updated the Senior Safe Driving informational links. Since the Solano Mobility website went live there have been 5,921 website visits.

Recommendation:
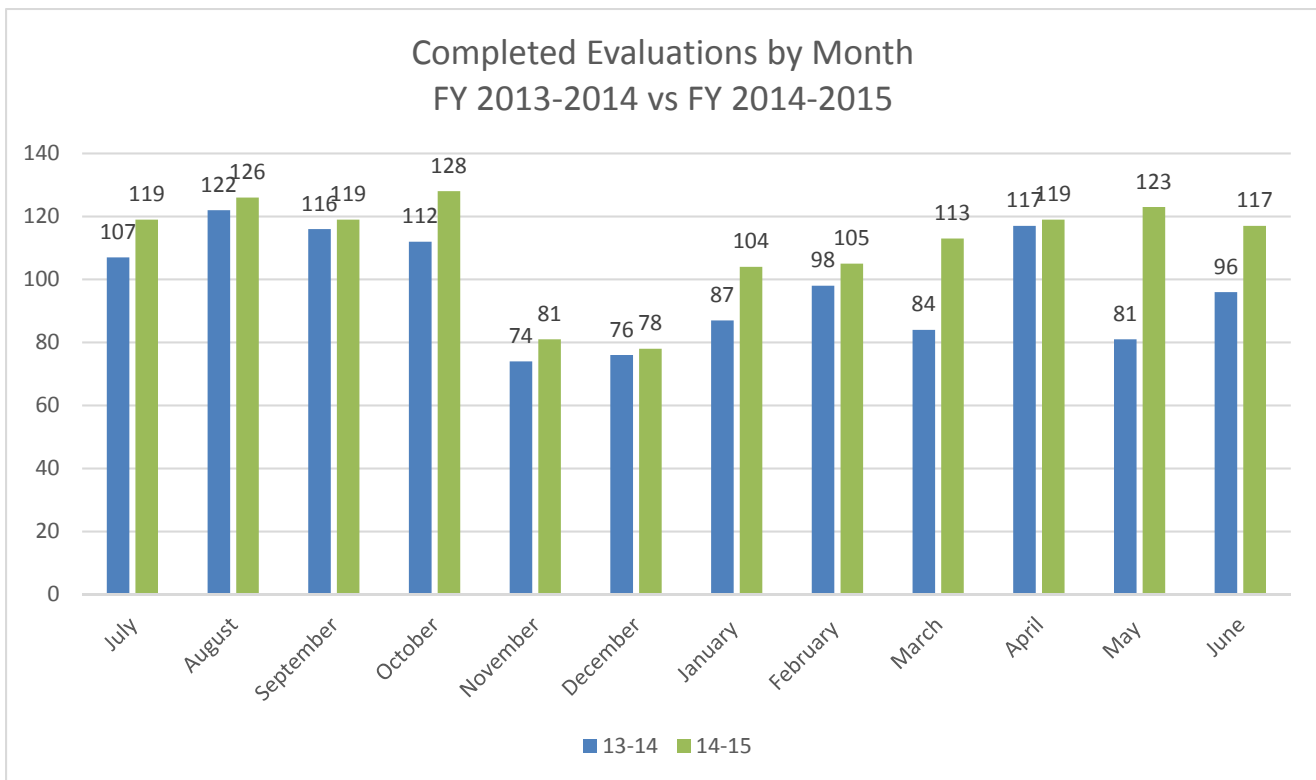Informational.

Attachment:
    A. Countywide In-Person ADA Eligibility Program Fiscal Year 2014-2015 Progress Report.

Countywide In-Person ADA Eligibility Program
Fiscal Year 2014-2015 Progress Report

Applicant Volume by Month: From July 1, 2014 to June 30, 2015 CARE Evaluators scheduled 1,990 interviews and conducted 1,332 evaluations in Solano County. The number of completed evaluations in November and December dropped but increased the following months. It can also be expected that November and December evaluation totals would be slightly lower than other months due to the holidays.

Applicant Volume and Productivity by Location

	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	**1,332**	27	451	8	532	314
Cancellations	**487**	10	175	3	209	90
No-Shows	**171**	2	63	1	78	27
Incompletion Rate	***33%***	*30%*	*35%*	*33%*	*35%*	*27%*

Completed Evaluations by Month
FY 2013-2014 vs FY 2014-2015

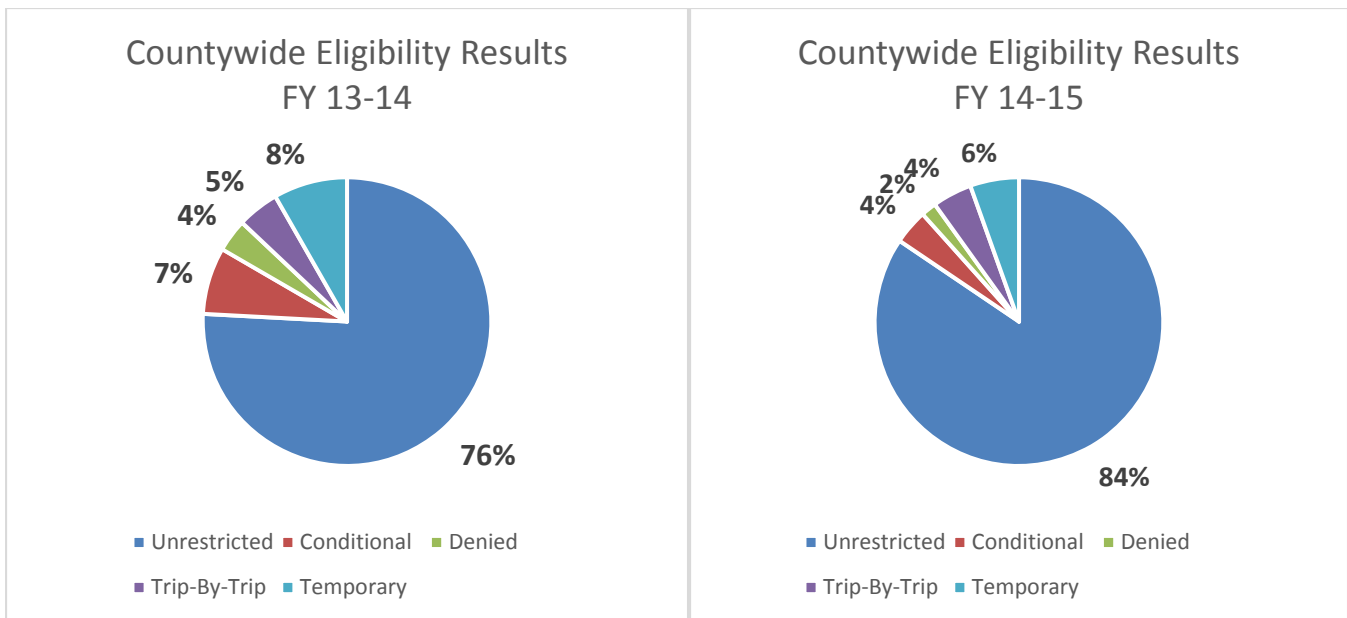| Month	13-14	14-15
July	107	119
August	122	126
September	116	119
October	112	128
November	74	81
December	76	78
January	87	104
February	98	105
March	84	113
April	117	119
May	81	123
June	96	117

New versus re-certification: From July 1, 2014 to June 30, 2015, 1,171 of the 1,332 applicants (88%) were new applicants and 161 (12%) were applicants seeking recertification.

Countywide Eligibility Results by Application Type						
NEW		**Percentage**		**RECERTIFICATION**		**Percentage**
Unrestricted	978	83%		Unrestricted	147	92%
Conditional	48	4%		Conditional	4	2%
Trip-by-trip	55	5%		Trip-by-trip	4	2%
Temporary	68	6%		Temporary	5	3%
Denied	22	2%		Denied	1	1%
TOTAL	1,171	88%		**TOTAL**	161	12%
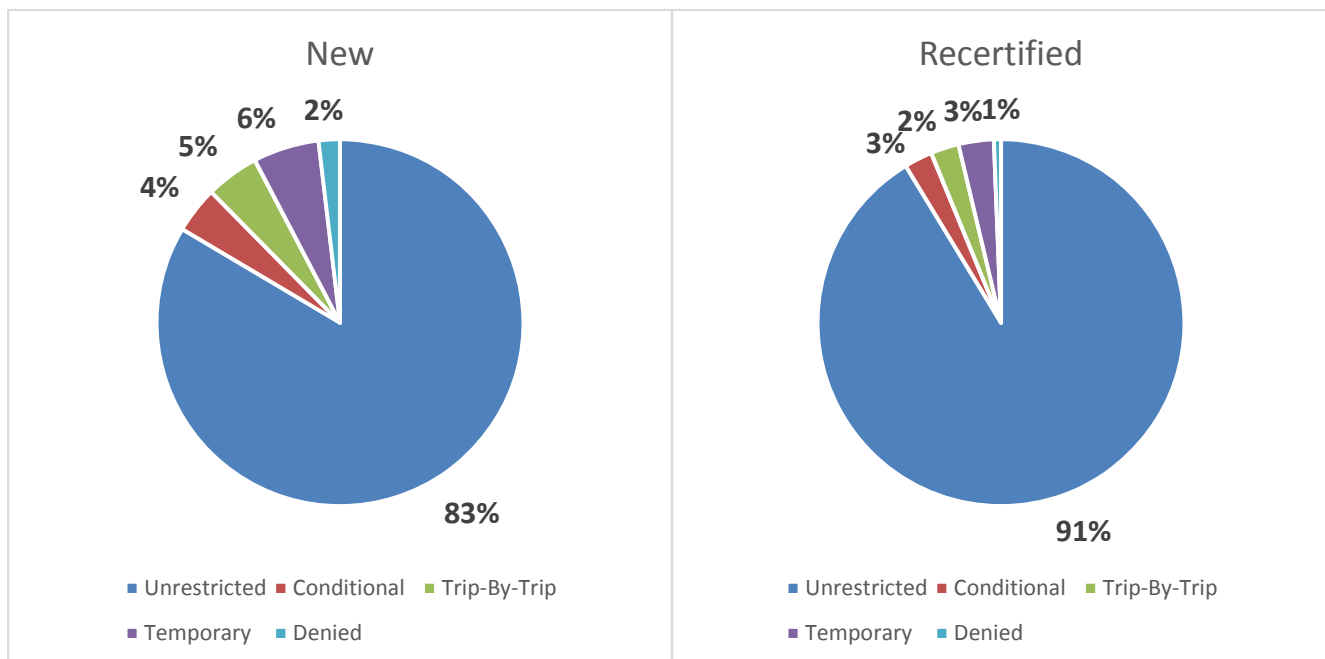
Eligibility determinations: Of the 1,332 assessments that took place from July 1st to June 30th, 2015 1,125 (84%) were given unrestricted eligibility, 23 (2%) were denied, 59 (4%) were given trip-by-trip eligibility, 52 (4%) were given conditional eligibility, and 73 (6%) were given temporary eligibility.

Eligibility Results by Service Area						
	Countywide	**Dixon Readi-Ride**	**FAST**	**Rio Vista Delta Breeze**	**SolTrans**	**Vacaville City Coach**
Unrestricted	1,125	21	379	7	449	269
Conditional	52	1	20	0	20	11
Trip-by-trip	59	1	15	1	27	15
Temporary	73	2	27	0	30	14
Denied	23	2	10	0	6	5
TOTAL	1,332	27	451	8	532	314

Countywide Eligibility Results
FY 13-14

8%
5%
4%
7%
76%

- Unrestricted - Conditional - Denied
- Trip-By-Trip - Temporary

Countywide Eligibility Results
FY 14-15

6%
4%
2%
4%
84%

- Unrestricted - Conditional - Denied
- Trip-By-Trip - Temporary

Impact on paratransit: As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant's Personal Care Attendant (PCA) upon request. From July 1, 2014 to June 30, 2015, 735 out of 1,132 (55%) of all assessments requested a paratransit trip to the assessment site.

Transportation to and from In-Person Assessment						
	Countywide	**Dixon Readi-Ride**	**FAST**	**Rio Vista Delta Breeze**	**SolTrans**	**Vacaville City Coach**
Own Transportation	597	8	207	5	208	169
Complementary Paratransit	735	19	244	3	324	145
Paratransit %	55%	70%	54%	37%	61%	46%

Type of Disability: Many of the applicants who completed the in-person assessment presented with more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability (65%) followed by cognitive disability (18%) and visual disability (14%).   An auditory disability was the least commonly reported disability, with (3%) of the total.

Disability Type Countywide and by Service Area						
	Countywide	**Dixon Readi-Ride**	**FAST**	**Rio Vista Delta Breeze**	**SolTrans**	**Vacaville City Coach**
Physical	1,252	26	418	6	506	296
Cognitive	355	7	140	2	124	82
Visual	270	1	78	1	117	73
Audio	51	0	11	0	32	8

Time to scheduled assessment: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment for July , 2014 to June 30, 2015 was eleven (1) days. The longest amount of time a client had to wait for an appointment was 33 days. This wait was extended due to the client rescheduling their appointment twice, without canceling. If a client does not cancel an appointment and only reschedules, the "time from scheduling to appointment" does not reset. STA is working with CARE to produce a more accurate report that takes rescheduling into account when counting the number of days from scheduling to appointment. The goal is for clients to receive an appointment within 2 weeks of their phone call.

Time (Days) from Scheduling to Appointment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Average for Period	11	9	12	11	13	6
Longest	33	22	33	22	27	19

Time to receipt of eligibility determination letter: From July 1, 2014 to June 30, 2015 on average, the time between the applicant's assessment and the receipt of the eligibility determination letter was 19 days. The longest an applicant had to wait for their determination letter was 19 days. There is a requirement that all ADA determination letter must be mailed out to clients within 21 days of their evaluation. There were no violations of the 21 day ADA policy this fiscal year. STA staff will continue to work with CARE and monitor performance in order to ensure compliance with terms of the contract.

Time (Days) from Evaluation to Letter						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Avg for Period	9	9	12	8	8	8
Longest	19	14	19	13	18	19
# of Clients Past 21 Days	0	0	0	0	0	0

Comment Card Summary: There were a total of 101 ADA Comment Cards received by the STA between July 1, 2014 and June 30, 2015. Below is a summary of the scores provided by clients and the number each transit operator received.

Comment Card Summary	
Very Satisfied	78
Satisfied	19
Neutral	2
Dissatisfied	2
Very Dissatisfied	0
Total Received	101

DATE :   August 18, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Debbie McQuilkin, Program Coordinator
RE: Mobility Call Center/Transportation Info Depot Updates

Background:

The Solano Napa Commuter Information (SNCI) 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 various mobility information. The **Transportation Info Depot** opened in November, 2014. The main objective in having staff at the Suisun Fairfield Train Depot was to create a public awareness of the services provided by SNCI.

Discussion:

Solano Mobility Call Center and Transportation Info Depot

Solano Mobility Call Center

FY 2014-14 is the first complete year that the Solano Mobility Call Center has been in operation. There has been a steady number of ADA/Mobility inquiries. Between July 1st and June 30th, 2015 the call center received a total of 2,667 calls with 513 of those being ADA/Mobility related. The Call Center has assisted 269 walk in customers, processed 139 Regional Transit Connection (RTC) Sales and had 21 Senior Clipper Sales.

The Emergency Ride Home Program's participation has increased increase in the past year. Currently there are **115 Employers** and **421 Employees** enrolled and participating in the program.

Participation	FY 2014-15	FY 2013-14	Percent Increase
New Registered Employers	26	5	80%
New Registered Employees	123	73	40%
Total Trips Taken	63	40	37%

The Call Center Staff has pulled together over 15,000 pieces of materials for 26 Outreach events.

Transportation Info Depot

Since opening the Info Depot, the STA Call Center staff has assisted 3,194 patrons with transit information sold 41 Adult Clipper Cards and processed 2 BikeLink Locker Cards.

As of the beginning of August, the Call Center staff at the Info Depot can now receive phone calls on our 800-535-6883 number.

Recommendation:

Informational.

Attachment:
   A. Call Center/Info Depot Activity Chart Fiscal Year 2014-2015 Progress Report.

Call Center/Info Depot Activity	15-May	15-Jun	15-Jul		FY 14/15 Totals
Emergency Ride Home					
New Employees	3	2	4		**123**
New Employers	1	0	0		**26**
Trips Taken	2	1	5		**61**
Bucks for Bikes					
New Applications	4	1	1		**19**
Incentives Awarded	3	1	2		**15**
Follow up Surveys sent	10	3	5		**78**
Train Depot Activity					
Amtrak	283	341	310		**2121**
Greyhound	65	87	88		**665**
General Transit Questions	15	19	18		**155**
Trip Planniing	7	15	12		**115**
RTC Questions	1	0	2		**19**
Clipper Questions	6	9	0		**42**
Other - Taxi, Misc	11	10	5		**77**
Totals:	**388**	**481**	**435**		**3194**
Mobility Call Center Telephone Calls					
ADA Paratransit Eligibility	18	33	27		**167**
RTC Questions	18	25	26		**145**
Adult Clipper Questions	1	2	1		**12**
Senior Clipper Questions	1	5	2		**16**
Senior Trip Planning	4	3	6		**55**
Transit Training - Trainer	0	1	0		**16**
Transit Training - Trainee	0	1	1		**2**
Taxi Scrip Local	4	18	18		**36**
Taxi Scrip InterCity	0	2	11		**18**
Materials Mailed	6	7	3		**41**
Calls Referred to Outside Agencies					
* NonProfit	2	3	4		**19**
* Private	5	6	3		**12**
*Transit Agency	1	0	0		**15**
Totals:	**54**	**99**	**99**		**432**
Call Center Customer *Walk-In Totals:*	**20**	**18**	**21**		**269**
Clipper Cards Sales					
Senior	5	0	1		**21**
Adult	5	12	9		**41**
Youth	0	0	1		**0**
Totals:	**10**	**12**	**11**		**62**
RTC Apps processed to Date	**15**	**15**	**16**		**139**
Bike Link Cards Sold	**0**	**2**	**1**		**2**

DATE: August 18, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager
RE: MTC 511 Traveler Information & Regional Rideshare Program Strategic Changes

Background:

The Metropolitan Transportation Commission (MTC) has supported regional mobility through two long-standing MTC programs – the 511 Traveler Information Service (12 years) and the Regional Rideshare Program (38 years). At this time MTC staff is recommending program changes to ensure continued relevance with a smaller budget and to provide flexibility to adapt to the rapid evolution of technology.

Discussion:

511 Traveler Information Services

After twelve years, 511 is ready to implement its next generation system. Usage trends and recent surveys indicate that there is an ongoing need for highly accurate, reliable, and easily accessible traveler information. However, 511's future role must be planned within the context of increased private sector competition/alternatives, consumer desires for innovative technology, and long-term funding reductions.

Based on a strategic planning process, MTC staff proposes to transform, enhance, and sustain deliver of high-quality traffic, transit, parking, bicycling and emergency information services for the public as follows:

1) Streamline and optimize services and systems, including a new 511.org website;
2) Incorporate readily available, best-of-class third-party tools with minimal customization;
3) Consume data from a variety of sources, including automated or purchased third-party data;
4) Invest in cost-effective, rapidly-deployed innovations to ensure travelers find value in 511;
5) Provide regional data to Google and other third-party developers; and
6) In light of growing competition for regional funding, cut overall funding costs.

Attachment A provides more details on the proposed changes.

Regional Rideshare Program

For decades, the Regional Rideshare Program (RRP) has maintained a ridematching system, supported vanpooling, and encouraged employers to implement trip reduction strategies. Disruptive ridematching technologies, a stagnant carpool/vanpool mode share and a reduction in funding led MTC staff to propose strategic modifications.

1) Transition regional employer outreach to a web-based, "self-serve" model; have counties provide customized personal support as appropriate;
2) Focus carpool promotion through social media and direct –to-customer efforts, including experimenting with incentivizing carpools through a gamification platform;
3) Transition from operating a publicly-funded ridematch system to leveraging emerging private-sector phone-based 'apps' that improve ridematching; and
4) Implement a Vanpool Support Program to grow the vanpool fleet and eventually fund itself.

Attachment B provides more details on the proposed changes.

Recommendation:
Informational.

Attachments:
A. 511 Traveler Information Services
B. Regional Rideshare Program

Attachment A
511 Traveler Information Service Proposed Changes

511's Next Generation (Next Gen) system must be planned and operated within the context of increased private sector competition/alternatives, consumer desires for innovative technology, and long-term funding reductions. MTC is committed to implementing a Next Gen 511 system that flexibly evolves with changes in technology and customer expectations, at a reduced cost to MTC. This attachment augments the rationale for the proposed changes outlined in the memo body and explains the changes in more detail.

Change #1: Streamline and optimize services and systems, including a new 511.org website.
Bay Area travelers have a long and trusted relationship with 511 SF Bay. Next Gen changes to the system should not so drastically alter the user experience – the way in which information is provided and/or the content is made available – that the experience and the helpfulness of the information is diminished. But, there is an opportunity during Next Gen design and development to streamline, consolidate, replace, and/or enhance both content and delivery methods/channels. At a minimum, MTC will maintain the core 511 dissemination features (i.e., web & phone) and modal types (i.e., traffic, transit, rideshare, bicycling, parking), but will also implement a responsive, mobile-first website for access across all devices, and will explore upgrades to other features, including the 511 phone service.

Change #2: Incorporate readily available, best-of-class third-party tools with minimal customization.
To ensure the Next Gen 511 system flexibly and cost-effectively evolves, make use of readily available, best-of-class, third-party tools with minimal customization. The 511.org website will incorporate Google's trip planner and base map, which has already been widely adopted by transit partners and the public. Also, under the recently released Request for Proposal, *511 System Integrator, Data Management & Dissemination, and Interactive Voice Response (IVR) Phone System*, MTC intends to procure systems already implemented in other 511 deployments that require minimal customization.

Change #3: Consume data from a variety of sources, including automated and/or purchased third-party data.
Historically, data collection and processing have been a significant portion of the 511 program. Recent improvements in technology now enable MTC to purchase data and/or automate data collection, without diminishing accuracy or reliability. In recent years, MTC has successfully purchased traffic speed data and plans to continue doing that under the Next Gen system. MTC also will automate the collection of CHP's incident data and Caltrans' construction data in order to reduce the hours of operation and associated operating and staff costs to run the 511 Operations Center. To reduce the cost of transit data collection, MTC will provide a web-based tool that allows transit partners to efficiently manage their data provided to 511. Finally, to complement existing content, 511.org will integrate and disseminate readily available data feeds (e.g., bikeshare locations) for display on the interactive map.

Change #4: Invest in cost-effective, rapidly-deployed innovations to ensure travelers find value in 511.

MTC is committed to ensuring that traveler information is used by as many people as possible to benefit both individual users and support effective management of the transportation system. MTC expects that maintaining and increasing the 511 user base will require ongoing innovation and enhancement to the system, and that such enhancements should be implemented quickly, to ensure the end user sees continual evolution, and cost-effectively, to ensure MTC can wisely use limited resources.

Change #5: Provide regional data to Google and other third-party developers.

511 is only one of several sources that travelers turn to for information. To best support regional mobility, 511 intends to serve as the regional aggregator of transit data on behalf of MTC's partners. Two dozen agencies are already providing static data to Google. MTC will consolidate this data plus the remaining agencies' static data, and then supplement this with real-time departure information, to provide a comprehensive source to Google and other third-party developers. Google has already begun displaying SFMTA data provided by 511 in their transit trip itineraries and will soon launch static and real-time data for several other agencies. MTC also intends to provide traffic and parking information through a Next Gen developer resources page on the future 511.org.

Change #6: In light of growing competition for regional funding, cut overall program costs.

MTC must balance the goals of providing an accurate, reliable and highly-used 511 service with the need to operate, maintain, and optimize the system cost-effectively. The current highly customized system is costly to maintain, and updates/enhancements take significant time and resources. MTC intends to reduce costs by migrating to a system that is built upon flexible, pre-established software that can evolve with a minimum of capital costs, labor, and time, and shares benefits across 511 multiple deployments. The planned reductions and streamlining result in an estimated new program contract cost of $5.5 million annually, a reduction of $7 million over current annual contract costs of $12.5 million.

Attachment B
Regional Rideshare Program Proposed Changes

This attachment augments the rationale for the proposed changes outlined in the memo body, explains the changes in more detail, and summarizes stakeholder outreach efforts. The proposed Rideshare Program changes are in response to both reduced funding and the desire to try a new approach to increasing the share of high occupancy vehicles.

Change #1: Complete Transition of Comprehensive Employer Outreach to Counties

The Rideshare Program spends 35% of its annual budget ($850,000), providing comprehensive employer outreach to promote vehicle trip reduction strategies in four counties and coordinating outreach efforts with the other five counties. The Rideshare Program has lost economies of scale now that many counties, cities, business groups and the Bay Area Air Quality Management District (Air District) conduct employer outreach. We also believe employer vehicle trip reduction encouragement is more effective when delivered locally where it can be tailored to an area's specific trip reduction needs and employer types (e.g., telecommuting workshops, shuttle development, etc.).

At the regional level, however, employers will continue to be an avenue through which to form carpools and vanpools and we intend to continue to staff employer events for the purpose of talking about carpooling and vanpooling benefits, incentives, ridematching tools, and to gather ridematching registrations.

To promote trip reduction more broadly through employers, we will:
- Continue to support county efforts through the 511 website;
- Continue financial support of county Transportation Demand Management (TDM) efforts through FY17; Future support beyond that will be determined as part of OBAG2 discussions;
- Provide self-help resources to employers via the website by packaging prior work (e.g., telecommuting templates and strategy-specific tool kits) into materials for inclusion on 511.org; and
- Automate the process for employer requests for event participation.

In addition, MTC will continue to support and invest in the Commuter Benefits Program. We will maintain a part-time employee to maintain the registration system, maintain reporting access to facilitate compliance, respond to voicemails and email, and keep the successful on-line tools up-to-date to maintain their effectiveness as an employer resource.

Change #2: Focus on carpool promotion.

As the Bay Area invests more in express lanes, MTC should not back away from efforts to support carpooling. In addition, there is potential that HOV occupancy requirements could change and larger-sized carpools need greater support to create. Rideshare staff see the need to develop an HOV corridor marketing approach that support carpoolers through incentives and gamification. MTC will pursue carpooler outreach, which would still include participation at employer events to solicit ridematching interest.

Change #3: Carefully transition to private-sector ridematching.

The vision is that private sector applications will create a vast pool of riders and drivers continually matching on a dynamic, highly convenient basis, ultimately replacing the need for traditional government-supported ridematching systems. These apps reduce the intimidation and friction of traditional matching by automating and personalizing processes. MTC's best role is to assist private-sector companies develop the critical mass of riders and drivers necessary to create a ridematching market served by a community of ridematching applications appealing to a wide array of travelers.

Change #4: Implement a self-funded Vanpool Support Program.

Looking at historical trends, there is more room for more vans in region. Other regions, including LA Metro and SANDAG, offer aggressive subsidies, require van drivers to provide mileage statistics, and report these miles to the National Transit Database. By reporting vanpool miles, the regions receive more FTA 5307 funding. MTC plans to contract for "turn-key" vanpool formation, van leases, matching, and National Transit Database reporting in exchange for offsetting the cost of vans at a rate of $400/month/ existing and new vanpools. After two years of data reporting, we anticipate a return of $1.40 of new FTA 5307 funds for every $1 spent on the program. We would then fund the Vanpool Support Program from FTA 5307 after 3 years, and generate additional FTA 5307 for transit operators. MTC plans to start the vanpool support program in FY17 with a modest budget.

Stakeholder Outreach

MTC staff have held stakeholder meetings with the Air District, County CMAs, and the Rideshare Program TAC/TDM Working Group. The majority of stakeholder feedback has been supportive. There is a recognition from many Transportation Demand Management professionals that it is time for change. All are enthusiastic about the Vanpool Support Program. Rideshare staff agree with and are following stakeholder advice to be strategic and careful in any transitions and to continue support of the Commuter Benefits Program.

Rideshare staff have also heard concern from the County of Marin, Hacienda Business Park, Solano Transportation Authority and the Air District about changes to the employer outreach program. Staff will continue to work with these stakeholders to determine if there is a mutually agreeable solution and report back at a future meeting.

Schedule

FY16:

- Using current contract funds, we will initiate strategies to transition program direction (e.g., partnerships with private-sector ridematching services and updating employer materials.)

- Write two Requests for Proposal: 1) Carpool Services; 2) Vanpool Support Program

FY17:

- Begin new contracts (50% reduction in regional carpool program budget).

- Continue full funding to support delegated counties.

- Determine exact funding in OBAG2.

Solano**Express**

DATE: August 13, 2015
TO: SolanoExpress Intercity Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

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

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

Discussion:
The California State Legislature will return from recess on August 17th. In the closing days of the budget debate, Governor Brown called for the Legislature to convene a special session to address the state's multibillion-dollar backlog of deferred transportation infrastructure maintenance, and proposed the Legislature "enact pay-as-you-go, permanent and sustainable funding to: adequately and responsibly maintain and repair the state's transportation and critical infrastructure; improve the state's key trade corridors; and complement local infrastructure efforts." The Legislature responded by convening Extraordinary Session 1 on June 19; no legislative actions were taken at that time, but the Legislature has since heard several bills to address this high priority issue.

STA has submitted letters of support for two bills going forward in the Extraordinary Session:

AB 227 (Alejo) is now titled ABX 1-1. This bill would require the repayment of outstanding transportation loans by December 31, 2018 and prevent the future borrowing of weight fee revenues from the State Highway Account.

SB 16 (Beall) is now titled SBX 1-1. This bill would phase in a multi-faceted transportation funding package, resulting in an approximately $3 billion annual increase in transportation funding.

- Two informational hearings thus far in each house, largely reiterating the transportation infrastructure problem facing state highways and local streets and roads;

- Not much discussion on mass transit or active transportation (bike and ped);

- Several bills have been introduced in both houses in the special session;

- SBX1 1 (Beall) contains a plan for $4-$5 billion in new revenues from a combination of increased fuel taxes, vehicle registration fees, loan repayments, and fees on electric vehicles;

- Funding for goods movement included in discussions (portion of diesel excise tax resulting in approx. $300 million);

- No plan yet introduced in the Assembly, aware Assembly Member Frazier is working on a package as well;

- Additional bills introduced include protection of weight fee revenues, extension of P3 authority, proposals to spend cap and trade revenues, new money for transit, stopping the high-speed rail project, restructuring the roll of the CTC;

- A hearing is scheduled in the Senate on 8/19 at which the Committee will hear SBX 1 1(Beall) and STA has a support position on this bill;

- Have not seen much engagement from leadership in either house or from the Governor on what a specific solution will ultimately look like, but the Speaker is starting a roadshow next week (see email I sent yesterday for more details);

Congress Passes MAP-21 Extension: Long-Term Plan Still on the Agenda
Both the Senate and the House are working towards putting together a multiyear transportation bill. As yet, the funding has not been identified. See Susan Lent's Federal Legislative Update (Attachment B) for more details on the activity in Washington DC.

Fiscal Impact:
None.

Recommendation:
Informational.

Attachments:
A. State Legislative Update
B. Federal Legislative Update

SHAW/YODER/ANTWIH, inc.

LEGISLATIVE ADVOCACY · ASSOCIATION MANAGEMENT

June 25, 2015

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update
The Legislature sent Governor Brown the final budget on June 19 and the Governor signed the budget, as well as a series of budget trailer bills, on June 24. **A transportation funding package was not part of the budget package (more on this below).** The new fiscal year begins July 1. The Legislature will break for Summer Recess on July 17. We have flagged several bills for the STA Board and discuss some of the more relevant bills under *Bills of Interest*, below.

Special Session Convened
On June 16, Governor Brown called for the Legislature to convene a special legislative session to address the state's multibillion-dollar backlog of deferred transportation infrastructure maintenance, and proposed the Legislature "enact pay-as-you-go, permanent and sustainable funding to: adequately and responsibly maintain and repair the state's transportation and critical infrastructure; improve the state's key trade corridors; and complement local infrastructure efforts." The Legislature responded by convening Extraordinary Session 1 on June 19; no legislative actions were taken at that time, but the Legislature is now organized to address this high priority issue.

A special session of the Legislature, which runs concurrently with the normal legislative session (but can run in to the recess if needed), allows new bills to be introduced germane to the topic of the special session. Bills introduced in the special session are not subject to the same deadlines and parliamentary procedures that would otherwise govern the normal legislative session. Thus, the special session affords an opportunity to both focus on and "fast-track" solutions to identified problems or challenges. Bills enacted in special session go into effect 90 days after the close of the session (as opposed to the usual January 1 of the following year), unless they are passed with an urgency clause (requiring a 2/3 vote in each House), in which case they would go into effect immediately.

In the Senate special session, Senator Beall introduced SBX1 1, which is identical to his SB 16. SB 16 proposes to increase several traditional transportation funding mechanisms to generate approximately $3-3.5 billion in new revenues for local streets & roads and state highways. In the Assembly, Assembly Member Alejo has introduced ABX1 1, similar to his AB 227, which would prevent the redirection of vehicle weight fees to the General Fund for debt-service payments (see *Bills of Interest* below).

Cap and Trade

At the same time, discussions continue of how best to appropriate the 40 percent of Cap and Trade revenues not subject to the continuous appropriation authorized in last year's Budget Act. (The 60 percent of Cap and Trade revenues continuously appropriated by last year's budget are unaffected by these ongoing negotiations and are expected to flow per established formulae to public transit, high-speed rail, and sustainable communities development.) There are several interest groups vying for funding from this program. Last year, the 40 percent portion went to several programs, including weatherization of households, energy efficiency upgrades, waste diversion, clean vehicle rebates, and zero-emission truck and bus deployment. In the coming weeks, the Legislature and the Governor will work out a Cap and Trade funding package.

Bills of Interest

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

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

AB 194 (Frazier) Managed Lanes

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

AB 227 (Alejo) and AB1X 1 (Alejo) Vehicle Weight Fees

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

AB 464 (Mullin) Local Sales Tax Limit Increase

This bill would increase, from 2 percent to 3 percent, the statewide cap on sales tax at the local level. Currently, the statewide sales tax may not exceed 9.5 percent when combined with any local sales tax. This would increase the overall limit to 10.5 percent.

AB 516 (Mullin) Temporary License Plates

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

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

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

AB 1250 (Bloom) Bus Axle-Weight Limit
Existing law provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016. This bill is expected to become a long-term solution for the bus weight challenge. ***The STA Board has a WATCH position on this bill (Board Action: 5/13/15).***

AB 1265 (Perea) Public-Private Partnerships (2-year Bill)
This bill would extend the authorizations for public-private partnerships (P3) as a method of procurement available to regional transportation agencies until January 1, 2030. The existing authority is set to expire on January 1, 2017.

AB 1347 (Chiu) Prompt Payment of Claims
This bill would require a public entity to review and respond to written claims within 30 days of receipt, and would mandate payment of undisputed claims within 30 days. If a public entity fails to respond to a claim from a contractor within the 30-day period, the claim is deemed rejected in its entirety and a meet and confer process begins.

SB 9 (Beall) Changes to Cap and Trade Transit and Intercity Rail Capital Program
This bill would amend the Transit and Intercity Rail Capital Program to remove operational investments and instead require funding dedicated to the program be used for large, transformative capital improvements. The bill would require CalSTA, when selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require CalSTA, by July 1, 2016, to develop an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods. The bill would authorize the CTC to approve a letter of no prejudice.

SB 16 (Beall) and SBX1 1 (Beall) Transportation Funding
This bill would increase several taxes and fees for the next five years, beginning in 2015, to address issues of deferred maintenance on state highways and local streets and roads. Specifically, this bill would increase both the gasoline and diesel excise taxes by 10 and 12 cents, respectively; increase the vehicle registration fee; increase the vehicle license fee; redirect truck weight fees; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately $3-$3.5 billion per year. ***The STA Board SUPPORTS this bill (Board Action: 6/10/15).***

SB 32 (Pavley) Extension of the California Global Warming Solutions Act of 2006 (AB 32)
Under AB 32, ARB adopted a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990, to be achieved by 2020, and was authorized to adopt regulations to achieve the GHG reduction-target, including a market-based compliance mechanism (e.g. Cap and Trade). This bill would require ARB to approve a GHG limit equivalent to 80% below the 1990 level to be achieved by 2050 and would authorize the continued use of the regulatory process to ensure the target is met.

3

SB 254 (Allen) Highway Relinquishments

This bill would establish a general authorization for Caltrans and the CTC to relinquish state highways to cities and counties for those highways deemed to present more of a regional significance. The goal of this bill is to streamline the relinquishment process and deter the Legislature from introducing one-off bills dealing with specific segments of the state highway system. **On May 28, the Senate Appropriations Committee amended this bill to no longer mandate that Caltrans bring a highway up to a state of good repair prior to relinquishment. It is assumed, however, that this condition could still be negotiated as part of a transfer agreement.** *The STA Board has a SEEK AMENDMENTS position on this bill to allow for relinquishment to a joint powers authority and to protect local agencies from forced relinquishments (Board Action: 5/13/15).* <u>*The Author's Office indicates this bill will not move forward.*</u>

SB 321 (Beall) Stabilization of Gasoline Excise Tax

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

SB 508 (Beall) Transit Development Act Requirements

Transit operators across the state are required to meet specified farebox recovery and operating cost criteria in order to be eligible to receive funds from the Transportation Development Act and/or the State Transit Assistance (STA) program, if those funds are to be used for operating purposes. This bill would address the challenges posed by this rigid funding mechanism by creating more flexible farebox recovery and operating cost criteria, and by rationalizing the penalties for non-compliance. *The STA Board SUPPORTS this bill (Board Action: 6/10/15).*

Akin Gump
STRAUSS HAUER & FELD LLP

M E M O R A N D U M

June 25, 2015

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: June Report

During the month of June we monitored developments with legislation and regulations and brought those developments to the attention of Solano Transportation Authority staff. We also made recommendations regarding legislation that STA may want to support.

Surface Transportation Reauthorization

DRIVE Act

With the latest extension of MAP-21 set to expire on July 31, there has been a flurry of activity in the House and Senate, although still no path forward to pass multiyear legislation before July 31.   The Senate Environment and Public Works Committee unveiled and marked up the highway title of the Senate transportation bill on June 24. The bill entitled the Developing a Reliable and Innovative Vision for the Economy Act (DRIVE) Act authorizes $278 billion over six years for the federal highway program. The following are some highlights.

- The bill allocates Transportation Alternatives funds to local jurisdictions instead of the States as has been done under MAP-21 with the caveat that a state can take away half of it at any time. These are funds that can be used for the Safe Routes to School program and for bike paths. The bill also increases the share of Surface Transportation Program funds that are allocated to local and regional agencies from 50 percent to 55 percent.

- The bill establishes two new freight programs – the National Freight Program and the Assistance for Major Projects Program. The National Freight Program is a formula program. It requires states to create State Freight Plans and State Freight Advisory Committees; authorizes between $2 billion and $2.5 billion annually for transportation projects that will improve freight movement; distributes funding to states by formula; allows up to 10 percent of a state's freight formula dollars may be used for

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multimodal/intermodal freight projects; increases mileage on the Primary Freight
Network to 30,000 centerline miles plus all National Highway System freight intermodal
connectors; and calls for DOT to complete a study of multimodal freight projects that do
not qualify for funding under Title 23. The Assistance for Major Projects Program
(AMPP) is a discretionary program. It is similar to the former Projects of National and
Regional Significance program. It is a competitive grant program for large projects. The
bill authorizes $2.4 billion to be distributed over six years. Projects must be at least $350
million. The minimum project award is $50 million except in rural areas. Any single
state's funding is capped at 20 percent of available funds and transit projects are capped
at 20 percent. The bill sets forth criteria for the Secretary of Transportation to consider
and a process for the Secretary of Transportation to select projects for award and for
Congress to approve such selections.

- The bill includes provisions intended to expedite project delivery. It requires DOT to
  develop a template programmatic agreement and use it at the request of a state. The bill
  also includes provisions directing lead agencies to consider and respond to comments
  from participating agencies on matters, which is important because participating agencies
  can delay the NEPA process by commenting on matters not within their expertise or
  jurisdiction. The bill also includes a provision requiring that within 45 days of receiving
  an application to undertake an environmental review of a project, the Secretary must
  either agree to undertake the review and provide a timeline and expected date for
  publication in the *Federal Register* of a Notice of Intent, provide a rationale for declining
  to undertake the review or provide a description of additional information required to
  initiative the environmental review process. The bill allows a project sponsor to request
  that a specific operating administration serve as the lead agency for a project. The bill
  provides additional flexibility to rely on analyses and decisions from the planning process
  in NEPA. Among the analyses that can be relied on from the planning process is the
  purpose and need for the project. The bill also includes provisions to better coordinate
  reviews regarding historic sites between DOT and the other agencies with jurisdiction.

- The bill includes a new competitive grant program funded at $30 million annually to
  deploy intelligent transportation systems to reduce traffic congestion and improve safety.
  The program would require a 50 percent non-federal match.

- The bill includes a competitive grant program for Achievement in Transportation for
  Performance and Innovation. The program would be for grants to reward achievement in
  transportation performance management and implementation of strategies that achieve
  innovation and efficiency in surface transportation. Funds can be used for any eligible

federal highway program or transit activity. The bill would authorize $150 million in general funds for the program. Grants could be a maximum of $15 million.

- The bill reduces funding for the Transportation Infrastructure Finance and Innovation Act from $1 billion annually under MAP-21 to $675 million annually to pay for the new discretionary programs. Of potential interest, the bill allows TIFIA to be used for transit oriented development within walking distance of and accessible to a fixed guideway transit facility, passenger rail station, intercity bus station, or intermodal facility and for projects for the acquisition of plan and wildlife habitat pursuant to a conservation plan.

Hearings Regarding Funding of Multiyear Transportation Bill

With the Environment and Public Works Committee unanimously approving the DRIVE Act, the Senate Banking Committee, which has jurisdiction over the transit program, and Commerce Science and Transportation Committee which has jurisdiction over highway and rail safety programs, have announced that they will mark up their respective titles soon after Congress returns from the July 4 recess. Despite this progress, the House and Senate have not made much visible progress in determining how they will fund a multiyear bill. Both the House Ways and Means and Senate Finance Committees, which have jurisdiction over funding for the highway and transit programs, have held several hearings to consider the funding issue. Lawmakers need to find about $90 billion in new funding to keep the transportation program at current spending levels over the next six years.

On June 17, the House Ways and Means Committee held a hearing on long-term solutions for the solvency of the Highway Trust Fund (HTF). At the hearing, Chairman Ryan acknowledged that additional sources of revenue are needed to keep the HTF solvent, but would not support a fuel tax increase. Republicans and Democrats agreed that the cycle of short-term patches for the HTF through the transfer of funds from the general treasury cannot continue and that a long-term solution is needed. Democrats argued that a gas tax increase is all but certainly necessary, but also expressed a willingness to consider other options such as a mileage tax, private financing, etc. Republicans acknowledged that raising the gas tax is a solution, but point to American's decreasing use of gas, use of more efficient vehicles and electric vehicles, etc. as reasons why a gas tax increase cannot be the only solution. Republicans also expressed concerns that a tax increase will unfairly hurt middle and lower income persons.

Chairman Ryan stated that even if a longer-term funding solution is reached this year, any such solution may take years or decades to fully implement, meaning that a shorter term patch would still be required this year. Chairman Ryan also noted that many federal policies such as CAFÉ standards and tax incentives for electric vehicle production and purchases are at cross-purposes

with the idea of a tax on fuel use. He argued that this is another reason to move away from a gas tax, and certainly a clear reason not to raise the gas tax.

The following day, the Senate Finance Committee held the first in a set of hearings to examine ways to keep the HTF solvent. This hearing focused on revenue generation, with the second (set for June 25, to focus on state and private financing solution. At the June 18 hearing, Chairman Hatch called for a bipartisan approach to a 6-year reauthorization bill. In general, Senators on both sides of the aisle agreed that a long-term, 6-year funding bill needs to be enacted rather than stop gap measures that rely on general fund transfers. While one of the witnesses advocated for devolving funding responsibilities for state and local projects to the States, Democratic Senators overwhelmingly rejected that notion.

On June 24, the Ways and Means Select Revenue Subcommittee held a hearing examining whether repatriation of foreign earnings might serve as a source of funding for the HTF. In general, Republicans seemed to support some form of repatriation as long as it would be undertaken along with a reform of international tax policy and a move towards a territorial system, coupled with lower corporate tax rates. Democrats were skeptical that repatriation would generate enough revenue to be a viable funding bridge, and indicated that past repatriation efforts effectively resulted in lower tax revenues overall, due to companies not investing repatriated income in the U.S. Democrats also opposed the notion of moving away from the user-pays model.

Rail Safety

On June 18, Senators Roger Wicker (R-MS) and Cory Booker (D-NJ) introduced the "Railroad Reform, Enhancement, and Efficiency Act." The bill aims to improve passenger rail safety, reauthorize Amtrak services, and improve existing rail infrastructure. The legislation would authorize Amtrak for four years at an average of $1.65 billion per year, starting with $1.45 billion authorized in FY 2016 and increasing to $1.9 billion in FY 2019. The bill also authorizes an additional $570 million (4 year average) in grant funding, beginning in FY 2016 with $350 million and increasing to $900 million in 2019. The grants would be available for a variety of purposes including implementing Positive Train Control (PTC), grade crossing improvements, congestion mitigation and relocation of rail lines. To address safety concerns, the bill also prioritizes loan applications for implementation of PTC, requires speed limit and grade crossing action plans, encourages confidential close call reporting programs, and addresses safety issues such as signage, alerters, and track inspection. Lastly, the Railroad Rehabilitation and Improvement Financing (RRIF) program would be revised to enhance efficiency, accessibility, and flexibility of the application process. The Senate Commerce Committee is expected to mark up the bill on June 25th.

The House Subcommittee on Railroads, Pipelines and Hazardous Materials held a hearing titled "The State of Positive Train Control Implementation in the United States" on June 24. The same day, the Federal Railroad Administration announced that it will begin to fine U.S. railroads that fail to implement PTC technology. Sarah Feinberg, acting administrator of the Federal Railroad Administration, told members of the oversight panel that the fines could be assessed per violation, per day, depending on a railroad's implementation progress. As examples, Feinberg said fines could include $2,500 for failure to keep records and $25,000 for failure to complete PTC implementation on a track section.

Fiscal Year 2016 Transportation Appropriations

On June 9, the House passed a transportation appropriations bill that would provide $55.27 billion in spending, including $40.25 billion for the highway program and $8.5 billion for transit formula grants, level spending with fiscal year 2015. The bill provides $289 million for Amtrak and $100 million for TIGER, which is lower than in fiscal year 2015.

During the debate, two amendments were adopted regarding the transit program: 1) an amendment was offered by Rep. Karen Bass (D-CA) to prohibit funds from being used by the FTA to implement, administer, or enforce 49 CFR §18.36(c)(2), which prohibits the use of in-state or local geographic preferences in procurements for construction contracts; and 2) an amendment to increase FTA Technical Assistance and Training by $2 million The House also adopted an amendment to increase Amtrak's Capital and Debt Service Grants by $9 million for the purpose of installing inward facing cameras and an amendment prohibiting funds from being used for high-speed rail in California or for the California High-Speed Rail Authority.

On June 1, the Administration issued a veto threat against the bill. The Administration objected to the reduction in spending for TIGER grants (reduced to $100 million from $500 million in fiscal year 2015) and other transportation programs, as well as the rejection of the Administration's proposal to spend $4 million for the Interagency Infrastructure Permitting Improvement Center. The Administration also objected to policy riders that would block air and maritime access to Cuba and address highway safety rules concerning truck size and length and driver hours-of-service.

The Senate Transportation Appropriations Subcommittee marked up its FY 2016 appropriations bill on June 23. The bill would provide $55.65 billion in discretionary funds and was approved by voice vote after a short mark up with few amendments. The bill would provide $40.26 billion for the Highway program (equal to FY 2015 levels) and $10.5 billion for the transit program, $424 million below the FY 2015 enacted level. Transit formula grants would total $8.6 billion. The bill would also provide $500 million, equal to the FY 2015 enacted level, for TIGER grants,

and $289 million for Amtrak. The full committee will take up the FY 2016 Transportation, Housing, and Urban Development spending bill on June 25 and tee it up for possible floor action in July. Senate Democrats have objected to funding levels adopted in the fiscal year 2016 budget resolution and have threatened to filibuster any bills brought to the floor that do not include increases in non-defense spending, in order to force negotiations over fiscal year 2106 spending.

Legislation Introduced

The following bills were introduced in June to address transportation policy:

- *The Vehicle-to-Infrastructure Safety Technology Investment Flexibility Act*, S. 1499 (Peters, D-MI). The legislation would make projects for the installation of vehicle-to-infrastructure communication equipment eligible for funding under the National Highway Performance Program, the Surface Transportation Program, and the Highway Safety Improvement Program. Eligible equipment is defined as equipment that provides a wireless exchange of critical safety and operational data between highway infrastructure and vehicles in order to avoid or mitigate vehicle collisions and enable a wide range of other safety, mobility, and environmental benefits. Senators Roy Blunt (R-MO) and Deborah Stabenow (D-MI) cosponsored the bill, which was referred to the Senate Committee on Environment and Public Works.

- *The Transportation Empowerment Act*, S. 1541/H.R. 2716 (Lee, R-UT/DeSantis, R-FL). The legislation incrementally reduces the federal gas tax and funding for federal highway and transit programs, reduces federal authority and authorizes the states to assume the taxing authority and manage the state transportation program. The Senate bill has 5 Republican cosponsors and was referred to the Committee on Finance. The House bill has 9 Republican cosponsors and was referred to the Committee on Transportation and Infrastructure, with subsequent referral to the Committees on Ways and Means, the Budget, and Rules.

- *The Bolstering Our Nation's Deficient Structures America ("BONDS") Act*, S. 1515/H.R. 2676 (Markey, D-MA/Neal, D-MA). The bill would permanently extend the tax treatment of Build America bonds (BABs). The bill would reduce subsidy payments by 1% each year after the program is reinstated. BABs would have a 32% subsidy rate in 2013 that would drop to 31% in 2014 and 30% in 2015. The subsidy rate would be 28% of interest costs, which is expected to be revenue neutral in 2017 and thereafter. The BAB program expired in 2010 and was used to finance public infrastructure projects. There are no Senate Cosponsors. The bill was referred to the Senate Finance Committee.

Eleven Democratic House Members cosponsored the bill, which was referred to the House Ways and Means Committee.

- *The Highways Bettering the Economy and Environment Act* or *Highways BEES Act,* H.R. 2738 (Hastings, D-FL). The bill would utilize existing authorities and funding sources to encourage the planting and cultivation of pollinator habitats and vegetation along America's highways. The bill has 5 cosponsors, including California Representatives Jeff Denham (R) and Jackie Speier (D) and was referred to the House Transportation and Infrastructure Committee.

- *The American Steel First Act*, H.R. 2683 (Visclosky, D-IN). The legislation is intended to strengthen the Buy America law to ensure only American-made steel is used in construction projects executed by the Departments of Defense, Homeland Security, and Transportation. The bill was referred to the House Committees on Armed Services, Homeland Security and Transportation and Infrastructure.

- *The Right of Way for American Drivers Act*, H.R. 2609 (Johnson, R-TX). This bill repeals the transportation alternatives program in order to increase funding for highway and bridge projects. It was cosponsored by Rep. Vicky Hartzler (R-MO) and referred to the House Transportation and Infrastructure Committee.

- *The Roads Not Roses Act*, H.R. 2608 (Hartzler, R-MO). The bill repeals the authority of the Secretary of Transportation to approve as part of the construction of federal-aid highways the cost of landscape and roadside development. Twelve Republican House Members cosponsored the bill, which was referred to the House Transportation and Infrastructure Committee. It would incrementally lower the federal gas tax and the size of the federal highway program over several years. In turn, states would be empowered to assume this taxing authority and use their highway resources as they deem appropriate.

- *Building and Renewing Infrastructure for Development and Growth in Employment (BRIDGE) Act*, S. 1589 (Blunt, R-MO). The bill would establish a new infrastructure financing authority to help states and localities better leverage private funds to build and maintain infrastructure. That authority would provide loans and loan guarantees to help states and localities fund viable road, bridge, rail, port, water, sewer, and other significant infrastructure projects. The authority would receive initial seed funding of up to $10 billion, which could incentivize private sector investment and make possible $300 billion or more in total project investment. The bill is cosponsored by 11 other senators and has been referred to the Finance Committee.

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June 25, 2015
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Solano Express

DATE: August 17, 2015
TO: SolanoExpress Intercity Transit Consortium
FROM: Drew Hart, Associate Planner
RE: Summary of Funding Opportunities

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
	Regional		
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately **$15 million**	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately **$10 million**	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to **$2,500** rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately **$10,000 to $45,000** per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	**$443,000**	No Deadline
	State		
1.	California River Parkways Grant Program*	**$7.6 million**	September 1, 2015
	Federal		

*New funding opportunity

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
   A. Detailed Funding Opportunities Summary

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants[1]						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District **(415) 749-4961** **afournier@baaqmd.gov**	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. **$15 million**	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines **http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx**
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District **(916) 874-4893** **gbailey@airquality.org**	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. **$10 million**, maximum per project is $4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment **http://www.airquality.org/mobile/moyererp/index.shtml**
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB **(916) 323-2781** **ggarcia@arb.ca.gov**	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to **$5,000** rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles **http://www.arb.ca.gov/msprog/aqip/cvrp.htm**

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[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 Grants[1]						
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: **888-457-HVIP** **info@californiahvip.org**	Application Due On First-Come, First-Served Basis	Approx. **$10,000 to $45,000** per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses **http://www.californiahvip.org/**
TDA Article 3	Cheryl Chi Metropolitan Planning Commission **(510) 817-5939** cchi@mtc.ca.gov	No deadline	Approx. **$110,000**	The Metropolitan Transportation Commission (MTC) administers TDA Article funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.	N/A	

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

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