



Solano Transportation Authority

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SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

1:30 p.m., Wednesday, March 26, 2014
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM

STAFF PERSON

- 1. **CALL TO ORDER** Daryl Halls, Chair
- 2. **APPROVAL OF AGENDA**
- 3. **OPPORTUNITY FOR PUBLIC COMMENT**
(1:35 -1:40 p.m.)
- 4. **REPORTS FROM CALTRANS, METROPOLITAN
TRANSPORTATION COMMISSION (MTC), AND STA STAFF**
(1:40 -1:45 p.m.)
- 5. **CONSENT CALENDAR**
Recommendation:
Approve the following consent items in one motion.
(1:45 – 1:50 p.m.)
 - A. **Minutes of the TAC Meeting of February 26, 2014** Johanna Masielat
Recommendation:
Approve TAC Meeting Minutes of February 26, 2014.
Pg. 5
 - B. **SolanoExpress Intercity Transit Consortium 2014 Work Plan** Liz Niedziela
Recommendation:
Forward a recommendation to the STA Board to approve the
SolanoExpress Intercity Transit Consortium 2014 Work Plan as
shown on Attachment A.
Pg. 11

TAC MEMBERS

Mike Roberts	Joe Leach	George Hicks	Dave Melilli	Dan Kasperson	Steve Hartwig	David Kleinschmidt	Matt Tuggle
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

6. ACTION FINANCIAL ITEMS

- A. Fairfield/Vacaville Intermodal Station Project – Federal TIGER Grant** Janet Adams
- Recommendation:
Forward a recommendation to the STA Board to approve the STA submittal of a TIGER 6 grant application for \$11 M for the Fairfield/Vacaville Intermodal Station Project.
(1:50 – 1:55 p.m.)
Pg. 17
- B. Transportation Development Act (TDA) Article 3 – Dixon West B Street Undercrossing Project** Sofia Recalde
- Recommendation:
Forward a recommendation to the STA Board to approve \$250,000 of FY 2013-14 TDA Article 3 funds for bicycle and pedestrian improvements to be completed as part of the Dixon West B Street Undercrossing Project.
(1:55 – 2:00 p.m.)
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7. ACTION NON FINANCIAL ITEMS

- A. Draft Solano County Mobility Management Plan** Liz Niedziela
- Recommendation:
Forward a recommendation to the STA Board to adopt the Solano County Mobility Management Plan as shown in Attachment A.
(2:00 – 2:10 p.m.)
Pg. 27
- B. Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation for Solano County** Elizabeth Richards
- Recommendation:
Review and forward a summary of Consortium comments and STA TAC comments regarding CTSA designation to the STA Board as shown in Attachment E.
(2:10 – 2:20 p.m.)
Pg. 31
- C. Pedestrian Priority Projects Update** Sofia Recalde
- Recommendation:
Forward a recommendation to the STA Board to approve the following:
1. Pedestrian Priority Projects List (February 10, 2014); and
 2. Pedestrian Priority Project Tiered List (February 10, 2014)
- (2:20 – 2:25 p.m.)
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8. INFORMATIONAL ITEMS – DISCUSSION

- A. Transit Corridor Summary of Comments from STA Board Workshop** Nancy Whelan
(2:25 – 2:30 p.m.)
Pg. 55
- B. Status of Priority Conservation Area (PCA) Pilot Program** Andrew Hart
(2:30 – 2:35 p.m.)
Pg. 57
- C. State and Regional Active Transportation Program (ATP) Update and Discussion of Solano ATP Priority Projects** Sofia Recalde
(2:35 – 2:40 p.m.)
Pg. 59
- D. Project Delivery Update** Anthony Adams
(2:40 – 2:45 p.m.)
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INFORMATIONAL ITEMS – NO DISCUSSION

- E. Regional Transportation Impact Fee Update** Robert Guerrero
Pg. 65
- F. Mobility Management Program Update** Anthony Adams
1. ADA In Person Eligibility
2. Website
3. Travel Training Program
Pg. 73
- G. Draft Meeting Minutes of STA Advisory Committees** Johanna Masiclat
Pg. 83
- H. STA Board Meeting Highlights of March 12, 2014** Johanna Masiclat
Pg. 93
- I. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2014** Johanna Masiclat
Pg. 99

9. UPCOMING AGENDA ITEMS

- A. April
1. Soundwall Retrofit Policy Update
 2. Approval of SolanoExpress Intercity Service Options
 3. Discussion of Transit Element of CTP
 4. Discussion of Draft STA Overall Work Program for 2014-15 and FY 2015-16
 5. TDA Article 3 Funding Priorities for FY 2014-15
 6. Jepson Parkway Concept Plan
 7. Project Update: Future Phases of I-80 Interchange – Bike Facilities
 8. TFCA Funding Update

9. P3 Feasibility Plan Adoption and Scope of Work for Phase 2
10. Intercity Paratransit Assessment
11. CTSA Designation

B. May

1. Annual Pothole Report – Approve Public Release
2. CNG Update
3. OBAG Projects Update #2
4. SoHip Update – Status of Ramp Metering Implementation
5. Discussion of Arterials Element of CTP
6. Adoption of Transit Element
7. YSAQMD Update
8. Approval of STA’s Overall Work Plan for FY 2014-15 and FY 2015-16

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, April 30, 2014.**



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
February 26, 2014

1. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order by Janet Adams at approximately 1:30 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

TAC Members Present:

Mike Roberts	City of Benicia
Joe Leach	City of Dixon
George Hicks	City of Fairfield
Dave Melilli	City of Rio Vista
Dan Kasperson	City of Suisun City
Steve Hartwig	City of Vacaville
Jill Mercurio	City of Vallejo
Matt Tuggle	Solano County

TAC Members Absent:

Dan Kasperson	City of Suisun City
David Kleinschmidt	City of Vallejo

STA Staff Present: *(In Alphabetical Order by Last Name)*

Anthony Adams	STA
Janet Adams	STA
Jayne Bauer	STA
Robert Guerrero	STA
Daryl Halls	STA (Joined meeting at 1:35 p.m.)
Robert Macaulay	STA
Liz Niedziela	STA
Sofia Recalde	STA

Others Present: *(In Alphabetical Order by Last Name)*

Nick Burton	County of Solano
Kevin Berryhill	City of Fairfield
Barry Eberling	The Daily Republic
Adam Noelting	MTC
Nancy Whelan	STA Project Manager

2. APPROVAL OF THE AGENDA

On a motion by Joe Leach, and a second by George Hicks, the STA TAC approved the agenda to include an amendment to the recommendation on Item 6.A as shown below in ~~strike through~~ ***bold italics***.

Green Valley Interchange Funding Agreement - STA and City of Fairfield

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter into a Funding Agreement with the City of Fairfield for the construction of the Green Valley Interchange Project associated with ~~the Initial Construction Package of the I-80/I-680/State Route 12 Project as specified in Attachment A~~ ***the I-80/I-680/State Route 12 Project to commit \$10.4 million of local Transportation Impact Fee (TIF) over 10 years and 5 years of Regional Transportation Impact Fees (RTIF) from District 4 estimated to be \$1.3 million.***

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

Robert Guerrero provided an update on the recent activation of the ramp metering on the I-80 Corridor in Solano County.

5. CONSENT CALENDAR

On a motion by Joe Leach, and a second by Matt Tuggle, the STA TAC approved Consent Calendar Items A to C.

A. Minutes of the TAC Meeting of January 28, 2014

Recommendation:

Approve TAC Meeting Minutes of January 28, 2014.

B. 2014 Bicycle Advisory Committee (BAC) Work Plan

Recommendation:

Forward a recommendation to the STA Board to approve the 2014 BAC Work Plan.

C. 2014 Pedestrian Advisory Committee (PAC) Work Plan

Recommendation:

Forward a recommendation to the STA Board to adopt the 2014 PAC Work Plan.

6. ACTION FINANCIAL ITEMS

A. Green Valley Interchange Funding Agreement – STA and City of Fairfield

Janet Adams noted that the estimated cost for the Green Valley Interchange Project of the ICP is \$54.56M which includes construction, construction management, utility relocations (including PG&E Gas Valve Lot), and right of way. The right of way has been appraised at fair market value by an independent appraiser. The appraisal includes a value for the Redevelopment Agency (RDA) properties for a “cost sharing” basis. She concluded by stating that STA staff intends to move forward with recommending STA Board approval to enter into a Funding Agreement with recommending STA Board approval to enter into a Funding Agreement with the City of Fairfield.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter into a Funding Agreement with the City of Fairfield for the construction of the Green Valley Interchange Project associated with ~~the Initial Construction Package of the I-80/I-680/State Route 12 Project as specified in Attachment A~~ *the I-80/I-680/State Route 12 Project to commit \$10.4 million of local Transportation Impact Fee (TIF) over 10 years and 5 years of Regional Transportation Impact Fees (RTIF) from District 4 estimated to be \$1.3 million.*

On a motion by Dave Melilli, and a second by Joe Leach, the STA TAC approved the recommendation. (7 Ayes, George Hicks abstained from the vote.)

B. Fairfield/Vacaville Intermodal Station Funding Commitment

Janet Adams noted that part of the funding plan includes the City financing of \$12 million from the California I-Bank. She cited that if approved, this will be the first project to receive financing from the I-Bank. She added that the City is expecting to submit the final application to the I-Bank in February, however, the Metropolitan Transportation Commission (MTC) has asked that in case the application is not approved, the STA commit its 2014 \$9.3 million STIP as a back stop. She commented that STA is being asked to ensure that Regional Measure 2 (RM 2) funds that are programmed by MTC for this project provides a transportation benefit, a functional transit station and parking, once fully expended. These funds would locally finance this project versus the I-Bank. STA staff is recommending Fairfield be required to pay back the STIP funds and should the STIP funds be required, the STA will need to work with the California Transportation Commission (CTC) and MTC to redirect the funds and to advance these funds into FY 2014-15 under the provisions of AB 3090 which allows the local entity to award the project in earlier years from when the money is programmed.

Recommendation:

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

1. Shift the \$9.3 million in available 2014 State Transportation Improvement Program (STIP) funds from the Jepson Parkway Project to the Fairfield Vacaville Intermodal Station only if the I-Bank Financing is not approved; and
2. Enter into a funding agreement with the City of Fairfield to reimburse the STA for the advance of the 2014 \$9.3 million of STIP if used for the Fairfield Vacaville Intermodal Station.

On a motion by George Hicks, and a second by Steve Hartwig, the STA TAC unanimously approved the recommendation. (8 Ayes)

C. Safe Routes to Schools (SR2S) Public Safety Enforcement Grant

Janet Adams reviewed STA Board's approval authorizing development of a second Public Safety Enforcement Grant up to \$150,000 for the Safe Routes to School Program 2-year Work Plan. She also noted that the grant program is seeking to fund up to \$150,000 in best practices SR2S enforcement activities that can be replicated countywide.

Recommendation:

Forward a recommendation to the STA Board to approve the scope of work for the SR2S Public Safety Enforcement Grant as shown in Attachment A.

On a motion by Steve Hartwig, and a second by Dave Melilli, the STA TAC unanimously approved the recommendation. (8 Ayes)

D. Partnerships for Mobility Management Travel Training

Liz Niedziela noted that the STA received proposals from Connections 4 Life and Independent Living Resource Center for travel training and Action North Bay for providing transportation for low income seniors, but grant funding is only currently available for travel training.

Recommendation:

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

1. Authorize the Executive Director to enter into an agreement with Connections 4 Life for Travel Training Services for an amount not-to-exceed \$90,000 a year for FY 2013-14 and FY 2014-15; and
2. Authorize the Executive Director to enter into an agreement with the Independent Living Resource Center for Travel Training Services for an amount not-to-exceed \$35,000 a year for FY 2013-14 and FY 2014-15.

On a motion by Dave Melilli, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (8 Ayes)

6. ACTION NON-FINANCIAL ITEMS

A. Comprehensive Transportation Plan (CTP) - Active Transportation Element

Robert Macaulay noted that following approval, the Active Transportation Element will be provided in final form to the Active Transportation Committee one more time for review. He added that the Committee will identify any additional revisions that are needed, and will forward the Element to the STA Board for adoption at the May STA Board meeting.

After discussion, Mike Roberts and Steve Hartwig requested to amend the recommendation to include a caveat to allow TAC members to provide additional comments by March 7, 2014.

Recommendation:

Forward a recommendation to the Active Transportation Committee to send the Active Transportation Element of the Solano CTP to the STA Board for adoption.

On a motion by Mike Roberts, and a second by Steve Hartwig, the STA TAC unanimously approved the recommendation with the ability to provide additional comments by March 7, 2014. (8 Ayes)

B. Fairfield and Suisun Transit Fare Proposal Update

Liz Niedziela distributed and reported on STA staff's recommendation for SolanoExpress Routes 30 and 40 fare proposal. She noted that the direction from Fairfield City Council at their City Council meeting of February 18th was not to raise fares at this time, but to bring back a discussion of paid parking and potential fare adjustments to facilitate the implementation of Clipper on 30 and 40. She commented that the fare proposal will introduce the Short Hop and keep the fares for the one way trips to \$2.75. She noted that the proposed fare structure simplified the fare and adjustments made to Route 30 (slightly higher) and Route 40 (slightly lower) to develop the same fare structure for both routes.

Recommendation:

Forward a recommendation to the STA TAC and STA Board to approve the SolanoExpress Route 30 and Route 40 Proposal Fare Rate.

On a motion by Steve Hartwig, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (8 Ayes)

8. INFORMATIONAL - DISCUSSION

A. SolanoExpress Ridership and Performance Update

Liz Niedziela reviewed the FY 2013-14 second quarter ridership and performance reports on the SolanoExpress Routes 20, 30, 40, 78, 80, 85, and 90. She commented that Routes 30 and 40 are showing a steady increase in ridership at 8% and 11% respectively. Route 80 experienced a slight decrease in ridership at 3% and Route 20 and Route 90 are showing a decrease in ridership at 4%. She also noted that Route 78 experienced a 10% drop in ridership most likely due to modification to the route to increase the efficiency to meet the RM2 farebox ratio requirement. She added that Route 85 experienced a 25% drop in ridership. In Fiscal Year 2012-13, Route 85 had a reduction in service hours which contributed to the decrease in ridership. She concluded by stating that SolTrans Route 80 reached a record high farebox of 74% and FAST's Route 90 farebox is a solid 49%.

B. Transit Corridor Study Update

Nancy Whelan reviewed the existing intercity service, service design goals, best practices, demand forecasting, and the proposed transit corridor alternatives that is scheduled for a workshop at the STA Board meeting on March 12, 2014. She cited that the purpose of the workshop is to bring the STA Board up to date on the Corridor Study results previously presented to the Consortium, focusing on the updated alternatives and their performance against the adopted service design goals and criteria. She concluded by stating that the Draft Final Transit Corridor Study is scheduled to be presented to the Consortium and TAC in April and the recommendation will be presented to the STA Board in May.

C. Project Delivery Update

Anthony Adams noted that the STA is currently tracking 16 active OneBayArea Grant (OBAG) funded projects. He highlighted the six (6) projects that require a funding agreement with the STA prior to receiving funding. He also noted that on February 7th, STA staff toured Solano County project locations and discussed project status with city engineers and project managers. After following up with all remaining project sponsors, STA staff has a more thorough understanding of each project's status and their likelihood of receiving federal obligation by April 30th. He also noted that STA staff identified two jurisdictions (three projects in total) that must apply an accelerated project delivery schedule in order meet obligation deadlines.

D. Priority Development Area Funding Update

Robert Macaulay reviewed the OBAG allocation that included providing PDA Planning funds to the City of Fairfield (\$850,000) and Suisun City (\$163,000), and STP funds to be used for PDA Planning to the cities of Benicia (\$250,000), Dixon (\$75,000) and Rio Vista (\$161,000). He commented that STA has submitted the funding allocation paperwork to the California Department of Transportation, and approval is expected in late March. He noted that with all of the funding agreements in place with Benicia, Dixon, and Rio Vista. the related Requests for Proposals can now be released and supporting consultant services can be secured. The Benicia, Rio Vista and Dixon PDA plans are scheduled to be completed in early 2016. The Fairfield and Suisun City documents are scheduled to be completed by the end of May 2016, just before the June 30 expiration of fund availability.

NO DISCUSSION

E. Legislative Update

F. Air Quality Fund Update

G. Mobility Management Program Update

1. ADA In Person Eligibility
2. Website
3. Travel Training Program

H. Draft Meeting Minutes of STA Advisory Committees

I. STA Board Meeting Highlights of February 12, 2014

J. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2014

K. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2014

9. ADJOURNMENT

The meeting was adjourned at 2:30 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, March 26, 2014.**



DATE: March 17, 2014
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager
RE: SolanoExpress Intercity Transit Consortium 2014 Work Plan

Background:

The SolanoExpress Intercity Transit Consortium has regularly prepared an annual Work Plan. In 2013, there was a number of key local and regional transit planning activities and projects that the Consortium was involved with ranging from transit service and funding to planning and marketing.

Discussion:

In the Draft 2014 Consortium Work Plan (Attachment A), several completed items have been removed and new projects have been added. The 2013 Consortium Work Plan (Attachment B) is presented for comparison. STA staff presented the SolanoExpress Intercity Transit Consortium Work Plan at the February 2014 Consortium meeting for review and comments. STA staff requested comments by March 11th in order to prepare the draft Work Plan for approval at March's meeting.

STA staff did not receive any comments, therefore, STA staff is presenting the SolanoExpress Intercity Transit Consortium Work Plan 2014 to the Consortium on March 25th and to the TAC to forward a recommendation to the STA Board. If approved by the Consortium and TAC, the Work Plan will be presented to the STA Board in April 2014 for approval.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2014 Work Plan as shown on Attachment A.

Attachments:

- A. SolanoExpress Intercity Transit Consortium 2014 Work Plan
- B. SolanoExpress Intercity Transit Consortium 2013 Work Plan

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2014 SolanoExpress Intercity Transit Consortium
Draft Work Plan

(February 2014)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement ~~Early~~ Delivery of Clipper

Transit Planning and Coordination

- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study
- Conduct a Intercity Ridership Survey as per the Intercity Funding Agreement
- ~~Conduct a Countywide Coordinated SRTP~~
- **Transit Coordination**
 - ✓ Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
 - ✓ ~~Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;~~
 - ✓ Enhanced Transit Coordination of Capital Planning
 - ✓ Enhanced Coordination of Transit Service Planning; and
 - ✓ An analysis of transit connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
 - ✓ Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.
- ~~Complete a Solano Transit Sustainability Plan of All Operators~~
- Conduct a CNG Feasibility Study for SolTrans and Benicia and assist with Dixon's Study
- Complete a Countywide Mobility Management Plan
- Provide and update survey and input into Comprehensive Transportation Plan update including other studies
- Participate in the implementation of MTC's Transit Connectivity Study, specifically the Transit Element
- Monitor and coordinate with the new transit entity, SolTrans
- Implement coordination strategies following completion of Transit Sustainability and Transit Corridor Studies
- Monitor MTC's Regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts
- Update countywide transit capital inventory
- Implement **and monitor** Seniors and People with Disabilities Priorities
 - ✓ Intercity Taxi Script Phase II
 - ✓ Mobility Management Plan
 - ✓ Countywide ADA Eligibility
 - ✓ Travel Training/Ambassador Program
 - ✓ Older Driver Safety Program information system
 - ✓ **Coordination with** Dialysis Centers
 - ✓ One Stop Transportation Call Center **and Website**

The highlighted sections are new items added to the list

Funding

- ~~Finalize the FY 2012-2013 Intercity Transit Funding Agreement~~
- Monitor the implementation of the Intercity Transit Funding Agreement
- Maximize Regional Measure (RM) 2, Prop 1B, 5310, 5311, Lifeline and other funding opportunities and work with STA to set priorities for capital and operating
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Work with Solano County to identify priorities for future County TDA funds to be dedicated to transit.
- ~~Develop a~~ Update the funding strategy plan for SolanoExpress Bus Replacements as needed
- Prioritize projects for the transit component for the Regional Transportation Impact Fee (RTIF)
- Develop Funding List to assist in funding transit priorities projects
 - ✓ Federal Section 5311
 - ✓ Lifeline Funding
 - ✓ STAF (Population Based)
 - ✓ STAF Regional
 - ✓ Prop 1B (Population Based)
 - ✓ TDA Solano County

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing.
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.

The highlighted sections are new items added to the list

2013 SolanoExpress Intercity Transit Consortium
Draft Work Plan

(February 2013)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement and monitor Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement Early Delivery of Clipper

Transit Planning

- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study
- Conduct a Countywide Coordinated SRTP
 - ✓ Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
 - ✓ Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;
 - ✓ Enhanced Transit Coordination of Capitol Planning
 - ✓ Enhanced Coordination of Transit Service Planning; and
 - ✓ An analysis of transit connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
 - ✓ Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.
- Complete a Countywide Mobility Management Plan
- Provide and update survey and input into Comprehensive Transportation Plan update including other studies
- Participate in the implementation of MTC's Transit Connectivity Study, specifically the Transit Element
- Monitor and coordinate with the new transit entity, SolTrans
- Implement coordination strategies following completion of Transit Sustainability and Transit Corridor Studies
- Monitor MTC's Regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts
- Update countywide transit capital inventory
- Implement and coordinate Seniors and People with Disabilities Priorities
 - ✓ Intercity Taxi Script Phase II
 - ✓ Mobility Management Plan
 - ✓ Countywide ADA Eligibility
 - ✓ Travel Training/Ambassador Program
 - ✓ Older Driver Safety Program information system
 - ✓ Dialysis Centers
 - ✓ One Stop Transportation Call Center

Funding

- Finalize the FY 2012-2013 Intercity Transit Funding Agreement

The highlighted sections are new items added to the list

- Monitor the implementation of the Intercity Transit Funding Agreement
- Maximize Regional Measure (RM) 2, Prop 1B, 5310, 5311, Lifeline and other funding opportunities and work with STA to set priorities for capital and operating
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Work with Solano County to identify priorities for future County TDA funds to be dedicated to transit.
- Develop a funding strategy for SolanoExpress Bus Replacements
- Develop Funding List to assist in funding transit priorities projects
 - ✓ Federal Section 5311
 - ✓ Lifeline Funding
 - ✓ STAF (Population Based)
 - ✓ STAF Regional
 - ✓ Prop 1B (Population Based)
 - ✓ TDA Solano County

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing.
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.



DATE: March 17, 2014
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Fairfield/Vacaville Intermodal Station Project – Federal TIGER Grant

Background:

The Fairfield/Vacaville Intermodal Station and related track improvements are critical for meeting ridership requirements to allow Capitol Corridor to expand service beyond the current 16 intercity trains a day. Trains will carry Fairfield/Vacaville commuters to major job centers and attractions along the Capitol Corridor between San Jose and Auburn. Historically, most of the demand was for transportation to Oakland and the East Bay with transfers to buses and BART for access to San Francisco. More recently, the demand for transportation choices to travel east to the Capitol and beyond has been increasing rapidly too.

The STA has partnered with the Cities of Fairfield and Vacaville to secure the funding for this important regional project. The City of Fairfield is the lead agency for delivery of the project, and the City of Vacaville will share the local portion of the construction cost and operation costs when the station goes into service in 2017. STA and the Capitol Corridor are the project sponsors for the RM 2 funds dedicated to this project. The station will be located in Northeast Fairfield at the intersection of Vanden Road and Peabody Road next to the planned Jepson Parkway. This location will be convenient for train riders from Vacaville, Fairfield, and Travis Air Force Base. It provides access to the David Grant Medical Center and jobs on the base, as well as major employment centers in Fairfield and Vacaville.

The project includes a new 800 foot passenger platform between the main UPRR tracks with bus transfer facilities and parking located just north of the UPRR right of way. Several miles of track work are required, but a key benefit from the project will be the elimination of a busy at-grade crossing of the railroad. With a Middle School (Golden West) and High School (Vanden) both located south of the station site, many students now cross the tracks daily on the unimproved shoulder of busy Peabody Road to get to school. The at-grade crossing will be replaced by an overpass that will carry Peabody Road over the tracks and will also include an underpass to access the center platform and allow pedestrians and bicyclists another way to safely cross the railroad right of way.

The Station has strong support from many levels of government. AMTRAK and the Capitol Corridor Joint Powers Authority (CCJPA) have already approved the new passenger stop and the Union Pacific Railroad (UPRR) and the Metropolitan Transportation Commission (MTC) supports the project.

Currently the cost of the Project is estimated at \$81.5 million and there is a funding shortfall for the full \$81.5 M project. As a result the STA and the City of Fairfield are proposing to submit a US Department of Transportation (DOT) Transportation Investment Generating Economic Recovery (TIGER) 6 grant application.

Discussion:

On February 26, 2014, President Obama announced Round 6 TIGER. This program has \$600 M available for transportation projects across the country. The grant applications are due on April 28, 2014. While the Fairfield/Vacaville Intermodal Station Project has been unsuccessful in previous TIGER grant attempts, the Project has always has good feedback during the de-briefing sessions and made it through the initial staff screening process. As such, the STA and the City of Fairfield are proposing to submit the Project for this newest TIGER round. Since the Project boundaries fall within the urban limits, the minimum project submittal amount is over \$10 M.

To gain local support, the STA did submit a Letter of Interest to the Metropolitan Transportation Commission (MTC) on March 17, 2014 (Attachment A). The goal is to gain the support of MTC for the TIGER 6 grant cycle. MTC has previously endorsed this Project.

At this time STA staff is seeking the TAC recommend to the STA Board to approve the STA and the City of Fairfield submit a TIGER 6 grant application in the amount of \$11 M.

Fiscal Impact

None to the STA budget, as this action is to seek additional funds for the Fairfield/Vacaville Intermodal Station, of which the City of Fairfield is the lead agency for implementation.

Recommendation

Forward a recommendation to the STA Board to approve the STA submittal of a TIGER 6 grant application for \$11 M for the Fairfield/Vacaville Intermodal Station Project.

Attachment:

- A. STA Letter of Interest dated March 17, 2014 to MTC

March 17, 2014

Ms. Alix Bockelman
Director, Programming and Allocation
Metropolitan Transportation Commission
101 Eight Street
Oakland, CA 94607

Re: MTC Endorsement of the City of Fairfield's Project for TIGER 6 Grant Funding

Dear Ms. Bockelman:

On behalf of the Solano Transportation Authority (STA), the STA requests MTC endorsement of the City of Fairfield's project for TIGER 6 grant funding. STA staff is submitting a recommendation to our Board on April 9, 2014 to support the Fairfield/Vacaville Intermodal Station project for this \$11 million grant funding request.

Attached is the requested project information, as well as a brochure on this regionally significant multimodal high priority project in Solano County.

Project Title/Description:

The **Fairfield/ Vacaville Intermodal Station Project** is a priority partnership project located in the heart of the San Francisco-Sacramento Mega-Region that will provide vital alternative transportation modes to Solano County residents as well as those commuting into the County. Located between the cities of Fairfield and Vacaville near Travis Air Force Base, the Station will provide over 200,000 residents convenient access to the Capitol Corridor passenger rail service and the entire Mega Region. The funds received from TIGER VI will complete Phases 3 (Base Contract), Phase 4 (Station Building), and Phase 5, (Solar Array Structure) of the Project.

Project Scope:

The Fairfield/Vacaville Intermodal Station Project (Project) constructs a new intermodal facility for intercity train riders and local bus passengers. It includes a six-lane road overpass to replace a two-lane at-grade railroad crossing that will separate trains from vehicle traffic; an 800 foot train passenger platform with sheltered waiting areas; a station building; a pedestrian and bike underpass; six bus stops with shelters; and a reconstructed and extended freight rail siding with automated track switches. The design also reserves space for the station to accommodate an additional mainline freight track in the future.

TIGER VI funds would be used to complete Phases 3, 4, and 5 of the Project.

- Phase 3 Completion – Base Contract and UPRR Track Construction
- Phase 4 - Station Structures (Station Building)
- Phase 5 - Station Structures (Solar Array)

The Station itself is designed as a prototype new station for the Capitol Corridor, with a 40-foot by 800-foot center platform that will be accessed via a pedestrian underpass. The underpass will also provide a convenient and direct route between the neighborhoods north of the tracks and three schools located south of the tracks near the Station.

The Station will have six bus passenger loading areas, with passenger shelters, for buses and shuttles near the station building and entrance to the pedestrian underpass.

The Project will also include over 400 park and ride spaces. The City plans to create an attractive focal point for the community by constructing a multi-story parking structure, with shops on the ground floor in the future, when parking demand increases as the community develops around the station.

Project Budget:

The total Project cost for Phases 1 – 5 of the Fairfield/Vacaville Intermodal Station is \$81.5 million.

Project Funding

Local/Regional	\$51.0 m
State	\$15.1 m *
Federal	<u>\$ 4.0 m</u>
Total	\$70.5 m

*includes a \$11 M pending approval of State Prop 1B TCIF funds

TIGER Request

Phase 3 Completion – Base Contract and UPRR Track Construction	\$3.5 million
Phase 4 – Station Structures (Station Building)	\$5.0 million
Phase 5 - Station Structures (Solar Array)	\$2.5 million

Total Project Funding Shortfall: \$11.0 million

Project Schedule:

Though the Project schedule has been pushed back approximately one year, there are no impediments to construction other than funding. Below is the current schedule for the Project:

Utility Relocation	Underway
ROW Acquisitions	Complete
Design Complete	May 2014
NEPA Complete	Sept 2014
Construction Start	FY 2014-15
Station Opens	Jan 2017

Summary of Project's Regional and/or National Significance:

With a population of 428,000 people, Solano County is the seventh largest county of the nine San Francisco Bay Area counties in the Metropolitan Planning Organization (MPO) governed by the Metropolitan Transportation Commission (MTC). About half of the county's current population lives in and around the cities of Fairfield and Vacaville, most within six miles of the proposed Fairfield/Vacaville Intermodal Station. The majority of planned future growth in Solano County will be near the Station in northern Fairfield and southeastern Vacaville.

I-80 is the only high-capacity, all-weather route across the Sierra Nevada Mountains, between California and Nevada, in Northern California. In fact, the I-80 corridor is the only major crossing of the Sierra Nevada or Cascade Mountains, for both vehicular and rail traffic, between the Los Angeles basin and Portland, Oregon, making I-80 an essential corridor for regional, national, and international trade. It is also the primary route for all east-west travel in the San Francisco-Sacramento Mega-Region. I-80 has an average traffic volume of 200,000 vehicles per day near the I-80/I-680/State Route 12 interchange in western Fairfield. Approximately 10,000 of those vehicles are commercial trucks, so there is a lot of potential to shift freight from the congested freeway to rail.

Because of its strategic importance for vehicular travel, the Solano Transportation Authority (STA), the MTC and the California Department of Transportation (Caltrans) collaborate to optimize the functionality of I-80. High Occupancy Vehicle (HOV) lanes were installed on I-80 between the San Francisco/Oakland Bay Bridge and the Carquinez Bridge, which separates Contra Costa and Solano Counties, but it is financially impractical to add more capacity on that portion of I-80. HOV lanes have also recently been constructed through Fairfield and an extension of those lanes through Vacaville is planned in the next four to six years.

The Project Addresses NOFA Project Selection Criteria:

This Project will compete well in the DOT's NOFA project selection criteria; specially:

1. State of Good Repair: The project is consistent with the Capital Corridor and Union Pacific Railroad plans to maintain the rail transportation facility. Specifically, the Cities of Fairfield and Vacaville have included in the design features to minimize long term maintenance and operations costs, further the two cities have jointly committed funding for the operations of the service for Capital Corridor. Additionally the project has provided for the future need for a third rail line in this area.

2. Economic Competitiveness: The Project is located in an economically distressed area and region with high unemployment and foreclosure rates, the Project will immediately create over 720 initial jobs during the two years of construction beginning in late 2014. The project supports longer-term economic activity by improving access to existing and planned job centers such as Travis Air Force Base and the mixed-use development, including higher density residential, commercial, and industrial envisioned by Fairfield's Train Station Specific Plan.

3. Quality of Life: The Station Project is directly located adjacent to planned higher density housing and job centers with auto, bus, bicycle and pedestrian access to and from the Capitol Corridor passenger train service. It will also serve nearby Travis Air Force Base, home to the largest reserve wing in the Air Force providing active duty, retirees, reservists, and civilian employees from the Mega-Region easy alternative access to the Base.

Coordinated transportation and land-use planning have made the Station the catalyst for developing the transit-oriented Train Station Specific Plan (TSSP) that will govern most of the growth in Fairfield over the next 30 years, including: The development of 6,800 new homes with concentration of higher density mixed-use development – more than 3,000 within 10 minute walking distance of the Station - designed to reduce vehicle travel and encourage bicycle and pedestrian trips in a community rich with parks and open space Development of approximately 4.6 million sq. ft. industrial and 325,000 sq. ft. commercial space

4. Environmental Sustainability: One of the projects key goals is to move commuters out of single occupant vehicles and into a transportation alternative, the Capital Corridor. The station and related track improvements are critical for meeting ridership requirements to allow Capitol Corridor to expand service beyond the current 16 intercity trains a day. Trains will carry Fairfield/Vacaville commuters to major job centers and attractions along the Capitol Corridor between San Jose and Auburn. Historically, most of the demand was for transportation to Oakland and the East Bay with transfers to buses and BART for access to San Francisco.

5. Safety: This project will improve the safety of transportation facilities throughout this area. First, by removing commuter trips off I-80 and into Capital Corridor, it will reduce the number of trips on I-80 and subsequently reduce the collisions on I-80. Secondly, the project will remove an at grade rail crossing and add a grade separated pedestrian crossing.

Plan Bay Area:

This project is included in PlanBayArea as Project Number 21341, titled “Construct new Fairfield/Vacaville multimodal train station for Capitol Corridor intercity rail service.”

Project Map:

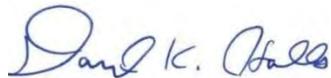
The attached Fact Sheet includes a Project Map.

If you have any questions, please contact:

STA Executive Director Daryl Halls at 707-424-6075

MTC Commissioner Jim Spering at 707-784-6136

Thank you for your consideration.



Daryl K. Halls
STA Executive Director

Attachment

Fairfield/Vacaville Intermodal Station

The Fairfield/Vacaville Intermodal Station is a priority partnership project located in the heart of the San Francisco-Sacramento Mega-Region that will provide vital alternative transportation modes to Solano County residents as well as those commuting into the County. Located between the cities of Fairfield and Vacaville near Travis Air Force Base, the Station will provide over 200,000 residents convenient access to the Capitol Corridor passenger rail service and the entire Mega Region.



The Station Project will provide higher density housing and job centers with auto, bus, bicycle and pedestrian access to and from the Capitol Corridor passenger train service. It will also serve nearby Travis Air Force Base, home to the largest reserve wing in the Air Force providing active duty, retirees, reservists, and civilian employees from the Mega-Region easy alternative access to the Base.

Located in an economically distressed area and region with high unemployment and foreclosure rates, the Project will immediately create over 720 initial jobs during the two years of construction beginning in late 2014. The project supports longer-term economic activity by improving access to existing and planned job centers such as Travis Air Force Base and the mixed-use development, including higher density residential, commercial, and industrial envisioned by Fairfield’s Train Station Specific Plan.

***Transit oriented community development providing residents & commuters
With multiple, alternative transportation options***

Project Schedule		Project Funding		% of Total
Utility Relocation	Underway	Local/Regional/State	\$55,500,000	68%
ROW Acquisitions	Complete	Prior Federal	\$ 4,000,000	5%
Design Complete	May 2014	Pending TCIF Request	\$11,000,000	13.5%
NEPA Complete	Sept 2014	TIGER Request	\$11,000,000	13.5%
Construction Start	FY 2014-15	Total Cost/Funding	81,500,000	100%
Station Opens	Jan 2017			

Key Project Components Include:

- Intermodal Capital Corridor train station with building, solar array covered parking, shelters, and ticketing facilities serving Fairfield, Vacaville, Travis Air Force Base and beyond
- Park-and-ride accommodations and bicycle lockers.
- Bus passenger platform with well-lit and sheltered waiting area.
- Rail overpass to eliminate dangerous congestion and bottleneck traffic at at-grade track crossing. New underpass will provide safe passage for pedestrians, bicyclists, and people with disabilities from the bus, bicycle, parking and mixed use development areas, including schools and Travis Air Force Base.
- Rail extensions, upgrades, and provisions for a future 3rd main line track improving regional freight and passenger rail capacity.
- Provides a convenient and easily accessible alternative to the congested Interstate 80, a highly trafficked commercial corridor burdened with an average of 160,000 vehicles traveling per day



Train Station Specific Plan (TSSP) Land Use & Economic Development

Coordinated transportation and land-use planning have made the Station the catalyst for developing the transit-oriented Train Station Specific Plan (TSSP) that will govern most of the growth in Fairfield over the next 30 years, including:



- The development of 6,800 new homes with concentration of higher density mixed-use development – more than 3,000 within 10 minute walking distance of the Station - designed to reduce vehicle travel and encourage bicycle and pedestrian trips in a community rich with parks and open space
- Development of approximately 4.6 million sq. ft. industrial and 325,000 sq. ft. commercial space

For More information on this project:
 George Hicks, Public Works Director/City Engineer
 City of Fairfield, 1000 Webster St., Fairfield CA 94533 (707) 428-7493; ghicks@fairfield.ca.gov





DATE: March 17, 2014
TO: STA TAC
FROM: Sofia Recalde, Associate Planner
RE: Transportation Development Act (TDA) Article 3 – Dixon West B Street Undercrossing Project

Background:

Transportation Development Act (TDA) is a funding source generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent of the total TDA is dedicated for pedestrian and bicycle project. This two-percent, referred to as TDA Article 3, is returned to each county to fund bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this 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.

Since TDA Article 3 funds are based on sales tax receipts, the funding varies from year to year; approximately, \$300K is available annually for Solano County. For Fiscal Year (FY) 2014-15, \$297,844 in TDA Article 3 funds was allocated to Solano County. In addition, Solano County had \$604,161 in unlocated TDA Article 3 funds from previous fiscal years bringing the total amount available for FY 2014-15 to \$902,005.

The BAC, PAC and STA Board approved the following projects for TDA Article 3 funding in 2013:

- Rio Vista Waterfront Promenade: \$450,000
- Suisun Train Station Improvements: \$35,000
- Solano County Vacaville-Dixon Bike Route (Phase 5): \$145,000

Discussion:

In 2012, the STA Board approved \$2.535M in OBAG funding for the Dixon West B Street Bicycle Pedestrian Undercrossing. In addition to being a part of the Safe Routes to School Plan, the Undercrossing project was also a priority for both the BAC and the PAC. The project currently has a funding shortfall of \$250,000 and is requesting use of TDA Article 3 funds to complete the project. Since the project is expected to be complete by July 2014, STA is requesting the use of FY 2013-14 TDA Article 3 funds to cover the shortfall.

TDA Article 3 funds typically require a recommendation from the BAC and PAC prior to programming. STA staff is attempting to arrange for a special joint BAC/PAC meeting to be held in early April to take action on this staff recommendation to dedicate \$250,000 of FY 2013-14 TDA Article 3 funds to the Dixon West B Street Bicycle Pedestrian Undercrossing project. The project has been identified as a #1 priority project by both committees.

The allocation of \$250,000 in TDA Article 3 to the Dixon project will not impact STA's of TDA Article 3 funds to the Rio Vista Waterfront Promenade and Suisun Train Station Improvements projects.

Fiscal Impact:

FY 2013-14 TDA Article 3 funds for \$250,000 will help complete implementation of the Dixon West B Street Bicycle and Pedestrian Undercrossing project.

Recommendation:

Forward a recommendation to the STA Board to approve \$250,000 of FY 2013-14 TDA Article 3 funds for bicycle and pedestrian improvements to be completed as part of the Dixon West B Street Undercrossing Project.



DATE: March 14, 2014
TO: STA TAC
FROM: Elizabeth Richards, Mobility Management Project Manager
RE: Draft Solano County Mobility Management Plan

Background:

Since July 2012, STA has been working with consultants to develop a Mobility Management Plan for Solano County. The development of a Solano County Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a priority strategy to assist seniors, people with disabilities, and low income and transit dependent individuals with their transportation needs. The Solano County Mobility Management Plan will identify existing services and programs, explore potential partnerships, and analyze how to address mobility needs in Solano County in a cost effective manner.

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

- One Stop Transportation Call Center
- Travel Training
- Countywide In-Person ADA Eligibility and Certification Process
- Older Driver Safety Information.

All of these strategies were included in the scope of work for the Solano Mobility Management Program and were identified as priorities in the Senior and People with Disabilities Study. These four elements have been presented to the Solano Seniors and People with Disabilities Transportation Advisory Committee, the Paratransit Coordinating Council (PCC), the Intercity Transit Consortium, the STA Board and the Senior Coalition.

Prior to the release of the first draft, the Mobility Management Plan was presented and discussed multiple times at each of the STA Advisory Committees. Initially, an overview of the study and its elements were presented as well as to solicit comments. As the elements were developed with more detail, the groups were presented to again and more detailed input was received. There has been good discussion and valuable input provided. Transit operators were in attendance at many of these meetings and were interviewed as well for more detailed discussion.

An initial draft Mobility Management Plan was presented in early 2013. Many, but not all, of the committees' and transit operators' input had been incorporated into the draft report prepared and presented at the March 2013 Consortium meeting. After the March 2013 Consortium meeting, the Mobility Management (MM) Plan was revised to incorporate the modified recommendations, comments from other committee meetings as well as the remaining transit operator comments.

Discussion:

Since Spring of 2013 when the last draft of the Mobility Management Plan circulated, the STA Board directed that several of the programs move into initial steps of implementation. This has been possible in large part due to the availability of grant funding secured by the STA to implement mobility management services. The most urgent program to implement was the countywide ADA in-person assessment program. This was driven by a request by SolTrans. ADA eligibility processing was part of the SolTrans Scope of Work for the operating contract that expired June 2013. SolTrans went to bid for a new operating contractor. The Request for Proposals (RFP) for this service deleted this task from the paratransit operator portion of the contract. The concept was that the transit agency would work with other agencies in the county to implement the in-person eligibility as soon as possible. On December 12, 2012, the STA Board authorized STA to issue a RFP for the provision of a countywide ADA eligibility program. STA released an RFP to secure a contractor to implement an in-person ADA Eligibility Assessment Program countywide. A contractor, CARE Evaluators, was selected and a countywide ADA in-person assessment program began in July 2013. This has been developed as a two-year pilot program and during the first six months over 600 assessments have been completed throughout the county.

Since the last draft of the Mobility Management Plan, the approach to a countywide Travel Training program was discussed further with the transit operators and a consensus reached: a countywide Travel Training program would be implemented through various operators. In summary, Vacaville City Coach will continue with their existing program, FAST and SolTrans would benefit from start-up assistance, and the balance of the county would utilize a centralized Travel Training program developed and administered by the STA. Travel Training complements the ADA in-person assessment program and there was interest in moving toward implementation once the in-person assessments began. In the Fall of 2013, a Travel Training scope of work was presented to the Consortium for review and a recommendation of approval by the STA Board. With the STA Board's approval, a Request for Proposals (RFP) was released in December 2013 and a contractor (Nelson/Nygaard) was selected in February 2014. Two local non-profits have also been selected to assist with delivering Travel Training services as approved by the STA Board in March. Funding has been secured for countywide Travel Training to begin as a 3-year pilot program.

Stakeholders involved with the Mobility Management plan expressed a strong interest in being able to access and share information about a wide range of transportation services delivered by not only transit operators but also non-profits, social services, private entities and others. A Mobility Management website had been identified as the forum for this information exchange. Working with the transit operators, a draft scope of work was prepared in anticipation of securing a contractor to create this website. In September 2013, the STA Board approved the scope of work, an RFP was released and the selected consultant (MIG) has begun work. The information presented on the Mobility Management website would be similar to the information used by the Mobility Management Call Center. In October 2013, the STA Board authorized the Mobility Management Call Center be established through an expansion of the Solano Napa Commuter Information program call center as a pilot program for three years. Staffing and equipment are in the process of being secured to launch the Mobility Management Call Center. The Call Center staff will also manage the Mobility Management website as well as the Older Driver Safety information program.

The draft Solano County Mobility Management Plan was updated to reflect the activity described above and was presented to the Consortium for information and review at its January 2014 meeting. After a month review period, comments were received to clarify and correct various areas of the Plan. Without changing the structure of the Plan, the Plan has been updated further (see enclosed March 6, 2014 Plan). The draft Plan will be presented to the Solano Senior and People with Disabilities meeting and PCC on March 20 prior to its return to the Consortium at the end of March for a recommendation to the STA Board. The Plan is scheduled to be reviewed by the Consortium on March 25th.

Fiscal Impact:

In March 2012, the STA Board approved allocating \$150,000 in State Transit Assistance funds (STAF) for Mobility Management Plan.

Recommendation:

Forward a recommendation to the STA Board to adopt the Solano County Mobility Management Plan as shown in Attachment A.

Enclosure:

A. Draft Solano County Mobility Management Plan (v. March 6, 2014)

For review and print, please visit STA's Website:

<http://www.sta.ca.gov/cal.php?event=1&oid=1000004269&ogid=9996&event=1>

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DATE: March 14, 2014
TO: STA TAC
FROM: Elizabeth Richards, Mobility Management Project Manager
RE: Mobility Management: Consolidated Transportation Services Agency (CTSA)
Designation for Solano County

Background:

Since July 2012, STA has been working with consultants to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a strategy to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. The draft Solano Mobility Management Plan has identified existing services and programs, explore potential partnerships, and analyze how to address mobility needs in Solano County in a cost effective manner.

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

- One Stop Transportation Call Center
- Travel Training
- Countywide In-Person ADA Eligibility and Certification Process
- Older Driver Safety Information.

While the overall draft Mobility Management Plan document is being refined, three components have been approved for implementation by the STA Board: ADA In-Person Eligibility Process, Travel Training and a Call Center. The draft Mobility Management Plan presents how the four key programs could be implemented. In addition, various organizational options were discussed on where Mobility Management programs could be housed. Non-profits, transit operators, cities/counties and other public agencies could take on various functions or programs.

History of and what is a Consolidated Transportation Service Agencies (CTSA)

In 1979, the State of California passed AB120, sometimes described as the Social Services Transportation Improvement Act, which allowed county or regional transportation planning agencies to designate one or more organizations within their areas as Consolidated Transportation Services Agencies (CTSAs). CTSAs are intended to promote the coordination of social service transportation for the benefit of human service clients including the elderly, people with disabilities and people with low income. An effective CTSA functions as a proactive facilitator of transportation coordination among multiple agencies creating solutions to travel needs. This could be done by directly providing services or through cooperative agreements to coordinate and/or share funding, procurement, training, services, capital assets, facilities and other functions.

In the Bay Area, the Metropolitan Transportation Commission (MTC) is the agency responsible for designating county CTSAs. In the 1990s, MTC became more focused on American with Disabilities Act (ADA) required paratransit service and they deferred or stop designating designating CTSAs within the region to focus on the implementation of paratransit service. In recent years, MTC has become increasingly interested in mobility management and the establishment of CTSAs to coordinate services in the region. In their recently updated Coordinated Public Transit-Human Service Transportation Plan (“Coordinated Plan”), MTC elaborates on why Mobility Management and CTSAs are coming back to the forefront. MTC’s Coordinated Plan points out the need to improve coordination between human service and public transportation providers has been well documented over the past ten years at the federal and state level. MTC describes mobility management as a strategic, cost-effective approach to connecting people needing transportation to available transportation resources within a community. Its focus is the person, the individual with specific needs, rather than a particular transportation mode.

To strengthen mobility management in the Bay Area, the Coordinated Plan identifies three major points:

- Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts.
- Providing information and manage demand across a family of transportation services.
- Promoting coordinated advocacy with human service agencies to identify resources to sustain ongoing coordination activities.

MTC also incorporated seven regional priority strategies from the 2011 Transit Sustainability Project ADA Paratransit Study. The strategies include Travel Training and promotion to seniors, enhanced ADA paratransit certification process such as in-person eligibility and subregional mobility managers such as CTSAs. See Attachment A for the complete list

The Federal Transit Administration (FTA) has recognized Mobility Management by issuing guidance stating what eligible Mobility Management activities may include (Attachment B). In California, Caltrans developed a Draft Strategic Implementation Plan of their Mobility Action Plan that recommended a stronger role for CTSAs as local or regional coordinating bodies as well as preference in certain statewide funding processes for CTSAs.

In May 2013, MTC approved Resolution 4097 (Attachment C) extending CTSA designation of the only CTSA in the Bay Area (the non-profit Outreach in Santa Clara county) for another four years. Resolution 4097 also outlined MTC’s process for designating CTSAs. The six steps and how agencies are evaluated are shown on Attachment D. One of the steps is “MTC staff evaluates candidates for consistency with mobility management activities as outlined in the Coordinated Public Transit-Human Services Transportation Plan.

Discussion:

The draft Solano County Mobility Management Plan outlines several options for designating a CTSA for Solano. These include:

1. Establishing a new non-profit or separate joint powers agency for this specific purpose.
2. Designating an existing agency such as a countywide transit operator or the county Congestion Management Agency to serve as the CTSA.

The recent mobility management efforts of the STA are consistent with MTC’s Coordinated Public Transit Human Service Transportation Plan.

This includes the following:

1. Countywide in-person eligibility ADA assessment process was funded and initiated on July 2013.
2. The STA Board approved a RFP for a Travel Training program and selected a consultant to develop the program. STA will also be working with two local non-profits to expand and complement their existing Travel Training programs so that they complement Travel Training countywide and duplication of services is avoided.
3. In October 2013, the STA Board also approved the implementation of a Mobility Management Call Center as an expansion of the STA's Solano Napa Commuter Information (SNCI) program. The Call Center will also be responsible for maintaining the Mobility Management website. An RFP to create a Mobility Management website was approved by the STA Board and a consultant has been selected.

Other priority projects that would benefit seniors, people with disabilities and/or low-income are outlined in the STA's Solano Senior and People with Disabilities Transportation Study and the numerous Community Based Transportation Plans.

MTC staff has been monitoring Solano's development of the Mobility Management Plan and has been supportive of the progress made and the direction it is taking. The STA was invited to present Solano County process and progress on mobility management at a region-wide mobility management summit sponsored by MTC last fiscal year.

CTSA designation is typically granted for a finite period at which point it needs to be evaluated. In essence, this creates a pilot period for CTSA designation and the end of which an evaluation could occur to determine if CTSA designation should be continued.

At the November 2013 Consortium meeting, transit operators discussed the idea of a CTSA in Solano. The Consortium expressed that if a CTSA is formed, or designated, that it must bring value to the county and to the operators. With the right mix of services, a CTSA could provide more personalized services to individuals who have mobility challenges that are difficult for transit operators to serve thus improving mobility for clients while freeing up transit resources to be reallocated more cost-effectively. Transit operators emphasized that the funding of a CTSA should protect existing transit funding dedicated to transit service. There was an interest in a CTSA structure that was inclusive of transit operators in terms of decision-making. The Consortium requested that examples of CTSA be brought back to Consortium for discussion.

The draft Mobility Management Plan included a discussion and examples of various organizational structures for a CTSA. CTSA can be designated upon stand-alone (non-profit or public) organizations, new or existing organizations, or multiple organizations. Staff has supplemented the information in the Plan and the combined information is shown on Attachment E. This was presented at the February 2014 Consortium meeting.

Fiscal Impact:

Designation as a CTSA is anticipated to open up future funding opportunities as mobility management is becoming a higher priority regionally and nationally.

Recommendation:

Review and forward a summary of Consortium comments and STA TAC comments regarding CTSA designation to the STA Board as shown in Attachment E.

Attachments:

- A. MTC Transit Sustainability Project ADA Paratransit Study Recommendations
- B. FTA View of Mobility Management
- C. MTC Resolution 4097
- D. MTC Process for Designating CTSAs
- E. CTSAs Summary of Additional Comments

**MTC Transit Sustainability Project
ADA Paratransit Study Recommendations
(incorporated into Coordinated Plan)**

1. Consider fixed-route travel training and promotion to seniors
2. Consider charging premium fares for trips that exceed ADA requirements.
3. Consider enhanced ADA paratransit certification process which may include in-person interviews and evaluation of applicant's functional mobility to confirm rider eligibility.
4. Implement conditional eligibility for paratransit users who are able to use fixed-route service for some trips.
5. Create one or more sub-regional mobility managers (e.g.CTSAs) to better coordinate resources and service to customers.
6. Improve fixed-route transit to provide features that accommodate more trips that are currently taken on paratransit.
7. Implement Plan Bay Area programs that improve access and mobility options for ADA-eligible transit riders.

**FTA View
of
Mobility Management**

According to guidance issue by FTA, eligible mobility management activities may include:

- The promotion, enhancement, and facilitation of access to transportation services including the integration and coordination of services for individuals with disabilities, older adults, and low income individuals.
- Support for short term management activities to plan and implement coordinated services;
- The support of State and local coordination policy bodies and councils;
- The operation of transportation brokerages to coordinate providers, funding agencies and customers;
- The development and operation of one-stop transportation call centers to coordinate transportation information on all travel modes and to manage transportation program eligibility requirements and arrangements for customers among supporting programs;
- Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems;
- Testing and implementing technology that could account for individual client activity on a vehicle supported with multiple fund sources.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 8, 2013

Item Number 2d

Resolution No. 4097

Subject: Renewal of Consolidated Transportation Service Agency (CTSA)
Designation for Outreach & Escort, Inc. in Santa Clara County

Background: In 1979, the California Legislature enacted AB 120, the Social Service Transportation Improvement Act. The Social Service Transportation Improvement Act of 1979 (AB 120) mandated improvements to social services transportation, and led to the creation and designation of Consolidated Transportation Service Agencies (CTSAs).

Currently, CTSAs are a mechanism for promoting the concept of mobility management. By law, CTSAs in the San Francisco Bay Area are designated by MTC to identify and consolidate all funding sources and maximize the services of public and private transportation providers within their geographic area. Benefits of CTSA designations for non-profits in particular include the ability to purchase using state contracts, and reduced DMV fees.

In January 2013, MTC received a request from Outreach and Escort, Inc. (Outreach) for CTSA re-designation. Outreach is a private, non-profit organization that has a long history of providing human service transportation services and coordination in Santa Clara County. Outreach was designated as a CTSA for Santa Clara County in 2011. The current designation expires on June 30, 2013.

Consistent with the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area (MTC Resolution No. 4085), MTC notified the County Board of Supervisors, Santa Clara PCC, and Santa Clara Valley Transportation Agency (VTA) of Outreach's request. VTA responded with a letter of support; no other responses were received as of this mailing. Outreach has provided materials to support their request, including a description of their services and coordination activities.

Over the past two years Outreach has successfully demonstrated countywide consolidation and coordination activities that involve multiple stakeholders aimed at improving mobility and transportation outcomes for Santa Clara's transportation-disadvantaged populations.

Staff recommends extending CTSA status to Outreach until June 30, 2017 with the understanding that Outreach will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded via competitive process through MTC's Lifeline Transportation Program. A four-year long designation will provide Outreach with planning and procurement advantages and is in line with the Coordinated Plan's expected update cycle.

Issues: None.

Recommendation: Refer MTC Resolution No. 4097 to the Commission for approval.

Attachments: VTA Support Letter
MTC Resolution No. 4097

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February 22, 2013

Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street, 3rd Floor
Oakland, CA 94607-4700

RECEIVED
FEB 27 2013
MTC

RE: Support for Designation of Outreach and Escort, Inc. as a Consolidated Transportation Service Agency

Dear Mr. Heminger:

The Santa Clara Valley Transportation Authority (VTA) has received a request from Outreach and Escort, Inc. (OUTREACH) to support its' re-designation as a Consolidated Transportation Service Agency (CTSA).

OUTREACH held CTSA designation between 1982 and 1995 and then in 2011 OUTREACH again received designation for a two-year period that expires June 2013. Given their extensive efforts in providing transportation programs for seniors and persons with disabilities, we support a re-designation on an ongoing basis similar to that provided to other non-profit agencies in the state.

OUTREACH has been VTA's paratransit services broker since 1993. During this time, they have provided high quality, cost effective paratransit with exemplary customer service, broad community support and a commitment to pursuing non-VTA funds to support the program. The CTSA designation enables OUTREACH as a non-profit to reduce DMV fees and procure using the State contract, which in turn helps sustain a cost effective paratransit program.

VTA's ongoing support is conditioned on MTC's stipulation that OUTREACH will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded via competitive process through MTC's Lifeline Transportation Program. This is an important issue as these funds are used by VTA to support our ADA mandated paratransit services. Further, if new grant fund programs are developed in the future, we request that MTC review and determine their applicability for CTSA use.

Please call Jim Unites, Deputy Director, Service and Operations Planning, at (408) 321-7032 if you require any additional information.

Sincerely,

Michael T. Burns
General Manager

- c: VTA Board of Directors
- VTA Committee for Transit Accessibility
- Katie Heatley, President/CEO, OUTREACH
- Michael Hursh, Chief Operating Officer
- John Ristow, Chief CMA Officer
- Marcella Rensi, Programming & Grants Manager
- Jim Unites, Deputy Director, Service and Operations Planning

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

ABSTRACT

Resolution No. 4097

This resolution adopts Consolidated Transportation Service Agency (CTSA) Designations for the San Francisco Bay Area.

The following attachments are provided with this resolution:

Attachment A — Consolidated Transportation Service Agency (CTSA) Designation Process for the San Francisco Bay Area

Attachment B — Designations of Consolidated Transportation Service Agencies (CTSAs) within the San Francisco Bay Area

Further discussion of this action is included in the Programming and Allocations Summary sheet dated May 8, 2013.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Re: Consolidated Transportation Service Agency (CTSA) Designation for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4097

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

WHEREAS, the California Legislature enacted the Social Service Transportation Improvement Act (Chapter 1120, Statutes of 1979) (hereafter referred to as AB 120) with the intent to improve transportation service required by social service recipients; and

WHEREAS, AB 120 requires that each transportation planning agency shall prepare, adopt and submit to the Secretary of the Business, Transportation and Housing Agency an Action Plan for coordination of social service transportation services in their respective geographic area (Government Code Section 15975); and

WHEREAS, the Action Plan must include the designation of one or more Consolidated Transportation Service Agency(ies) within the geographic area of jurisdiction of the transportation planning agency (Government Code Section 15975(a)); and

WHEREAS, the Metropolitan Transportation Commission adopted the MTC Regional Action Plan for the coordination of Social Service Transportation (MTC Resolution 1076, Revised); and

WHEREAS, the Coordinated Public Transit—Human Services Transportation Plan Update (MTC Resolution No. 4085) includes the steps for designating Consolidated Transportation Service Agencies within the San Francisco Bay Area; now, therefore, be it

RESOLVED, that MTC designates the agency(ies) listed on Exhibit B, which is incorporated herein as though set forth at length, as Consolidated Transportation Service Agency(ies); and be it further

RESOLVED, that the Executive Director may forward this resolution to the California Department of Transportation (Caltrans), and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on May 22, 2013.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Attachment A
Resolution No. 4097
Page 1 of 1

Consolidated Transportation Service Agency (CTSA) Designation Process for the San Francisco Bay Area

MTC's process and conditions for designating CTSA's are set forth in the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area, MTC Resolution 4085. The process is as follows:

1. Applicant makes request.
2. MTC notifies the County Board of Supervisors, the PCCs, and transit operators of its intent to designate a CTSA in the County.
3. MTC staff evaluates candidates for consistency with mobility management activities as outlined in the Coordinated Public Transit-Human Services Transportation Plan.
4. MTC's Programming and Allocations Committee reviews and recommends CTSA designation.
5. Commission adopts CTSA designation.
6. MTC notifies CTSA, transit operators, State of California and PCC of CTSA designation.

Under this process, MTC's evaluation of CTSA candidates take into account various factors, including but not limited to:

- Past CTSA designations and performance; relevance of activities to current coordination objectives.
- Scale of geography covered by designation request.
- Extent to which the applicant was identified as the result of a county or subregionally based process involving multiple stakeholders aimed at improving mobility and transportation coordination for transportation-disadvantaged populations.
- The applicant's existing and potential capacity for carrying out mobility management functions described in this chapter as well as other requirements of CTSA's as defined by statute.
- Institutional relationships and support, both financial and in-kind, including evidence of coordination efforts with other public and private transportation and human services providers.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Attachment B
Resolution No. 4097
Page 1 of 1

**Designations of Consolidated Transportation Service Agencies (CTSAs)
within the San Francisco Bay Area**

Date of Designation	Period of Designation	Name of Agency	Geographic Area
5/22/2013	7/1/2013 – 6/30/2017	Outreach & Escort, Inc. ¹	Santa Clara County

¹ This designation was approved for a four-year period ending June 20, 2017. This designation limits claimant eligibility under California Public Utilities Code Section 99275 and California Code of Regulations (CCR) 6681 and 6731.1 to allow Outreach & Escort, Inc. to only claim STA funds programmed as part of MTC's Lifeline program. Access to Transportation Development Act (TDA) funds and other STA funds is not permitted. Other benefits available to CTSAs are granted through this designation.

**MTC's Process for Designating CTSA
(Reso 1076 revised and Reso. 4097)**

1. Applicant makes request.
2. MTC notifies the County Board of Supervisors, the PCCs, and transit operators of its intent to designate a CTSA in the County.
3. MTC staff evaluates candidates for constancy with mobility management activities as outline in the Coordinated Public Transit-Human Services Transportation Plan.
4. MTC's Programming and Allocations Committee reviews and recommends CTSA designation.
5. Commission adopts CTSA designation.
6. MTC notifies CTSA, transit operators, State of California and PCC of CTSA designation.

MTC's evaluation of CTSA candidates takes into account various factors, including but not limited to:

- Past CTSA designations and performance
- Scale of geography covered by designation request
- Extent to which the applicant was identified as the result of a county or subregionally based process involving multiple stakeholders
- Applicant's existing and potential capacity for carrying out mobility management functions
- Institutional relationships and support, both financial and in-kind, including evidence of coordination efforts with other public and private transportation and human services providers.

At the February Consortium meeting, additional time for review and comment by the Consortium was given. At this time, the information is being re-presented along with new comments received and summarized below.

- If a CTSA is formed or designated, that it must bring value to the county and to the operators.
- It is important that funding of a CTSA not impact operator TDA and diminish an operator's ability to provide fixed route, ADA paratransit and General public dial-a-ride service.
- With the uncertainty of future federal funding for mobility management programs, there should be a more comprehensive discussion of funding.
- Supports one lead CTSA agency in Solano and STA could serve that purpose, however governance for the CTSA should be more clearly defined.
- Why is there an immediate concern to set up a CTSA with no clear benefit as the STA already facilitates various agencies to coordinate services.
- If social services are brought to the table, should be cautious about transportation funds being used to subsidize social services. Funding from new partners should help pay for services.
- Agree that discussions between social services and transportation providers should be encouraged so that specific areas and opportunities can be identified to work together and share best practices; STA is in a good position to facilitate these discussions.
- One of the reasons STA has been able to facilitate implementation of innovative programs and commendable transit services is that it has been perceived as relatively neutral as it was not a transit operator itself. The more operational responsibilities STA takes on, the more difficult it will be for it to be the "impartial facilitator".
- If there comes a time when there are specific reasons a CTSA should be established in Solano County, it seems there would be an advantage to having it be a non-profit entity that could compete in different areas for resources and contributions.
- A non-profit CTSA with a primary focus on social services transportation issues could be an excellent partner for STA and the local jurisdictions to work with to identify synergies and opportunities.
- If a transportation sales tax is ever passed in Solano County the CTSA could be one of the recipients if that is one of the features that polling indicates the population will vote for.
- Language in the Mobility Management Plan that suggested without a CTSA mobility management programs will not be implemented despite there being existing programs in some jurisdictions.

In response to the last comment, the Plan was modified to acknowledge existing programs such as Travel Training being offered by Vacaville City Coach and non-profit organizations.

The other comments raise valid points worth further analysis and discussion particularly as they do not represent a consensus. Recommendations 8.2 and 8.3 in the Mobility Management Plan addressing structural models provide the opportunity for this.

Recommendation 8.2: STA to conduct a further analysis and evaluate mobility management structural models for implementation in Solano County. The evaluation will involve STA staff, county transit agencies, and human services organizations.

Recommendation 8.3: STA to function as mobility management center until an evaluation to determine a structural model is completed.



DATE: March 20, 2014
 TO: STA TAC
 FROM: Sofia Recalde, Associate Planner
 RE: Pedestrian Priority Projects Update

Background:

The Solano Transportation Authority (STA) administers the Countywide Pedestrian Transportation Plan that identifies and plans for the implementation of countywide pedestrian transportation projects.

The Pedestrian Priority Projects List is developed through a collaborative effort between the Pedestrian Advisory Committee (PAC), STA staff, and the appropriate public works and planning staff from the member agencies. This creates a consistent foundation for the funding and delivery of projects in Solano County. An annual review of the Projects List is conducted to ensure that the list is up to date as projects are completed and priorities change at the local level.

Discussion:

The STA Board approved the Pedestrian Priority Projects List and the Tiered Pedestrian Priority Projects List in January 2014. The Pedestrian Priority Projects List and Tiered Pedestrian Priority Projects list are being revised to reflect the funding status of the Rio Vista Waterfront Project. The Rio Vista Waterfront Project is fully funded; as a result, the project will be removed from the Pedestrian Priority Projects List.

The Pedestrian Priority Projects List has been modified as follows (changes in *italics bold*):

Benicia	<i>First Street Streetscape Improvements Benicia Bus Hub Project Safe Routes to School Enhancements—Robert Semple Elementary</i>
Dixon	<i>Dixon High School Access Improvements Safe Routes to School Enhancements—CA Jacobs Intermediate Dixon Sidewalk Improvement Program</i>
Fairfield	<i>West Texas Street Gateway Linear Park Trail Jepson Parkway Concept Plan Connections</i>
Rio Vista	<i>Waterfront Promenade</i> <i>Sandy Beach Connection: Beach Drive</i>
Suisun City	<i>Class I Multi-use Path on Lotz Way McCoy Creek Trail - Phase II Downtown Streetscape</i>

Vacaville	<i>Vacaville Creekwalk Extension – McClellan Street to Depot Street Elmira Road Bike Path Vacaville Bicycle and Pedestrian Transportation Plan</i>
Vallejo	<i>Downtown Vallejo Streetscape Improvement Project Bay Trail and Vine Trail Project</i>
Solano County	<i>Suisun Valley Farm to Market Tri-City and County Regional Trail Connections Tolenas School Sidewalk Improvements</i>

Likewise, the Tiered Pedestrian Projects List has been modified as follows (changes in *italics bold*):

Tier 1	<i>Dixon: Safe Routes to School Enhancements—CA Jacobs Intermediate Rio Vista: Waterfront Promenade Solano County: Suisun Valley Farm to Market Vallejo: Downtown Vallejo Streetscape Improvement Project</i>
Tier 2	<i>Benicia: Safe Routes to School Enhancements—Robert Semple Elementary Dixon: High School Access Improvements Fairfield: West Texas Street Gateway Rio Vista: Sandy Beach Connection: Beach Drive Suisun City: Class I Path on Lotz Way Vacaville: Creekwalk Extension – McClellan Street to Depot Street Vallejo: Bay Trail and Vine Trail Project Solano County: Tri-City and County Regional Trail Connections</i>

At their February 20th meeting, the Pedestrian Advisory Committee (PAC) reviewed the above modifications and forwarded a recommendation to the TAC and STA Board for adoption.

Recommendation:

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

1. Pedestrian Priority Projects List (February 10, 2014); and
2. Pedestrian Priority Project Tiered List (February 10, 2014).

Attachments:

- A. Pedestrian Priority Projects List (February 10, 2014)
- B. Pedestrian Priority Project Tiered List (February 10, 2014)

Pedestrian Priority Projects		Estimated Full		Notes
February 10, 2014		Project Cost	Shortfall	
Project Scope				
Benicia				
<i>First Street Streetscape Improvements</i>	Construct bicycle and pedestrian friendly improvements in Benicia's Historic Downtown District on First Street along the 0.7 mile segment from K Street to the pier. Examples of improvements: curb extensions, bus stop facilities, curb extensions, benches, decorative lighting, landing marks and signage	\$1,000,000		RW/Env: None anticipated
<i>Benicia Bus Hub Project</i>	Purchase of 1 acre at the corner of Park Road and Industrial Way and the construction of a bus hub for Fairfield and Suisun Transit (FAST), SolTrans and potential vanpool businesses within the Industrial Park. The project would include a paved parking structure with more than 50 stalls, bus pullouts, shelters, landscaping and lighting	\$1,250,000		MTC earmarked 1.25M in RM 2 funding for the project(135K for PE, 350K for RW, 90K for design, and 675K for construction)
<i>Safe Routes to School Enhancements</i>	Robert Semple Elementary School Improvements: Use hatch markings and/or soft hit posts to square the El Bonito Ave/La Cruz Ave intersections, Install curb extension on southwest corner of Hillcrest Ave/3rd Street with new high visibility crosswalk and curb ramps, enhance southern crosswalk to high-visibility yellow, refresh others when necessary. Construct sidewalk segments on El Bonito Way to close gaps on two blocks adjacent to the school, construct a sidewalk segment on the north side of Vista Grande Avenue, construct sidewalk segment on Hillcrest Ave (south side), use hatchings to square up Vista Grande/Hillcrest/Linda Vista Intersection. Install Curb extensions at northwest and southwest legs; fill in landscape strip along 3rd street with all-weather accessible walking surface, replace existing yellow transverse crosswalks with high-visibility yellow crosswalks, stripe a new high-visibility crosswalk in the east leg and reduce crossing distances/curb radii by providing hatched bulb-outs and/or soft hit posts.	\$230,000	\$192,000	See SR2S Plan
Dixon				
<i>Dixon High School Access Improvements</i>	Install signals and crossings and crossing improvements at Valley Glen/SR 113 and County Fair/SR 113	\$400,000	\$400,000	RW/Env: Project includes coordination with Caltrans
<i>Safe Routes to School Enhancements</i>	Connections/Crossings/Safety Improvements around schools within the City of Dixon as identified in the Solano Countywide Safe Routes to School Plan regarding CA Jacobs Intermediate School improvements, including: Construct curb extension along east side of N Lincoln Street; Replace transverse yellow crosswalks with high-visibility yellow ladder crosswalks; Restripe bike lanes on Rehrmann Drive for CA MUTCD compliance; Consider construction of sidewalks where gaps currently exist on West B and West C Streets	\$180,200	\$180,200	RW/Env: None anticipated
<i>Dixon Sidewalk Improvement Program</i>	Reconstruction and rehabilitation of sidewalks, including but not limited to: Routes serving the Dixon Multimodal Transportation Center area, South Jackson St, Mayes St, B St, C St, Second St, Third St, Fourth St, Broadway St, and Walnut Street	\$400,000	\$400,000	RW/Env: None anticipated
Fairfield				
<i>West Texas Street Gateway</i>	Enhance pedestrian linkages among the Linear Park Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment Project. Specific improvements include sidewalks, signage, public art and new trees.	\$1,500,000		RW/Env: In progress
<i>Linear Park Trail</i>	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed. Final segment is approximately 0.7 mile Class I from Nightingale Drive to Claybank Road.	\$560,000		RW/ENV clearance needed
<i>Jepson Parkway Concept Plan Connections</i>	Connections to STA's Jepson Parkway Concept Plan segments.	TBD		

Rio Vista				
<i>Sandy Beach Connection: Beach Drive</i>	Second Street to Sandy Beach Park. 0.5 mile Class I trail extension along Beach Drive from Second Street to Sandy BeachPark and to downtown Rio Vista.	\$400,000	\$400,000	
Suisun City				
<i>Class I Path on Lotz Way</i>	0.6 mile Class I Bike Path on Lotz Way, from Marina Blvd to Main Street. This project will construct a Class I pedestrian/bicycle trail along the west side of Marina Boulevard from Highway 12 to Lotz Way, and along Lotz Way from Marina Boulevard to the Suisun Transit Center on Main Street. This trail will be 10 feet wide and approximately 0.6 mile in length. Other improvements will include curb ramp upgrades to ADA standards, curb removal, landscaping suitable for a parkway, signage, striping, and curb painting	\$1,400,000	\$1,400,000	RW/ENV clearance needed
<i>McCoy Creek Trail - Phase II</i>	The McCoy Creek Trail Project-Phase II will be a paved ten-foot wide Class I pedestrian/bicycle trail approximately 0.75 mile in length. This trail will transform restricted maintenance area along McCoy Creek/Laurel Creek into a safe, ADA compliant, recreational and educational trail. This portion of the overall trail project will begin at Pintail Drive Phase I (completed in September 2008). From Pintail Drive the trail will run north along the western bank of McCoy Creek, over Laurel Creek, west along Laurel Creek to end at Blossom Avenue. It will have six access points and reconnect neighborhoods in the area that are split geographically and physically by the Creeks. The trail crossing over Laurel Creek will be with a new prefabricated bridge. Other improvements will include site furnishings, signage (including monument signs and interpretive signs), striping, and ADA curb ramps and access points.	\$1,700,000		
<i>Downtown Streetscape</i>	This project will provide streetscape improvements to the areas in Downtown Suisun primarily along Main Street between Highway 12 and Morgan Street as well as the plaza surrounding the Suisun Slough/North Basin; provide a link to regional transit by improving pedestrian, bicycle and vehicle facilities; and provide traffic calming. The improvements include the replacement of existing trees with suitable trees appropriate for use within or adjacent to pedestrian and motorist pathways, light fixtures, street furnishings, improved sidewalks, upgrading curb ramps and driveways to ADA standards, landscaping/irrigation, pavement rehabilitation, signage and striping. This project can be completed in phases.	\$2,000,000		phases range from \$125,000 to \$2,000,000

Vacaville				
Ulatis Creekwalk Extension – McClellan Street to Depot Street	The project will extend the Vacaville Downtown Creekwalk 0.1 mile from McClellan Street to Depot Street providing landscaping, creekwalk features, look out points and other improvements along the Alamo Creek frontage adjacent to planned mixed use development within the downtown PDA area. This project is currently programmed to receive OBAG CMAQ funding for a phased approach to obtain environmental clearance and design, acquire right of way and construct the project over a three year period. The City seeks TDA, Article 3 funding to provide the local match for the project. This project meets needs of bicyclists and pedestrians and can be constructed using advance construction authorization earlier should environmental clearance, design and right of way acquisitions be completed sooner than programmed.	\$655,000	\$150,000-200,000	RW/Env: In progress
Elmira Road Bike Path	North Side of Elmira Road from existing 10' sidewalk from just west of Edwin Drive to Leisure Town Road. This project would provide a gap closure to the existing Elmira Road sidewalk on the north side to the Jepson Parkway which is planned to have a linear parkway and 10' multiuse path from Elmira Road to Fairfield and the future train station. The Jepson Parkway project bike/ped path is part of the Solano County regional bike/ped network. The pathway would also provide a connection to the Alamo Creek Bike Path network and creates an off street accessible route from Leisure Town Road to I-80 at Hume Way and to the Park and Ride lot at Davis and Bell Vista and the Park and Ride lot and bus terminal at Hickory and Davis. This is also a priority project identified on the Pedestrian Priority List	\$710,000	\$710,000	RW/ENV clearance needed
Vacaville Bicycle and Pedestrian Transportation Plan	This project would provide administrative funding over a three year period to program, prioritize and develop the Citywide Bicycle and Pedestrian Transportation Plan, identified in the General Plan Update. The Plan would create a project prioritization tool, create criteria for implementation of projects, develop signage and marking plan, create way-finding signage location to identify transit locations and significant destinations, identify gap closures and improvements within the city's bike path network to improve convenience, safety, visibility and accessibility. It would create a funding source for administrative work involved in attending Countywide BAC and PAC meetings, creation of mapping and planning documents, provide a method to incorporate goals and objectives of the City's general plan update which impacts bicycle and pedestrian facilities, identify accessibility restrictions and provide planned measures to remove them. The plan would also identify large development requirements to provide land for multi-use trails that connect to existing or planned bike/ped facilities. A goal of increasing non-motorized transportation within the City would be identified and baseline data measured and progress tracked.	\$60,000	\$60,000	
Vallejo				
Downtown Vallejo Streetscape Improvement Project	Pedestrian improvements in Downtown Vallejo at Sacramento Street from Virginia to Georgia St and Georgia St from Sacramento to Santa Clara St (Phase 3); and Maine St from Santa Clara to Sacramento St (Phase 4). Enhancements include traffic calming, restriping, curb extenstions, diagonal on-street parking, decorative lighting, brick pavers, street furniture, art, landscaping and improved signs.	\$1,350,000	\$1,350,000	RW/ENV cleared; Phase 3: \$750,000; Phase 4: \$600,000
Bay Trail and Vine Trail Project	Complete Bay Trail and Vine Trail Feasibility/Implementation study and complete a constructable phase.	\$100,000		

Solano County				
<i>Suisun Valley Farm to Market</i>	Construct staging area with bicycle and pedestrian improvements at Mankas Corners and a Class II Bike Path on Rockville Road (from Rockville Trails Park to Fairfield City Limit), Suisun Valley Road (from Fairfield City Limit to Napa County Line), Mankas Corner Road (from Fairfield City limit to Suisun Valley Road), Abernathy Road (from Suisun Parkway to Fairfield City Limit) and Ledgewood Road (from Suisun Valley Road to Mankas Corner Road)	\$5,800,000	\$4,625,000	\$1,175,000 in federal funds already awarded to the project
<i>Tri-City and County Regional Train Connections</i>	Cordelia Hills Sky Valley: Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominately right of way acquisition.	\$2,750,000	\$590,000	\$2,160,000 in federal funds already awarded to the project; RW needed.
<i>Tolenas School Sidewalk Improvements</i>	Install 0.6 miles of sidewalk curb and gutter on Tolenas Road from Tolenas School to Prosperity Lane	\$600,000		

Tier 1 Projects

Sponsor	Project	Description	Cost Estimate	Shortfall	Notes
Dixon	<i>Safe Routes to School Enhancements</i>	Connections/Crossings/Safety Improvements around schools within the City of Dixon as identified in the Solano Countywide Safe Routes to School Plan regarding CA Jacobs Intermediate School improvements	\$180,200	\$180,200	RW/Env: None anticipated
Vallejo	<i>Downtown Vallejo Streetscape Improvement Project</i>	Pedestrian improvements in Downtown Vallejo at Sacramento Street from Virginia to Georgia St and Georgia St from Sacramento to Santa Clara St (Phase 3); and Maine St from Santa Clara to Sacramento St (Phase 4).	\$1,350,000	\$1,350,000	Phase 3: \$750,000; Phase 4: \$600,000
Solano County	<i>Suisun Valley Farm to Market</i>	Suisun Valley Farm to Market bicycle and pedestrian access improvements. Parking. Vehicular Access Improvements	\$5,800,000	\$4,625,000	\$1,175,000 in federal funds already awarded to the project

Tier 2 Projects

Sponsor	Project	Description	Cost Estimate	Shortfall	Notes
Benicia	<i>Safe Routes to School Enhancements</i>	Robert Semple Elementary School Improvements at as identified in the Solano Countywide Safe Routes to School Plan.	\$230,000	\$192,000	See SR2S Plan
Dixon	<i>Dixon High School Access Improvements</i>	Install signals and crossings and crossing improvements at Valley Glen/SR 113 and County Fair/SR 113	\$400,000	\$400,000	RW/Env: Project includes coordination with Caltrans
Fairfield	<i>West Texas Street Gateway</i>	Enhance pedestrian linkages among the Linear Park Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment Project. Specific improvements include sidewalks, signage, public art and new trees.	\$1,500,000		RW/Env: In progress
Rio Vista	<i>Sandy Beach Connection: Beach Drive</i>	Second Street to Sandy Beach Park. 0.5 mile Class I trail extension along Beach Drive from Second Street to Sandy BeachPark and to downtown Rio Vista.	\$400,000	\$400,000	
Suisun City	<i>Class I Path on Lotz Way</i>	0.5 mile Class I Bike Path on Lotz Way, from Marina Blvd to Main Street.	\$1,400,000	\$1,400,000	RW/Env clearance needed
Vacaville	<i>Ulatis Creekwalk Extension – McClellan Street to Depot Street</i>	0.1 Vacaville Downtown Creekwalk 0.1 mile from McClellan Street to Depot Street providing landscaping, creekwalk features, look out points and other improvements along the Alamo Creek frontage adjacent to planned mixed use development within the downtown PDA area.	\$655,000	\$150,000 - \$200,000	RW/Env: In progress
Vallejo	<i>Bay Trail and Vine Trail Project</i>	Complete Bay Trail and Vine Trail Feasibility/Implementation study and complete a constructable phase.	\$100,000	TBD	
Solano County	<i>Tri-City and County Regional Train Connections</i>	Cordelia Hills Sky Valley: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominately right of way acquisition.	\$2,750,000	\$590,000	\$2,160,000 in federal funds already awarded to the project; RW needed.

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DATE: March 14, 2014
TO: STA TAC
FROM: Nancy Whelan, Transit Consultant
RE: Transit Corridor Study Update

Background:

The I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study (“Transit Corridor Study”) updates the Transit Corridor Studies completed in 2004 (I-80/I-680/I-780) and 2006 (SR 12) and will address current and future travel demand in the corridor, existing service and alternatives for serving the corridor, and a recommended phased implementation plan. The Transit Corridor Study will not only address transit services, but also update the facilities and connections needed to support these services into the future. The Transit Corridor Plan will provide guidance and coordination for future investments.

Discussion:

Preparation of the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study was initiated at the same time as the Coordinated Short Range Transit Plan (SRTP) for Solano County. On September 11, 2013, the STA Board approved the Solano County Coordinated Short Range Transit Plan and adopted performance benchmarks for intercity transit service.

The Consortium has reviewed key elements of the Corridor Study as it has been developed. The consulting team has presented service design goals and objectives, review of other studies and best practices, service performance in the transit corridor, demand forecasting, and potential on-line freeway stations. At the September 24, 2013 Consortium meeting, the consulting team presented the alternative service designs, how they meet the service design goals and criteria, and the pros and cons of each. Based on the input of the Consortium members the alternatives were refined, focusing on the following 3 alternatives:

- A. Modest Change to the existing system; some consolidation of routes
- B. BART-like Trunk system; consolidates current 7 route system to 4 routes
- C. Alternative Trunk System; an alternative 4 route consolidated system.

STA staff and the consultant team presented the Corridor Study results to date and routing alternatives in a workshop with the STA Board on March 12, 2014. A copy of the draft Board presentation materials was provided to the Consortium at the February 25, 2014 meeting. The final presentation is available on the STA’s website at <http://www.sta.ca.gov/cal.php?event=1&oid=1000004536>. A summary of the STA Board comments from the March 12 workshop will be provided at the Consortium meeting on March 25, 2014.

The Draft Final Transit Corridor Study will be presented to the Consortium and TAC in April and the recommendation will be presented to the STA Board in May. The summary schedule (presented to the Consortium at the January 28, 2014 meeting) is shown below.

Board/Committee	Topics	Action/Information
Solano Express Consortium Meetings January 28 and February 25 and March 25, 2014 (as needed)	<ul style="list-style-type: none"> • Status update 	Information
STA Board Workshop, March 12, 2014	<ul style="list-style-type: none"> • Study status review • Presentation and discussion of alternatives 	Information
Solano Express Consortium and TAC Meetings, April 29 and 30, 2014	<ul style="list-style-type: none"> • STA Board discussion/input • Alternatives and performance • Cost/funding and phasing plan • Capital requirements • Implementation steps • Draft Final Report 	Action: Recommendation to approve Study
STA Board Meeting, May 14, 2014	<ul style="list-style-type: none"> • Draft Final Report 	Action: Recommendation to approve Study

Recommendation:

Informational.



DATE: March 14, 2014
TO: STA TAC
FROM: Andrew Hart, Associate Planner
RE: Status of Priority Conservation Areas (PCA) Pilot Program

Background:

The Association of Bay Area Governments (ABAG) initially began designating Priority Conservation Areas (PCA) in 2007. PCA's are locally identified areas for conservation which provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. Prior to this year, Solano County had five (5) ABAG designated PCA's:

<u>PCA</u>	<u>Sponsor Agency</u>
Vacaville-Fairfield-Solano Greenbelt and Cement Hill	City of Fairfield
Blue Ridge Hills (Vaca Mountains)	Solano County
Western Hills (including part of the Vallejo Lakes Property)	Solano County
Tri City and County Cooperative Planning Area	Solano County
Baytrail and Ridge Trail	ABAG

In the fall of 2012, the Metropolitan Transportation Commission (MTC) and ABAG added a \$10 million regional PCA Pilot Program with \$5 million specifically dedicated to the 4 North Bay Counties of Marin County, Napa County, Solano County, and Sonoma County. The funding was included as part of the OneBayArea Grant (OBAG) Program via Surface Transportation Program (STP) funds. In follow up, the North Bay MTC Commissioners and Congestion Management Agency (CMA) Directors met on February 28, 2013 and agreed to distribute \$1.25 million to each county to develop a PCA Assessment Plan and PCA capital project.

On March 13, 2013, the STA Board approved \$1.175 million fund allocation for the County of Solano for the Suisun Valley Farm to Market Phase 1 Project and \$75,000 for the STA to develop a Solano PCA Assessment and Implementation Plan to refine the project opportunities within each PCA as well as identify any new PCA projects. On September 11, 2013, the STA Board unanimously approved the STA staff recommendation to establish a PCA stakeholders group, issue a Request for Proposal for the PCA Assessment and Implementation Plan, and authorize the Executive Director to enter into an agreement with selected consultant for an amount not-to-exceed \$75,000.

Discussion:

STA is initiating the PCA Assessment and Implementation Plan. As such, STA staff aims to have a "kick-off" stakeholders meeting before the end of April. The structure of the stakeholder group, which was approved by the STA Board previously, will be populated with specific interest groups and stakeholders. Individuals from the following list of stakeholders will be invited to the kickoff Stakeholders Group meeting:

City/County and Regional Agencies

1. Solano County
2. Solano County Planning Directors
3. Solano County Technical Advisory Committee
4. Association of Bay Area Governments (ABAG) or Metropolitan Transportation Commission (MTC)

Agricultural Business Groups

5. Solano Farm Bureau
6. Suisun Valley Growers
7. Agricultural Product Grower
8. Large Post-Harvest Agricultural Processor

Conservation Advocacy Agencies

9. Bay Area Ridge Trail
10. Solano Land Trust
11. Tri-City and County Cooperative Planning Group
12. Resource Conservation Districts
13. San Francisco Bay Trail

Resource Agencies

14. Greater Vallejo Recreation District
15. Solano Irrigation District
16. Department of Water Resources (Suisun Marsh Program)

Meanwhile, STA staff will prepare to issue a Request for Proposals (RFP) to qualified planning and engineering firms to assist in developing the Solano County PCA Assessment and Implementation Plan. STA's goal for the PCA Pilot is to demonstrate to ABAG and MTC ideal projects that fit the intention of these funds and to advocate for permanent regional PCA funding. The selected consultant will help STA and Solano County achieve the latter by developing a PCA Assessment Plan to refine project opportunities within each established PCA and identify new PCA projects.

Fiscal Impact:

None. The STA Board previously approved allocating the PCA Planning Grant to provide \$75,000 to complete the study. As part of the local match, STA staff will provide in-kind services to manage the project.

Recommendation:

Informational.



DATE: March 17, 2014
TO: STA TAC
FROM: Sofia Recalde, Associate Planner
RE: State and Regional Active Transportation Program (ATP) Update and Discussion of Solano ATP Priority Projects

Background:

In September 2013, the Governor signed legislation creating the Active Transportation Program (ATP). The goals of the ATP are to:

- Increase the proportion of biking and walking trips
- Increase safety and mobility for non-motorized users
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding
- Ensure disadvantaged communities fully share in program benefits (25% of program)
- Provide a broad spectrum of projects to benefit many types of active transportation users

The ATP will consolidate multiple state and federal funding programs into one program:

- Transportation Alternatives
- Recreational Trails
- Safe Routes to Schools (state and federal)
- Bicycle Transportation Account (BTA)
- Environmental Enhancement and Mitigation Act

Approximately \$120M will be available annually for FY 13/14, 14/15, and 15/16 (total \$360M), and distributed via 3 funding programs:

- Statewide competition: 50% (\$180M)
- Small urban/rural areas: 10% (\$36M)
- Metropolitan Planning Organizations (MPOs): 40% (\$144M, of which \$30M will be available to MTC)

The Call for Projects for the statewide and small urban/rural programs is expected to occur on March 21, 2014, and applications will be due to Caltrans on May 21, 2014. The Metropolitan Transportation Commission (MTC) will release a MPO/Regional Call for Projects on May 22, 2014, and MPO/ regional applications will be due to MTC on July 24, 2014.

Discussion:

ATP, Programming in the TIP, and Project Delivery

The first cycle of ATP represents 3 years of funding (13/14, 14/15, 15/16) that will be delivered during a two-year period. Therefore, MTC is targeting two-thirds (\$20 million) of its ATP allocation to be obligated by March 31, 2015, and the remaining \$10 million to be obligated by January 31, 2016.

In preparation for the 2015 Transportation Improvement Program (TIP), the TIP will be locked down from October to December 2014. The first amendment to the 2015 TIP is expected to be approved by FHWA/FTA in January 2015; therefore, ATP projects with federal funds will not receive obligation and the authorization to proceed until early 2015.

Due to this compressed obligation timeline, MTC is proposing to allow OBAG bicycle and pedestrian projects that are already in the TIP to apply for the regional ATP program. Potentially eligible OBAG projects include:

- Allison PDA Bicycle and Pedestrian Improvements (\$450,000)
- Suisun/Fairfield Intercity Rail Station Access Improvements (\$315,000)
- Ulatis Creek Bicycle and Pedestrian Pathway and Streetscape (\$500,000)
- Vaca-Dixon Bike Route Phase 5 (\$1,800,000)
- Vallejo Downtown Streetscape – Phase 3 (\$1,095,000)
- Safe Routes to Schools Engineering Projects (\$1,200,000)

STA staff is working with MTC to ensure that if OBAG project sponsors apply for ATP funds that the CMAQ funds dedicated to these projects remains in Solano County for other eligible projects.

STA Safe Routes to School Application

STA staff is working with the SR2S Advisory Committee to prepare an ATP application for Safe Routes to School projects. The final details are yet to be decided; however the plan is to expand the Walking School Bus program and fund infrastructure projects is already identified in the 2013 Safe Routes to School Plan. The ATP application request will be approximately \$500,000.

Fiscal Impact:

No direct impact at this time. If Solano County projects receive ATP funding, additional OBAG/CMAQ funding may become available for other eligible projects.

Recommendation:

Informational.



DATE: March 14, 2014
TO: STA TAC
FROM: Anthony Adams, Project Assistant
RE: Project Delivery Update

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, a Solano Project Delivery Working Group was formed, which assists in updating the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and reminds the TAC about upcoming project delivery deadlines.

Discussion:

For Fiscal Year (FY) 2013-14, the STA is currently tracking 16 active projects: nine (9) OneBayArea Grant (OBAG) projects, four (4) Local Streets & Roads (LS&R) projects, two (2) Safe Routes to School Projects (SR2S), and one (1) other federally funded project. STA staff has identified two jurisdictions (three projects in total) that must apply an accelerated project delivery schedule in order meet obligation deadlines. These projects are summarized below. Attachment A provides a city by city summary of projects programmed for FY 2013-14, and their statuses.

- City of Benicia (2 Projects)
 - 2nd St Overlay: A field review for this project occurred on February 20th. Benicia staff has notified STA that they have received approval of their environmental documents in mid-March. An E-76 Obligation request is expected to be turned into Caltrans by late March, with an obligation approval expected by late April. Caltrans has been contacted about the tight turn around needed for this project.
 - Benicia Safe Routes to School Project: A field review for this project occurred on February 20th. Benicia staff has notified STA that they have received approval of their environmental documents in mid-March. An E-76 Obligation request is expected to be turned into Caltrans by late March, with an obligation approval expected by late April. Caltrans has been contacted and is aware about the tight turn required for this project.

- City of Suisun City (1 Project)
 - Walters Rd-Pintail Dr Preservation: This project was originally programmed for FY 2014-15, but is being advanced due to the project delay for the Suisun-Fairfield Train Station Improvement project caused by complex (historical) environmental review process. A field review was conducted in late January and Suisun City received clearance in late February. STA recently contacted the project engineer, who stated that PE has been completed and Suisun City is expecting to submit their E-76 request for construction by March 14th and plans to receive an E-76 obligation approval by late April.

STP/CMAQ/OBAG FY 2013-14 Federal Obligation Plan:

MTC has adopted obligation request deadline, for FY 2013-14 of February 1, 2014 and the received deadline of April 30, 2014. With this in mind, STA staff has contacted all project sponsors for an update of their project status’.

Projects included in STP/CMAQ FY 2013-14 Federal Obligation Plan (OBAG)			
<ul style="list-style-type: none"> - \$6.64M in Federal funding - Submit E76 Request by February; receive E76 by April 30, 2014 			
Agency	TIP ID	Project	Status/Deadlines
Benicia	SOL130008	Benicia - East 2nd Street Preservation	\$495,000 for CON Recently completed PE phase. Plans to submit E76 request by March 28 th .
Benicia	SOL130009	Benicia Safe Routes to Schools	\$100,000 for CON. Recently completed PE phase. Plans to submit E76 request by March 28 th .
Solano County	SOL130007	Suisun Valley Bicycle and Pedestrian Imps	\$248,000 for PE Received E-76 obligation
Solano County	SOL110036	Roadway Preservation in Solano County	\$601,750 for CON Solano County requested funds be pushed out to FY 2014-15. Has been approved by MTC
Solano County	SOL090035	Vacaville-Dixon Bicycle Route (Phase 5)	\$60,000 for PE Received E-76 obligation
STA	SOL110039	Local PDA Planning - Solano	\$1,577,000 for CON. E-76 Request sent to Caltrans in mid-February
STA	SOL130010	Solano Transit Ambassador Program	\$250,000 for CON E-76 Request sent to Caltrans in late-February
STA	SOL110020	Eastern Solano / SNCI Rideshare	\$533,000 for CON E-76 Request sent to Caltrans in mid-February
STA	SOL110019	Solano Safe Routes to School Program	\$1,256,000 for CON E-76 Request sent to Caltrans in mid-February
Suisun City	SOL130004	Walters Road-Pintail Drive Preservation	\$356,000 for CON. Has received environmental clearance. Will submit PS&E and E-76 request by March 14 th .
Vacaville	SOL130005	Allison Bicycle / Ped Improvements	\$66,000 for PE E-76 obligation request sent late February
Vacaville	SOL130006	Ulati Creek Bike/Ped Path & Stscep	\$150,000 for PE E-76 obligation request sent late February
Vacaville	SOL110043	2014 Street Resurfacing	\$1,231,000 for CON E-76 obligation request sent late February
Vallejo	SOL110035	Vallejo Downtown Streetscape - Phase 3	\$173,000 for PE, \$611,000 for CON. E-76 for PE was submitted to Caltrans on January 29 th . E-76 for CON submitted early March.

Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months.

More information can be found on Caltrans Local Assistance website:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Currently listed Inactive Projects Updated by Caltrans: March 6, 2014			
Agency	Project	Unexpended Funds	Status
Solano Transportation Authority	EASTERN SOLANO COUNTY SPARE THE AIR PROGRAM FY 03/04	0.47	Close-out request sent to Caltrans in late 2013. Follow-up email sent to Caltrans mid-March.
Rio Vista	SR 12-RIO VISTA BRIDGE, PROJECT STUDY REPORT	9,996.63	Last Billed, 05/29/2012
Vacaville	ULATIS CREEK FROM ULATIS DR TO LEISURE TOWN ROAD, CLASS 1 BIKE PATH	58,268.69	Last Billed, 5/21/2013
Solano County	CORDELIA RD. FROM LOPES RD TO PITTMAN RD. , PEDESTRIAN PATHS, BENCHES	27,193.76	Last Billed, 6/27/2013 Solano informed STA at prior PDWG meeting that close-out was sent to Caltrans in late 2013.
Solano County (new addition)	VANDEN RD. AT NORTH GATE OF TRAVIS AFB , ROADWAY SAFETY IMPROVEMENT	102,203.59	Last Billed, 7/25/2013

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: March 19, 2014
TO: STA TAC
FROM: Robert Guerrero, Project Manager
RE: Regional Transportation Impact Fee Update

Background:

On December 3rd, The County Board of Supervisors unanimously approved the Public Facility Fee (PFF) Update with \$1,500 per dwelling unit equivalent allocated toward the STA's RTIF. The County is anticipated to begin collecting the RTIF on February 3rd. The revenue from the RTIF will assist in funding seven implementation packages that include eligible RTIF transit and capital projects. A complete list of eligible RTIF projects by implementation package is included as Attachment A.

Each of the seven implementation packages have working groups with participants from the respective city and county affiliated with the projects listed.

The STA hosted several meetings in January and February with each of the working groups to discuss:

1. Estimated RTIF revenue
2. RTIF Project prioritization
3. Policies for shifting and/or loaning of funds between working groups
4. RTIF implementation schedule

Since then, STA staff has collected local growth projections from each planning department to refine the RTIF revenue estimate. This was a key task requested by each RTIF Working Groups in order to assist in determining their priority projects. There was a slight delay in develop the revenue projections from three planning departments; however, STA staff was able to obtain the final projections as of last week and revised the revenue projection (Attachment B). Based on the recent local agency input, the revenue projection over the next five years has a modest decrease of approximately \$4 mil, from a total estimate of \$13.1 mil to \$9.9 mil.

Discussion:

With the new revenue estimate now in place, STA staff is coordinating with the working groups to finalize their project and expenditure recommendations by the end of April. The goal is to have a list of projects in priority order from all seven Working Groups by the end of April for TAC discussion in May followed by June STA Board consideration.

In addition, STA staff is drafting a memo formalizing policy recommendations related to implementation of the RTIF. A summary of the working group discussions, including RTIF policy discussions is included as Attachment C. A policy issue was recently raised by the City of Benicia regarding the way the RTIF revenue is accounted for the same project included in the city's local TIF. Benicia staff is exploring options to avoid double charging future developers

and will likely use the STA's RTIF maximum transportation nexus fee of up to \$8,282 as a starting point for determining the RTIF contribution towards their project. Fehr and Peers is assisting in developing options to address this issue for consideration (a memo is anticipated to be presented to the March 26th TAC meeting).

Fiscal Impact:

No impact to the STA Budget at this time.

Recommendation:

Informational.

Attachments:

- A. RTIF Implementation Packages
- B. March 2014 5-Year Projections for Solano RTIF
- C. RTIF Working Group Summary

Regional Traffic Impact Fee Implementation Packages

Agencies	Project
<i>Package 1, Jepson Parkway Corridor</i>	
City of Fairfield City of Vacaville Solano County	Remaining Segments of Jepson Parkway Unincorporated segment of Peabody Road
<i>Package 2, State Route 12 Corridor</i>	
City of Suisun City City of Fairfield City of Rio Vista County of Solano	State Route 12 & Pennsylvania Ave Interchange State Route 12, Church Road Intersection
<i>Package 3, South County</i>	
City of Vallejo City of Benicia Solano County	SR37/Redwood St/Fairgrounds Dr I-680 Industrial Park Access Improvements Columbus Parkway Improvements Near I-780
<i>Package 4, Central County I-80 Reliever Route</i>	
City of Fairfield County of Solano	North Connector West Green Valley Overcrossing
<i>Package 5, State Route 113 Corridor</i>	
City of Dixon Solano County	2009 State Route 113 Major Investment Study Priorities: TSM, TDM and ITS (<i>e.g. incentives for carpooling, transit services, Park and Ride facilities, advance swerve warning signs, speed feedback signs and fog detection or closed circuit TV</i>)
<i>Package 6, Express Bus Transit Centers and Train Stations</i>	
Soltrans or City of Benicia City of Dixon City of Fairfield City of Fairfield City of Suisun City City of Vacaville Soltrans or City of Vallejo Soltrans or City of Vallejo Solano County	Benicia Industrial Park Multi-modal Transit Center Dixon Multimodal Transportation Center Fairfield Transportation Center Fairfield/Vacaville Train Station Suisun City Train Station improvements Vacaville Transportation Center Vallejo Station Curtola Park & Ride, next phase 360 Project Area Transit Center
<i>Package 7, Unincorporated County Roadway Improvements</i>	
Solano County	Unincorporated County roadway improvements that address new growth impacts

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March 2014

Five-Year Projections for Solano Regional Transportation Impact Fee**Overall Summary**

Estimated Fee Revenue						
Area	2014	2015	2016	2017	2018	Five-year Total
District 1	\$497,420	\$653,503	\$1,059,101	\$1,087,507	\$1,075,383	\$4,372,914
District 2	\$374,624	\$405,005	\$410,276	\$452,971	\$487,422	\$2,130,298
District 3	\$136,871	\$55,580	\$52,409	\$31,015	\$33,435	\$309,310
District 4	\$99,359	\$233,465	\$451,604	\$311,725	\$209,817	\$1,305,970
District 5	\$86,453	\$201,290	\$254,099	\$192,844	\$113,895	\$848,581
Dedicated to Transit	\$66,374	\$86,047	\$123,749	\$115,337	\$106,664	\$498,171
Dedicated to County Roads	\$66,374	\$86,047	\$123,749	\$115,337	\$106,664	\$498,171
Total	\$1,327,474	\$1,720,935	\$2,474,988	\$2,306,737	\$2,133,281	\$9,963,414

Notes:

- 1) 5% of all RTIF revenues are dedicated to County roads, and 5% are dedicated to transit projects. The Districts receive the remaining 90%.
- 2) These estimates are based on projections of future building permit activity provided by local jurisdictions; these estimates are subject to change over time as new information becomes available about the timing and location of new developments.

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Regional Transportation Impact Fee Working Group Meetings Summary

January 15, 2014 Working Group Attendees

- 10 a.m.- Unincorporated County Road Improvements Working Group
Matt Tuggle and Bill Emlen, Solano County
- 11 a.m.- State Route 113 Corridor Working Group
Joe Leach and Jason Riley, City of Dixon; Matt Tuggle, Solano County
- 1 p.m.- South County Working Group-
Jill Mercurio, City of Vallejo; Mike Roberts (by phone), City of Benicia; Matt Tuggle, Solano County
- 2 p.m.- Jepson Parkway Corridor Working Group
Steve Hartwig, City of Vacaville; George Hicks, City of Fairfield; Matt Tuggle, Solano County
- 3 p.m.- State Route 12 Corridor Working Group
Nick Lozano and John Kerns, City of Suisun City; George Hicks, City of Fairfield; David Mellili and Tim Chapa, City of Rio Vista; Matt Tuggle, Solano County
- 4 p.m.- Central County I-80 Reliever Route Working Group
George Hicks, City of Fairfield; Matt Tuggle, Solano County

January 29, 2014 Working Group Attendees

- 12 p.m.- Express Bus Transit Centers and Train Stations Working Group
Mike Roberts, City of Benicia; George Hicks and Wayne Lewis, City of Fairfield; Matt Tuggle, Solano County; Brian McLean and Shawn Cunningham, City of Vacaville; Mona Babauta, Soltrans; David Klienschmidt, City of Vallejo; Joe Leach, City of Dixon.

STA Staff

Daryl Halls; Janet Adams; Robert Macaulay; Robert Guerrero

Discussion Summary

- I. RTIF Boundary
 - Suisun boundary to be corrected to show city limits included entirely in District 2
 - Vallejo border has anomalies related to the northeastern city limit. Notation needed to indicate that the intention is to include any parcels within Vallejo City Limit in District 3.
 - City of Fairfield is considering boundary adjustment for District 2 to include the entire Fairfield Downtown PDA. The current map splits the PDA boundary. Fairfield to provide suggested boundary changes by January 29.
- II. RTIF Revenue Estimate
 - Engage Planning Directors in developing a refined revenue estimate based on local growth assumptions.
 - Planning Directors requested to provide updated near-term growth projections by January 29th.
- III. Working Group Project Priorities

- Need for commitment to ensure a project or a phase leading to project completion (i.e. Environmental Docs and/or PE) within the next 5 years.
- Priority for projects that can utilize the RTIF revenue for attracting other sources of funding.
- County list of projects eligible for their 5% Unincorporated County Road Improvement RTIF Category are also eligible for Working Groups to consider in addition to each group's unique project(s).
- Projects priority should be adopted in local agency's Capital Improvement Plan (CIP).
- Selected projects must have an implementation plan which potentially includes:
 - i. Interagency agreement
 - ii. Detailed scope
 - iii. Realistic schedule
 - iv. Funding plan which includes funds in addition to the RTIF
- Express Bus Transit Centers and Train Station Working Group agreed to involve the Solano Express Transit Consortium to provide input on potential projects at their March meeting.

IV. Policies

- STA TAC will weigh in on decision to redistribute RTIF funding if project is not being implemented by a certain yet-to-be determined timeframe.
- Loaning options within and outside of Working Groups is a possible option for Working Groups with projects not ready for implementation. STA staff to develop scenarios for loaning funding.
- Selected projects must continue to show progress towards completion through quarterly reporting.
- Project progress should be assessed annually by each Working Group for purposes of determining whether funds should be loaned or redistributed.
- Working Groups should work toward consensus and elevate issues within jurisdictions (e.g. city managers/CAO) if consensus cannot be reached at the local staff level. If consensus is still not reached then STA TAC will consider redistribution option recommendations.
- Working Groups should be allowed opportunities to advance projects with local funds and be repaid with future RTIF revenue.
- Express Bus Transit Centers and Train Station Working Group discussed options of keeping the 5% RTIF share within their Working Group rather than consider loaning funding out. However, options for obtaining funds from other Working Groups can be considered.

V. Revenue Tracking

- Working Groups were requested to ensure that their permitting process will track and report APN and street address for each building permit issued. This ensures that the fee revenues can be tracked by district. This is especially important for the local agencies included in multiple districts (i.e. County and City of Fairfield).



DATE: March 14, 2014
TO: STA TAC
FROM: Anthony Adams, Projects Assistant
RE: Mobility Management Program Update

Background:

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

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

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

All of these strategies were included in the scope of work for the Solano Mobility Management Program and were identified as priorities in the Senior and People with Disabilities Study. These four elements have been presented to the Solano Seniors and People with Disabilities Transportation Advisory Committee, the Paratransit Coordinating Council (PCC), the Intercity Transit Consortium, the STA Board and the Senior Coalition.

Discussion:

Mobility Transportation Guide Update

The Mobility Guide for Seniors and People with Disabilities summarizes public, private, and medical transportation options the community. The guide has been recently revised and updated with the most current information and is now available.

Countywide In-Person ADA Eligibility Program Update

The month of February was the 8th month of the contract between STA and CARE Evaluators. There were 138 scheduled appointments, with 98 people showing up for their assessment (71%). The performance measures of the program are showing improvement during the last two months in comparison to the first four months of the contract. On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment for the month of February was approximately six (6) days; this is a slight

increase in wait time from January when the average was five (5) days. For the amount of time between the applicant's assessment and receipt of the eligibility determination letter, the average was 11 days; an increase from 10 days in January. There were no violations of the 21 day ADA assessment letter policy during the month of February. STA staff has produced a more in-depth summary report for the month of February (Attachment A).

There were a total of 1 ADA Comment Cards received by the STA during the month of February. Below is a summary of the scores provided by clients and the number each transit operator received. STA staff will contact CARE to confirm that they are handing out the comment cards accurately.

Mobility Management Website Update

STA staff is currently working with the selected consultant, MIG, to finalize the terms of the contract and scope of work for developing the Solano Mobility Management Website. The project is scheduled to commence in March 2014 and is scheduled to be implemented by June 2014.

Countywide Travel Ambassador Program Update

The Travel Training Request for Proposal (RFP) was reviewed and approved by Caltrans and was released by STA in early December 2013. Proposals were due to the STA on January 15, 2014. The STA received 3 proposals. The interview panel unanimously selected Nelson/Nygaard as the consultant to develop the Countywide Travel Ambassador Program for Solano County. The project is scheduled to commence in March 2014 and is expected to be implemented by June 2014.

Potential Partnerships Update

Since mid-September, STA has met with seven (7) existing social services organizations about the possibility of fostering partnerships. This strategy is intended to identify existing transportation services that serve the senior, people with disabilities, and low-income population, which may be able to expand their reach and scope with additional resources. Potential partner agencies were requested to provide STA with a proposal for opportunities to expand upon the services they currently offer, or new services they could offer, with further financial or logistical support from STA.

To date, STA has received three proposals from the following agencies: Community Action North Bay, Connections 4 Life, and Independent Living Resource Center. Connections 4 Life and Independent Living Resource Center provided proposals for travel training services for Solano County residents. STA Board approved partnership agreements with Connections 4 Life and ILRC at their March 12th meeting. While no funding has yet been identified, STA staff will continue to seek matching funds for Community Action North Bay's "Mobility Your Way" low-income shuttle program proposal.

One-Stop Call Center

The expansion of the SNCI Program's Call Center into the One-Stop Mobility Management Call Center is progressing with the call center moving to their new office location across the hall from STA during the week of February 7th. One-full time customer service staff and two part-time staff have been hired as of the time of this report. The SNCI trip planning program will remain, but will evolve into the One-Stop Call Center by expanding the services they offer to include program referrals such as travel training or volunteer driver programs and providing transportation options to seniors, people with disabilities and low income.

Recommendation:

Informational

Attachments:

- A. Countywide ADA In-Person Eligibility – February Progress Report

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Countywide In-Person ADA Eligibility Program February 2014 Progress Report

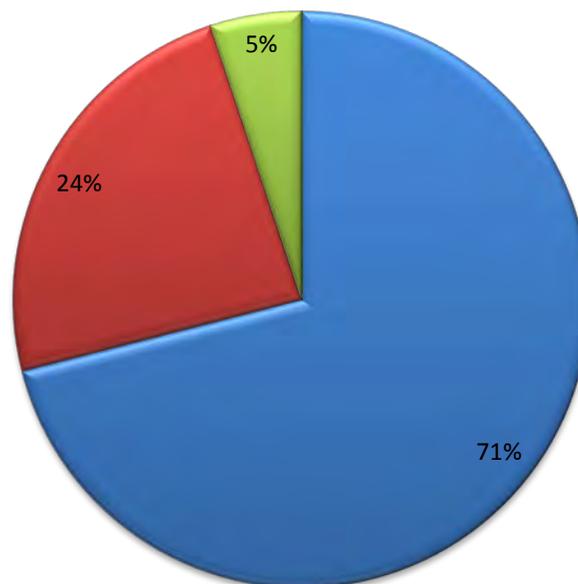
Applicant Volume and Productivity: Applicant volume and assessments for the month of February increased from January. Between February 1st and February 28th, the Call Center scheduled 138 appointments, with a total 98 assessments taking place. Of the 138 scheduled appointments, 98 (71%) of the applicants appeared for their in-person assessment, seven (5%) applicants were a no show, and 33 (24%) were cancellations. No shows and cancellations provides an incompleteness rate of 29%, which is slightly lower than last month, and above the 20% national standard for in-person ADA certification assessments incompleteness rate.

Applicant Volume and Productivity by Location

	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Completed	98	3	31	3	38	23
Cancellations	33	0	9	0	16	8
No-Shows	7	0	4	0	3	0
Incompletion Rate	29%	0%	30%	0%	33%	26%

Countywide Applicant Volume and Productivity

■ Completed
 ■ Cancellations
 ■ No-Shows

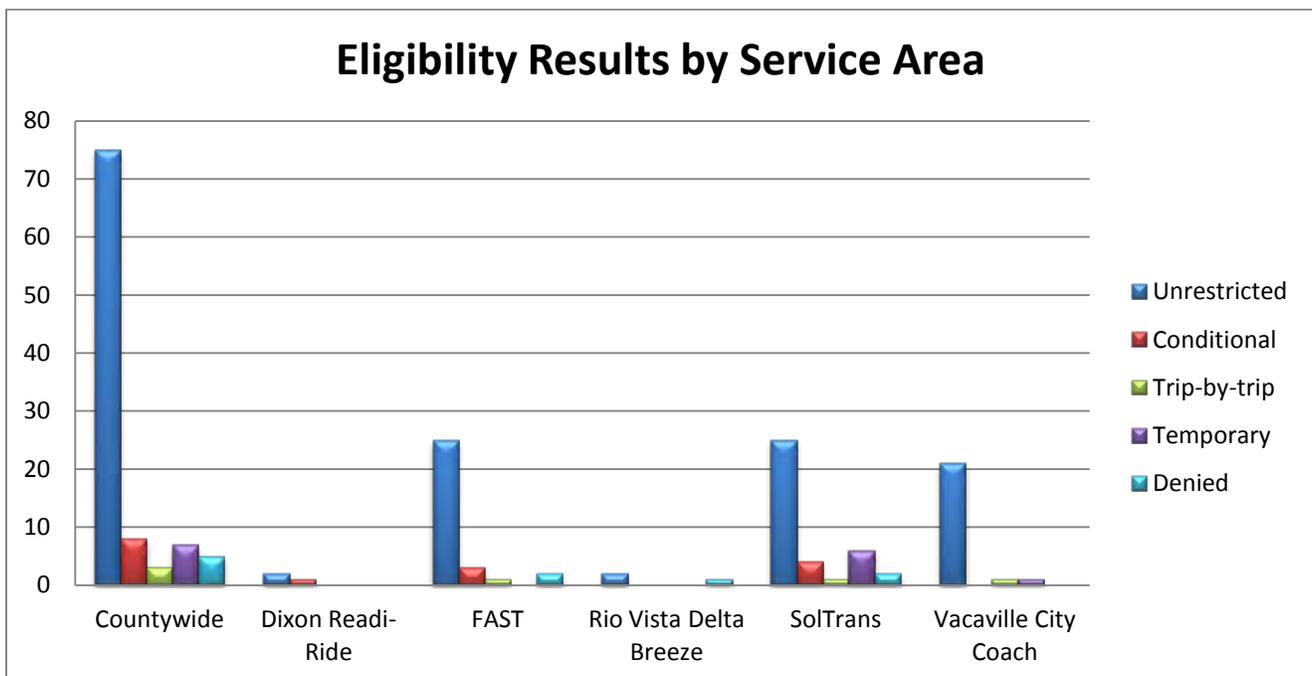


New versus re-certification: The percentage of new applicants has gone down to roughly the average of the previous 6 months. 87 of the 98 applicants (89%) were new applicants and 11 (11%) were applicants seeking recertification. All five (5) denials from the 98 completed applications came from the new applicant category and none came from the recertification category.

Countywide Eligibility Results by Application Type					
NEW		Percentage	RECERTIFICATION		Percentage
Unrestricted	65	75%	Unrestricted	10	91%
Conditional	7	8%	Conditional	1	9%
Trip-by-trip	3	3%	Trip-by-trip	0	0%
Temporary	7	8%	Temporary	0	0%
Denied	5	6%	Denied	0	0%
TOTAL	87	89%	TOTAL	11	11%

Eligibility determinations: Of the 98 assessments that took place in the month of January, 75 (77%) were given unrestricted eligibility, 5 (5%) were denied, 3 (3%) were given trip-by-trip eligibility, 8 (8%) were given conditional eligibility, and 7 (7%) were given temporary eligibility.

Eligibility Results by Service Area						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	75	2	25	2	25	21
Conditional	8	1	3	0	4	0
Trip-by-trip	3	0	1	0	1	1
Temporary	7	0	0	0	6	1
Denied	5	0	2	1	2	0
TOTAL	98	3	31	3	38	23

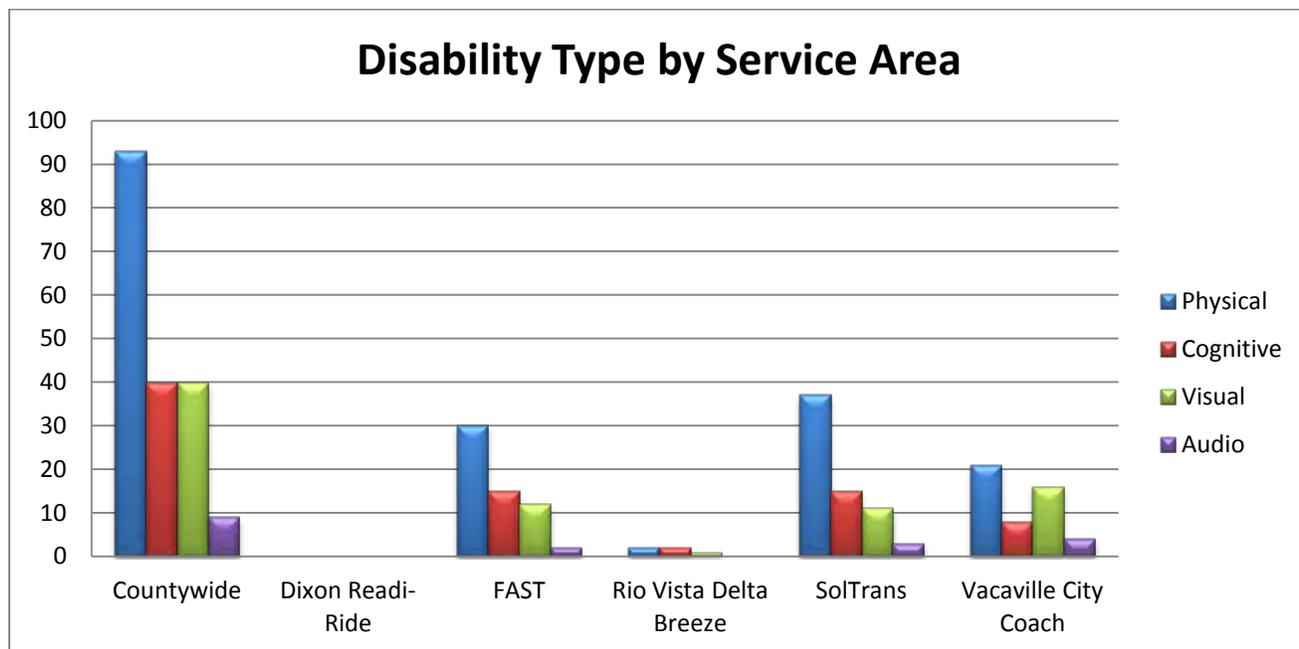


Impact on paratransit: As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant’s Personal Care Attendant (PCA) upon request. Sixty-five percent (65%) of all assessments requested a paratransit trip to the assessment site in February; this is an increase from forty-five percent (45%) in January.

Transportation to and from In-Person Assessment						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	34	2	9	3	10	10
Complementary Paratransit	64	1	22	0	28	13
Paratransit %	65%	33%	71%	0%	74%	57%

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 (51%) with visual disability (22%) and cognitive disability (22%) showing the same percentage of clients. An auditory disability was the least commonly reported disability, with (5%) of the total. Visual disabilities reported, on average, have been increasing during the past 8 months of the program, especially in Vacaville.

Disability Type Countywide and by Service Area						
	Countywide	Dixon Readi-Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	93	0	30	2	37	21
Cognitive	40	0	15	2	15	8
Visual	40	0	12	1	11	16
Audio	9	0	2	0	3	4



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 the month of February was approximately six (6) days; this is an increase in wait time from January when the average was five (5) days. The longest amount of time clients had to wait for an appointment in January was 27 calendar days, though that was only one client who rescheduled her appointment more than once. The number of clients waiting more than 10 business days for their assessment decreased in February (8%) from last month (11%). 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	6	11	7	0	5	7
Longest	27	13	27	0	18	13
Past 10 Business Days	8	0	4	0	2	2
% of Clients Past 10 Business Days	8%	0%	13%	0%	5%	9%

Time to receipt of eligibility determination letter: On average, the time between the applicant’s assessment and the receipt of the eligibility determination letter in the month of January was 11 days; an increase from 10 days in January. The longest an applicant had to wait for their determination letter was 17 days. Five clients, (5%) of all clients, had to wait more than 15 days for their determination letter. 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
Average for Period	11	10	14	0	10	10
Longest	17	10	17	0	14	13
# of Clients Past 21 Days	0	0	0	0	0	0
# of Clients Past 15 Days	5	0	5	0	0	0
% of Clients Past 15 Days	5%	0%	16%	0%	0%	0%
% of Clients Under 15 Days	95%	100%	84%	100%	100%	100%

Comment Card Summary: There were a total of 1 ADA Comment Cards received by the STA during the month of February. Below is a summary of the scores provided by clients and the number each transit operator received. STA will contact CARE to confirm that they are handing out the comment cards accurately.

February Comment Card Summary		
Very Satisfied	1	(FAST 1)
Satisfied	0	
Neutral	0	
Dissatisfied	0	
Very Dissatisfied	0	
Total Received	1	

Total Number of SolTrans Reminder Cards Mailed out in February: There were a total of thirty-three (33) reminder cards mailed out in the month of February. This is higher than the January total of 23.

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DATE: March 19, 2014
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: Draft Meeting Minutes for STA Advisory Committees

Attached is the most recent Draft Meeting Minutes of the STA Advisory Committees that may be of interest to the STA TAC.

Attachments:

- A. Pedestrian Advisory Committee (BAC) Meeting, Draft Minutes of February 20, 2014
- B. Bicycle Advisory Committee (BAC) Meeting, Draft Minutes of March 6, 2014

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**Pedestrian Advisory Committee
Minutes for the meeting of
February 20, 2014**

1. CALL TO ORDER

The regular meeting of the STA’s Pedestrian Advisory Committee (PAC) was called to order by Mike Hudson at approximately 6:01 p.m. in the Solano Transportation Authority (STA)’s Conference Room 1.

PAC Members Present:	Tim Choi	Member at Large
	Kathy Hoffman	Bay Area Ridge Trail
	Mike Hudson	City of Suisun City
	Shannon Lujan	City of Vacaville
	Kevin McNamara	City of Rio Vista
	Bil Paul	City of Dixon
	Tamer Totah	City of Fairfield
	Pete Turner	City of Benicia

BAC Members Absent:	Christian Ogden	Solano Community College
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STA Staff Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Nancy Abruzzo	STA
	Robert Guerrero	STA
	Sofia Recalde	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	James Loomis	City of Vacaville

2. Confirm Quorum

Quorum was confirmed.

3. APPROVAL OF THE AGENDA

On a motion by Kathy Hoffman, and a second by Shannon Lujan, the STA PAC approved the agenda.

4. OPPORTUNITY FOR PUBLIC COMMENT

None.

5. STA PAC MEETING MINUTES OF JANUARY 9, 2014

On a motion by Tamer Totah, and a second by Kevin McNamara, the STA PAC approved the Meeting Minutes of December 12, 2013 with three abstentions.

6. PRESENTATIONS

A. Priority Development Area (PDA) Overview

Sofia Recalde presented the Priority Development Area (PDA's). Ms. Recalde noted the PAC will be encouraged to participate in and give guidance to in the coming months and years. She provided background information on the Priority Development Areas. Ms. Recalde explained what priority development areas are and what Solano County is doing as it relates to priority development areas.

7. ACTION ITEMS

A. PAC Officer Elections

Sofia Recalde presented the PAC Officer Elections noting the current Chair is Mike Hudson, and the Vice-Chair is Bil Paul. PAC Member Hudson and PAC Member Paul have both served for one term and are eligible to serve a second consecutive term. The newly elected Chair is Tamer Totah and Vice-chair is Bil Paul.

Recommendation:

Elect a Chair and Vice-Chair for the 2014 calendar year.

On a motion by PAC Member Hudson, and a second by PAC Member Hoffman, the STA PAC unanimously approved the recommendation.

B. 2014 PAC Work Plan

Sofia Recalde presented the 2014 PAC Work Plan noting the STA every year puts together a work plan to guide the agenda and also the activities that the PAC participates in. Ms. Recalde provided a draft work plan for the CY 2014.

Recommendation:

Forward a recommendation to the STA Board to adopt the 2014 PAC Work Plan as shown in Attachment A.

On a motion by PAC Member Hoffman, and a second by PAC Member Lujan, the PAC unanimously approved the recommendation.

C. Pedestrian Priority Projects

Sofia Recalde presented and outlined the Pedestrian Priority Projects. Ms. Recalde noted the STA Board approved the Pedestrian Priority Projects List and the Tiered Pedestrian Priority Projects List in January 2014. She added that the Pedestrian Priority Projects List and Tiered Pedestrian Priority Projects List are being revised to reflect the funding status of the Rio Vista Waterfront Project. The Rio Vista Waterfront Project is fully funded and, as a result, the project will be removed from the Pedestrian Priority Projects List.

Recommendation:

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

1. Pedestrian Priority Projects List (February 10, 2014); and
2. Pedestrian Priority Project Tiered List (February 10, 2014)

On a motion by PAC Member McNamara, and a second by PAC Member Paul the PAC unanimously approved the recommendation.

8. INFORMATIONAL - DISCUSSION

A. **Transportation Development Act (TDA) Article 3 Funding Update**

Sofia Recalde provided an update on the TDA Article 3 funding source generated by a ¼ cent tax on retail sales collected in California's 58 counties. Ms. Recalde stated two percent of the total TDA goes towards bicycle and pedestrian projects, and every year this money becomes available through the Metropolitan Transportation Commission (MTC). She reported that in February 2014, MTC released the TDA Article 3 fund estimate for FY 14-15. Solano County has approximately \$400,000 in TDA Article 3 to distribute for pedestrian and bicycle related projects. Ms. Recalde stated that during February and March 2014, STA staff will work with project sponsors to determine which projects will be ready for implementation in 2014 and the most strategic use of TDA Article 3 funds.

B. **Active Transportation Program (ATP) Update**

Sofia Recalde presented and outlined the new funding program for active transportation projects that includes bicycle and pedestrian projects. She noted the goals of the program (Active Transportation) are to increase the number of biking and walking trips and also improve safety, to advance the greenhouse gas reduction to improve public health and to ensure that these projects benefit disadvantage communities. Approximately \$120M will be available annually for FY 13/14, 14/15 and 15/16 (total \$360M). The Call for Projects for the statewide program will occur on March 21, 2014.

C. **2014 Pedestrian Project Tour Discussion**

Sofia Recalde presented the 2014 Pedestrian Project Tours and noted the tour stops are tentatively scheduled for mid-late July. Ms. Recalde stated that in previous years, STA staff has organized a Pedestrian Projects Tour for the Pedestrian Advisory Committee (PAC) in order to familiarize new and veteran members with the status of countywide pedestrian projects.

D. **PAC Membership Status**

Sofia Recalde presented the PAC Membership Status noting that the City of Vallejo, Solano County and Tri City and County Cooperative Planning Group members have not been filled. Ms. Recalde commented that the Solano Land Trust, San Francisco Bay Trail Program and the Solano County Agriculture Commission requested to be removed from the roster and the STA Board approved the request.

E. **2014 PAC Meeting Calendar**

Sofia Recalde explained that all meetings will be held on the 3rd Thursday of every other even numbered month at the STA office, Conference Room 1, 6:00 p.m. – 7:00 p.m. with the exception of the December meeting. The PAC will revisit this item at the October meeting to decide if a December meeting will be scheduled.

10. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS

- Nicole Byrd, Solano Land Trust
- Pedestrian Safety
- Safe Routes to School
- Pete Turner, Oz Cat Radio
- Daily Republic, Calendar of Events
- Vallejo Times Herald, New Membership

11. ADJOURNMENT

The meeting was adjourned at 7:10 p.m.

DRAFT



**Bicycle Advisory Committee
Minutes for the meeting of
March 6, 2014**

1. CALL TO ORDER

The regular meeting of the STA’s Bicycle Advisory Committee (BAC) was called to order by Mike Segala at approximately 6:03 p.m. in the Solano Transportation Authority (STA)’s Conference Room 1.

BAC Members Present:

Nancy Lund	City of Benicia
James Fisk	City of Dixon
David Pyle	City of Fairfield
Lori Wilson	City of Suisun City
Mick Weninger	City of Vallejo
Mike Segala	Solano County
Barbara Wood	Member at Large

BAC Members Absent: Ray Posey City of Vacaville

STA Staff Present: *(In Alphabetical Order by Last Name)*

Nancy Abruzzo	STA
Paulette Cooper	STA
Robert Guerrero	STA
Andrew Hart	STA
Robert Macaulay	STA
Sofia Recalde	STA

Others Present: *(In Alphabetical Order by Last Name)*

Nick Burton	Solano County
Robert Powell	Resident of Vallejo

2. Confirm Quorum

Quorum was confirmed.

3. APPROVAL OF THE AGENDA

On a motion by David Pyle, and a second by Barbara Wood, the STA BAC approved the agenda.

4. OPPORTUNITY FOR PUBLIC COMMENT

Rob Powell, resident of Vallejo, inquired about the \$15,000 that was allocated for the manufacturing of the wayfinding signs. Mr. Powell stated that he has not seen any signs installed. He further stated that Robert Macaulay had informed him that the wayfinding signs had been manufactured and distributed to the various jurisdictions.

5. REPORTS FROM STA STAFF AND LOCAL AGENCY STAFF

Robert Macaulay introduced the new STA employee, Andrew Hart, Associate Planner that took Sara Woo's position. He indicated that Mr. Hart would become primary staff for the Bicycle Advisory Committee.

Robert Macaulay followed up on the question Rob Powell had posed earlier in the meeting with regards to the wayfinding signs. Mr. Macaulay stated that Sara Woo had been working on the installation of county bikeway signs and since her departure this project had been put aside. He noted that STA now has the staff and are focused on moving forward with this project.

Robert Macaulay highlighted the Rio Vision project. In cooperation with the city and many community sponsors, Rio Vista requested a Regional/Urban Design Assessment (R/UDAT) for a strategic assessment of its opportunities. Mr. Macaulay noted that in a number of presentations that took place at the last R/UDAT meeting was a discussion about bicycles. It was noted that more bike lockers, bike racks, storage facilities in downtown, better inter-city bicycle connection and better connection from Rio Vista to the rest of Solano County either along SR 12 or along the Montezuma Hills are necessary. Mr. Macaulay stated that the STA will be working with the City of Rio Vista and how they want to implement the suggestions from the R/UDAT.

Robert Macaulay reviewed the Priority Conservation Area Plan. Mr. Macaulay indicated that the STA and top County officials will be going on a tour to the Suisun Valley area which is the initial focus of the priority conservation area planning. STA feels the projects in this area will compete very well with the State's Active Transportation Plan which is where you start competing for bicycle funds on a statewide level rather than local.

Nick Burton, Solano County, provided an update on the Pleasants Valley Road project (Pleasants Valley Road to Cantelow). Mr. Burton stated that the County has selected a consultant for this project and have a schedule that they feel confident about. He noted that consultants have also been selected for the Midway Road/Sievers Road and the Farm to Market projects.

6. STA BAC MEETING MINUTES OF JANUARY 9, 2014

On a motion by Jim Fisk, and a second by Nancy Lund, the STA BAC approved the Meeting Minutes of January 9, 2014.

7. PRESENTATIONS

A. Bike to Work/School Events

Paulette Cooper, SNCI, highlighted the Bike to Work Day scheduled on, Thursday, May 8, 2014. Ms. Cooper noted that the Safe Routes to School Program will be participating in Bike to School Day scheduled on Wednesday, May 7, 2014. She asked the committee members to think about who they would like to nominate for Bike Commuter of the Year. Bike Commuter of the Year submissions will begin in April.

B. I-80/I-680/SR-12 Interchange Project Update

Robert Guerrero provided an update to the I-80/I-680/SR-12 Interchange Project. Mr. Guerrero noted that the I-80/I-680/SR-12 Interchange Project is environmentally cleared and one of the biggest projects in Solano County. He stated that Phase 1 has been designed and is fully funded and is out for bid. Mr. Guerrero continued the project update reviewing Phase 2, Phase 3, Phase 4 and Phase 5.

Rob Powell stated his issues regarding:

- The existing bike path that connects to Green Valley will be eliminated
- Temporary bike path that will be constructed at the west end of the North Connector (Business Center Drive to Red Top Road)
- The City of Fairfield will be responsible for the maintenance of the bike path
- Concerns about lack of maintenance on temporary bike path
- The money being spent to construct the temporary bike path should be used to build the permanent bike path
- Will the extension of Business Center Drive have a sidewalk?
- The existing bike path that connects to Green Valley will be eliminated
- SR 12 and Red Top Road intersection, unsigned, undesignated Class 3 bicycle route that is the City of Fairfield's responsibility
- Green Valley Road onramp to I-80 unsafe road conditions

Robert Macaulay proposed that at the upcoming March 12, 2014 STA Board meeting under the Director's report he would convey to the Board members the committee's concerns with regard to the I-80/I-680/SR-12 Interchange Project and the bike paths affected by this project.

C. Clean Air Program

This item was tabled until the next meeting.

8. ACTION ITEMS

A. Bikelinks Map Update

Sofia Recalde presented the Bikelinks Map Update. Ms. Recalde noted that in January 2014, STA staff requested BAC's input to make minor adjustments and updates to the 2012 BikeLinks Map such as segments that should be added or removed, landmarks, and general comments to improve accuracy. Ms. Recalde reviewed the comments received from the BAC members and the public. After a lengthy discussion about edits to the Bikelinks Map, the BAC committee members agreed to form an ad hoc committee that would meet prior to the next special BAC meeting and determine edits to the updated Bikelinks Map. These edits would be discussed and approved at the special meeting on April 3, 2014.

At the request of Chair Segala, the recommendation was modified as shown below in ~~strikethrough bold italics~~ s:

Recommendation:

- ~~1. Approve the administrative changes (Attachment A) to the 2012 BikeLinks Map; and~~
- ~~2. Approve the revised map via majority consensus by e-mail~~

Refer to the ad hoc committee for final recommendations to the Bikelinks Map updates to be discussed and approved at the special meeting scheduled on April 3, 2014, 6:30 p.m. at the STA, Conference Room 1.

On a motion from David Pyle, and a second by Barbara Wood, the STA BAC unanimously approved the recommendation as amended shown above in ~~strikethrough~~ **bold italics**.

9. INFORMATIONAL - DISCUSSION

A. Active Transportation Program (ATP) and TD Article 3 Update

Sofia Recalde presented and outlined the new funding program for active transportation projects that includes bicycle and pedestrian projects. She noted the goals of the program (Active Transportation) are to increase the number of biking and walking trips and also improve safety, to advance the greenhouse gas reduction to improve public health and to ensure that these projects benefit disadvantage communities. Approximately \$120M will be available annually for FY 13/14, 14/15 and 15/16 (total \$360M). The Call for Projects for the statewide program will occur on March 21, 2014.

Sofia Recalde provided an update on TDA Article 3 funding source generated by a ¼ cent tax on retail sales collected in California's 58 counties. Ms. Recalde stated two percent of the total TDA goes towards bicycle and pedestrian projects, and every year this money becomes available through the Metropolitan Transportation Commission (MTC). She reported that in February 2014, MTC released the TDA Article 3 fund estimate for FY 14-15. Solano County has approximately \$400,000 in TDA Article 3 to distribute for pedestrian and bicycle related projects. Ms. Recalde stated that STA staff will present a TDA Article 3 funding strategy for discussion and action at the May BAC meeting.

B. 2014 Bicycle Project Tour Discussion

This item was tabled until the next meeting.

C. 2014 BAC Meeting Calendar

This item was tabled until the next meeting.

D. BAC Membership Status

This item was tabled until the next meeting.

10. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS

- I-80/I-680/SR-12 Interchange Project Update

11. ADJOURNMENT

The meeting was adjourned at 9:00 p.m.



**STA Board Meeting Highlights
6:00 p.m., Regular Meeting
Wednesday, March 12, 2014**

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of March 12, 2014. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Osby Davis, Chair	City of Vallejo
Elizabeth Patterson, Vice Chair	City of Benicia
Jack Batchelor	City of Dixon
Harry Price	City of Fairfield
Norman Richardson	City of Rio Vista
Pete Sanchez	City of Suisun City
Steve Hardy, Chair	City of Vacaville
Jim Spering	County of Solano

BOARD MEMBERS ABSENT:

None.

SWEARING-IN OF NEW STA BOARD MEMBER/BOARD ALTERNATES

- **Councilmember Jesus Malgapo**
Alternate Board Member representing the City of Vallejo

ACTION – FINANCIAL ITEMS

A. Green Valley Interchange Funding Agreement – STA and City of Fairfield

Recommendation:

Authorize the Executive Director to enter into a Funding Agreement with the City of Fairfield for the construction of the Green Valley Interchange Project associated with the I-80/I-680/State Route 12 Project to commit \$10.4 million of Fairfield's local Transportation Impact Fee (TIF) over 10 years and 5 years of Regional Transportation Impact Fees (RTIF) from District 4 estimated to be \$1.3 million.

On a motion by Board Member Harry Price, and a second by Board Member Sanchez, the STA Board unanimously approved the recommendation. (8 Ayes)

B. Fairfield/Vacaville Intermodal Station Project Funding Commitment of Solano STIP Fund

Recommendation:

Approve the following:

1. Shift the \$9.3 million in available 2014 State Transportation Improvement Program (STIP) funds from the Jepson Parkway Project to the Fairfield Vacaville Intermodal Station only if the I-Bank Financing is not approved; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to reimburse the STA for the advance of the 2014 \$9.3 million of STIP if used for the Fairfield Vacaville Intermodal Station.

On a motion by Board Member Spring, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation. (8 Ayes)

C. Partnerships for Mobility Management Travel Training

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into an agreement with Connections 4 Life for Travel Training Services as specified in Attachment A for an amount not-to-exceed \$90,000 a year for a twelve month pilot program; and
2. Authorize the Executive Director to enter into an agreement with the Independent Living Resource Center for Travel Training Services as specified in Attachment B for an amount not-to-exceed \$35,000 a year for a twelve month pilot program.

On a motion by Board Member Batchelor, and a second by Board Member Spring, the STA Board unanimously approved the recommendation. (8 Ayes)

ACTION – NON-FINANCIAL ITEMS

A. Continuation of Public Hearing for New Fare Structure for SolanoExpress Routes 20, 30, 40, and 90 Operated by Fairfield and Suisun Transit (FAST) and approval of SolanoExpress Route 30 and Route 40 Fare Proposal

Recommendation:

Continue the Public Hearing and approve the revised SolanoExpress Route 30 and Route 40 Proposal Fare Rate as specified in Attachment A.

Chair Davis Continue Public Hearing: 6:49 p.m.

No public comment.

Chair Davis Closed the Public Hearing: 6:50 p.m.

On a motion by Board Member Batchelor, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation. (7 Ayes, Board Member Hardy abstained from the vote.)

B. Legislative Update – Cap and Trade Funding and Allocation of Future Revenues for Transportation

Recommendation:

Approve the following:

1. Authorize the STA Chair to forward a letter to the State Assembly and Senate requesting they support a specific amount of Cap and Trade revenues for Sustainable Communities and Clean Transportation be allocated to the regions for implementation of SB 375 at the regional/local level; and
2. Request Solano County State Legislators support increasing the amount of Cap and Trade Rail Modernization funds dedicated for intercity and urban rail systems from \$50 million to at least \$100 million and be allocated to each intercity and urban rail operator via formula by the California Transportation Commission (CTC).

On a motion by Board Member Batchelor, and a second by Board Member Sanchez, the STA Board unanimously approved the recommendation. (8 Ayes)

CONSENT CALENDAR

On a motion by Board Member Batchelor, and a second by Board Member Sanchez, the STA Board unanimously approved Consent Calendar Items A through L.

A. Minutes of the STA Board Meeting of February 12, 2014

Recommendation:

Approve STA Board Meeting Minutes of February 12, 2014.

B. Draft Minutes of the Technical Advisory Committee (TAC) Meeting of February 26, 2014

Recommendation:

Approve Draft TAC Meeting Minutes of February 26, 2014.

C. Fiscal Year (FY) 2013-14 Second Quarter Budget Report

Recommendation:

Receive and file.

D. 2014 Bicycle Advisory Committee (BAC) Work Plan

Recommendation:

Approve the 2014 BAC Work Plan.

E. 2014 Pedestrian Advisory Committee (PAC) Work Plan

Recommendation:

Adopt the 2014 PAC Work Plan.

F. Safe Routes to Schools (SR2S) Public Safety Enforcement Grant – Round 2

Recommendation:

Approve the following

1. Approve the scope of work for the SR2S Public Safety Enforcement Grant; and
2. Release a Request for Letters of Intent for STA’s Safe Routes to School Public Safety Enforcement Grant as described in Attachment A; and
3. Authorize the STA Executive Director to enter into agreements not-to-exceed a total of \$150,000 with the award recipients of the SR2S Public Safety Enforcement Grant.

G. Contract Amendment – Transit Project Management

Recommendation:

Authorize the Executive Director to execute a contract amendment with Elizabeth Richards for an amount not-to-exceed \$15,000 to cover additional project management consultant services related to the completion of the Mobility Management Plan and Implementation of Mobility Management Programs.

H. Countywide Aerial Imagery Participation Agreement

Recommendation:

Authorize the Executive Director to enter into an agreement with Solano County for the countywide aerial imagery services for an amount not-to-exceed \$86,582.

I. CalCOG Membership

Recommendation:

Authorize the STA to become a member of CalCOG for the remainder of FY 2013-14 at a prorated dues rate of \$750 and for FY 2014-15 at an amount not-to-exceed \$3,000.

J. Regional Measure 2 (RM 2) Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center Resolution of Support

Recommendation:

Approve Resolution No. 2014-02 authorizing the funding allocation for Regional Measure 2 funds from the Metropolitan Transportation Commission to the Solano Transit Authority for the Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center.

K. I-80/I-680/SR 12 Interchange – Advanced Construction Project Notice of Completion

Recommendation:

Approve the following:

1. Accept the PG&E Access Road contract as complete; and
2. Authorize the Executive Director to file a Notice of Completion with the County Recorder's office.

L. Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds Program

Recommendation:

Approve the following:

1. Authorize the Executive Director to submit a grant application to the YSAQMD Clean Air Funds for the Solano SR2S Program as specified in Attachment A; and
2. Authorize the Executive Director to submit a grant application to the YSAQMD Clean Air Funds for a zero or low emission vehicle as specified in Attachment B.

REPORT FROM STATE LEGISLATURE

The Honorable Jim Frazier provided an update from the State Legislature.

REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

None presented.

REPORT FROM CALTRANS

None presented.

REPORT FROM STA

A. Directors Report

- 1. Planning**
- 2. Projects**
- 3. Transit/Rideshare**

INFORMATIONAL

- A. Project Delivery Update**
- B. Priority Development Area Funding Update**
- C. Air Quality Fund Update**
- D. Mobility Management Program Update**
 - 1. ADA In Person Eligibility**
 - 2. Website**
 - 3. Travel Training Program**
- E. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2014**

BOARD MEMBER COMMENTS

ADJOURNMENT

The meeting was adjourned at 7:20 p.m.

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DATE: March 19, 2014
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2014

Discussion:

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2014 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 2014



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2014**

SUMMARY:
 STA Board: Meets 2nd Wednesday of Every Month
 Consortium/TAC: Meets Last Wednesday of Every Month
 BAC: Meets 1st Thursday of every Odd Month
 PAC: Meets 3rd Thursday of every Even Month
 PCC: Meets 3rd Thursday of every Odd Month
 SR2S-AC: Meets Quarterly (Begins Feb.) on the 3rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 9	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Thurs., January 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., January 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., February 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., February 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., February 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., March 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., March 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., April 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., May 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
Tues., May 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., June 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., June 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., June 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
Thurs., July 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
July 30 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 31 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Wed., August 13	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Thurs., August 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., August 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., September 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., September 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	Suisun City Hall	Tentative
Thurs., September 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Tentative
Tues., September 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 12	6:00 p.m.	STA's 17 th Annual Awards	TBD - Vallejo	Confirmed
Wed., November 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	TBD	Tentative
Thurs., November 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Tues., November TBD	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., December TBD	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Tentative
Wed., December TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative