

**TECHNICAL ADVISORY COMMITTEE (TAC)
 AGENDA**

**1:30 p.m., Wednesday, May 27, 2015
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
1. CALL TO ORDER	Daryl Halls, Chair
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)	
4. REPORTS FROM MTC, STA STAFF, AND OTHER AGENCIES (1:35 –1:45 p.m.)	
5. CONSENT CALENDAR <u>Recommendation:</u> Approve the following consent items in one motion. (1:45 – 1:50 p.m.)	
A. Minutes of the TAC Meeting of April 29 2015 <u>Recommendation:</u> Approve TAC Meeting Minutes of April 29, 2015. Pg. 5	Johanna Masiclat
B. Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix - June 2015 <u>Recommendation:</u> Forward a recommendation to the STA Board to approve the FY 2015-16 Solano TDA Matrix as shown in Attachment B for Solano Transportation Authority. Pg. 9	Philip Kamhi and Mary Pryor

TAC MEMBERS

Graham Wadsworth	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

C. SolanoExpress Routes 20, 30 and 40 Service Change Proposal

Nathaniel Atherstone,
FAST

Recommendation:

Forward a recommendation to the STA Board to approve FAST's proposed service changes to SolanoExpress Routes 20, 30 and 40 as outlined above.

Pg. 13

6. ACTION FINANCIAL ITEMS

A. Solano Intercity Taxi Scrip Program Update and Fare Modifications

Philip Kamhi

Recommendation:

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

1. Increase the cost of scrip booklets from the current level of \$15 for \$100 worth of scrip to \$25 for \$100 worth of scrip;
2. Provide participants with 45 days notification prior to fare increase implementation; and
3. Normalize the cost per scrip booklet to \$43.54 for each transit operator in Solano County.

(1:50 – 2:00 p.m.)

Pg. 15

7. ACTION NON-FINANCIAL ITEMS

A. 2015 Solano Rail Facilities Plan

Robert Macaulay

Recommendation:

Forward a recommendation to the STA Board to approve the 2015 Solano Rail Facilities Plan provided as Attachment A.

(2:00 – 2:10 p.m.)

Pg. 43

B. STA's Overall Work Plan (OWP) for Fiscal Years (FY) 2015-16 and FY 2016-17

Daryl Halls

Recommendation:

Forward a recommendation to the STA Board to approve the STA's OWP for FY 2015-16 and FY 2016-17.

(2:10 – 2:20 p.m.)

Pg. 45

8. INFORMATIONAL ITEMS – DISCUSSION

A. Legislative Update

Jayne Bauer

(2:20 – 2:25 p.m.)

Pg. 87

B. Managed Lanes Implementation Plan Priority Projects

Robert Guerrero

(2:25 – 2:35 p.m.)

Pg. 123

- | | |
|--|----------------------|
| <p>C. Solano Travel Safety Plan Update
(2:35 – 2:40 p.m.)
Pg. 125</p> | <p>Anthony Adams</p> |
| <p>D. Quarterly Project Delivery Update
(2:40 – 2:50 p.m.)
Pg. 131</p> | <p>Anthony Adams</p> |

INFORMATIONAL ITEMS – NO DISCUSSION

- | | |
|---|-------------------------|
| <p>E. Water Emergency Transportation Authority (WETA) Ferry System Expansion Plan
Pg. 163</p> | <p>Ryan Dodge</p> |
| <p>F. Summary of Funding Opportunities
Pg. 165</p> | <p>Andrew Hart</p> |
| <p>G. Draft Meeting Minutes of STA Board & Advisory Committees
Pg. 171</p> | <p>Johanna Masiclat</p> |
| <p>H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015
Pg. 177</p> | <p>Johanna Masiclat</p> |

9. UPCOMING TAC AGENDA ITEMS

June 2015

- A. Regional Transportation Impact Fee (PRTIF) Program 3rd Quarter Update
- B. Summary of Local Comprehensive Transportation Plan (CTP) Priorities and Comments
- C. Update on Five Priority Development Area (PDA) Planning Grants
- D. Future Bridge Toll Priorities – Janet Adams
- E. Status of I-80 Ramp Metering Implementation – Robert Guerrero
- F. Discussion of Transit Corridor Study – Phase 2 Update – Jim McElroy
- G. 2015 SolanoExpress Marketing Plan – Jayne Bauer
- H. Discussion of Arterials, Highways and Freeways Element of CTP – Robert Macaulay
- I. PCA Plan Update – Drew Hart
- J. Update of Solano Safety Plan

July 2015 (No Meeting)

August 2015

- A. Discussion of 2016 STIP Priorities
- B. Discussion of 2nd Annual Solano Pothole Report – Anthony Adams
- C. CTP Update – Transit Element

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, June 24, 2015.**



TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
April 29, 2015

1. CALL TO ORDER

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

TAC Members

Present:	Graham Wadsworth	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:	David Kleinschmidt	City of Vallejo
----------------	--------------------	-----------------

STA Staff

Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Anthony Adams	STA
	Janet Adams	STA
	Jayne Bauer	STA
	Ryan Dodge	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Drew Hart	STA
	Johanna Masielat	STA

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

Mona Babauta	SolTrans
Nick Burton	County of Solano
Jason Bustos	SolTrans
John McKenzie	Caltrans District 4
Adam Noelting	MTC

2. APPROVAL OF THE AGENDA

On a motion by Dave Melilli, and a second by Dan Kasperson, the STA TAC unanimously approved the agenda. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

1. Presentations

- A. Curtola Park & Ride Expansion Project Update Presented by Mona Babauta and Jason Bustos, SolTrans
- B. Summary of STIA Board Presentation on Local Streets & Roads Presented by Daryl Halls

2. Staff Announcements

- A. Drew Hart cited that for the agencies in the Bay Area Air Quality Management District, STA has recently released a call for projects. This is through the Program Manager Funds portion of the Transportation Funds for Clean Air (TFCA). STA will award the approximately \$108,000 available based on Air District guidelines. Call for projects closes May 29, 2015. Information was emailed out as well as posted to STA’s website.
- B. Anthony announced that the HSIP Cycle 7 call for projects was released. He mentioned that Solano County has been successful with this program in the past, receiving funding the past few cycles. He asked Nick Burton, Solano County, to give a brief explanation. Nick Burton said the new HSIP Cycle 7 round has a cost-benefit ratio that is now raised to 5, higher than last cycles. He also mentioned that the largest project cost total was raised to \$10M.
- C. Graham Wadsworth thanked Bob Macaulay for attending the City of Benicia’s City Council meeting on April 21st to present the Comprehensive Transportation Plan (CTP) and Solano Rail Facilities Plan which was well received by the Mayor and the Councilmembers. In addition, he noted that the ongoing dispute regarding the Benicia Intermodal project has been resolved.

5. CONSENT CALENDAR

On a motion by Dave Melilli, and a second by Joe Leach, the STA TAC approved Consent Calendar Items A and B. (8 Ayes)

A. Minutes of the TAC Meeting of March 25, 2015

Recommendation:

Approve TAC Meeting Minutes of March 25, 2015.

B. Dixon West B Street Pedestrian and Bicycle Undercrossing –Notice of Completion

Recommendation:

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

- 1. Accept the West B Street Pedestrian and Bicycle Undercrossing contract as complete; and
- 2. Authorize the Executive Director to file a Notice of Completion with the County Recorder’s office.

6. ACTION FINANCIAL ITEMS

A. None.

7. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Jayne Bauer summarized two bills which is being recommended for the STA Board to take support positions with proposed amendments. She summarized each bill as follows:

AB 1250 (Bloom)

This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016. In order to comply with state and federal mandates for cleaner, safer and more accessible buses, bus weights have started exceeding the weight limits. Law enforcement agencies have cited transit agencies for running heavy buses. This bill would provide bus manufacturers with time to make adjustments to the weight of a bus while suspending transit operators from being cited while a study to determine appropriate weights is conducted. She added that in 2012, the STA Board approved support of a similar bill, AB 1706 (Eng), with a proposed amendment requested by the STA TAC to prohibit increased bus weights on residential streets due to concerns of pavement sustainability. Staff recommends a position of *support* with a proposed amendment to prohibit increased bus weights on residential streets.

SB 254 (Allen)

In January of this year, the California State Transportation Agency (CalSTA) released draft language for a potential budget trailer bill related to managed lanes and highway relinquishments. On April 22, 2015, Senator Ben Allen went forward to author the Administration's bill by amending Senate Bill (SB) 254, which would establish a general authorization for Caltrans and the CTC to relinquish state highways to cities and counties for those highways deemed to present more of a regional significance. The goal of the bill is to streamline the relinquishment process and deter the Legislature from introducing one-off bills dealing with specific segments of the state highway System. Staff recommends a position of *support* with a proposed amendment to include Joint Powers Authorities as eligible to receive relinquishments.

Recommendation:

Forward a recommendation to the STA Board to take the following positions:

- Assembly Bill (AB) 1250 (Bloom) - *support* with a proposed amendment to prohibit increased bus weights on residential streets
- Senate Bill (SB) 254 (Allen) – *support* with a proposed amendment to include Joint Powers Authorities as eligible to receive relinquishments

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

8. INFORMATIONAL – DISCUSSION

A. STA’s Draft Overall Work Plan (OWP) for Fiscal Years (FY) FY 2015-16 and FY 2016-17

Daryl Halls reviewed the STA's OWP for FY 2015-16 and FY 2016-17. He noted that the plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved in FY 2014-15. He commented that the milestones from the current OWP will be highlighted to the STA Board, at their meeting in May.

B. Comprehensive Transportation Plan (CTP) Update – Status of Local Agency Priorities and Public Outreach

Ryan Dodge provided an update to the public outreach of the CTP. He noted that staff has made three presentations to date and has received 25 public comments that are being tracked and will be included in the CTP with responses. He also noted that staff has also met with public works and planning staff from all seven cities and the County to discuss their priority projects and that their respective priority project submittals are due to STA by May 21st.

C. I-80/I-680/State Route 12 Project Status

Janet Adams provided a construction status update to the I-80/I-680/SR 12 Interchange Project with an estimated completion date of late 2016.

D. Discussion of Allocation Formula Options for Future Local Roads Funds

The TAC members discussed distribution formulas for Solano County to assist staff determine which formula would be most appropriate for OBAG cycle 2 or the potential revenue generated from local measures.

After discussion, the TAC will plan for a special meeting to further discuss their options for future local roads funding.

NO DISCUSSION ITEMS

E. Summary of Funding Opportunities

F. Draft Meeting Minutes of STA Board and Advisory Committees

G. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015

9. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for May and June 2015 were presented.

10. ADJOURNMENT

The meeting was adjourned at 2:40 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, May 27, 2015.**



DATE: May 13, 2015
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
Mary Pryor, STA Consultant
RE: Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix - June 2015

Background:

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

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

Discussion:

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. The TDA matrix for FY 2015-16 (Attachment B) will be submitted to the STA Board for approval on June 10, 2015.

The TDA Matrix is based on MTC's Fund Estimate dated February 25, 2015. STA includes FY 2014-15 Allocations and Returns that have occurred after MTC's cut-off date for the Fund Estimate (January 31, 2015). These actions include the allocation for the Intercity Taxi Scrip Program, Rio Vista's annual TDA allocation, and a return from Vacaville.

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted in April 2014. The intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2013-14 audited amounts were reconciled to the estimated amounts for FY 2013-14. The reconciliation amounts and the estimated amounts for FY 2015-16 are merged to determine the cost per funding partner.

Last year, the actual expenditures in FY 2012-13 were closer to the estimated amount for FY 2012-13 than they had been in prior years. This year, the actual expenditures for FY 2013-14 were approximately \$500,000 less than had been budgeted for that year, which is a similar difference to the FY 2012-13 reconciliation. However, the actual fare and other revenues in FY 2013-14 were approximately \$250,000 greater than had been budgeted. As a result, the amounts due in FY 2015-16 from each jurisdiction are generally lower than last year, with the exception of Dixon. (Dixon had a greater share of the ridership on Route 30 in the 2014 ridership study compared to the 2012 study, and the subsidy required for Route 30 has increased.)

For FY 2015-16, the following TDA claims are being brought forward for approval:

Solano Transportation Authority

Solano Transportation Authority is planning to request \$1,070,945 in TDA funds. TDA funds in the amount of \$508,777 will be used for transit program, administration, coordination, and planning. TDA funds in the amount of \$50,000 will be claimed against Suisun City TDA share for operating and maintenance cost for the Suisun City AMTRAK station. TDA funds in the amount of \$512,168 are planned to be claimed for the Intercity Taxi Scrip Program. This amount may be subject to change pending discussions with the Consortium regarding contributions from each jurisdiction.

Additional TDA claims from agencies that may be added to the TDA Matrix will be noted in the report to the STA Board for its meeting on June 10, 2015.

Fiscal Impact:

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

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2015-16 Solano TDA Matrix as shown in Attachment B for Solano Transportation Authority.

Attachment:

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

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

Attachment A
Res No. 4177
Page 9 of 17
2/25/2015

FY2014-15 TDA Revenue Estimate			FY2015-16 TDA Estimate		
FY2014-15 Generation Estimate Adjustment			FY2015-16 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 14)	15,512,708		13. County Auditor Estimate		17,358,114
2. Revised Estimate (Feb, 15)	17,358,114		FY2015-16 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,845,406	14. MTC Administration (0.5% of Line 13)		86,791
FY2014-15 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		86,791
4. MTC Administration (0.5% of Line 3)	9,227		16. MTC Planning (3.0% of Line 13)		520,743
5. County Administration (Up to 0.5% of Line 3)	158		17. Total Charges (Lines 14+15+16)		694,325
6. MTC Planning (3.0% of Line 3)	55,362		18. TDA Generations Less Charges (Lines 13-17)		16,663,789
7. Total Charges (Lines 4+5+6)		64,747	FY2015-16 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,780,659	19. Article 3.0 (2.0% of Line 18)		333,276
FY2014-15 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		16,330,513
9. Article 3 Adjustment (2.0% of line 8)	35,613		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		1,745,046	22. TDA Article 4 (Lines 20-21)		16,330,513
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		1,745,046			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY 2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	757,670	3,557	761,227	(974,637)	0	297,844	35,613	120,047	333,276	453,323
Article 4.5										
SUBTOTAL	757,670	3,557	761,227	(974,637)	0	297,844	35,613	120,047	333,276	453,323
Article 4/8										
Dixon	528,009	1,269	529,278	(387,489)	0	643,546	76,949	862,284	734,437	1,596,721
Fairfield	2,307,466	5,733	2,313,199	(5,993,242)	1,000,000	3,774,523	451,319	1,545,800	4,251,582	5,797,382
Rio Vista	360,240	1,686	361,926	(68,127)	0	265,072	31,695	590,565	306,605	897,170
Solano County	676,146	3,428	679,574	(173,831)	0	660,883	79,022	1,245,647	741,586	1,987,233
Suisun City	4,888	82	4,970	(976,939)	0	984,871	117,761	130,662	1,103,260	1,233,922
Vacaville	4,430,121	19,066	4,449,187	(2,919,998)	0	3,232,799	386,545	5,148,533	3,617,620	8,766,153
Vallejo/Benicia ⁴	632,929	5,373	638,302	(4,539,882)	0	5,032,663	601,755	1,732,837	5,575,423	7,308,260
SUBTOTAL⁵	8,939,798	36,638	8,976,436	(15,059,508)	1,000,000	14,594,355	1,745,046	11,256,328	16,330,513	27,586,841
GRAND TOTAL	\$9,697,469	\$40,194	\$9,737,663	(\$16,034,145)	\$1,000,000	\$14,892,199	\$1,780,659	\$11,376,375	\$16,663,789	\$28,040,164

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

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 1/31/15.

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

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



DATE: May 15, 2015
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
Nathaniel Atherstone, FAST Transit Manager
RE: SolanoExpress Routes 20, 30 and 40 Service Change Proposal

Background:

Fairfield and Suisun Transit (FAST) operates four of the seven SolanoExpress routes in which many partners help fund the intercity services and different agreements that govern the various routes. FAST has a contract with the STA to operate Routes 30 and 90, so any modifications to fares or service of those routes must be approved by the STA Board. FAST is required to notify the funding partners, including STA, regarding changes to Routes 20 and 40. As a practical matter, the continued success for all of the jointly funded intercity routes depends on maintaining a consensus of the funding partners which are all represented on the STA Board. The Intercity Funding Agreement requires any proposed fare or service changes shall be presented to the Intercity Funding Working Group for their consideration.

Discussion:

FAST is proposing three minor schedule changes to the Intercity Transit Consortium for support for implementation in July 2015.

FAST is recommending three minor service changes for Routes 20, 30, and 40 to Intercity Routes 20, 30, and 40 as follows:

1. Route 20: shift Solano Town Mall layovers to the Fairfield Transportation Center providing for direct connections to Routes 90 and 85
2. Route 30: add a dedicated stop in Sacramento at 5th Street and P Street (it is apparently an unadvertised flag stop)
3. Route 40: subtract two minutes of travel time between the Fairfield Transportation Center and Benicia Industrial stop and add those two minutes to the travel time between Benicia and Walnut Creek

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve FAST's proposed service changes to SolanoExpress Routes 20, 30 and 40 as outlined above.

This page intentionally left blank.



DATE: May 18, 2015
 TO: STA TAC
 FROM: Philip Kamhi, Transit Program Manager
 Richard Weiner, Nelson\Nygaard Consulting Associates
 RE: Solano Intercity Taxi Scrip Program Update and Fare Modifications

Background:

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

Discussion:

In order to ensure the long-term sustainability of the Solano Intercity Taxi Program, it is key objective, to keep costs in line with expenses. Fares have remained constant for the first five years of the program, while operating costs have increased each year. It is expected that the costs will increase even more when non-ambulatory trip options are added. Currently, it costs a customer \$15 for a \$100 scrip booklet. The 85% subsidy significantly exceeds the 50% subsidy provided in local user side taxi subsidy programs in Solano County cities. An increase in fare revenues will result in more service availability due to the expansion of program revenues, and will partially address capacity constraints. As such, staff recommends increasing fares by \$10, to \$25 for a \$100 scrip booklet. The proposed 75% subsidy for the Intercity Taxi Program will still exceed local taxi scrip program subsidies.

Under the current program, the cost for each jurisdiction varies. Rio Vista and Dixon currently pay almost twice as much per scrip booklet as SolTrans, Vacaville and FAST. While this discrepancy is large, the average cost per booklet across the County is \$43.54. Staff recommends that the cost be equitable for each transit provider, which would set the cost per booklet at \$43.54 for each transit provider as follows:

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

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

Nelson\Nygaard Consulting Associates will also present a variety of options (Attachment B) for consideration by the Consortium in order to ensure the long-term sustainability of the Solano Intercity Taxi Program. It is anticipated that after STA Board approval of the preferred option in the Fall of 2015, actual implementation of this option will not occur until 2016 service.

Fiscal Impact:

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

Recommendation:

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

1. Increase the cost of scrip booklets from the current level of \$15 for \$100 worth of scrip to \$25 for \$100 worth of scrip;
2. Provide participants with 45 days notification prior to fare increase implementation; and
3. Normalize the cost per scrip booklet to \$43.54 for each transit operator in Solano County.

Attachments:

- A. Intercity Taxi Program Update (5/15/15)
- B. Service Delivery Options Memo (5/12/15)



MEMORANDUM

To: Consortium
 From: Nelson\Nygaard Consulting Associates
 Date: May 15, 2015
 Subject: Intercity Taxi Scrip Program Update

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

Figure 1 Jurisdictional Scrip Booklet Policies

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

Limits on Scrip Booklets Per Person

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

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

Discrepancies in Booklet Costs

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

Figure 2 Jurisdictional Financial Contributions

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



MEMORANDUM

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

INTRODUCTION

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

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

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

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

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

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

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

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

HISTORY

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

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

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

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

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

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

RIDERSHIP PATTERNS AND COSTS

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

Summary Data

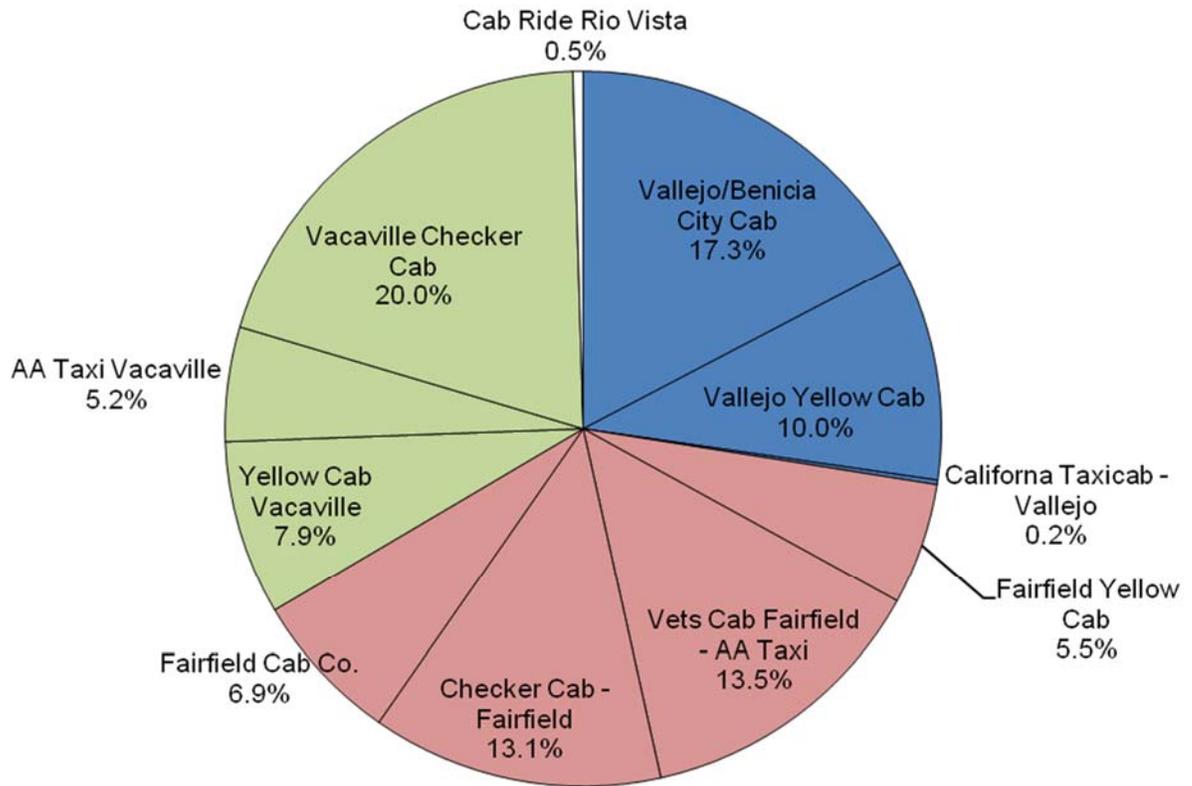
Full-year statistics for 2013-14 were:

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

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

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

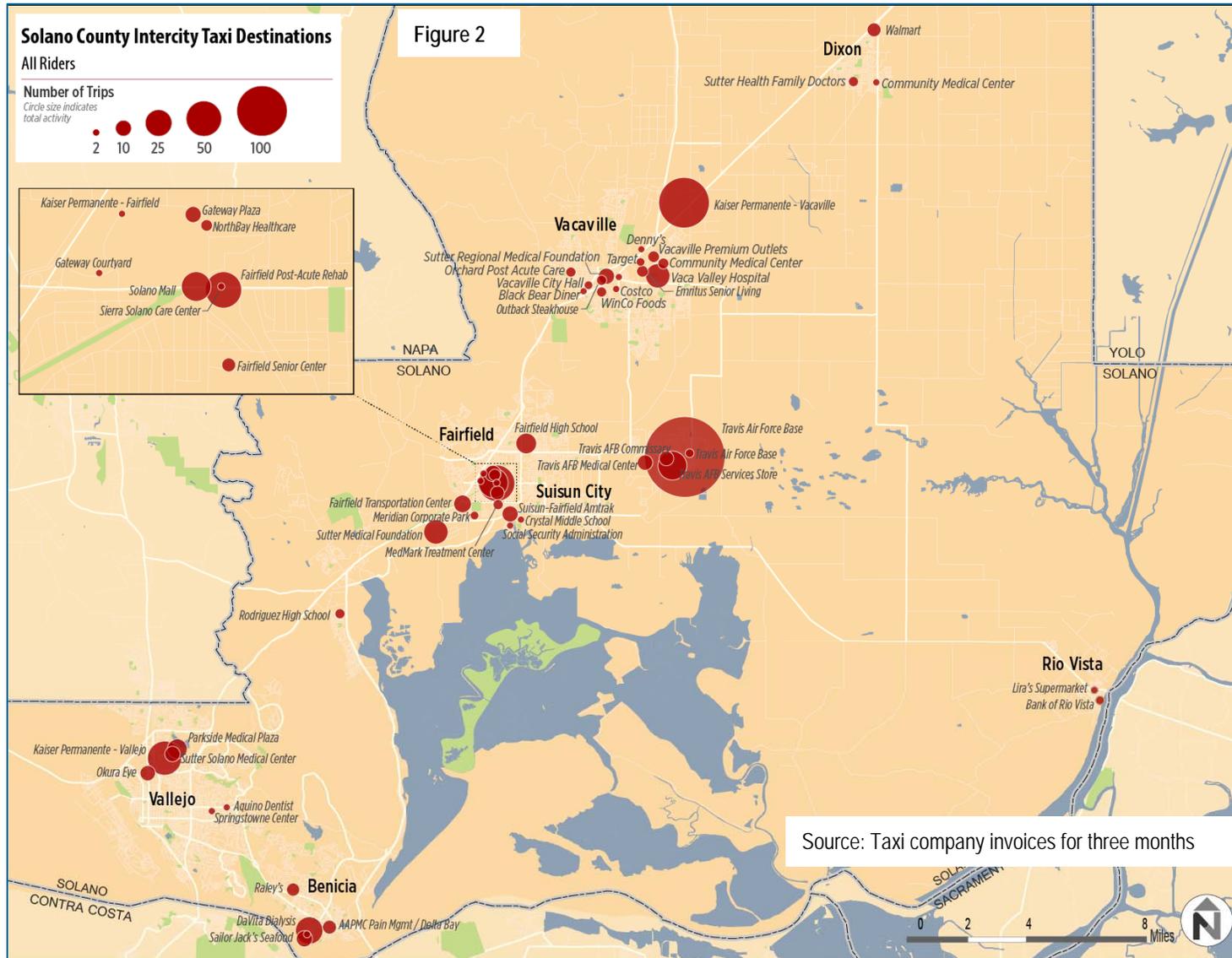
Figure 1 Shares of Taxi Companies
(Percentage of Trips in 2012-13)



Common Destinations

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

Solano Intercity Paratransit Service Options
Solano Transportation Authority

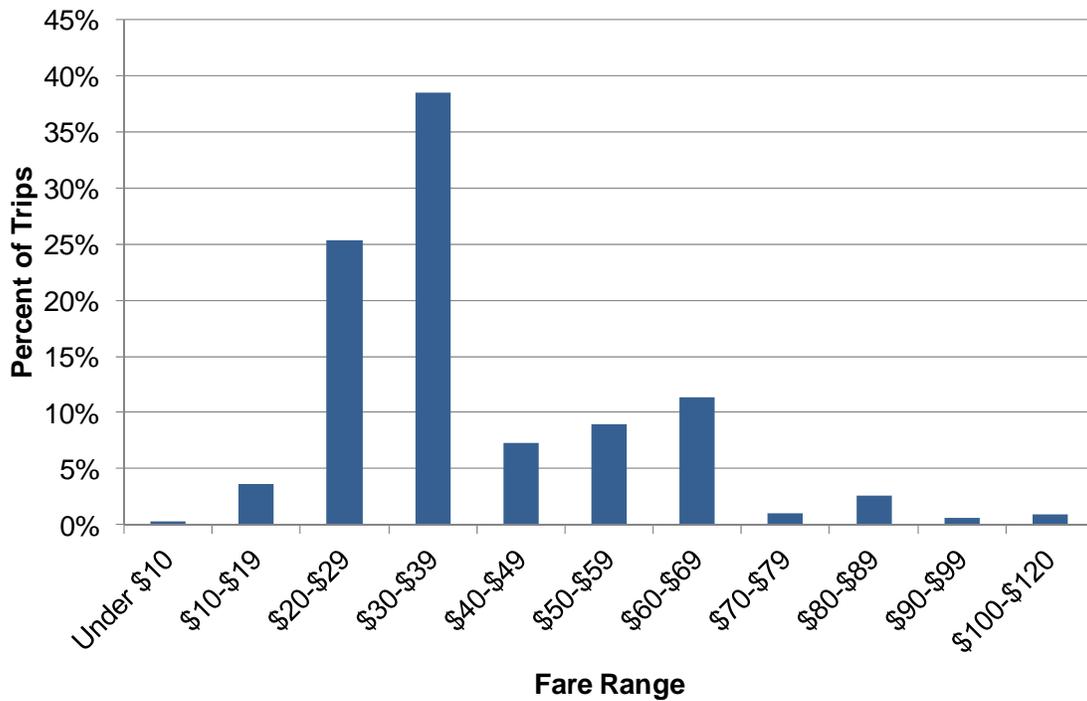


This page intentionally left blank.

Trip Fares

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

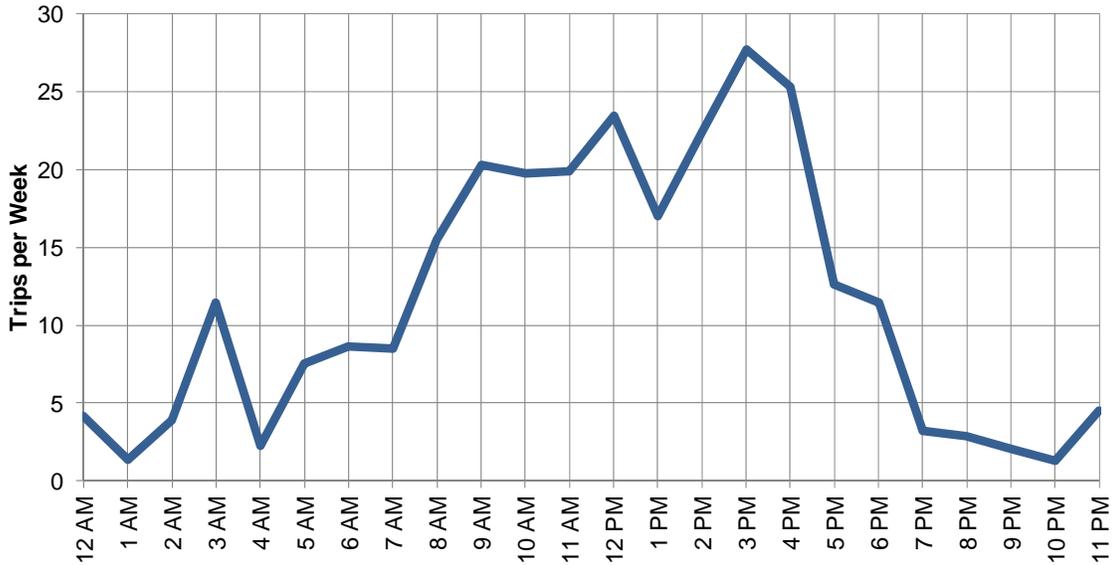
Figure 3 Percent of Trips in Fare Ranges



Time of Day of Travel

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

Figure 4 Time of Day of Taxi Scrip Trips

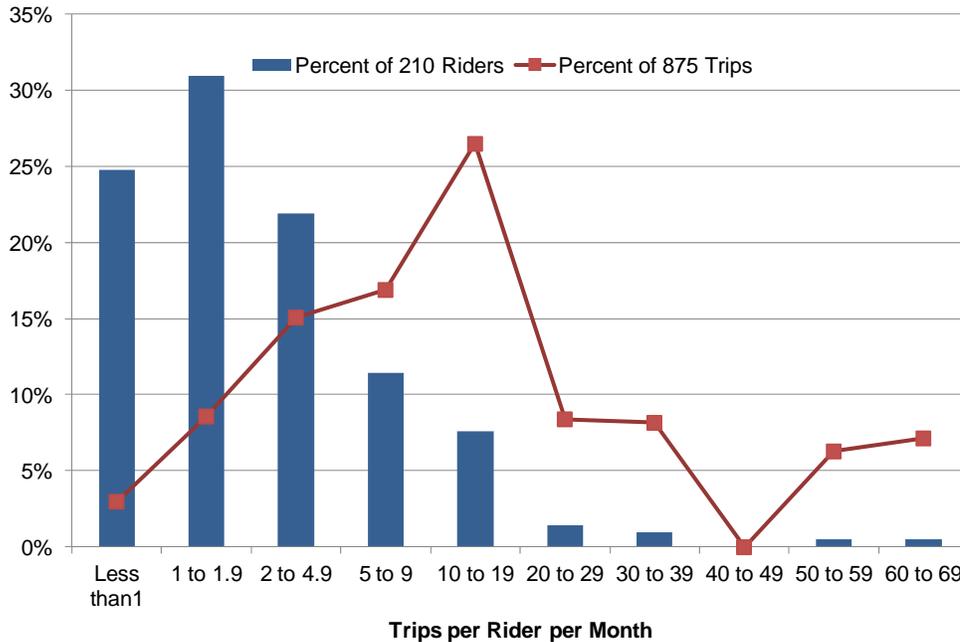


Estimated from taxi company invoices, assuming approximately 1,200 trips per month.

Frequency of Travel by Riders

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

Figure 5 Trips per Rider per Month



FOUR SERVICE DELIVERY OPTIONS FOR INTERCITY PARATRANSIT SERVICE

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

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

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

Option 1: Modified Taxi Scrip Program

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

Accessible Service by Wheelchair Van Providers.

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

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

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

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

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

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

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

Wheelchair-Accessible Taxi Service

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

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

Cost Containment

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

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

Figure 6 Three-Tier Fare Structure Proposal from 2013

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

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

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

Administrative Simplification

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

Figure 7 Advantages and Disadvantages of Modified Taxi Scrip

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

Option 2: Taxicard Payment System

How Taxicards Work

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

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

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

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

Figure 8 Taxicard Fare Structures in Three Cities

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

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

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

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

The Cost of Taxicards

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

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

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

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

Cost Containment

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

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

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

Administrative Simplification

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

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

Figure 9 Advantages and Disadvantages of a Taxicard System

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

Option 3: Central Reservations

How Central Reservations Would Work

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

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

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

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

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

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

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

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

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

Accessible Service

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

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

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

Taxi: \$2.25 + \$2.75 per mile

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

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

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

Cost Containment

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

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

Administrative Simplification

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

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

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

Figure 10 Advantages and Disadvantages of Central Reservations

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

Option 4: Dedicated Fleet

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

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

Accessible Service

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

Cost Containment

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

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

Fares and Fare Payment

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

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

Figure 11 Advantages and Disadvantages of the Dedicated Fleet Model

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

FINANCIAL ANALYSIS

Assumptions

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

Assumptions that apply to all options:

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

Option-dependent costs:

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

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

The Role of Fares

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

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

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

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

Results of the Analysis

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

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

Start-up Costs

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

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

DRAFT

Solano Intercity Paratransit Service Options
Solano Transportation Authority

Figure 12 Financial Analysis of Options

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

This page intentionally left blank.



DATE : May 12, 2014
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: 2015 Solano Rail Facilities Plan

Background:

The Solano Rail Facilities Plan was adopted in 1995, and was followed up by the 2003 Napa-Solano Passenger Rail Study. These documents have guided STA in identifying and prioritizing rail-related investments and interaction with the Capitol Corridor Joint Powers Authority (CCJPA).

The 1995 Plan was instrumental in helping determine the location of a second rail station in Solano County - the Fairfield/Vacaville station, to be located at the intersection of Peabody and Vanden Roads. Two other potential locations were also identified - downtown Dixon and Lake Herman Road in Benicia at Lake Herman Road near I-680.

In 2014, the STA Board approved developing an update to the 1995 Plan, in part to update priorities for rail stations and future service and rail freight priorities beyond the pending development of the new Fairfield/Vacaville Intermodal Station and its Capitol Corridor train stop. While the Plan update focuses on the passenger rail facilities along the main Union Pacific Railroad (UPRR), it also addresses passenger rail potential in the Vallejo area, and freight rail throughout Solano County. Initial scoping and development of the Plan update has been guided by a Rail Technical Advisory Committee (RTAC), made up of staff from affected jurisdictions and the CCJPA. Consultant support has been provided by McKenzie/McCrossan.

Discussion:

The RTAC, Consortium, TAC and Board have reviewed the existing conditions (facilities and ridership), freight rail and station location criteria of the Plan previously. The new chapters of the plan are future passenger facilities, safety and sea level rise adaptation. The main recommendations of the updated Plan are:

- During the next ten years, the priority is implementation of the pending Fairfield/Vacaville station and upgrade of the current Suisun/Fairfield Train Depot. After ten years, update the Solano Rail Facilities Plan and evaluate Solano and system-wide ridership and on-time performance data and re-examine the viability of an additional train station in downtown Dixon.
- Encourage the development of more integrated land uses and enhanced transit and bike/pedestrian connectivity around the existing Suisun Fairfield and pending Fairfield/Vacaville train stations in order to maintain and steadily increase ridership at both stations.

- Work closely with local transit providers to ensure coordinated bus service for residents of Fairfield, Suisun City and Vacaville, and employees at Travis Air Force Base and other nearby large employment centers, directly to the new Fairfield/Vacaville station
- Allow for private rail providers to take the lead for potential passenger rail service in the Vallejo/Napa corridor.
- Focus rail safety investments first and foremost on the Tabor Avenue crossing in Fairfield.
- Closely track state and federal actions on rail car and facility safety, especially in regards to Crude By Rail shipments into and through Solano County.
- Be prepared to deal with sea level rise issues as part of a larger regional approach to dealing with climate change.
- Consider pursuing national Amtrak service be provided at one of the rail stations.

The draft Plan was reviewed by the RTAC and TAC on March 25, and forwarded to the STA Board for consideration on April 15. The STA Board directed that a 30-day public comment period be provided, and that the Plan be brought back to the Board for adoption at its June 10th meeting.

After making modifications to the Plan based on staff and Board comments, the Plan was posted on the STA web site for public comment on April 30, with comments due June 1, 2015. To date, no comments on the Plan have been received.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the 2015 Solano Rail Facilities Plan provided as Attachment A.

Attachment:

- A. [2015 Solano Rail Facilities Draft Plan](http://www.sta.ca.gov/Content/10055/CountywidePlansampStudies.html#railplan) or <http://www.sta.ca.gov/Content/10055/CountywidePlansampStudies.html#railplan>.)



DATE: May 19, 2015
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: STA's Overall Work Plan (OWP) for Fiscal Years (FY) FY 2015-16 and FY 2016-17

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority plans, projects and programs. These tasks provide the foundation for the STA's Overall Work Plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year Overall Work Plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2014-15 and FY 2015-16 included a list of 38 priority projects, plans and programs.

Over the past 15 years, the STA's OWP has evolved. The emphasis in the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role with Solano's multiple transit operators. The past seven years, STA has initiated and is now managing several mobility programs designed to improve mobility and access for seniors, people with disabilities, low income residents, and school age children traveling to and from school.

STA's planning activity include the update of its Comprehensive Transportation Plan, the Solano Rail Facilities Plan Update, and the Intercity Transit Corridor Study. The STA's project development activities include completing environmental documents, designing projects, and managing construction. In 2009, the STA's eight member agencies approved an update and modification to the STA's Joint Powers Agreement that authorized the STA to perform all aspects of project development and delivery, including right of way functions for specified priority projects, such as the Suisun Parkway (North Connector), the Jepson Parkway, State Route (SR) 12 Jameson Canyon, the I-80 Eastbound Cordelia Truck Scales Relocation Project, Phase 1 of the I-80/I-680/SR 12 Interchange, Dixon's Pedestrian Underpass Project, Benicia's Bus Hub Project, and SR 12/Church.

In addition to planning and projects, STA also manages various programs including the Solano Napa Commuter Information (SNCI) Program, the Solano Safe Routes to Schools (SR2S) Program, Solano Abandon Vehicles Abatement (AVA) Program, 3 SolanoExpress Transit Routes and Marketing of SolanoExpress, SNCI's Guaranteed Ride Home Program and its commuter call center, the Lifeline Program (targeted for lower income communities), Mobility Management Programs such as Countywide In-Person

ADA Eligibility Program, and the Transportation Planning and Land Use Solutions (T-Plus) Program that has evolved into the assessment and planning of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). The lack of an extension or reauthorization of the Federal Transportation Authorization Bill and an unclear State funding plan for transportation infrastructure continues to overshadow the funding of transportation projects and programs in California. Six years ago, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF) for one year. In recent years, the State Transportation Improvement Program (STIP) has had little or no new funds to be programmed or allocated by the California Transportation Commission (CTC). The 2014 STIP for Solano County contained slightly over \$9 million for new capacity projects when historically \$20 to \$25 million would be available over this same timeframe. Two years ago, the State of California combined several state grant programs into the Active Transportation Program, a state-wide competitive grant program that funds bike, pedestrian, and Safe Routes to School programs and projects. The new Cap and Trade Revenues are being allocated through a variety of competitive grants programs with only a modest amount of funding being dedicated by formula for transit. This year, the Governor has highlighted the importance of addressing the State's backlog of highway maintenance projects. The League of California Cities, California State Association of Counties (CSAC), and the California Transportation Commission (CTC) has also highlighted the significant backlog of local road maintenance needs.

Seven years ago, the federal government authorized American Recovery and Reinvestment Act (ARRA) funds that provided a one-time infusion of federal funds for shovel ready projects and transit operations and capital. Solano County took advantage of these ARRA funds to deliver some critically needed and ready to go projects such as McGary Road, the State Park Road Overpass, and some street overlay projects. In addition, the ARRA funds provided two years of critically needed transit operating and capital funds which helped offset the one year loss of STAF. Subsequently, the U.S. Congress still has been unable to develop consensus on how to fund a long range federal transportation authorization bill, and there has been an elimination of federal earmarks. In 2014, MTC added a fifth year to the One Bay Area Grant (OBAG) federal cycle without any new federal funds added. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Plan.

Discussion:

Attached for review is the STA's Draft OWP for FY 2015-16 and FY 2016-17. The plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved in FY 2014-15

PROJECT DELIVERY/COMPLETE PROJECTS/NEAR TERM CONSTRUCTION PROJECTS

Based on the Budget for FY 2014-15 and FY 2015-16, the following OWP projects are currently fully funded and are currently under construction this year or slated to begin construction in FY 2015-16, with construction to be concluded during the next two to three years.

- SR 12 East Safety Project – SR 113 to Rio Vista – Caltrans
- Jepson Parkway – Fairfield and Vacaville (Segments 1 and 2) – Fairfield/Vacaville/STA
- I-80/I-680/SR 12 Interchange/Green Valley Interchange – Initial Construction Package 1 – Caltrans STA

The following projects recently completed construction and have been opened to traffic.

- State Route (SR) 12 Jameson Canyon Widening Project – Caltrans/STA/NCTPA
- West B Street Pedestrian Undercrossing in the City of Dixon – Dixon/STA
- I-80 Rehabilitation Project – Vacaville to Dixon - Caltrans

The conversion of the I-80 High Occupancy Vehicle (HOV) Lane to an Express Lane located between Red Top Road and Air Base Parkway is fully funded through construction with the environmental document scheduled to be released in the June 2015 timeframe. Construction is scheduled for 2018.

There are several projects that are currently in the project development phase with a specific project development phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- I-80/I-680/SR 12 Interchange – Packages 2 and 3 (design underway)
- I-80 Westbound Truck Scales – STA/Caltrans
- I-80 Express Lanes (HOT Lanes) – Air Base Parkway to I-505 (environmental studies underway and design funding recommended for Bay Area Infrastructure Authority (BAIFA) approval in June of 2015) - STA
- Fairgrounds 360 Access Project – I-80/Redwood Parkway – Fairgrounds Drive (draft environmental document completed – final document in process at Caltrans to sign) – County/Vallejo/STA

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the current two year budget.

- I-80 Express Lanes Project – Carquinez Bridge to 37
- Jepson Parkway – remaining segments
- North Connector – West Segment
- SR 12/Church Road Intersection Improvements

TRANSIT CENTERS

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are either in construction or moving through the project development stage into construction. The agency sponsor for each of these transit projects is one of the cities or Solano County Transit (SolTrans), the new transit joint powers authority, as part of the transfer of assets to the new agency. Five of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities and/or SolTrans are delivering the projects.

The construction of the Vacaville Transit Center and the Vallejo Station – Phase A were both successfully completed and are being actively utilize by transit riders of SolTrans, Vacaville City Coach and Fairfield and Suisun Transit (FAST), and numerous carpoolers and vanpoolers.

There are three transit projects that are funded, with one under construction and one scheduled to be under construction in 2015.

- Transit Center at Curtola/Lemon Street – Phase 1 – under construction - SolTrans
- Benicia Industrial Transit Facility – scheduled to be under construction in Fall of 2015 – Benicia/STA
- Suisun Amtrak Station Upgrade – scheduled to be under construction in Summer of 2015 – Suisun City

STA helped complete the funding of Phase 1 of the Fairfield-Vacaville Rail Station and is working with the City of Fairfield to obtain funds for additional components of the projects to enhance biking, walking and the use of transit to the station, and to provide a station building sufficient to provide ticketing and customer amenities for the projected ridership.

Several of these projects are initial phases of larger planned transit projects that are not fully funded. The larger, long range transit centers are as follows:

- Vacaville Intermodal Station – Phase 2
- Vallejo Station – Phase B
- Fairfield Transit Center
- Dixon Rail Station
- Transit Center at Curtola/Lemon Street – Phases 2 and 3
- Fairfield/Vacaville Rail Station – Phase 2

STA PLANNING ACTIVITIES

The following planning studies were completed in FY 2014-15 or anticipated to be wrapped up by June of 2015.

- Bay Trail/Vine Trail Feasibility Study
- Solano Rail Facilities Plan Update
- Transit Ridership Survey Update
- Intercity Transit Corridor Study Update (Solano Express) – Phase 1

The following planning studies are currently underway and funded in the currently proposed budget.

- Comprehensive Transportation Plan Update - Transit and Rideshare Element and Arterials, Highways and Freeways Element
- Intercity Transit Corridor Study (SolanoExpress) – Phase 2 – Operational Plan and Coordinated SRTPs
- Five Priority Development Area studies
- Solano Priority Conservation Area Plan

The following plans are not currently funded in the STA budget, but will be discussed as part of STA Board future budget discussions.

- SR 29 Major Investment Study
- Solano Water Transit Service Study
- Emergency Responders and Disaster Preparedness Study
- SR 37 Corridor Evaluation – Sea Level Rise & Tolling

STA serves as the lead agency for the following programs and each of these programs are funded in the currently proposed budget, but in several instances the funding for the program is short term and dependent on continuing grant funding.

- Safe Routes to School Program
- Abandoned Vehicle Abatement Program
- Congestion Management Program
- Countywide Traffic Model and Geographic Information System
- Transportation for Livable Communities (TLC) and T-Plus Programs (Transportation Sustainability Program)
- Implementation of Countywide Bicycle Plan Priority Projects
- Implementation of Countywide Pedestrian Plan Priority Projects
- Clean Air Fund Program and Monitoring
- STA Marketing/Public Information Program
- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Napa Commuter Information (SNCI)
- Mobility Management Program
- The Call Center
- Solano Highway Improvement Partnership (SoHIP)
- Regional Traffic Impact Fee (RTIF) Program

Some of the major program milestones this past fiscal year include the following:

- Establishment of the Mobility Management Call Center
- Establishment of the Mobility Management Website
- Completion of Second Year of In-Person ADA Eligibility Program
- The Start Up of 22 New Vanpools by the SNCI Program in FY 2014-15 Through April
- Start Up of the Transportation Info Depot at Historic Suisun Amtrak Station
- Approved for Statewide Active Transportation Grant for Safe Routes to Schools by California Transportation Commission
- Approved for California Energy Commission Grant for EV Readiness in Solano County
- Completion of First Annual RTIF Report
- Completion of First Annual Pothole Report
- 4th Year of STA's Local Preference Policy

Recommendation:

Informational.

Attachment:

- A. STA's Draft Overall Work Plan for FY 2015-16 and FY 2016-17

This page intentionally left blank.

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Projects	1.	<p><u>I-80/I-680/SR 12 Interchange</u></p> <p>A. Manage Construction of Initial Construction Package (ICP) B. Seek Funding and Build Logical Components</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Package 1 (Initial Construction Package (ICP)) in construction • Construction began Spring 2015 • Identification of 7 construction packages has been completed. • Packages 2 and 3 are in design, Geometric Approval Drawings pending Caltrans approval. • Securing Funding for Packages 2 and 3 on-going task. <p><u>Milestones:</u> ICP Construction Contract Began</p> <p><u>Estimated Completion Date (ECD):</u> ICP Construction to Finish 2016</p>	STA	\$9M TCRP \$50M RM2 \$50.7 M Tolls \$24 M TCIF \$11 M STIP	X	X	By Construction Package: #1) \$111 M #2) \$61 M #3) \$176 M #4 – 7) \$403	Projects Janet Adams

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Projects	2.	<p>I-80/I-680 Express Lanes</p> <p>A. Convert Existing I-80 HOV Lanes to Express Lanes (Red Top Rd to Air Base Pkwy) – Segment 1</p> <p>B. I-80 Air Base Pkwy to I-505 – Segment 2</p> <p>C. I-80 Carquinez Bridge to SR 37 – Segment 3</p> <p>D. I-680</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Draft Environmental Document Spring 2015 (Segments 1 & 2) • Funding for Design of Segment 2 pending BATA/BAIFA Approval • Seeking construction funding for Segment 2 • Seeking funding for environmental document – Segment 3 • MTC lead for Integrator <p><u>Milestones:</u></p> <p>PSR - COMPLETED</p> <p>Draft ED Spring 2015 (Segment 1 & 2)</p> <p><u>ECD:</u></p> <p>PA/ED – August 2015 (Segments 1 & 2)</p> <p>PS&E – July 2016 Segment 1</p> <p>PS&E – October 2017 Segment 2</p> <p>CON – Spring 2018 Segment 1</p> <p>CON – Summer 2018 Segment 2 (pending funding)</p>	STA PA/ED Design	\$16.4 M Bridge Tolls	X	X	A. \$30 M B. \$130M C. \$8 M (PA/ED)	Projects Janet Adams

SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
 FY 2015-16 and FY 2016-17
 (Pending STA Board Approval: July 8, 2015)

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead Projects	3.	<p><u>I-80 Cordelia Truck Scales</u></p> <ol style="list-style-type: none"> 1. EB Truck Scales 2. WB Truck Scales <p><u>Status:</u> Construction EB completed December 2013. Work with Caltrans to close out contract. Work with consultant to complete work and initiate the maintenance period.</p> <ul style="list-style-type: none"> • Form Working Group for WB Scales • Advocate for funding WB Scales • Proposed WB Scales to be included in new RTP as Freight Priority Project • Working with MTC to have WB included in Regional Goods Movements Plan (est. Aug 2015) <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Added WB Truck Scales to State Freight Plan (December 2014) • EB Awarded ENR's California 2014 Best Project (Highways/Bridges) • EB Awarded Intelligent Transportation Society of America (ITS America) 2014 Best of ITS Awards <p><u>ECD:</u> State Adopted State Freight Plan (includes WB Scales) - Dec 2014 Working Group Initial Meeting – Est Summer 2015</p>	STA <ul style="list-style-type: none"> • PA/ED • Design Caltrans <ul style="list-style-type: none"> • R/W • Con 	\$49.8 M Bridge Tolls \$49.8 M TCIF	X		\$100.6 M WB Scales (\$170 M): PS&E \$15.2 M R/W \$37.65 M CON \$117.15 M	Projects Janet Adams

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Studies	5.	<p>I-80 Corridor Management Freeway Performance Initiative (FPI) This includes; ITS Elements, Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features).</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Construction completed I-80 for FPI elements from State Route (SR) 37 to I-505. (Phase 2) • Phase 1 implemented one year ago, staff to provide one year report to Board (June 2015) • STA working with SoHIP to implement Phase 2 of the I-80 Ramp Metering – Initiation Planned for September 2015 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • One Year Anniversary Phase 1 Ramp Metering – COMPLETED • Phase 2 Implementation – Planned September 2015 • Soundwall Retrofit Policy – COMPLETED <p><u>ECD:</u> Implementation Plan Phase 2 – Spring 2015 Phase 2 Ramp Metering Implementation - September 2015</p>	Caltrans STA MTC	Regional SRTP and State SHOPP Funds	X	X	N/A	Projects Robert Guerrero

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Projects	6.	<p>SR 37 Improve SR 37 between I-80 in Solano County and SR 101 in Marin County to address Sea Level Rise and reduce congestion.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> In process of developing partnership with Napa/Sonoma/Marin counties In process of developing a MOU with these partners In process of developing the definition of the Project In process of seeking funding to initiate a Project Study Report for corridor 			X	X		Projects Janet Adams Robert Guerrero
STA Lead – Projects	7.	<p>Redwood Parkway – Fairgrounds Drive Improvement Project Improve I-80/Redwood Rd IC, Fairgrounds Dr, SR 37/Fairgrounds Dr. IC</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Draft environmental document – COMPLETED Regional Air Quality Conformity Analysis - COMPLETED Funding needed for project design and construction Scoping out Initial Construction Package Design Scope/Fee <p><u>ECD:</u> Final ED – July 2015</p>	STA PA/ED	Federal Earmark	X	X	\$65M	Projects Janet Adams

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co-Lead Projects	8.	<p>SR 12 West (Jameson Canyon) Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project built with 2 construction packages.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Construction – COMPLETED Working to close out construction contracts Implementing off-site mitigation <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Awarded APWA 2015 Project of the Year Over \$75 Million Awarded ASCE 2015 Engineering Excellence Award Nominated for CTF Project of the Year 2015 <p><u>ECD:</u> COMPLETED</p>	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark	X		\$134 M	Projects Janet Adams NCTPA Caltrans
STA Lead – Projects	9.	<p>State Route (SR) 12 East SR 12 Corridor (I-80 to I-5).</p> <p>A. STA Future SHOPP Priorities</p> <ol style="list-style-type: none"> SR 12/SR 113 Intersection Somerset to Druin shoulders (Gap Closure) <p>B. SR 12/Church Road PSR</p> <ol style="list-style-type: none"> PSR completed, Summer 2010 Initiated PA/ED for SR 12/Church Rd. in partnership with the City <p>C. Monitor new construction between Azavedo to Somerset</p>	CT CT STA CT	SHOPP Rio Vista – Fed Earmark	X	X	\$8 M \$15M \$7-9 M	Projects Janet Adams Robert Guerrero

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
		<u>Status:</u> <ul style="list-style-type: none"> Caltrans has initiated the environmental document on the SR 12/113 intersection improvements. STA initiated SR12/Church environmental document STA proceeding with advocacy for Gap Closure project <u>Milestones:</u> <ul style="list-style-type: none"> Construction started on segment between Azavedo to Somerset SR 12 /Church Rd ED Initiated <u>EDC:</u> SR 12 Church Rd Draft ED – 2017						
STA Co-Lead Plans	10.	<u>SR 29 MIS</u> Corridor Major Investment Studies A. Create a partnership to fund and develop a corridor transit plan <u>Status:</u> <ul style="list-style-type: none"> The City of Vallejo and NCTPA both prepared documents regarding the future of SR 29. A comprehensive Corridor plan, agreed to by all parties, has not been created. STA intends to begin the Phase II Transit Corridor Study in FY 15-16. The updated Caltrans Highway Design Manual provides for roadway standards and exceptions that are more applicable to Vallejo than previous HDM versions. STA submitted Caltrans Planning Grant for SR 29 MIS, this grant scope includes transit element for the corridor, but was not awarded funding. 	City of Vallejo SolTrans NCTPA		X	X		Planning/Projects Robert Macaulay Phil Cami Programs: Liz Niedziela

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
		Milestones: <ul style="list-style-type: none"> • MOU creating partnership • Funding and initiation of study • Completion of study <u>EDC:</u> 18 to 24 months						

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead Projects	12.	<p>City of Dixon - West B Street Undercrossing Construct new pedestrian undercrossing to replace existing at grade RR crossing.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Construction completed summer 2014. In process of closing out construction contract and R/W obligations <p><u>Milestones:</u> ED – COMPLETED PS&E – COMPLETED R/W – COMPLETED CON – COMPLETED</p> <p><u>ECD:</u> Construction Completed March 2015.</p>	STA	\$1 M City of Dixon \$1.2 M STIP TE \$975k TDA Swap \$2.5 M OBAG	X		\$7 M	Projects Janet Adams
STA Co-Lead – Projects	13.	<p>Jepson Parkway Project</p> <p>A. Vanden Rd. B. Leisure Town Rd. C. Walters Rd. Extension</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> FF and VV lead for design, design to be completed by June 2015 STA lead for R/W, R/W Certification June 2015 STA lead for EIS Re-Validation, to be completed by June 2015 Construction scheduled to start in FY 2015-16 (\$38M STIP) – (Fairfield/Vacaville Segments) 	<p>STA</p> <p>Partners: Vacaville Fairfield County Suisun City</p>	STIP 2006 STIP Aug Fed Demo Local	X	X	\$185 M	Projects Janet Adams

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none"> • FF Funding Agreement update for Segment 1, pending • New VV Funding Agreement for Segment 3, pending • STA/FF/VV working on Jepson Project implementation in concert with the Train Station implementation. Transferred \$2.4 M of work from Train Station Project to Jepson Pkwy Project <p><u>Milestones:</u> PA/ED- COMPLETED STA MOUs with Fairfield, Vacaville and County – COMPLETED Funding Agreements (Phase 1 & 2) – COMPLETED/UPDATE IN PROGRESS Concept Plan Update – COMPLETED</p> <p><u>ECD:</u> PS&E (Segments 1A and 2): June 2015 R/W (Segment 1 and 2): June 2015 Beg Con: FY 2015-16 (Segments 1A and 2)</p>						
STA Co-Lead Projects	14.	<p><u>Travis Air Force Base Access Improvement Plan (South Gate)</u> A. South Gate Access (priority)</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • County lead coordinating with City of Suisun City, and Travis AFB for South Gate implementation • Environmental Document - COMPLETED • R/W - COMPLETED • Construction - INITIATED 	<p>STA Funding lead</p> <p>County Implementing lead</p>	<p>\$3.2M Federal Earmark (2005)</p> <p>South Gate Fully Funded</p>	X	X	South Gate \$3M	<p>Projects Janet Adams Robert Guerrero</p>

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
		<u>EDC:</u> PA/ED: Complete PS&E: Complete Beg R/W: Complete Beg Con: 2015						
STA Monitoring – Programs	15.	<u>Monitor Delivery of Local Projects/Allocation of Funds</u> A. Monitor and manage local projects. B. Develop Pilot Solano Project Management Webtool (SPOT) C. Implement OBAG Projects D. Implement PCA Project <u>Status:</u> <ul style="list-style-type: none"> Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. Monitor OBAG project implementation Monitor SR2S project implementation Aid Agencies, as needed, in development of Funding Strategies for projects with shortfalls Monitor pilot PCA project Participate in PDT’s for projects to insure successful delivery <u>ECD:</u> FY 2014-15 and FY 2015-16	STA	STIP-PPM STP	X	X	N/A	Projects Anthony Adams

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead Studies	16.	<p>Private Public Partnerships (P3) Feasibility Study to consider options for P3 within the County for I-80 transit centers. Study to consider a range of options for this financing/delivery of capital projects.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Scope updated to add 4 transit facilities increasing total to include 10 transit facilities • Phase 2 work based on recommendations from Feasibility Study at Curtola Transit Facility in partnership with SolTrans. – COMPLETE, SP+ O&M firm acquired • Initiating Phase 2 P3 implementation with the City of Fairfield for FTC and FF/VV train station O&M P3 feasibility <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Feasibility Study – COMPLETED • Phase 2 Implementation Curtola – COMPLETE • Phase 2 FF FTC and/or FF/VV Train Station potential 2015-16 	STA	\$100,000 Phase 2 \$25,000 SolTrans	X	X	\$24,000	Projects Robert Guerrero
STA Lead - Studies	17.	<p>Solano County Annual Pothole Report Annual report on countywide rating roadways (mapped by street/by jurisdiction), summary of annual investments in roadway infrastructure and summary of financial shortfall.</p> <p><u>Status:</u> The first annual report was completed in 2014. This will be an annual report that is anticipated to be adopted by the STA Board by Dec.</p>	STA	PPM	X	X	\$12,500	Projects Anthony Adams

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Program	18.	<p><u>Regional Traffic Impact Fee (RTIF) Program</u></p> <ul style="list-style-type: none"> Working Group Coordination Strategic Implementation Plan (SIP) Annual Reporting Fund Distribution <p><u>Status:</u></p> <ul style="list-style-type: none"> Revenue Estimates Forecast completed and will be updated annually. SIPs will be updated annually Development of Funding Sign underway RTIF Working Groups coordinating to update SIPs and develop RTIF funding agreements (as necessary) Throughout FY 2014-15 \$780,000 revenue collected. 2nd Annual Report to be completed by October 2015 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Updated Nexus Study/AB 1600 Study (Add Green Valley OC) - COMPLETED January 2015 Implementation Policies – COMPLETED October 2014 First Annual Report submitted to County October 2014. 	STA	PPM/RTIF	X	X		Projects Robert Guerrero

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
		<p>Public Outreach</p> <ul style="list-style-type: none"> Website established Public Outreach Meetings <p><u>ECD:</u> Active Transportation - COMPLETED Transit and Rideshare - FALL 2015 Arterials, Highways and Freeways - DEC 2015 Final Document – DEC 2015</p>						Jayne Bauer/ Daniel Coffeen
STA Co-Lead	20.	<p><u>Regional Transportation Plan Update/Sustainable Communities Strategy</u> Regional Transportation Plan that is updated every four years by MTC. STA adds projects and programs to plan and completes outreach for regional plan.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Call for Projects - Summer 2015 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Plan Bay Area adopted July 2013 Develop STA priority project list with CTP adoption in FY 15-16 MTC public outreach plan drafted. First Solano meeting May 2015. Next SCS due in 2017. <p><u>ECD:</u> New SCS – scheduled for July 2017 adoption</p>	MTC/STA	STP	X	X		Planning Robert Macaulay

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Planning	21.	<p><u>Priority Development Area and Priority Conservation Area Planning and Implementation</u></p> <p>A. Develop PDA Plans for cities of Benicia, Dixon and Rio Vista</p> <p>B. Assist cities of Fairfield and Suisun City in developing their own PDA Plans</p> <p>C. Develop Priority Conservation Areas (PCAs) assessment/implementation plan</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • PDA Planning underway. • PCA Assessment Plan stakeholder committee formed; consultant selected and performing work. <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • PDA Planning Grants have STA/City funding agreements; consultant selection under way; Planning work to be completed first half of 2016 • PCA Plan to be completed 2015 <p><u>ECD:</u></p> <ol style="list-style-type: none"> 1. PDA Fairfield/Suisun - May 2016 2. PDA Benicia/Dixon/Rio Vista - March 2016 3. PCA - December 2015 	STA	Regional TLC CMAQ STP Planning	X	X	\$1.5 M \$75,000	Planning Robert Macaulay Andrew Hart

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none"> Countywide Bicycle Plan project list - priority list being updated summer of 2015 New bicycle counters acquired and being used to provide use information <p><u>ECD:</u> Deliver Phase 1 Wayfinding Signs - FY 2015-16 Complete and implement Phase 2 Wayfinding Signs Plan - FY 2015-16</p>						
STA Lead – Programs	24.	<p><u>Countywide Pedestrian Plan and Implementation Plan</u> Implement the Countywide Pedestrian Plan. Periodically update as projects are completed, regional priorities change or funding changes. Support PDA implementation.</p> <p><u>Status of Tier 1 Projects:</u></p> <ul style="list-style-type: none"> A. Dixon Safe Routes Jacobs Intermediate School B. Downtown Vallejo Streetscape - partly funded C. Suisun Valley Farm to Market - seeking ATP funding D. New pedestrian counters acquired and being used to provide use information <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Dixon West B Street Project COMPLETED Countywide Pedestrian Plan project list - priority list being updated summer of 2015 <p><u>ECD:</u> Pursue funding for priority projects - FY 15-16, FY 15-16</p>	STA	TDA-ART3 OBAG RM 2 Safe Routes to School	X	X		Planning Ryan Dodge



**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	25.	<p><u>STA Marketing/Public Information Program</u></p> <p>A. STA Websites and Facebook page B. Events C. Quarterly Newsletter and Annual Report D. Project Fact Sheets and Public Outreach E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy H. Marketing Programs: STA/SolanoExpress/SNCI I. SNCI website and Facebook page J. SR2S website and Facebook page K. SolanoExpress website</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • New website in design for SolanoExpress and Mobility Management. • STA, SR2S, and SNCI Facebook pages being maintained. • In-house individual project sheets developed on as-need basis. • STA Annual awards hosted every November • Implement SolanoExpress Marketing Campaign • Implement SNCI Marketing Campaign <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Ribbon Cutting for Dixon West B Street Project • Ribbon Cutting SR 12 Jameson Canyon • Ribbon Cutting for I-80 EB Truck Scales • Groundbreaking for I-80/I-680/SR 12 Interchange Project • 2014 Awards Program in Vallejo • Implemented Website editors monthly meetings 	STA	TFCA Gas Tax Sponsors	X	X		Planning Jayne Bauer Daniel Coffeen

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none"> Interviewed/hired/supervised high school intern Implemented SolanoExpress Marketing Campaign 						
STA Lead – Programs	26.	<p><u>Clean Air Fund Program and Monitoring</u></p> <p>A. BAAQMD/TFCA B. YSAQMD</p> <p>Board approved Funding Priorities for SNCI, SR2S, Alternative Fuels, and Climate Action Initiatives FY 2014-15 funding: A. YSAQMD - 10 projects for \$420,000 B. BAAQMD: <ul style="list-style-type: none"> Solano Commute Alternatives Outreach Solano Community College Bus Voucher Program <u>Status:</u> Allocated annually. STA staff monitors implementation of TFCA funds until project completion.</p>	STA YSAQMD	TFCA Clean Air Funds	X		\$295,000 Annually (TFCA) \$340,000 FY 15-16 (YSAQMD Clean Air)	Planning Drew Hart
STA Co-Lead Programs	27.	<p><u>Solano Climate Action Program</u></p> <p>Develop county-wide greenhouse gas emission inventory, GHG emission reduction plans for energy sector, and GHG emission reduction and implementation plans for non-energy sectors</p> <p><u>Status:</u> <ul style="list-style-type: none"> All PG&E and SGC funded work has been COMPLETED </p>	STA	PG&E and SGC grants			PG&E Grant \$285,000 SGC Grant \$275,000	Planning Robert Macaulay

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

<p>STA Lead – Programs</p>	<p>28.</p>	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></p> <ol style="list-style-type: none"> 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Evaluation 6. Engagement 7. Funding of Program 8. Plan implementation <p><u>Status:</u></p> <ul style="list-style-type: none"> ● Implement Plan Update findings ● Update and maintain SR2S website and Facebook pages ● Coordinate SR2S Community Task Forces and SR2S Advisory Committee ● Work with Public Health to conduct Educational and Encouragement events like school assemblies, bike rodeos, walk and roll events ● Expand SR2S Program to incorporate middle school and high school components. ● Monitor the implementation of selected engineering projects from SR2S Plan update ● Continue Walking School Bus implementation at 56 elementary schools ● Continue to seek additional grant funds to fund elements of SR2S Program ● Implement the 2nd Public Safety Enforcement Grant with the Cities of Rio Vista and Vacaville ● Develop a robust evaluation system of SR2S program ● Introduce a Walking Wednesday initiative at selected schools ● Implement enhanced WSB program utilizing ATP funding ● Send bi-monthly electronic newsletters to SR2S stakeholder distribution list ● Provide Bike Mobile events at selected schools and community events <p><u>Milestones:</u></p>	<p>STA</p>	<p>CMAQ TFCA-PM YSAQMD BAAQMD TDA FHWA SRTS ATP</p>	<p>X</p>	<p>X</p>	<p>\$1.5 M Encouragement , Education and Enforcement</p>	<p>Transit/SNCI Sarah Fitzgerald</p>
-----------------------------------	-------------------	--	------------	---	----------	----------	--	--

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

	<ul style="list-style-type: none"> ● Over \$5 million in SR2S funding obtained to date ● Secured YSAQMD funding for SR2S Program (\$60K) and ATP funding for SR2S Parent Education and Enhanced WSB Pilot Project (\$388k) ● First Weekly Walking Wednesdays program begins (Grace Patterson Elem, Vallejo) ● First Monthly Walking Wednesday program begins (Matthew Turner Elem, Benicia) ● 5 daily Walking School Buses begin led by paid school staff (Callison Elem, Vacaville) ● Benicia SR2S OBAG Engineering Project Complete ● SR2S Video Completed ● First Bike to School Day poster competition, received over 100 entries ● Secured Funding Agreement with Vallejo City Unified School District for Pilot High School Trip Reduction Project ● SR2S category created for STA Annual Awards ● Presented 5 proclamations to SR2S Champions ● As of March 2015, 43 schools have held 80 events attended by 13,824 children ● 41 schools with 11,086 students participated in International Walk to School Day in October. This marks the first year all cities and school districts in Solano County participated. ● 27 schools participated in October Travel Surveys, goal is 40 Travel Surveys for May. Developed online survey form to pilot. ● At A Glance Guide updated and distributed at outreach events <p><u>ECD:</u></p> <ul style="list-style-type: none"> ● SR2S Engineering Projects (Rio Vista, Suisun City and Vacaville) completed by 2016 ● SR2S Engineering Projects (Dixon, Vallejo) completed by 2017 						
--	--	--	--	--	--	--	--

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Studies	29.	<p>Countywide Transit Coordination STA works with MTC and transit operators to implement countywide and regional transit coordination strategies.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Develop Countywide Coordination SRTP • Implement Enhance Transit Coordination Strategies <ul style="list-style-type: none"> ○ -Standardized fare structure ○ -Transit capital planning ○ -Transit Service planning • I-80/I-680/I-780/SR12 Transit Corridor Study Update Phase 2 • Select service option for Solano Express from Transit Corridor Study <p><u>Milestones :</u></p> <ul style="list-style-type: none"> • SolanoExpress Service Option - Completed • Update Solano Express Capital Plan – Completed • Implement Clipper - Completed <p><u>ECD:</u> Countywide Coordinated SRTPs - March 2016 Enhance Transit Coordination Strategies- Ongoing I-80/I-680/I-780/SR12 Transit Corridor Study Update – October 2015 I-80/I-680/I-780/SR12 Transit Corridor Study Update Phase 2 – March 2016</p>	STA/ Dixon/ Fairfield/ Rio Vista/ Solano County/ SolTrans/ Vacaville	MTC/STAF STAFSTAF STAF	X X X X	X X X	\$550,000	Transit Liz Niedziela

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Program	30.	<p>Lifeline Program Lifeline Transportation Program supports projects that address mobility and accessibility needs in low-income communities throughout the Solano County.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Project Selection • Monitor Projects <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Call for Projects- Completed • Monitoring Lifeline Projects • Operating – SolTrans Route 1, 2, 85 FAST Route 30 Saturday Service and FAST Route 20, Faith in Action Volunteer Driver Program, Intercity Taxi Scrip Program, FAST Local Taxi Scrip Program and E. Tabor Sidewalk Crossing • Capital –SolTrans (3) Replacement buses and Dixon Read-Ride (1) replacement bus <p><u>ECD:</u> Lifeline Funding Fourth Cycle- Estimated FY 2014-15 – FY 2016-17</p>	STA/MTC	STAF	X	X	\$17,000	Transit Liz Niedziela

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Programs	31.	<p><u>FTA 5311</u> In Solano County, STA programs the 5311 funding. These funds are used for transit capital and operating purposes for services in non-urbanized areas.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • Call for Projects in Nov/Dec • Project Selection • Monitor Projects <p><u>Milestones:</u> 5311 funds were programmed for FY 2013-14 and FY 2014-15 - Completed Operating funds were programmed for Dixon, FAST Rt. 30, Rio Vista and SolTrans Rt. 85</p> <p><u>ECD:</u> 5311 Funding for FY 2015-16 - Estimated June 2017</p>	STA/MTC	FTA 5311	X	X	\$900,000	Transit Liz Niedziela
STA Lead – Programs	32.	<p><u>Paratransit Coordination Council and Seniors and People with Disabilities Transportation Advisory Committee</u> STA to staff and provide administrative support to advisory committees that advocate and address transportation needs for seniors, people with disabilities and low-income individual, build community awareness and support, and locate funding sources to meet those needs.</p>	STA	STAF	X		\$50,000 \$30,000	Transit Liz Niedziela Kristina Holden

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
		<p><u>Status:</u></p> <ul style="list-style-type: none"> Proposed development of CTSA Mobility Management Programs being developed Review Mobility Guide for Seniors and People with Disabilities Operators TDA Claims Review Score FTA 5310 applications Recommended projects for OBAG funding <p><u>Milestones:</u></p> <ul style="list-style-type: none"> PCC Work (Board May 2015) FTA 5310 call for projects and PCC subcommittee scoring of projects - Completed PCC TDA claim review for FY 2014-15 - Completed <ul style="list-style-type: none"> PCC Brochure 2013- Completed Updated Mobility Brochure for Seniors and People with Disabilities - March 2015- Completed <p><u>ECD:</u></p> <p>PCC Work plans - 2016 and 2017 FTA 5310 call for projects - 2016 and 2017 TDA Claim Review – FY 2015-16 and 2016-17</p>						

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	33.	<p>SolanoExpress/Intercity Coordination Coordinate to implement recommended strategies as identified in the Countywide studies and agreements.</p> <ul style="list-style-type: none"> A. Manage Intercity Transit Consortium B. Monitor Route 20, 30, 40, 78, 80, 85, 90 C. Funding Agreement Update D. RM2 Transit Operating Fund Coordination E. Solano Express Intercity Transit Marketing F. Intercity Ridership Study Update G. TDA Matrix - Reconciliation and Cost Sharing H. Development of multi-year funding plan I. Development of Intercity Bus Replacement Plan J. Marketing implementation of Clipper <p><u>Status:</u></p> <ul style="list-style-type: none"> • Solano Express Intercity Transit Marketing in process • Intercity Transit Funding Group Development • TDA Matrix - Reconciliation and Cost Sharing to be approved June 2015-16 and 2016-17 <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Solano Express Capital Bus Replacement Plan Developed - Completed <ul style="list-style-type: none"> • 2014 Intercity Ridership Survey- Completed • Intercity Transit Funding agreement updated FY 2014-15- Completed <ul style="list-style-type: none"> • Implement Clipper – November 2014 <p><u>EDC:</u> Development of Transit Capital Plan July 2015</p>	STA	TDA	X			Transit Philip Kamhi

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

<p>STA Lead – Programs</p>	<p>34.</p>	<p><u>Solano County Mobility Management</u> A. Implement Mobility Management Programs B. Monitor Programs C. CTSA Implementation D. Update Solano Transportation Study for Seniors and People with Disabilities</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> Implementation of Ambassador Program with coordination with Transit operators on travel training Partner with non-profits for one-on-one travel training (Independent Living Resource Center and Connections for Life) Evaluate In Person Eligibility Program <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Countywide In Person ADA Eligibility Program Initiated (July 2013) - Completed <p>Develop Website – Completed Implement Call Center - Completed Disseminate information on Senior Safety Driver Programs – September 2014 CTSA Designation- Completed Transition Intercity Taxi Scrip Program from Solano County to STA - Completed</p> <p><u>ECD:</u> Evaluate In Person ADA Eligibility Program Option Year 2015 Travel Training Programs development – July 2015</p>	<p>STA/ County/ Transit Operators</p>	<p>JARC/STAF/ OBAG/NEW FREEDOM</p>	<p>X</p>	<p>X</p>	<p>\$800,000</p>	<p>Transit/ Tiffany Gephart & Kristina Holden</p>
-----------------------------------	-------------------	--	---	--	----------	----------	------------------	---

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

STA Lead Program	35.	<p><u>Intercity Mobility Program</u> Implementation of the Intercity Mobility Management Program will be completed with a variety of tools.</p> <p>A. Develop and Implement Phase 2 on Intercity Taxi/Paratransit Program</p> <p>Status:</p> <ul style="list-style-type: none"> • Implementation of Phase 2 to begin Summer 2015 • Implementation of improvements to current Taxi Script Program – on-going 	STA	TDA	X	X		Transit Philip Kamhi
-------------------------	------------	--	-----	-----	---	---	--	-------------------------

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	36.	Solano Napa Commuter Information (SNCI) Program	STA	MTC/RRP TFCA ECMAQ	X	X	\$600,000	Transit/SNCI Judy Leaks
		A. Customer Service Program-Call Center, Display Racks, website/facebook						
		B. Vanpool Program						
		C. Employer Outreach/Support Program						
		D. Employer Commute Challenge Promotion						
		E. Incentives Program						
		F. Emergency Ride Home (ERH) Program						
		G. Campaigns/Events – Bike to Work Promo						
		H. Coordination with Napa County						
		I. College Coordination						
<u>Status:</u>								
<ul style="list-style-type: none"> Continue to deliver overall rideshare services to Solano and Napa employers and general public Start 28 new vanpools and provide support to all vans with origin/destinations in Solano and Napa counties. Direct the Napa and Solano Employer Commute Challenges Assist employers in Solano and Napa counties with 50+ employees comply with requirements of the Bay Area Commuter Benefits Program. Encourage them to select Option 4 as a way to comply, with a goal to expand and sustain participation in SNCI’s Employer Program. Implement the recommendations per the Marketing Evaluation and Assessment to increase public awareness of program Incorporate Mobility Management calls (from seniors, people with disabilities, and low-income) into the SNCI Call Center (transit and trip planning) to become the Solano Mobility Call Center. Design and implement transportation information center at the Suisun City train station in partnership with the City of Suisun City. 								
<ul style="list-style-type: none"> Debbie McQuilkin Paulette Cooper Sean Hurley 								

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none"> Develop and implement a feedback and evaluation system to assess/analyze promotions, events, etc. Implement a Transit Incentive pilot program that coincides with the launch of Clipper in Solano County Coordinate efforts with Solano Community College with a goal to encourage an overall commute alternative plan at the school <p><u>Milestones:</u></p> <ul style="list-style-type: none"> Implemented Bike to Work campaign. There were 17 Energizer in Solano County and 9 stations in Napa that nearly 800 cyclists visited. Completed the seventh Solano Commute Challenge with 40 employers and 747 employees participating; and the second Napa Commute Challenge with 24 employees and 171 employee participants. 27 new vans were started to/from Solano/Napa counties through April 2014 and SNCI supported 193 vanpools Solano Community College has implemented a pilot program to provide significantly reduced-fare passes to students who use transit to get to the school. 						
STA Co-Lead Projects	37.	<p><u>Capitol Corridor Rail Stations/Service</u></p> <p><u>Status:</u></p> <p>A. Fairfield/Vacaville Train Station: First phase Fairfield/Vacaville station expected to begin construction 2015. Staff working with Fairfield on completing funding plan for Phase 1. Phase 2 funding plan to be developed this year.</p> <p>B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. funding plan for downtown crossing improvements</p>	<p>City of Fairfield</p> <p>City of Dixon</p>	<p>RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds</p>	X		\$68 M FF/VV Station	<p>Planning/Projects Janet Adams Robert Macaulay</p>

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
		C. Update Solano Passenger Rail Station Plan; draft plan released for public review. D. Monitor Vallejo's Rail Service Plan for Mare Island E. Suisun/Fairfield Train Station Upgrade <u>ECD:</u> Updated Solano Passenger Rail Station Plan in June 2015. Fairfield/Vacaville Station construction began Suisun/Fairfield Train Station Upgrade to begin FY 2015-16	STA City of Vallejo City of Suisun City	STAF, PPM STP Planning, Vaca TDA, CCJPA CMAQ, TDA Article 3, STAF MTC Rail Program	 X X X X		\$125,000 \$66,050 \$600,000	
STA Monitoring Projects	38.	<u>WETA Ferry Support and Operational Funds</u> A. Vallejo Station B. Maintenance Facility Phase I & II C. Ferry Service <u>Status:</u> <ul style="list-style-type: none"> Monitor project schedule and phasing plan for Vallejo Station. Assist Vallejo in effort to relocate post office to facilitate Phase 2 Phase I of the Maintenance Facility are funded. Support and market Vallejo ferry service Potential development of advisory committee <u>Milestone</u> Reappointment of Anthony Intintoli – 2014 Main ground breaking on Ferry Maintenance Facility – May 2014	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD	X		\$65M \$10.8M \$0.5M	Projects Janet Adams Transit Liz Niedziela

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Planning	41.	<u>New or Updated Countywide Plans</u> Water Transportation Plan – new Airport surface access plan – new Safety and Adaptability Plan	STA	OBAG STAF	X	X		Planning/ Robert Macaulay Drew Hart Ryan Dodge
STA Lead - Planning	42.	<u>Vine Trail Alignment Study</u> <u>Status:</u> <ul style="list-style-type: none"> Consultant work completed Action by City of Vallejo pending <u>Milestones:</u> <ul style="list-style-type: none"> STA Board approval April 2015 Applications for implementation funding being prepared <u>ECD:</u> May 2015	STA, City of Vallejo	ABAG Bay Trail Vine Trail Partnership	X		\$100,000	Planning: Drew Hart
STA Lead Program	43.	<u>Develop and Implement Title IV Program</u> Translation of Documents (Vital and Informational) Annual Monitoring Translator Services <u>Status:</u> Title IV Plan Approved by Caltrans – COMPLETED Add Title IV to websites, with complaint form – COMPLETED Establish phone translation service - COMPLETED						Agency Wide: Anthony Adams, Coordinator Liz Niedziela Judy Leaks Sarah Fitzgerald Robert Macaulay Janet Adams Johanna Masielat

**SOLANO TRANSPORTATION AUTHORITY
OVERALL WORK PLAN (OWP)
FY 2015-16 and FY 2016-17
(Pending STA Board Approval: July 8, 2015)**

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2015-16	2016-17	EST. PROJECT COST	DEPT. LEAD STAFF
		Establish document translation service – COMPLETED Translate Vital Documents – COMPLETED Translate Informational Documents – ON-GOING Annual Reporting – First Annual Report June 2015 On-Going Requirement as STA directly receives FTA Funding						



DATE: May 15, 2015
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

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

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

Discussion:

SB 32 Pavley

The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. This bill would require the state board to approve a statewide greenhouse gas emissions limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. Supported by California Transit Association. Last Amended on 5/5/15. Scheduled for Senate Committee on Appropriations 5/18/15. For discussion and potential recommendation.

SB 413 Wieckowski

Existing law makes it a crime, punishable as an infraction, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise or selling or peddling any goods, merchandise, property, or services of any kind whatsoever on the facilities, vehicles, or property of the public transportation system, in specified circumstances. This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. The bill would also make it an infraction for a person on or in a facility or vehicle of a public transportation system to fail to yield seating reserved for an elderly or disabled person. The bill would make a 3rd or subsequent violation of the prohibition against selling or peddling goods, merchandise, property, or services, as specified, punishable as a misdemeanor. This bill contains other related provisions and other existing laws. (Based on text date 4/16/2015). Sponsored by California Transit Association. Last Amended on 4/16/15. Scheduled for Senate

Committee on Appropriations 5/18/15. For discussion and potential recommendation – the STA 2015 Legislative Priorities and Platform has no specific platform relating to this issue.

SB 508 Beall

Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in non-urbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms. Amended and ordered to third reading 5/12/2015. Sponsored by California Transit Association and supported by the CTA Legislative Committee. For discussion and potential recommendation.

Fiscal Impact:

None.

Recommendation:

For discussion and potential recommendation.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. SB 32 (Pavley)
- D. SB 413 (Wieckowski)
- E. SB 508 (Beall)



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

April 30, 2015

TO: Board of Directors, Solano Transportation Authority

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

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

Legislative Update

May 1 marked the last day for policy committees to meet and report bills deemed to have a fiscal impact to the Appropriations Committees for consideration. The Legislature has until May 29 to finish with policy and fiscal committees and report bills to the floor. The Legislature will break for Summer Recess on July 17. We have flagged several bills for STA's consideration and discuss some of the more relevant bills under ***Bills of Interest***, below.

May Revise

On May 14, the Governor will release an update to his January proposed budget, known as the "May Revise." While we don't expect much in terms of new transportation funding proposals, we anticipate the Administration will provide a revised expenditure plan for excess Cap and Trade revenues that have been generated through the auctions in 2014-15. Initially, the auctions were estimated by the Administration to generate approximately \$550 million in 2014-15. As of the last auction, the state is exceeding projections by approximately \$315 million. With one more auction left in the fiscal year, we could see Cap and Trade revenues exceeding projections by almost \$1 billion. We will provide a detailed update on the May Revise to the STA Board after its release.

Transportation Funding Proposal Introduced

On April 15, Senator Jim Beall (D-San Jose) introduced Senate Bill 16, a comprehensive funding package that, through a mix of revenue sources, would ultimately dedicate approximately \$3-\$3.5 billion annually to transportation. Specifically, Senator Beall's proposal would do the following:

- Increase the excise tax on gasoline by 10 cents in year one;
- Increase the excise tax on diesel fuel by 12 cents in year one;
- Increase the Vehicle License Fee by 35 percent (totaling 1 percent) over five years;
- Increase vehicle registration fee by \$35;
- Add a new vehicle registration fee of \$100 for zero-emission vehicles;
- Repay of transportation loans.

Senator Beall proposes to distribute the new revenues generated by his proposal to cities and counties for local streets & roads maintenance (47.5 percent), to the state for highway and bridge maintenance

Tel: 916.446.4656
 Fax: 916.446.4318
 1415 L Street, Suite 1000
 Sacramento, CA 95814

(47.5 percent), and set aside funding for a state-local partnership program for new self-help counties (5 percent). In Solano County, this would mean approximately \$16-\$20 million annually. Please see below for a breakdown of these funds between the County and the cities within Solano County (using an assumption of \$1.3 billion to \$1.7 billion to cities and counties).

SOLANO COUNTY	7,445,403	9,572,661
BENICIA	569,676	732,440
DIXON	385,483	495,622
FAIRFIELD	2,231,524	2,869,103
RIO VISTA	168,838	217,077
SUISUN CITY	587,444	755,285
VACAVILLE	1,973,663	2,537,567
VALLEJO	2,463,098	3,166,841

In February, the Assembly Speaker sketched out a transportation funding plan that differs substantially from the plan released by Senator Beall. We anticipate the Assembly will be releasing a more detailed proposal in the coming weeks.

Solano County Cap and Trade Project Moving Forward

The City of Fairfield’s Fairfield/Vacaville Intermodal Station project was selected by the Strategic Growth Council to submit a full application for project funding, which was due on April 20. The Council is scheduled to announce the first round of awards in mid-June. If approved, the project would pay for building components, site improvements for transit access and parking, and bicycle connections, as well as provide funding to subsidize the initial FAST transit service to the station. **We encourage STA members to submit letters in support of this project, as well as contact members of the STA legislative delegation to urge their support, as well.**

Bills of Interest

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

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

AB 4 (Linder) Vehicle Weight Fees

This bill would prohibit vehicle weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund. This bill would sunset on January 1, 2020.

AB 194 (Frazier) Managed Lanes

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

AB 227 (Alejo) Vehicle Weight Fees

This bill would undo the statutory scheme that allows vehicles weight fees from being transferred to the general fund from the State Highway Account to pay debt-service on transportation bonds and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. ***The STA Board SUPPORTS this bill.***

AB 464 (Mullin) Local Sales Tax Limit Increase

This bill would increase, from 2 percent to 3 percent, the statewide cap on sales tax at the local level. Currently, the statewide sales tax may not exceed 9.5 percent when combined with any local sales tax. This would increase the overall limit to 10.5 percent. ***We recommend the STA Board take a position of SUPPORT on this bill.***

AB 516 (Mullin) Temporary License Plates

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

AB 1347 (Chiu) Prompt Payment of Claims

This bill would require a public entity to review and respond to written claims within 30 days of receipt, and would mandate payment of undisputed claims within 30 days. If a public entity fails to respond to a claim from a contractor within the 30-day period, this bill would penalize that public entity by requiring that the claim be “deemed approved” in its entirety. ***We recommend the STA Board take a position of OPPOSE on this bill.***

SB 9 (Beall) Changes to Cap and Trade Transit and Intercity Rail Capital Program

This bill would amend the Transit and Intercity Rail Capital Program to remove operational investments and instead, require that 90 percent of the funding dedicated to the program be used for large, transformative capital improvements with a total cost exceeding \$100 million. The remaining 10 percent would be for small projects. The bill would require CalSTA, when selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require CalSTA, by July 1, 2016, to develop an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods. The bill would authorize the CTC to approve a letter of no prejudice.

SB 16 (Beall) Transportation Funding

This bill would increase several taxes and fees for the next five years, beginning in 2015, to address issues of deferred maintenance on state highways and local streets and roads. Specifically, this bill would increase both the gasoline and diesel excise taxes by 10 and 12 cents, respectively; increase the vehicle registration fee; increase the vehicle license fee; redirect truck weight fees; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$3-\$3.5 billion per year. ***We recommend the STA Board take a position of SUPPORT on this bill.***

SB 32 (Pavley) Extension of the California Global Warming Solutions Act of 2006 (AB 32)

Under AB 32, ARB adopted a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990, to be achieved by 2020, and was authorized to adopt regulations to achieve the GHG reduction-target, including a market-based compliance mechanism (e.g.

Cap and Trade). This bill would require ARB to approve a GHG limit equivalent to 80% below the 1990 level to be achieved by 2050 and would authorize the continued use of the regulatory process to ensure the target is met.

SB 254 (Allen) Highway Relinquishments

This bill would establish a general authorization for Caltrans and the CTC to relinquish state highways to cities and counties for those highways deemed to present more of a regional significance. The goal of this bill is to streamline the relinquishment process and deter the Legislature from introducing one-off bills dealing with specific segments of the state highway system.

SB 321 (Beall) Stabilization of Gasoline Excise Tax

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

M E M O R A N D U M

April 30, 2015

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

During the month of April we monitored developments in Congress and at the Department of Transportation. We also drafted a letter urging members of the Solano County congressional delegation to support legislation that would establish a new freight infrastructure program and provided an update regarding legislation on safety improvements related to transportation of crude oil by rail.

Surface Transportation Reauthorization

Congress must extend the federal transportation law for some period of time before it expires on May 31 since it has acknowledged that it cannot complete work on a multiyear bill before the expiration date. Currently there is no agreement on how long to extend the current law, how to fund the extension or how to fund multiyear transportation legislation.

Senate Environment and Public Works Committee James Inhofe (R-OK) is arguing for a short-term extension of the transportation programs through July, which is when the Highway Trust Fund revenues will be depleted. Under this approach, Congress would address the funding issues and pass a long-term authorization bill before Congress leaves for its August recess. Transportation Secretary Anthony Foxx supports this approach.

House Transportation and Infrastructure Chairman Bill Shuster (R-PA) has recommended that the extension run for several months, possibly until the end of the year and at least through the construction season to September 31. The House leadership has expressed concern that the caucus would not accept a series of votes on a number of short-term extensions. Any extension that allocates funds beyond the revenue available from the Trust Fund will require action by the House Ways and Means and Senate Finance Committees. Congress would have to identify \$10 billion in new revenues or offsets to fund an extension at current levels through December 2015.

The question of how to fund a multi-year reauthorization remains far from resolution. Democratic Finance Committee Members sent a letter to Senate Finance Committee Chairman Orin Hatch (R-UT) on April 28 stating that the Committee should work toward a long-term reauthorization that makes a significant investment over baseline levels to upgrade and modernize the nation's infrastructure. The letter requested a hearing to examine possible

Solano Transportation Authority
April 30, 2015
Page 2

revenue sources to support transportation programs and cautioned against recommending spending cuts or authorization changes that are under the jurisdictions of other Committees.

The Obama Administration and several members of Congress support using repatriated profits from foreign earnings of U.S. corporations for transportation. On April 16, Senators Paul Rand (R-KY) and Barbara Boxer (D-CA), the Ranking Minority Member of the Senate Environment and Public Works Committee, introduced a bill (*The Invest in Transportation Act*, S. 981) that would create a voluntary tax holiday for corporations returning profits to the United States. The Leadership of the tax committees is opposed to a voluntary tax holiday and also opposes mandatory repatriation outside of comprehensive tax reform because using these funds for transportation would complicate efforts to lower the overall corporate tax rate.

While there is some support for increasing the gas tax within the House Republican Caucus, the House Republican leadership has made it clear that it will not even consider a gas tax increase. In any event, Rep. James Renacci (R-OH) introduced a bill (*The Bridge to Sustainable Infrastructure Act*, H.R. 1846) that would link the gas tax to inflation and immediately increase the tax. It would also create a bipartisan commission to identify sustainable funding for transportation. If the commission failed and Congress did not adopt the proposed mechanism, the bill would authorize additional automatic increases to keep pace with inflation over 10 years. Twenty House members cosponsored the bill, including seven Republicans.

With regard to the substance of the bill, the House and Senate authorizing committees are drafting the legislation so that the bills can be introduced once the funding levels are addressed. The Senate Banking, Housing and Urban Affairs Committee began a series of hearings in April to examine transit programs. During the hearings, Chairman Richard Shelby (R-AL) emphasized the need to encourage private investment in transit projects. The Committee heard testimony from acting FTA Administrator Theresa McMillan on April 22, transit stakeholders, including the American Public Transportation Association on April 23, and a panel addressing the potential for private investment in transit projects on April 29.

Fiscal Year 2016 Appropriations

The House Transportation-HUD Appropriations Subcommittee approved its fiscal 2016 appropriations bill on April 29. Funding for transportation programs is contingent on Congress passing an authorization bill that authorizes funding at the levels set forth in the appropriations bill.

The House bill includes \$40.25 billion for the highway program and \$8.5 billion for transit formula grants, which is consistent with MAP-21 funding levels. The bill provides \$1.9 billion

Solano Transportation Authority
April 30, 2015
Page 3

for Transit Capital Investment Grants (fixed guideway projects), which is approximately \$200 million less than in fiscal year 2015. The bill includes \$1.13 billion for Amtrak, a \$351 million reduction from last year. The bill would not fund high speed rail projects or inter-city passenger rail projects. The proposal would also reduce funding for grade crossing improvements for energy routes to \$6.5 from \$10 million in fiscal year 2015.

The bill provides \$100 million for the TIGER program, \$400 million less than in fiscal year 2015. States, local governments, transit agencies or a collaboration of these entities would be eligible to receive funding for projects that have a significant impact on the nation, a metropolitan area, or a region. Eligible projects would include highway or bridges, transit, passenger and freight rail, port infrastructure investment (including inland port infrastructure and ports of entry) projects. The grants would be between \$2 and \$15 million and would require a 50 percent match. No more than 20 percent of the funds could be awarded to a single project in any state. There would be a rural set-aside of 10 percent total funding with a minimum award of \$1 million. An eighty percent federal share would be provided for rural projects.

The Administration expressed disappointment that Congress did not include additional funding for transportation programs and also objects to policy riders intended to block air and maritime access to Cuba and address highway safety rules concerning truck size and length and driver hours-of-service, but has not yet issued a veto threat. Congressional Democrats are hoping that negotiators will reach an agreement to fund higher spending levels and avoid sequestration.

The Senate Appropriations Committee has not introduced its transportation funding bill yet.

Rail Safety

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is expected to issue a rule on Friday requiring tougher standards for rail cars that transport oil and other flammable liquids. The rule is expected to require railroads to phase-out the use of older DOT 111 tank cars for the shipment of packing group I flammable liquids, including most Bakken crude oil, unless the tank cars are retrofitted to comply with new tank car design standards.

On April 17, DOT issued an emergency order requiring trains carrying crude oil to restrict speeds to under 40 mile-per-hour speed limit in populated areas for trains hauling 20 or more tank cars linked together or 35 cars in total that are filled with oil or other flammable liquids. The order applies to both older model DOT-111 tank cars and newer CPC-1232 cars.

Congressional Democrats have introduced legislation that would adopt higher standards for tank cars than those recommended in the PHMSA rulemaking and have been pressuring the

Solano Transportation Authority
April 30, 2015
Page 4

Administration to raise the standards and make mandatory operational precautions that rail carriers had voluntarily adopted. The railroads, as well as the energy industry, have supported operational changes, but oppose the higher standards for rail cars, warning that the higher standards will cause a shortage of rail cars while older cars are retrofitted to meet the new requirements.

Legislation Introduced

The following bills were introduced in the 114th Congress in April:

- *The Safe Streets Act*, H.R. 2071 (Matsui, D-CA). The bill would require each state to implement a Complete Streets policy within two years for all new federally-funded transportation projects. The bill has 18 cosponsors, including 10 Republicans. It was introduced on April 28 and referred to the House Transportation and Infrastructure Committee.
- *The Toxics by Rail Accountability and Community Knowledge (TRACK) Act*, S. 1114/ H.R. 2074 (Menendez, D-NJ/Norcross, D-NJ). The bill would require the implementation of recommendations made by the National Transportation Safety Board (NTSB) in response to the 2012 Conrail freight train derailment and toxic chemical spill in Paulsboro, N.J. to improve rail safety. The bill would create strong penalties for railroads that violate safety standards. require up-to-date, accurate, and standardized hazardous materials information to better support first responders and emergency management officials, establish new safety procedures and qualifications to improve moveable bridge crossing safety; improve risk assessment and decision-making tools for railroads to ensure that safety is always the top priority, and enhance public education along rail routes that carry hazardous materials to ensure communities are prepared to respond in the event of an emergency. The bills were introduced on April 28 and referred to the Senate Committee on Commerce, Science and Transportation and the House Transportation and Infrastructure Committee, respectively.
- *The Invest in American Jobs Act*, S. 1043 (Merkley, D-OR). The bill would expand Buy America provisions so that all major projects overseen by the Department of Transportation fall under Buy America requirements, with federally-funded transit and Federal Aviation Administration projects eventually having to meet a 100% Buy America standard wherever feasible. The bill was cosponsored by Senators Tammy Baldwin (D-WI) and Bernard Sanders (I-VT) and referred to the Committee on Commerce, Science, and Transportation on April 22.

Solano Transportation Authority
April 30, 2015
Page 5

- *The No More Tolls for Roads Act*, H.R. 1914 (Johnson, R-TX). The legislation would prohibit Federal participation in any activity that results in the construction of a new toll facility, or the conversion of a toll-free facility to a toll facility and participation in pilots or demonstrations that result in establishing a toll. The bill would grandfather tolls adopted prior to January 1, 2016. The bill was introduced on April 14, referred to the House Transportation and Infrastructure Committee, and has no cosponsors.
- *The Innovative Stormwater Infrastructure Act*, S.896/H.R. 1775 (Udall, D-NM/Edwards, D-MD). The legislation would create a discretionary grant program to establish as many as 5 centers of excellence for innovative stormwater control infrastructure. The House bill, introduced on April 14, has 22 Democratic cosponsors and was referred to the House Transportation and Infrastructure Committee. The Senate companion was cosponsored by Sen. Dick Durbin (D-IL) and referred to the Senate Environment and Public Works Committee.

AMENDED IN SENATE MAY 5, 2015

AMENDED IN SENATE MARCH 16, 2015

SENATE BILL

No. 32

Introduced by Senator Pavley

**(Coauthors: Senators Allen, Beall, Block, De León, Hancock, Hill,
Jackson, Leno, Liu, McGuire, Monning, and Wolk)**

**(Coauthors: Assembly Members Bloom, Cristina Garcia, Rendon, and
Mark Stone)**

December 1, 2014

An act to amend Sections ~~38550 and 38551~~ 38505, 38550, 38551,
and 38561 of the Health and Safety Code, relating to greenhouse gases.

LEGISLATIVE COUNSEL'S DIGEST

SB 32, as amended, Pavley. California Global Warming Solutions Act of 2006: emissions limit.

The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions.

This bill would require the state board to approve a statewide greenhouse gas emissions limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt

complementary policies that ensure the long-term emissions reductions advance specified criteria. *The bill would make conforming changes.*

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 38505 of the Health and Safety Code is
2 amended to read:

3 38505. For the purposes of this division, the following terms
4 have the following meanings:

5 (a) “Allowance” means an authorization to emit, during a
6 specified year, up to one ton of carbon dioxide equivalent.

7 (b) “Alternative compliance mechanism” means an action
8 undertaken by a greenhouse gas emission source that achieves the
9 equivalent reduction of greenhouse gas emissions over the same
10 time period as a direct emission reduction, and that is approved
11 by the state board. “Alternative compliance mechanism” includes,
12 but is not limited to, a flexible compliance schedule, alternative
13 control technology, a process change, or a product substitution.

14 (c) “Carbon dioxide equivalent” means the amount of carbon
15 dioxide by weight that would produce the same global warming
16 impact as a given weight of another greenhouse gas, based on the
17 best available science, including from the Intergovernmental Panel
18 on Climate Change.

19 (d) “Cost-effective” or “cost-effectiveness” means the cost per
20 unit of reduced emissions of greenhouse gases adjusted for its
21 global warming potential.

22 (e) “Direct emission reduction” means a greenhouse gas
23 emission reduction action made by a greenhouse gas emission
24 source at that source.

25 (f) “Emissions reduction measure” means programs, measures,
26 standards, and alternative compliance mechanisms authorized
27 pursuant to this division, applicable to sources or categories of
28 sources, that are designed to reduce emissions of greenhouse gases.

29 (g) “Greenhouse gas” or “greenhouse gases” includes all of the
30 following gases:

31 (1) Carbon dioxide.

32 (2) Methane.

33 (3) Nitrous oxide.

1 (4) Hydrofluorocarbons.

2 (5) Perfluorocarbons.

3 (6) Sulfur hexafluoride.

4 (7) Nitrogen trifluoride.

5 (h) “Greenhouse gas emissions limit” means an authorization,
6 during a specified year, to emit up to a level of greenhouse gases
7 specified by the state board, expressed in tons of carbon dioxide
8 equivalents.

9 (i) “Greenhouse gas emission source” or “source” means any
10 source, or category of sources, of greenhouse gas emissions whose
11 emissions are at a level of significance, as determined by the state
12 board, that its participation in the program established under this
13 division will enable the state board to effectively reduce greenhouse
14 gas emissions and monitor compliance with the statewide
15 greenhouse gas emissions limit.

16 (j) “Leakage” means a reduction in emissions of greenhouse
17 gases within the state that is offset by an increase in emissions of
18 greenhouse gases outside the state.

19 (k) “Market-based compliance mechanism” means either of the
20 following:

21 (1) A system of market-based declining annual aggregate
22 emissions limitations for sources or categories of sources that emit
23 greenhouse gases.

24 (2) Greenhouse gas emissions exchanges, banking, credits, and
25 other transactions, governed by rules and protocols established by
26 the state board, that result in the same greenhouse gas emission
27 reduction, over the same time period, as direct compliance with a
28 greenhouse gas emission limit or ~~emission~~ *emissions* reduction
29 measure adopted by the state board pursuant to this division.

30 (l) “State board” means the State Air Resources Board.

31 (m) “Statewide greenhouse gas emissions” means the total
32 annual emissions of greenhouse gases in the state, including all
33 emissions of greenhouse gases from the generation of electricity
34 delivered to and consumed in California, accounting for
35 transmission and distribution line losses, whether the electricity
36 is generated in state or imported. Statewide emissions shall be
37 expressed in tons of carbon dioxide equivalents.

38 (n) “Statewide greenhouse gas emissions limit” or “statewide
39 emissions limit” means the maximum allowable level of statewide
40 greenhouse gas ~~emissions in 2020~~, *emissions*, as determined by

1 the state board pursuant to Part 3 (commencing with Section
2 38550).

3 ~~SECTION 1.~~

4 *SEC. 2.* Section 38550 of the Health and Safety Code is
5 amended to read:

6 38550. (a) By January 1, 2008, the state board shall, after one
7 or more public workshops, with public notice, and an opportunity
8 for all interested parties to comment, determine what the statewide
9 greenhouse gas emissions level was in 1990, and approve in a
10 public hearing, a statewide greenhouse gas emissions limit that is
11 equivalent to that level, to be achieved by 2020. In order to ensure
12 the most accurate determination feasible, the state board shall
13 evaluate the best available scientific, technological, and economic
14 information on greenhouse gas emissions to determine the 1990
15 level of greenhouse gas emissions.

16 (b) (1) Notwithstanding subdivision (a), the state board shall
17 approve in a public hearing a statewide greenhouse gas emissions
18 limit that is equivalent to 80 percent below the 1990 level, as
19 determined pursuant to subdivision (a) or Section 39730, to be
20 achieved by 2050 based on the best available scientific,
21 technological, and economic assessments. The greenhouse gas
22 emissions limit shall include short-lived climate pollutants, as
23 defined in Chapter 4.2 (commencing with Section 39730) of Part
24 2 of Division 26.

25 (2) The state board also may approve interim greenhouse gas
26 emissions level targets to be achieved by 2030 and 2040 consistent
27 with paragraph (1).

28 ~~SEC. 2.~~

29 *SEC. 3.* Section 38551 of the Health and Safety Code is
30 amended to read:

31 38551. (a) The statewide greenhouse gas emissions limit shall
32 remain in effect unless otherwise amended or repealed.

33 (b) It is the intent of the Legislature that the 2050 statewide
34 greenhouse gas emissions limit established pursuant to Section
35 38550 continue in existence and be used to maintain and continue
36 reductions in emissions of greenhouse gases beyond 2050.

37 (c) The state board shall make recommendations to the Governor
38 and the Legislature on how to continue reductions of greenhouse
39 gas emissions beyond 2050.

1 (d) In implementing subdivision (b) of Section 38550, it is the
2 intent of the Legislature for the Legislature and appropriate
3 agencies to adopt complementary policies that ensure the long-term
4 emissions reductions adopted pursuant to subdivision (b) of Section
5 38550 advance all of the following:

- 6 (1) Job growth and local economic benefits in California.
- 7 (2) Public health benefits for California residents, particularly
8 in disadvantaged communities.
- 9 (3) Innovation in technology and energy, water, and resource
10 management practices.
- 11 (4) Regional and international collaboration to adopt similar
12 greenhouse gas emissions reduction policies.

13 *SEC. 4. Section 38561 of the Health and Safety Code is*
14 *amended to read:*

15 38561. (a) (1) On or before January 1, 2009, the state board
16 shall prepare and approve a scoping plan, as that term is understood
17 by the state board, for achieving the maximum technologically
18 feasible and cost-effective reductions in greenhouse gas emissions
19 from sources or categories of sources of greenhouse gases ~~by 2020~~
20 under this division. ~~The~~

21 (2) *The* state board shall consult with all state agencies with
22 jurisdiction over sources of greenhouse gases, including the Public
23 Utilities Commission and the State Energy Resources Conservation
24 and Development Commission, on all elements of its plan that
25 ~~pertain to energy-related~~ *energy-related* matters including, but not
26 limited to, electrical generation, load based-standards or
27 requirements, the provision of reliable and affordable electrical
28 service, petroleum refining, and statewide fuel supplies to ensure
29 the greenhouse gas emissions reduction activities to be adopted
30 and implemented by the state board are complementary,
31 nonduplicative, and can be implemented in an efficient and
32 cost-effective manner.

33 (b) The plan shall identify and make recommendations on direct
34 ~~emission~~ *emissions* reduction measures, alternative compliance
35 mechanisms, market-based compliance mechanisms, and potential
36 monetary and nonmonetary incentives for sources and categories
37 of sources that the state board finds are necessary or desirable to
38 facilitate the achievement of the maximum feasible and
39 cost-effective reductions of greenhouse gas emissions ~~by 2020.~~
40 *under this division.*

1 (c) In making the determinations required by subdivision (b),
2 the state board shall consider all relevant information pertaining
3 to greenhouse gas emissions reduction programs in other states,
4 localities, and nations, including the northeastern states of the
5 United States, Canada, and the European Union.

6 (d) The state board shall evaluate the total potential costs and
7 total potential economic and noneconomic benefits of the plan for
8 reducing greenhouse gases to California's economy, environment,
9 and public health, using the best available economic models,
10 emission estimation techniques, and other scientific methods.

11 (e) In developing its plan, the state board shall take into account
12 the relative contribution of each source or source category to
13 statewide greenhouse gas emissions, and the potential for adverse
14 effects on small businesses, and shall recommend a de minimis
15 threshold of greenhouse gas emissions below which ~~emission~~
16 *emissions* reduction requirements will not apply.

17 (f) In developing its plan, the state board shall identify
18 opportunities for ~~emission reductions~~ *emissions reduction* measures
19 from all verifiable and enforceable voluntary actions, including,
20 but not limited to, carbon sequestration projects and best
21 management practices.

22 (g) The state board shall conduct a series of public workshops
23 to give interested parties an opportunity to comment on the plan.
24 The state board shall conduct a portion of these workshops in
25 regions of the state that have the most significant exposure to air
26 pollutants, including, but not limited to, communities with minority
27 populations, communities with low-income populations, or both.

28 (h) The state board shall update its plan for achieving the
29 maximum technologically feasible and cost-effective reductions
30 of greenhouse gas emissions at least once every five years.

O

AMENDED IN SENATE APRIL 16, 2015

SENATE BILL

No. 413

Introduced by Senator Wieckowski

February 25, 2015

An act to amend Section 640 of the Penal Code, and to amend Section 99580 of the Public Utilities Code, relating to public transit.

LEGISLATIVE COUNSEL'S DIGEST

SB 413, as amended, Wieckowski. Public transit: prohibited conduct.

Existing law makes it a crime, punishable as an ~~infraction or misdemeanor, as specified,~~ *infraction*, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable ~~noise. noise or selling or peddling any goods, merchandise, property, or services of any kind whatsoever on the facilities, vehicles, or property of the public transportation system, in specified circumstances.~~

This bill would ~~restate this~~ *revise the unreasonable noise provision* so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. ~~By revising the definition of a crime, the bill would thereby impose a state-mandated local program.~~ *The bill would also make it an infraction for a person on or in a facility or vehicle of a public transportation system to fail to yield seating reserved for an elderly or disabled person. The bill would make a 3rd or subsequent violation of the prohibition against selling or peddling goods, merchandise, property, or services, as specified, punishable as a misdemeanor.*

The bill would also expand the definition of a facility or vehicle of a public transportation system for these purposes to include a facility or vehicle of a rail authority, whether owned or leased, as specified.

By expanding the definitions of existing crimes and creating new crimes, the bill would impose a state-mandated local program.

Existing law also authorizes a public transportation agency to adopt an ordinance to impose and enforce civil administrative penalties for certain passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. Existing law requires the ordinance to include the statutory provisions governing the administrative penalties.

This bill would authorize these administrative penalties to also apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and to a person failing to yield seating reserved for an elderly or disabled person. The bill would authorize the administrative penalties to be applied to minors and would delete the requirement for the ordinance to include the statutory provisions.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Section 640 of the Penal Code is amended to
2 read:
3 640. (a) (1) Any of the acts described in paragraphs (1) to (6),
4 inclusive, of subdivision (b) is an infraction punishable by a fine
5 not to exceed two hundred fifty dollars (\$250) and by community
6 service for a total time not to exceed 48 hours over a period not to
7 exceed 30 days, during a time other than during the violator's hours
8 of school attendance or employment. Any of the acts described in
9 paragraphs (1) to (3), inclusive, of subdivision (c), upon a first or

1 second violation, is an infraction punishable by a fine not to exceed
2 two hundred fifty dollars (\$250) and by community service for a
3 total time not to exceed 48 hours over a period not to exceed 30
4 days, during a time other than during the violator's hours of school
5 attendance or employment. A third or subsequent violation of any
6 of the acts described in paragraphs (1) to (3), inclusive, of
7 subdivision (c) is a misdemeanor punishable by a fine of not more
8 than four hundred dollars (\$400) or by imprisonment in a county
9 jail for a period of not more than 90 days, or by both that fine and
10 imprisonment. Any of the acts described in subdivision (d) shall
11 be punishable by a fine of not more than four hundred dollars
12 (\$400), by imprisonment in a county jail for a period of not more
13 than 90 days, or by both that fine and imprisonment.

14 (2) This section shall apply only to acts committed on or in a
15 facility or vehicle of a public transportation system.

16 (b) (1) Eating or drinking in or on a system facility or vehicle
17 in areas where those activities are prohibited by that system.

18 (2) Playing sound equipment on or in a system facility or
19 vehicle, or failing to comply with the warning of a transit official
20 related to disturbing another person by loud or unreasonable noise.

21 (3) Smoking in or on a system facility or vehicle in areas where
22 those activities are prohibited by that system.

23 (4) Expectoating upon a system facility or vehicle.

24 (5) Skateboarding, roller skating, bicycle riding, roller blading,
25 or operating a motorized scooter or similar device, as defined in
26 Section 407.5 of the Vehicle Code in a system facility, vehicle, or
27 parking structure. This paragraph does not apply to an activity that
28 is necessary for utilization of the transit facility by a bicyclist,
29 including, but not limited to, an activity that is necessary for
30 parking a bicycle or transporting a bicycle aboard a transit vehicle,
31 if that activity is conducted with the permission of the transit
32 agency in a manner that does not interfere with the safety of the
33 bicyclist or other patrons of the transit facility.

34 ~~(6) Selling or peddling any goods, merchandise, property, or~~
35 ~~services of any kind whatsoever on the facilities, vehicles, or~~
36 ~~property of the public transportation system, if the public~~
37 ~~transportation system has prohibited those acts and neither the~~
38 ~~public transportation system nor its duly authorized representatives~~
39 ~~have granted written consent to engage in those acts.~~

1 (6) *Failing to yield seating reserved for an elderly or disabled*
2 *person.*

3 (c) (1) Evasion of the payment of a fare of the system. For
4 purposes of this section, fare evasion includes entering an enclosed
5 area of a public transit facility beyond posted signs prohibiting
6 entrance without obtaining valid fare, in addition to entering a
7 transit vehicle without valid fare.

8 (2) Misuse of a transfer, pass, ticket, or token with the intent to
9 evade the payment of a fare.

10 (3) (A) Unauthorized use of a discount ticket or failure to
11 present, upon request from a transit system representative,
12 acceptable proof of eligibility to use a discount ticket, in
13 accordance with Section 99155 of the Public Utilities Code and
14 posted system identification policies when entering or exiting a
15 transit station or vehicle. Acceptable proof of eligibility must be
16 clearly defined in the posting.

17 (B) In the event that an eligible discount ticket user is not in
18 possession of acceptable proof at the time of request, any citation
19 issued shall be held for a period of 72 hours to allow the user to
20 produce acceptable proof. If the proof is provided, the citation
21 shall be voided. If the proof is not produced within that time period,
22 the citation shall be processed.

23 (4) *Selling or peddling any goods, merchandise, property, or*
24 *services of any kind whatsoever on the facilities, vehicles, or*
25 *property of the public transportation system, if the public*
26 *transportation system has prohibited those acts and neither the*
27 *public transportation system nor its duly authorized representatives*
28 *have granted written consent to engage in those acts.*

29 (d) (1) Willfully disturbing others on or in a system facility or
30 vehicle by engaging in boisterous or unruly behavior.

31 (2) Carrying an explosive, acid, or flammable liquid in a public
32 transit facility or vehicle.

33 (3) Urinating or defecating in a system facility or vehicle, except
34 in a lavatory. However, this paragraph shall not apply to a person
35 who cannot comply with this paragraph as a result of a disability,
36 age, or a medical condition.

37 (4) Willfully blocking the free movement of another person in
38 a system facility or vehicle. This paragraph shall not be interpreted
39 to affect any lawful activities permitted or First Amendment rights
40 protected under the laws of this state or applicable federal law,

1 including, but not limited to, laws related to collective bargaining,
2 labor relations, or labor disputes.

3 (5) Willfully tampering with, removing, displacing, injuring,
4 or destroying any part of any facility or vehicle of a public
5 transportation system.

6 (e) Notwithstanding subdivision (a), a public transportation
7 agency, as defined in paragraph (4) of subdivision (c) of Section
8 99580 of the Public Utilities Code, may enact and enforce an
9 ordinance providing that a person who is the subject of a citation
10 for any of the acts described in subdivision (b) of Section 99580
11 of the Public Utilities Code on or in a facility or vehicle described
12 in subdivision (a) for which the public transportation agency has
13 jurisdiction shall, under the circumstances set forth by the
14 ordinance, be afforded an opportunity to complete an administrative
15 process that imposes only an administrative penalty enforced in a
16 civil proceeding. The ordinance for imposing and enforcing the
17 administrative penalty shall be governed by Chapter 8
18 (commencing with Section 99580) of Part 11 of Division 10 of
19 the Public Utilities Code.

20 (f) For purposes of this section, a “facility or vehicle of a public
21 transportation system” means any of the following:

22 (1) A facility or vehicle of a public transportation system as
23 defined by Section 99211 of the Public Utilities Code.

24 (2) A facility of, or vehicle operated by any entity subsidized
25 by, the Department of Transportation.

26 ~~(3) A facility or vehicle of the Southern California Regional
27 Rail Authority, whether owned or leased.~~

28 *(3) A facility or vehicle of a rail authority, whether owned or
29 leased, including, but not limited to, any part of a railroad, or
30 track of a railroad, or any branch or branchway, switch, turnout,
31 bridge, viaduct, culvert, embankment, station house, or other
32 structure or fixture, or any part thereof, attached or connected to
33 a railroad.*

34 (4) A leased or rented facility or vehicle for which any of the
35 entities described in paragraph (1), (2), or (3) incurs costs of
36 cleanup, repair, or replacement as a result of any of those acts.

37 SEC. 2. Section 99580 of the Public Utilities Code is amended
38 to read:

39 99580. (a) Pursuant to subdivision (e) of Section 640 of the
40 Penal Code, a public transportation agency may enact and enforce

- 1 an ordinance to impose and enforce an administrative penalty for
- 2 any of the acts described in subdivision (b).
- 3 (b) (1) Evasion of the payment of a fare of the system.
- 4 (2) Misuse of a transfer, pass, ticket, or token with the intent to
- 5 evade the payment of a fare.
- 6 (3) Playing sound equipment on or in a system facility or
- 7 vehicle, or failing to comply with the warning of a transit official
- 8 related to disturbing another person by loud or unreasonable noise.
- 9 (4) Smoking, eating, or drinking in or on a system facility or
- 10 vehicle in those areas where those activities are prohibited by that
- 11 system.
- 12 (5) Expectorating upon a system facility or vehicle.
- 13 (6) Willfully disturbing others on or in a system facility or
- 14 vehicle by engaging in boisterous or unruly behavior.
- 15 (7) Carrying an explosive or acid, flammable liquid, or toxic or
- 16 hazardous material in a system facility or vehicle.
- 17 (8) Urinating or defecating in a system facility or vehicle, except
- 18 in a lavatory. However, this paragraph shall not apply to a person
- 19 who cannot comply with this paragraph as a result of a disability,
- 20 age, or a medical condition.
- 21 (9) (A) Willfully blocking the free movement of another person
- 22 in a system facility or vehicle.
- 23 (B) This paragraph shall not be interpreted to affect any lawful
- 24 activities permitted or First Amendment rights protected under the
- 25 laws of this state or applicable federal law, including, but not
- 26 limited to, laws related to collective bargaining, labor relations,
- 27 or labor disputes.
- 28 (10) Skateboarding, roller skating, bicycle riding, or roller
- 29 blading in a system facility, including a parking structure, or in a
- 30 system vehicle. This paragraph does not apply to an activity that
- 31 is necessary for utilization of a system facility by a bicyclist,
- 32 including, but not limited to, an activity that is necessary for
- 33 parking a bicycle or transporting a bicycle aboard a system vehicle,
- 34 if that activity is conducted with the permission of the agency of
- 35 the system in a manner that does not interfere with the safety of
- 36 the bicyclist or other patrons of the system facility.
- 37 (11) (A) Unauthorized use of a discount ticket or failure to
- 38 present, upon request from a system representative, acceptable
- 39 proof of eligibility to use a discount ticket, in accordance with
- 40 Section 99155, and posted system identification policies when

1 entering or exiting a system station or vehicle. Acceptable proof
2 of eligibility must be clearly defined in the posting.

3 (B) In the event that an eligible discount ticket user is not in
4 possession of acceptable proof at the time of request, an issued
5 notice of fare evasion or passenger conduct violation shall be held
6 for a period of 72 hours to allow the user to produce acceptable
7 proof. If the proof is provided, that notice shall be voided. If the
8 proof is not produced within that time period, that notice shall be
9 processed.

10 (12) Selling or peddling any goods, merchandise, property, or
11 services of any kind whatsoever on the facilities, vehicles, or
12 property of the public transportation system without the express
13 written consent of the public transportation system or its duly
14 authorized representatives.

15 (13) Failing to yield seating reserved for an elderly or disabled
16 person.

17 (c) (1) The public transportation agency may contract with a
18 private vendor or governmental agency for the processing of notices
19 of fare evasion or passenger conduct violation, and notices of
20 delinquent fare evasion or passenger conduct violation pursuant
21 to Section 99581.

22 (2) For the purpose of this chapter, “processing agency” means
23 either of the following:

24 (A) The agency issuing the notice of fare evasion or passenger
25 conduct violation and the notice of delinquent fare evasion or
26 passenger conduct violation.

27 (B) The party responsible for processing the notice of fare
28 evasion or passenger conduct violation and the notice of delinquent
29 violation, if a contract is entered into pursuant to paragraph (1).

30 (3) For the purpose of this chapter, “fare evasion or passenger
31 conduct violation penalty” includes, but is not limited to, a late
32 payment penalty, administrative fee, fine, assessment, and costs
33 of collection as provided for in the ordinance.

34 (4) For the purpose of this chapter, “public transportation
35 agency” shall mean a public agency that provides public
36 transportation as defined in paragraph (1) of subdivision (f) of
37 Section 1 of Article XIX A of the California Constitution.

38 (5) All fare evasion and passenger conduct violation penalties
39 collected pursuant to this chapter shall be deposited in the general
40 fund of the county in which the citation is administered.

1 (d) (1) If a fare evasion or passenger conduct violation is
2 observed by a person authorized to enforce the ordinance, a notice
3 of fare evasion or passenger conduct violation shall be issued. The
4 notice shall set forth the violation, including reference to the
5 ordinance setting forth the administrative penalty, the date of the
6 violation, the approximate time, and the location where the
7 violation occurred. The notice shall include a printed statement
8 indicating the date payment is required to be made, and the
9 procedure for contesting the notice. The notice shall be served by
10 personal service upon the violator. The notice, or copy of the
11 notice, shall be considered a record kept in the ordinary course of
12 business of the issuing agency and the processing agency, and
13 shall be prima facie evidence of the facts contained in the notice
14 establishing a rebuttable presumption affecting the burden of
15 producing evidence.

16 (2) When a notice of fare evasion or passenger conduct violation
17 has been served, the person issuing the notice shall file the notice
18 with the processing agency.

19 (3) If, after a notice of fare evasion or passenger conduct
20 violation is issued pursuant to this section, the issuing officer
21 determines that there is incorrect data on the notice, including, but
22 not limited to, the date or time, the issuing officer may indicate in
23 writing on a form attached to the original notice the necessary
24 correction to allow for the timely entry of the corrected notice on
25 the processing agency's data system. A copy of the correction shall
26 be mailed to the address provided by the person cited at the time
27 the original notice of fare evasion or passenger conduct violation
28 was served.

29 (4) If a person contests a notice of fare evasion or passenger
30 conduct violation, the issuing agency shall proceed in accordance
31 with Section 99581.

32 (e) In setting the amounts of administrative penalties for the
33 violations listed in subdivision (b), the public transportation agency
34 shall not establish penalty amounts that exceed the maximum fine
35 amount set forth in Section 640 of the Penal Code.

36 (f) A person who receives a notice of fare evasion or passenger
37 conduct violation pursuant to this section shall not be subject to
38 citation for a violation of Section 640 of the Penal Code.

39 (g) If an entity enacts an ordinance pursuant to this section it
40 shall, both two years and five years after enactment of the

1 ordinance, report all of the following information to the Senate
2 Committee on Transportation and Housing and the Assembly
3 Committee on Transportation:

4 (1) A description of the ordinance, including the circumstances
5 under which an alleged violator is afforded the opportunity to
6 complete the administrative process.

7 (2) The amount of the administrative penalties.

8 (3) The number and types of citations administered pursuant to
9 the ordinance.

10 (4) To the extent available, a comparison of the number and
11 types of citations administered pursuant to the ordinance with the
12 number and types of citations issued for similar offenses and
13 administered through the courts both in the two years prior to the
14 ordinance and, if any, since enactment of the ordinance.

15 (5) A discussion of the effect of the ordinance on passenger
16 behavior.

17 (6) A discussion of the effect of the ordinance on revenues to
18 the entity described in subdivision (a) and, in consultation with
19 the superior courts, the cost savings to the county courts. The
20 superior courts are encouraged to collaborate on and provide data
21 for this report.

22 SEC. 3. No reimbursement is required by this act pursuant to
23 Section 6 of Article XIII B of the California Constitution because
24 the only costs that may be incurred by a local agency or school
25 district will be incurred because this act creates a new crime or
26 infraction, eliminates a crime or infraction, or changes the penalty
27 for a crime or infraction, within the meaning of Section 17556 of
28 the Government Code, or changes the definition of a crime within
29 the meaning of Section 6 of Article XIII B of the California
30 Constitution.

O

AMENDED IN SENATE MAY 12, 2015

AMENDED IN SENATE APRIL 27, 2015

SENATE BILL

No. 508

Introduced by Senator Beall

February 26, 2015

An act to amend Sections 99233.3, 99234, 99247, 99268.2, 99268.3, 99268.4, 99268.17, 99268.19, and 99314.6 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 508, as amended, Beall. Transportation funds: transit operators: pedestrian safety.

(1) Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a $\frac{1}{4}$ % sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law authorizes an operator to satisfy the applicable ratio of fare revenues to operating costs by supplementing its fare revenues with local funds, as defined. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978–79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for

funding. Existing law provides various exceptions to the definition of “operating cost” for these purposes.

This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978–79 fiscal year. The bill would exempt additional categories of expenditures from the definition of “operating cost” used to determine compliance with required farebox ratios, including, among others, certain fuel, insurance, and claims settlement costs *cost increases beyond the change in the Consumer Price Index*. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of local funds. The bill would revise the definition of “operating cost” for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation.

(2) The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, also generally requires the allocation of 2% of available funds to cities and counties for facilities for bicycles and pedestrians. Existing law provides that a city or county may expend up to 5% of its bicycle and pedestrian allocation to supplement moneys from other sources to fund bicycle safety education programs, as long as this amount is not used to fully fund the salary of any one person.

This bill would also authorize the funding of pedestrian safety education programs from the 5% amount.

(3) Existing law creates the State Transit Assistance program, under which certain revenues in the Public Transportation Account are allocated by formula for public transportation purposes. Under that program, funds may not be allocated to a transit operator for operating purposes unless the operator meets certain efficiency standards. Compliance with the efficiency standards is based on whether the operator’s total operating cost per revenue vehicle hour is increasing by no more than the Consumer Price Index, as specified. Existing law imposes no restrictions on allocations of funds for capital purposes. Existing law provides for funds withheld from an operator to be retained by the allocating transportation planning agency for allocation in a later year if the operator can subsequently meet the efficiency standards, and in certain cases, provides for the funds to be reallocated to other transit purposes, or to revert to the Controller.

This bill, rather than making an operator ineligible to receive State Transit Assistance program funds for operating purposes for an entire year for failing to meet the efficiency standards, would instead reduce

the operator’s operating allocation by a specified percentage, based on the percentage amount that the operator failed to meet the efficiency standards, as specified. The bill would delete provisions related to funds withheld, reallocated, or reverted by the transportation planning agency.

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 99233.3 of the Public Utilities Code is
2 amended to read:

3 99233.3. Two percent of the remaining money in the fund shall
4 be made available to counties and cities for facilities provided for
5 the exclusive use of pedestrians and bicycles unless the
6 transportation planning agency finds that the money could be used
7 to better advantage for the purposes stated in Article 4
8 (commencing with Section 99260) and Article 4.5 (commencing
9 with Section 99275), or for local street and road purposes in those
10 areas where the money may be expended for those purposes, in
11 the development of a balanced transportation system. Of the
12 amount made available to a city or county pursuant to this section,
13 5 percent thereof may be expended to supplement moneys from
14 other sources to fund bicycle and pedestrian safety education
15 programs, but shall not be used to fully fund the salary of any one
16 person.

17 SEC. 2. Section 99234 of the Public Utilities Code is amended
18 to read:

19 99234. (a) Claims for facilities provided for the exclusive use
20 of pedestrians and bicycles or for bicycle and pedestrian safety
21 education programs shall be filed according to the rules and
22 regulations adopted by the transportation planning agency.

23 (b) The money shall be allocated for the construction, including
24 related engineering expenses, of those facilities pursuant to
25 procedures or criteria established by the transportation planning
26 agency for the area within its jurisdiction, or for bicycle and
27 pedestrian safety education programs.

28 (c) The money may be allocated for the maintenance of bicycling
29 trails that are closed to motorized traffic pursuant to procedures
30 or criteria established by the transportation planning agency for
31 the area within its jurisdiction.

1 (d) The money may be allocated without respect to Section
2 99231 and shall not be included in determining the apportionments
3 to a city or county for purposes of Sections 99233.7 to 99233.9,
4 inclusive.

5 (e) Facilities provided for the use of bicycles may include
6 projects that serve the needs of commuting bicyclists, including,
7 but not limited to, new trails serving major transportation corridors,
8 secure bicycle parking at employment centers, park and ride lots,
9 and transit terminals where other funds are unavailable.

10 (f) Notwithstanding any other provision of this section, a
11 planning agency established in Title 7.1 (commencing with Section
12 66500) of the Government Code may allocate the money to the
13 Association of Bay Area Governments for activities required by
14 Chapter 11 (commencing with Section 5850) of Division 5 of the
15 Public Resources Code.

16 (g) Notwithstanding any other provision of this section, the
17 transportation planning agencies that allocate funds, pursuant to
18 this section, to the cities and counties with jurisdiction or a sphere
19 of influence within the delta, as defined in Section 5852 of the
20 Public Resources Code, may allocate the money to the Delta
21 Protection Commission for activities required by Chapter 12
22 (commencing with Section 5852) of Division 5 of the Public
23 Resources Code.

24 (h) Within 30 days after receiving a request for a review from
25 any city or county, the transportation planning agency shall review
26 its allocations made pursuant to Section 99233.3.

27 (i) In addition to the purposes authorized in this section, a
28 portion of the amount available to a city or county pursuant to
29 Section 99233.3 may be allocated to develop a comprehensive
30 bicycle and pedestrian facilities plan, with an emphasis on bicycle
31 projects intended to accommodate bicycle commuters rather than
32 recreational bicycle users. An allocation under this subdivision
33 may not be made more than once every five years.

34 (j) Up to 20 percent of the amount available each year to a city
35 or county pursuant to Section 99233.3 may be allocated to restripe
36 class II bicycle lanes.

37 SEC. 3. Section 99247 of the Public Utilities Code is amended
38 to read:

39 99247. For purposes of Section 99246, and as used elsewhere
40 in this article:

1 (a) “Operating cost” means all costs in the operating expense
2 object classes exclusive of the costs in the depreciation and
3 amortization expense object class of the uniform system of
4 accounts and records adopted by the Controller pursuant to Section
5 99243. “Operating cost” excludes all subsidies for commuter rail
6 services operated on railroad lines under the jurisdiction of the
7 Federal Railroad Administration, all direct costs for providing
8 charter services, all vehicle lease costs, and principal and interest
9 payments on capital projects funded with certificates of
10 participation.

11 (b) “Operating cost per passenger” means the operating cost
12 divided by the total passengers.

13 (c) “Operating cost per vehicle service hour” means the
14 operating cost divided by the vehicle service hours.

15 (d) “Passengers per vehicle service hour” means the total
16 passengers divided by the vehicle service hours.

17 (e) “Passengers per vehicle service mile” means the total
18 passengers divided by the vehicle service miles.

19 (f) “Total passengers” means the number of boarding passengers,
20 whether revenue producing or not, carried by the public
21 transportation system.

22 (g) “Transit vehicle” means a vehicle, including, but not limited
23 to, one operated on rails or tracks, which is used for public
24 transportation services funded, in whole or in part, under this
25 chapter.

26 (h) “Vehicle service hours” means the total number of hours
27 that each transit vehicle is in revenue service, including layover
28 time.

29 (i) “Vehicle service miles” means the total number of miles that
30 each transit vehicle is in revenue service.

31 (j) “Vehicle service hours per employee” means the vehicle
32 service hours divided by the number of employees employed in
33 connection with the public transportation system, based on the
34 assumption that 2,000 person-hours of work in one year constitute
35 one employee. The count of employees shall also include those
36 individuals employed by the operator which provide services to
37 the agency of the operator responsible for the operation of the
38 public transportation system even though not employed in that
39 agency.

1 SEC. 4. Section 99268.2 of the Public Utilities Code is
2 amended to read:

3 99268.2. In the case of an operator required to be in compliance
4 with Section 99268 under Section 99268.1, the operator may be
5 allocated additional funds that could not be allocated to it because
6 of those requirements, if it maintains, for the fiscal year, a ratio of
7 fare revenues to operating cost, as defined by subdivision (a) of
8 Section 99247, at least equal to one-fifth if serving an urbanized
9 area or one-tenth if serving a nonurbanized area.

10 SEC. 5. Section 99268.3 of the Public Utilities Code is
11 amended to read:

12 99268.3. (a) In the case of an operator that is serving an
13 urbanized area, and that was eligible for funds under this article
14 during the 1978–79 fiscal year even though not required to be in
15 compliance with Section 99268 or that commenced operation after
16 that fiscal year, the operator shall be eligible for those funds in
17 any fiscal year, commencing with claims for the 1980–81 fiscal
18 year, if it maintains, for the fiscal year, a ratio of fare revenues to
19 operating cost, as defined by subdivision (a) of Section 99247, at
20 least equal to one-fifth.

21 (b) In the case of an operator that is serving an urbanized area,
22 and that was in operation during the 1978–79 fiscal year even
23 though not then eligible for funds under this article, but that has
24 since become eligible for those funds, the operator shall be eligible
25 for the funds in any fiscal year, commencing with the 1980–81
26 fiscal year, if it complies with either of the following:

- 27 (1) The requirements of Section 99268.
- 28 (2) The requirements of subdivision (a).

29 SEC. 6. Section 99268.4 of the Public Utilities Code is
30 amended to read:

31 99268.4. In the case of an operator that is serving a
32 nonurbanized area, and that was eligible for funds under this article
33 during the 1978–79 fiscal year even though not required to be in
34 compliance with Section 99268 or that commenced operation after
35 that fiscal year, the operator shall be eligible for those funds in
36 any fiscal year, commencing with claims for the 1980–81 fiscal
37 year, if it maintains, for the fiscal year, a ratio of fare revenues to
38 operating cost, as defined by subdivision (a) of Section 99247, at
39 least equal to one-tenth.

1 SEC. 7. Section 99268.17 of the Public Utilities Code is
2 amended to read:

3 99268.17. (a) Notwithstanding subdivision (a) of Section
4 99247, the following costs shall be excluded from the definition
5 of “operating cost” for the purposes of calculating any required
6 ratios of fare revenues to operating cost specified in this article:

7 (1) The additional operating costs required to provide
8 comparable complementary paratransit service as required by
9 Section 37.121 of Title 49 of the Code of Federal Regulations,
10 pursuant to the federal Americans with Disabilities Act of 1990
11 (42 U.S.C. Sec. 12101 et seq.), as identified in the operator’s
12 paratransit plan pursuant to Section 37.139 of Title 49 of the Code
13 of Federal Regulations that exceed the operator’s costs required
14 to provide comparable complementary paratransit service in the
15 prior year as adjusted by the Consumer Price Index.

16 ~~(2) Fuel.~~

17 ~~(3) Alternative fuel programs.~~

18 ~~(4) Power, including electricity.~~

19 ~~(5) Insurance premiums and payments in settlement of claims~~
20 ~~arising out of the operator’s liability.~~

21 ~~(6) State or federal mandates.~~

22 (2) *Cost increases beyond the change in the Consumer Price*
23 *Index for all of the following:*

24 (A) *Fuel.*

25 (B) *Alternative fuel programs.*

26 (C) *Power, including electricity.*

27 (D) *Insurance premiums and payments in settlement of claims*
28 *arising out of the operator’s liability.*

29 (E) *State and federal mandates.*

30 ~~(7)~~

31 (3) Startup costs for new services for a period of not more than
32 two years.

33 (b) The exclusion of costs from the definition of operating costs
34 in subdivision (a) applies solely for the purpose of this article and
35 does not authorize an operator to report an operating cost other
36 than as defined in subdivision (a) of Section 99247 or a ratio of
37 fare revenue to operating cost other than as that ratio is described
38 elsewhere in this article, to any of the following entities:

39 (1) The Controller pursuant to Section 99243.

1 (2) The entity conducting the fiscal audit pursuant to Section
2 99245.

3 (3) The entity conducting the performance audit pursuant to
4 Section 99246.

5 SEC. 8. Section 99268.19 of the Public Utilities Code is
6 amended to read:

7 99268.19. If fare revenues are insufficient to meet the
8 applicable ratio of fare revenues to operating cost required by this
9 article, an operator may satisfy that requirement by supplementing
10 its fare revenues with local funds. As used in this section, “local
11 funds” means any nonfederal or nonstate grant funds or other
12 revenues generated by, earned by, or distributed to an operator.

13 SEC. 9. Section 99314.6 of the Public Utilities Code is
14 amended to read:

15 99314.6. (a) Except as provided in Section 99314.7, the
16 following eligibility standards apply:

17 (1) Except as provided in paragraph (3), funds shall be allocated
18 for operating or capital purposes pursuant to Sections 99313 and
19 99314 to an operator if the operator meets either of the following
20 efficiency standards:

21 (A) The operator shall receive its entire allocation, and any or
22 all of this allocation may be used for operating purposes, if the
23 operator’s total operating cost per revenue vehicle hour in the latest
24 year for which audited data are available does not exceed the sum
25 of the preceding year’s total operating cost per revenue vehicle
26 hour and an amount equal to the product of the percentage change
27 in the Consumer Price Index for the same period multiplied by the
28 preceding year’s total operating cost per revenue vehicle hour.

29 (B) The operator shall receive its entire allocation, and any or
30 all of this allocation may be used for operating purposes, if the
31 operator’s average total operating cost per revenue vehicle hour
32 in the latest three years for which audited data are available does
33 not exceed the sum of the average of the total operating cost per
34 revenue vehicle hour in the three years preceding the latest year
35 for which audited data are available and an amount equal to the
36 product of the average percentage change in the Consumer Price
37 Index for the same period multiplied by the average total operating
38 cost per revenue vehicle hour in the same three years.

39 (2) If an operator does not meet either efficiency standard under
40 paragraph (1), the operator shall receive its entire allocation and

1 the funds shall be allocated pursuant to this paragraph. The portion
2 of the allocation that the operator may use for operations shall be
3 the total allocation to the operator reduced by the lowest percentage
4 by which the operator’s total operating cost per revenue vehicle
5 hour for the applicable year or three-year period calculated pursuant
6 to subparagraph (A) or (B) of paragraph (1) exceeded the target
7 amount necessary to meet the applicable efficiency standard. The
8 remaining portion of the operator’s allocation shall be used only
9 for capital purposes.

10 (3) The transportation planning agency, county transportation
11 commission, or the San Diego Metropolitan Transit Development
12 Board, as the case may be, shall adjust the calculation of operating
13 costs and revenue vehicle hours pursuant to paragraph (1) to
14 account for either or both of the following factors:

15 (A) Exclusion of cost increases beyond the change in the
16 Consumer Price Index for fuel; alternative fuel programs; power,
17 including electricity; insurance premiums and payments in
18 settlement of claims arising out of the operator’s liability; or state
19 or federal mandates, including the additional operating costs
20 required to provide comparable complementary paratransit service
21 as required by Section 37.121 of Title 49 of the Code of Federal
22 Regulations, pursuant to the federal Americans with Disabilities
23 Act of 1990 (42 U.S.C. Sec. 12101 et seq.), as identified in the
24 operator’s paratransit plan pursuant to Section 37.139 of Title 49
25 of the Code of Federal Regulations.

26 (B) Exclusion of startup costs for new services for a period of
27 not more than two years.

28 (b) As used in this section, the following terms have the
29 following meanings:

30 (1) “Operating cost” means the total operating cost as reported
31 by the operator under the Uniform System of Accounts and
32 Records, pursuant to Section 99243 and subdivision (a) of Section
33 99247.

34 (2) “Revenue vehicle hours” has the same meaning as “vehicle
35 service hours,” as defined in subdivision (h) of Section 99247.

36 (3) “Consumer Price Index,” as applied to an operator, is the
37 regional Consumer Price Index for that operator’s region, as
38 published by the United States Bureau of Labor Statistics. If a
39 regional index is not published, the index for the State of California
40 applies.

1 (4) “New service” has the same meaning as “extension of public
2 transportation services” as defined in Section 99268.8.

3 (c) The restrictions in this section do not apply to allocations
4 made for capital purposes.

5 (d) The exclusion of cost increases described in paragraph (3)
6 of subdivision (a) applies solely for the purpose of calculating an
7 operator’s eligibility to claim funds pursuant to this section and
8 does not authorize an operator to report an operating cost per
9 revenue vehicle hour other than as described in this section and in
10 Section 99247, to any of the following entities:

- 11 (1) The Controller pursuant to Section 99243.
- 12 (2) The entity conducting the fiscal audit pursuant to Section
13 99245.
- 14 (3) The entity conducting the performance audit pursuant to
15 Section 99246.

O



DATE: May 15, 2015
TO: STA TAC
FROM: Robert Guerrero, Senior Project Manager
RE: Managed Lanes Implementation Plan Priority Projects

Background:

Managed lanes are exclusive lanes set aside within a freeway, separated from general purpose lanes, which are operated using a variety of fixed or real-time strategies, such as pricing, vehicle eligibility, or access control. The Metropolitan Transportation Commission, as part of the Bay Area Infrastructure Financing Authority, begun developing a Managed Lanes Implementation Plan (MLIP) for the Bay Area with a focus on the region's existing and planned High Occupancy Vehicle (HOV) lanes, High Occupancy Toll (HOT) lanes or express lanes, and express toll lanes. Solano County currently has HOV lanes on I-80 in Fairfield between Red Top Road and North Texas. The I-80 HOV lane is planned to be expanded and converted to an express lane from the Carquinez Bridge in Vallejo to I-505 in Vacaville.

In addition to the managed lane facilities, MTC is analyzing support facilities for travelers anticipated to utilize the managed lanes network. This includes support facilities such as Park and Ride lots and Transit Centers servicing commuters, vanpoolers, and express bus type services. The goal is to analyze key support facility improvements to maximize the usage of the future express lane network.

Discussion:

Staff from MTC, STA and the two Solano transit operators that operate SolanoExpress Service on I-80, Soltrans and FAST, met to discuss the Solano Express Bus service and its operators and support facilities. MTC staff requested a list of tiered projects for the MLIP process to consider in its analysis.

In response, STA staff reviewed the draft 2014 Transit Corridor Study recommended critical near term capital improvements for consideration. These are: 1) direct access improvements at the Fairfield Transit Center, 2) a new station stop at the Solano College campus in Fairfield and 3) transit priority measures (e.g. signal priority, queue jumps and bus bulbs, and bus lanes). In addition, the Transit Corridor Study recommended new park and ride lots at Hiddenbrook/I-80, SR 37/Fairgrounds Drive (adjacent to I-80) and I-680/Gold Hill. Curtola Park and Ride Phase 2 was also recommended by Soltrans staff to be considered.

STA staff is seeking further input from the Solano Express Transit Consortium regarding MLIP priority projects.

Fiscal Impact:

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

Recommendation:

Informational.

This page intentionally left blank.



DATE: May 15, 2015
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
Ryan Dodge, Associate Planner
RE: Solano Travel Safety Plan Update

Background:

The most recent Solano Travel Safety Plan was completed by the STA in July 2005 and identified the 63 local intersections in Solano County with the highest accident rates (per million vehicles entering intersection). The Solano Travel Safety Plan also evaluated the accident rates on freeway segments, pedestrian and bicycle accident data in Solano County.

The 2005 Solano Travel Safety Plan provided a valuable tool for identifying safety projects and programs in Solano County and recommended funding strategies for specific projects and programs based upon the criteria for applicable funding sources. In the past, the Solano Travel Safety Plan was used to identify projects for Federal STP/CMAQ funds, State Highway Operations and Protection Program (SHOPP) funds and Hazard Elimination System (HES) funds.

With the plan being nearly 10 years old, at the time of this report, STA staff is considering updating the plan and identifying what projects have been completed, what projects are still on the list, and which potential safety projects that might be added to an updated plan.

Discussion:

STA staff reviewed the previous Solano Travel Safety Plan list of projects and identified which projects have already been completed, are currently under construction, or have been programmed in the near future. Of the 64 intersections identified in the 2005 Solano Travel Safety Plan, 42 safety projects have been completed or are planned for construction (Attachment A). This list has been arranged by jurisdiction by status. STA staff is seeking assistance from member agencies to confirm these project statuses.

The Solano Rail Plan was recently updated and included in its scope identification of safety projects. Eight (8) projects were identified in the plan, some of which (e.g. E. Tabor Ave) were identified in other plans such as the Solano Safe Routes to School Plan (Attachment B). These projects will be analyzed and added into an updated version of the Solano Travel Safety Plan.

STA staff is also in the process of identifying safety projects utilizing the Statewide Integrated Traffic Records System (SWITERS). This program is a database managed by the California Highway Patrol that records all accidents reported and categorizes them by a number of variables including travel mode, injuries, time of day, etc. Locations with high accident rates will be considered for inclusion into an updated Solano Travel Safety Plan.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. 2005 Solano Travel Safety Plan Project List and Status
- B. Solano Rail Plan Safety Projects List

Number	Intersection	AGENCY	ACCIDENT RATE ¹	Improvements Made?
53	Southampton/I-780	Benicia	0.21	?
29	Military West/West 7th	Benicia	0.57	?
20	East 5th/Military East	Benicia	0.75	?
61	West A St/N. Jackson	Dixon	0.13	?
56	First/Lincoln/Vaughn	Dixon	0.18	?
30	Air Base/Walters	Fairfield	0.56	no
19	North Texas/East Tabor	Fairfield	0.82	no
17	Texas/Jefferson	Fairfield	0.84	no
10	Travis/Pennsylvania	Fairfield	0.94	no
15	Peabody/Vanden/Cement Hill ²	Fairfield	0.86	?
3	Pacific/North Texas	Fairfield	1.13	?
34	SR 12/Church	Rio Vista	0.47	no
41	Vanden/Canon	Solano Co.	0.34	planned
47	Northgate/Canon	Solano Co.	0.26	?planned?
7	Suisun Valley/Rockville	Solano Co.	0.97	?
46	SR 12/Sunset	Suisun City	0.30	yes on the south side ped improvements
12	SR 12/Marina	Suisun City	0.90	yes on the south side ped improvements
27	Railroad/Sunset	Suisun City	0.60	yes
13	Pintail/Sunset	Suisun City	0.88	no
62	Allison/Nut Tree	Vacaville	0.10	Yes
60	Elmira/Peabody	Vacaville	0.14	Yes
58	Callen/East Monte Vista	Vacaville	0.17	Yes
57	Nut Tree/Ulatis	Vacaville	0.18	yes
54	Allison/Elmira	Vacaville	0.21	yes
52	East Monte Vista/Markham	Vacaville	0.22	yes
50	Alamo/Marshall	Vacaville	0.23	yes
49	Elmira/Nut Tree	Vacaville	0.25	yes
45	Depot/Mason	Vacaville	0.30	yes
40	Allison/East Monte Vista	Vacaville	0.34	yes

38	Marshall/Peabody	Vacaville	0.38	yes
55	Alamo/Nut Tree	Vacaville	0.19	no
39	Alamo/Merchant	Vacaville	0.36	no
59	Alamo/Mariposa	Vacaville	0.15	?
48	Alamo Rd/Alamo Ln	Vacaville	0.25	?
36	Fairview/Nut Tree	Vacaville	0.43	?
33	Alamo/Peabody	Vacaville	0.49	?
32	Cliffside/Peabody	Vacaville	0.51	?
24	Broadway/Marine World	Vallejo	0.68	?

1

Location	Sponsor	Improvement Needed	Cost
First Street	Dixon	First street grade crossing currently has no sidewalk or pedestrian improvements, which would be recommended at this crossing based on accident data and the speed of trains (70 mph) as they move over the crossing.	\$20,000
West A St	Dixon	Therefore, it is recommended that a queue cutter be installed until a grade separation is implemented	\$150,000
Pedrick Rd	Dixon	The crossing has had past issues with drive-arounds and currently has no medians. If peak traffic levels and vehicle usage show that this crossing is a high risk crossing, the crossing should be reevaluated for further improvements including the installation of medians.	
E. Tabor Ave	Fairfield	It is recommended that sidewalks be extended to the crossing to allow students to safely move over the grade crossing.	\$600,000
Canon Rd	Fairfield	This crossing would be a candidate for either a pre-signal or at the very least, short storage signage to help prevent users from stopping on the tracks.	\$200,000
Midway Rd	Solano County	It is therefore recommended that a pre-signal, or at the very least short storage signage be installed at the crossing.	\$150,000
Pierce Ln	Solano County	The roadway approaching the crossing is posted with "flooded" signage with adjacent water levels close to the road elevation.	
Fry Rd	Vacaville	It is therefore recommended that medians be installed at the crossing to help prevent vehicles driving around gates.	\$20,000

This page intentionally left blank.



DATE: May 20, 2015
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Quarterly 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 updates the TAC about project delivery deadlines.

MTC's resolution 3606 describes delivery policies for the SF Bay Area and is included as Attachment A as reference. Project sponsors are to follow the project delivery deadlines set out in the policy, MTC monitors projects that do not meet the deadline and reprograms them, and Caltrans enforces the deadline by not supplying an E-76 authorization for construction. Projects programmed in Fiscal Year (FY) 2014-15 must receive their obligation from Caltrans by the April 30th deadline. Projects that fail to meet this deadline are subject to funds being reprogrammed to later years or loss of funds.

Discussion:

Resolution 3606 clearly states that projects that do not meet the obligation deadlines are in danger of losing funds or having the project delayed. For reasons outlined below, five (5) projects within Solano County totaling \$2.7 million of Surface Transportation Funds (STP) and 1.7 million in Congestion Management Air Quality (CMAQ) federal funds programmed for FY 2014-15 have missed MTC's regional obligation deadlines for federal funds.

A summary of the projects that will be obligated in Fiscal Year (FY) 2014-15 is available in Attachment B. This list provides comprehensive information including project description and follows the TAC approved color-coding status format:

- Green is on track;
- Yellow indicates project is missing information or estimated deadline;
- Red indicates a project has missed a major milestone and is endanger of losing funding.

City of Dixon's West A Street Paving Project (\$584,000 STP Funds)

Due to staff turnover, the project's NEPA clearance form expired which in turn delayed a formal Field Review. Subsequently, City of Dixon's Project Manager anticipated that the project would not meet the April 30th obligation deadline. STA staff was contacted by Dixon public works staff in early February and STA staff was able to coordinate with Caltrans and MTC to successfully pursue options to obligate their funds this year, despite missing the obligation deadline.

County of Solano Vacaville Dixon Bicycle Route (Phase 5) (\$600,000 STP; \$1.1M in CMAQ Funds)

The County of Solano originally had CMAQ programmed for the majority of the project and was notified by Caltrans that some construction activities were not eligible earlier this year. The County staff contacted STA staff in February and agreed to swap STP funds from a separate project to replace the ineligible CMAQ funds. The swap was made possible with early

coordination with STA and MTC; however, the funding swap resulted in the County missing the April 30th obligation deadline. The delay was primarily due to the lack of remaining STP funding capacity for the Bay Area.

City of Fairfield's Beck Ave Preservation Project (\$1,424,000 in STP Funds)

During their most recent project update in February, Fairfield public works staff indicated that they were on track to meet their delivery schedule and that they would be receiving their ROW clearance by January 2015. There was no subsequent communication between public works staff and STA staff about any potential reasons that the City was going to miss the April 30th obligation deadline. However, STA staff was made aware by Caltrans and MTC staff and subsequently Fairfield staff a week after the deadline that the City did not meet their obligation deadline.

City of Suisun City's Intercity Rail Station Access Improvements (\$315,000 in CMAQ; \$100,000 in STP Funds)

The City of Suisun City gave no indication that this project had the potential to not meet the April 30th obligation deadline. The most recent project delivery update from early February stated this project was close to having design complete and would be ready to submit for request for proposal by February or March 2015. STA staff began requesting project update information during the first week of May, yet Suisun City staff did not return a request for project update until two weeks later.

City of Vallejo's Safe Routes to School Project (\$229,000 CMAQ Funds)

The City of Vallejo was programmed to obligate its Preliminary Engineering (PE) funds as well as its Construction funds (CON) during FY 2014-15. It became apparent to Vallejo staff in January that with their current schedule, it was not going to be able to make the April 30th obligation deadline and requested to have their funds moved out to FY 2015/16. Unfortunately, FY 2015/16's obligation plan was already confirmed and the project had to be moved to FY 2016/17. MTC finalizes their obligation plan in late December of every year, effectively locking each project into their programmed year. If Vallejo wanted to move their project to a later year, they needed to notify STA and MTC prior to December. As the project was already placed in the obligation plan for FY 14/15, Solano County's project delivery performance was affected. Vallejo was made aware of this during the February PDWG meeting in which STA staff notified PDWG members that MTC's obligation plan is confirmed in December of every year.

Projects that Missed MTC's 3606 Obligation Deadlines

The City of Dixon's, the City of Suisun City, and the County of Solano's funding for their projects are anticipated to be funded despite missing the obligation date, due in large part to their early communication with STA staff. Unfortunately, the City of Fairfield's project was recommended by MTC staff to be delayed until FY 2016-17. This recommendation would have likely been avoided if Fairfield staff would have reported the delay as part of the STA's Project Delivery Quarterly Report in January and/or notified STA staff at any point around that time. The STA Director of Projects has since contacted MTC management staff and requested that the Fairfield project be allowed to stay in FY 2014-15, MTC agreed to STA's request.

The fact that all five projects, particularly the City of Fairfield's project, missed the obligation deadline, has caught the attention of MTC's project delivery staff. Cumulatively, this represents \$2.7 million (almost half) of the \$5.8 million of STP funds available to Solano County as part of the first cycle of OBAG. MTC has indicated their willingness to make accommodations for the City of Dixon, the City of Suisun, and Solano County projects provided that stay on track to obtain their E-76 by the end of Summer. However, MTC staff recommended that the City of Fairfield's Beck Ave project be delayed (subsequently overturned at the request of STA staff) but Fairfield will be on notice for potentially not being eligible for future federal cycle funds.

STA staff has made efforts in giving each agency an opportunity to report on the project status at regularly monthly Project Delivery Working Groups. A review and possible update of STA's project delivery policies (Attachment C) is recommended to ensure that member agencies follow the proper project delivery process and communicate with STA staff adequately in the future.

Fiscal Year 2015-16 Obligation Plan (Attachment D)

City of Suisun City's Driftwood Dr

Programmed for FY 2015-16, this project is facing a funding shortfall of approximately \$350,000 for its construction (CON) phase of the project. The City of Suisun City will be seeking TDA Article 3 funding to cover the shortfall. For the Preliminary Engineering (PE) phase, which has an estimated scheduled to be complete by February 2016, the City of Suisun City is also currently in process of seeking outside funding. With funding in question for two phases of this project, there is a possibility of its CON obligation being moved to FY 2016-17. TDA article 3 award announcements will be made in the early fall of 2015.

County of Solano's Travis AFB South Gate Improvement Project

This project is funded with Federal Earmark funds and is not in danger of losing funds.

City of Vacaville's VTC Phase 2

The design for this project has been changed from a garage to a surface lot. That project and all other Vacaville projects are currently on track for delivery.

Vallejo's Downtown Streetscape

This Project received their E-76 and will be opening construction bids on May 21st. The project is expected to be complete by January 2016.

Inactive Obligations Update

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months. If a project has not been invoiced during the previous 6 months, it is placed on the Caltrans Inactive List. More information regarding Inactive Obligations and its repercussions can be found on Caltrans Local Assistance website: <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

As a regular discussion topic for the Solano PDWG, the Caltrans Inactive Projects List is released once a month to show the progress federal aid projects. Projects that have not sent in invoices in the past 6 months are added to the list. There are a total of 10 inactive projects in Solano County this month, with 2 of them coming from the STA, 2 from Suisun City, 2 from Vallejo, 1 from Vacaville, and 1 from Caltrans (Attachment E). Projects that continue to stay on this list will have their funding de-obligated.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. MTC's 3606 Project Delivery Policy
- B. Projects Obligated in Fiscal Year 2014-15
- C. STA's Project Delivery Policies
- D. MTC's Draft Obligation Plan for Fiscal Year 2015-16
- E. Inactive Projects List

**Metropolitan Transportation Commission (MTC)
Regional Project Funding Delivery Policy Guidance for
FHWA-Administered Federal Funds
In the San Francisco Bay Area
MTC Resolution 3606
January 22, 2014**

Regional Project Funding Delivery Policy Intent

The intent of the regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority (OA) and meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in advance of state and federal funding deadlines to provide the opportunity for implementing agencies, Congestion Management Agencies (CMAs), Caltrans, and MTC to solve potential project delivery issues and bring projects back in-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy guidance specifically addresses the Regional Discretionary Funding managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as congressionally mandated projects including Earmarks which come with their own assigned OA). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines, such as those imposed by the CTC on funds it administers and allocates.

This regional project delivery policy guidance was developed by the San Francisco Bay Area's Partnership, through the working groups of the Bay Area Partnership Technical Advisory Committee's (PTAC) consisting of representatives of Caltrans, county Congestion Management Agencies (CMAs), transit operators, counties, cities, interested stakeholders, and MTC staff.

General Policy Guidance

As the federally designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for designated federal funds (referred collectively as 'Regional Discretionary Funding');

As a result of the responsibility to administer these funding programs, the region has established various deadlines for the delivery of regional discretionary funds including the

regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP) and Regional Transportation Improvement Program (RTIP) to ensure timely project delivery against state and federal funding deadlines. MTC Resolution 3606 establishes standard guidance and policy for enforcing project funding deadlines for these and other FHWA-administered federal funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) the Moving Ahead for Progress in the 21st Century (MAP 21) and subsequent extensions and federal transportation acts.

Once FHWA-administered funds are transferred to FTA, non-applicable provisions of this policy guidance no longer apply. The project sponsor must then follow FTA guidance and requirements.

FHWA-administered federal funds are to be programmed in the federal Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA).

The regional discretionary funds such as the RTIP, STP, CMAQ and regional-TAP funds are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone, and may be used for any phase of the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing FHWA federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can deliver new projects within the funding deadlines and can meet all federal-aid project requirements.

MTC staff will actively monitor and report the obligation status of projects to the Working Groups of the Bay Area Partnership. The Working Groups will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the regional discretionary fund programming. These changes, or revisions to these regional programs, are not routine. Proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the MTC Commission. Regional discretionary funds may be shifted among any phase of the project without the concurrence or

involvement of MTC if allowed under Caltrans procedures and federal regulations. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP. Additionally, any changes involving funding managed by the California Transportation Commission (CTC), such as RTIP and TAP, must also follow the CTC's processes for amendments and fund management.

Regional Discretionary Funding:

Regional Discretionary Funding is revenue assigned to MTC for programming and project selection, including but not limited to funding in the Regional Transportation Improvement Program (RTIP), Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, regional Transportation Alternatives Program (TAP) funding and any subsequent federal funding programs at MTC's discretion. The funds are referred collectively as Regional Discretionary Funding.

Programming to Apportionment in the year of Obligation/Authorization

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the regional annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received for the funds it manages.

Advanced Project Selection Process

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA, with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and generally will only be considered after January 31 of each fiscal year. In some years OA may not be available for advancements until after May 1, but the funds must be included in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to May 1.

Agencies requesting advanced funding should be in good standing in meeting deadlines for other FHWA federal-aid projects. Restrictions may be placed on the advancement of funds for

agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are not in compliance with funding deadlines and federal-aid requirements. MTC may consult with FHWA, Caltrans and/or the appropriate Congestion Management Agency (CMA) to determine whether the advancement of funds is warranted and will not impact the delivery of other projects.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

Important Tip: Caltrans releases unused local OA by May 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision also allows the advancement of projects after May 1, by using unclaimed OA from other regions.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state or federal deadlines subsequent to the obligation deadline (such as award and invoicing deadlines) have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing these subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract, or project invoicing cannot easily be met within the required deadlines, the agency may consider using ACA until the project phase is underway and the agency is able to meet the deadlines. The use of ACA may also be considered by agencies that prefer to invoice once – at the end of the project, rather than invoice on the required semi-annual basis. When seeking this option, the project sponsor must program the local funds supporting the ACA in the same year of the TIP as the ACA, and program an equal amount of federal funds in the TIP in the year the ACA will be converted to a funding authorization.

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

Project Cost Savings/Changes in Scope/Project Failures – For FHWA-Administered Funds Managed By MTC (Regional Discretionary Funding)

Projects may be completed at a lower cost than anticipated, or have a minor change in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must inform MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these project funding reductions will not be used. Federal regulations require that the project proceed to

construction within ten years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in ten years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the CMA administered programs are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional programs, are available for redirection by the Commission. For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline.

Minor adjustments in project scope may be made to accommodate final costs, in accordance with Caltrans (and if applicable, CTC) procedures and federal regulation. However, Regional Discretionary Funding managed by MTC and assigned to the project is limited to the amount approved by MTC for that specific project. Once funds are de-obligated, there is no guarantee replacement funding will be available for the project. However, in rare instances, such as when a project becomes inactive, funds de-obligated from a project may be made available for that project once again, as long as the de-obligated funds are not rescinded and are re-obligated within the same federal fiscal year.

For federal regional discretionary funds managed by MTC, any funding reductions or unused funds realized after the obligation deadline return to MTC. Any Regional Discretionary Funding such as STP/CMAQ funds that have been obligated but remain unexpended at the time of project close-out will be de-obligated and returned to the Commission for reprogramming. However, for funding administered by the CTC, such as STIP funds, any unexpended funds at the time of project close-out are returned to the state rather than the region.

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

Important Tip: If a project is canceled and does not proceed to construction or right of way acquisition within 10 years, the agency may be required to repay all reimbursed federal funds.

Federal Rescissions

FHWA regularly rescinds unused federal funds, either annually as part of the annual federal appropriations or at the end or beginning of a federal transportation act or extension. Therefore, local public agencies must obligate the funds assigned to them within the deadlines established in this policy. Should regional discretionary funds be subject to a federal rescission,

the rescinded funding will first apply to projects with funds that have missed the regional obligation deadline and to projects with funds that have been de-obligated but not yet re-obligated, unless otherwise directed by the Commission.

Annual Obligation Plan

California Streets and Highway Code Section 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution from other states. There is no provision in state statute that the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan prior to each federal fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available in the upcoming federal fiscal year. This plan will be the basis upon which priority for OA and obligations will be made for the upcoming federal fiscal year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation by the deadline are subject to re-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

The project sponsor shall be considered committed to delivering the project (obligating/authorizing the funds in an E-76 or transferring to FTA) by the required funding deadline at the beginning of the federal fiscal year (October 1) for funding programmed in that year of the TIP. If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the federal fiscal year.

In the event that OA is severely limited, such as at the end of a federal authorization act, and there is insufficient OA to obligate all of the projects in the annual obligation plan, restrictions may be placed on funds for agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are in violation of funding deadlines and federal-aid requirements.

Local Public Agency (LPA) Single Point of Contact

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations, requirements and deadlines, every Local Public Agency (LPA) that receives FHWA-administered funds and includes these funds in the federal TIP will need to identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate

issues and questions that may arise from project inception to project close-out. The local public agency is required to identify, maintain and update the contact information for this position at the time of programming changes in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

By applying for and accepting FHWA funds that must be included in the federal TIP, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe, and meet all federal-aid project requirements.

FHWA-Administered Project Milestones Status

Project sponsors that miss delivery milestones and funding deadlines for FHWA-administered funds are required to prepare and update a delivery status report on major delivery milestones for all active projects with FHWA-administered funds and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans to discuss the local agency's ability to deliver current and future federal-aid transportation projects, and efforts, practices and procedures to be implemented by the local agency to ensure delivery deadlines and requirements are met in the future. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources. For purposes of the delivery status report, 'Active' projects are projects programmed in the current federal TIP with FHWA-administered funds (including those in grouped TIP listings), and projects with FHWA-administered funds that remain active (have received an authorization/obligation but have not been withdrawn or closed out by FHWA). The local public agency is to use the status report format provided by MTC, or use a report agreeable by the respective CMA and MTC staff.

Local Public Agency (LPA) Qualification

In an effort to facilitate project delivery and address federal-aid process requirements, Local Public Agencies (LPA) applying for and accepting FHWA administered funds must be qualified in the federal-aid process. By requesting the programming of federal funds in the federal TIP, the LPA is self-certifying they are qualified to deliver federal-funding transportation projects. This regional LPA qualification is to help confirm the jurisdiction has the appropriate knowledge and expertise to deliver the project. The regional LPA self-qualification is not a substitute for any state or federal certification requirements and is simply to acknowledge a minimum requirement by which a local agency can demonstrate to the respective CMA, MTC and Caltrans a basic level of readiness for delivering federal-aid projects. The purpose of the regional LPA qualification is to allow the LPA to program the funds in the federal TIP and has no other standing, implied or otherwise. The regional LPA qualification does not apply to transit operators that transfer all of their FHWA-administered funds to FTA.

To be 'regionally qualified' for regional discretionary funds, and for programming federal funds in the federal TIP, the LPA must comply with the following, in addition to any other state and federal requirements:

- Assign and maintain a single point of contact for all FHWA-administered projects implemented by the agency.
- Maintain a project tracking status of major delivery milestones for all programmed and active FHWA-administered projects implemented by the agency
- Have staff and/or consultant(s) on board who have delivered FHWA-administered projects within the past five years and/or attended the federal-aid process training class held by Caltrans Local Assistance within the past 5 years, and have the knowledge and expertise to deliver federal-aid projects.
- Maintain all active FHWA-administered projects in good standing with respect to regional, state and federal delivery deadlines, and federal-aid requirements
- Maintain the expertise and staff resources necessary to deliver federal-aid projects within the funding timeframe, and meet all federal-aid project requirements
- Has a financial/accounting system in place that meets state and federal invoicing and auditing requirements;
- Has demonstrated a good delivery record and delivery practices with past and current projects.

Maximizing Federal Funds on Local Projects

To facilitate project delivery and make the most efficient use of federal funds, project sponsors are encouraged to concentrate federal funds on fewer, larger projects and maximize the federal share on federalized project so as to reduce the overall number of federal-aid projects.

Sponsors may also want to consider using local funds for the Preliminary Engineering (PE) and Right of Way (ROW) phases and target the federal funds on the Construction (CON) phase, thus further reducing the number of authorizations processed by Caltrans and FHWA. Under the regional toll credit policy (MTC Resolution 4008) sponsors that demonstrate they have met or exceeded the total required non-federal project match in the earlier phases, may use toll credits in lieu of a non-federal match for the construction phase. However, sponsors must still comply with NEPA and other federal requirements for the PE and ROW phases. Such an approach can provide the sponsor with greater flexibility in delivering federal projects and avoiding invoicing requirements for the earlier phases. Sponsors pursuing this strategy should ensure that federal funds are programmed to the construction phase in the federal TIP so that Caltrans will prioritize field reviews and NEPA review and approval.

Specific Project-Level Policy Provisions

Projects selected to receive Regional Discretionary Funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of

the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming and are required to develop major milestone delivery schedules for each of their federal-aid projects.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or loss of funding.

Specific project-level provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Field Reviews**

Implementing agencies are to request a field review from Caltrans Local Assistance within twelve months of approval of the project in the TIP, but no less than twelve months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities, or if a field review is otherwise not required by Caltrans. It is expected that Caltrans will conduct the review within 60 calendar days of the request.

Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP (but no less than twelve months prior to the obligation deadline) could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms (if required) must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

- **Environmental Submittal Deadline**

Implementing agencies are required to submit a complete Preliminary Environmental Study (PES) form and attachments to Caltrans for all projects, twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- **Obligation/Request For Authorization (RFA) Submittal Deadline**

Projects selected to receive Regional Discretionary funding must demonstrate the ability to obligate programmed funds by the established deadlines. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the funding deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete, funding obligation / FTA Transfer Request for Authorization (RFA) package to Caltrans Local Assistance by November 1 of the fiscal year the funds are listed in the TIP. The RFA package is to include the CTC allocation request documentation for CTC administered funds such as STIP and state-TAP funded projects as applicable. Projects with complete packages delivered by November 1 of the TIP program year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after November 1 of the TIP program year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the November 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Important Tip: Once a federal fiscal year (October 1 through September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/authorizing the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to re-programming by MTC.

Within the CMA administered programs, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until the start of federal fiscal year in which the funds are programmed in the TIP, swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional programs, the Commission has discretion to redirect funds from delayed or failed projects.

MTC Regional Discretionary Funding is subject to a regional obligation/ authorization/ FTA transfer deadline of January 31 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation/ authorization or FTA transfer to Caltrans Local Assistance by November 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/authorization/ FTA transfer of the funds by January 31 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2014-15 of the TIP have a request for authorization/ obligation/ FTA transfer submittal deadline (to Caltrans Local Assistance) of November 1, 2014 and an

obligation/ authorization/FTA transfer deadline of January 31, 2015. No extensions will be granted to the obligation deadline.

In Summary:

- Request For Authorization (RFA) Submittal Deadline: November 1 of the fiscal year the funds are programmed in the federal TIP. The Implementing Agency is required to submit a complete Request for Authorization (RFA)/ obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline). For projects with federal funds administered by the CTC, such as STIP and State-TAP, the required CTC allocation request documentation must also be submitted by November 1 in order to meet the January 31 obligation deadline of federal funds.
- Obligation /Authorization Deadline: January 31 of the fiscal year the funds are programmed in the TIP, including funds administered by the CTC, such as STIP and state-TAP. No extensions will be granted to the obligation deadline for regional discretionary funds.

Important Tip: If an agency must coordinate delivery with other delivery timelines and other fund sources, it should program the regional discretionary funding in a later year of the TIP and advance the funds after May 1 using the Expedited Project Selection Process (EPSP) once additional OA is made available by Caltrans. Projects with federal funds administered by the CTC, such as STIP and state-TAP, should receive a CTC allocation in sufficient time to receive the federal obligation by the obligation deadline.

November 1 - Regional Request for Authorization (RFA) submittal deadline. Complete and accurate Request for Authorization package submittals, and ACA conversion requests for projects in the annual obligation plan received by November 1 of the fiscal year the funds are programmed in the TIP receive priority for obligations against available OA. The RFA should include CTC allocation request documentation for federal STIP and state-TAP funded projects as applicable.

November 1 – January 31 – Projects programmed in the current year of the TIP and submitted during this timeframe are subject to re-programming. If OA is still available, these projects may receive OA if obligated by January 31. If OA is limited, these projects will compete for OA with projects advanced from future years on a first-come first-served basis. Projects with funds to be advanced from future years should request the advance prior to January 31, in order to secure the funds within that federal fiscal year. This rule does not apply to federal funds administered by the CTC such as STIP or state-TAP funds.

January 31 - Regional Obligation/Authorization deadline. Regional Discretionary Funding not obligated (or transferred to FTA) by January 31 of the fiscal year the funds are programmed in the TIP are subject to reprogramming by MTC. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to January 31 in order to secure the funds within that federal fiscal year, though a project may be advanced from a later year any time after January 31. For funding administered by the CTC, the CTC allocation should occur in sufficient time to meet the January 31 federal obligation deadline.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they are subject to de-programming from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement.

Important Tip: In some years, OA for the region may be severely limited, such as when the state has run out of OA, or Congress has only provided a partial year's appropriation or during short-term extensions of a federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the RFA deadline of November 1 have priority, followed by other projects in the annual obligation plan submitted before the RFA Submittal deadline of November 1. Projects in the obligation plan but submitted after November 1 may have OA (and thus the obligation of funds) restricted and may have to wait until OA becomes available – either after May 1, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. RFAs submitted after the November 1 deadline have no priority for OA for that year. Agencies with projects not in good standing with regards to the deadlines of this policy or not complying with federal-aid requirements are subject to restrictions in future Regional Discretionary Funding and the programming of funds in the federal TIP.

- **Coordination with CTC allocations**

The CTC has its own delivery deadlines that must be met in addition to the regional deadlines. Regional deadlines are in advance of both state and federal deadlines to ensure all deadlines can be met and funds are not jeopardized. To further ensure that CTC deadlines are met, allocation requests to the CTC for federal funds must be accompanied with a complete and accurate E-76 Request for Authorization (RFA) package, so that the authorization/ obligation may be processed immediately following CTC action. MTC will not sign off on allocation concurrences for federal funds unless the E-76 RFA package is also submitted.

Important Tip: There may be occasions when the schedule for a project funded by the CTC is not in sync with the standard summer construction season or with the January 31 regional obligation deadline. Considering that CTC-administered construction funds must be awarded within 6 months of the CTC allocation, the project sponsor may want to delay the CTC construction allocation until later in the season in order to comply with the CTC award deadline. This is allowed on a case-by-case basis for construction funds when the project sponsor has demonstrated a special project delivery time-schedule, and programming the funds in the following state fiscal year was not an option. Regardless of the regional obligation deadline, the end-of-state-fiscal-year CTC allocation deadline still applies, and CTC-administered funds must still receive a CTC allocation by June 30 of the year the funds are programmed in the STIP. This means the construction CTC allocation request/ RFA must be submitted to Caltrans local assistance no later than March 31 of the year the funds are programmed in the STIP/TIP in order to meet the June CTC allocation deadline.

- **Program Supplement Agreement (PSA) Deadline**

The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. It is expected that Caltrans will initiate the PSA within 30 days of obligation. The agency should contact Caltrans if the PSA is not received from Caltrans within 30 days of the obligation. This requirement does not apply to FTA transfers.

Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans.

- **Construction Advertisement / Award Deadline**

For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 3 months and awarded within 6 months of obligation / E-76 Authorization (or awarded within 6 months of allocation by the CTC for funds administered by the CTC). However, regardless of the award deadline, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding.

Agencies must submit the complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures.—Agencies with projects that do not meet these award deadlines will have future

programming and OA restricted until their projects are brought into compliance (CTC-administered construction funds lapse if not awarded within 6 months).

For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

Important Tip: Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult meeting the deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

- **Regional Invoicing and Reimbursement Deadlines – Inactive Projects**

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). Projects that have not received a reimbursement of federal funds in the previous 12 months are considered inactive with the remaining un-reimbursed funds subject to de-obligation by FHWA with no guarantee the funds are available to the project sponsor.

To ensure funds are not lost in the region, regional deadlines have been established in advance of federal deadlines. Project Sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly.

Agencies with projects that have not been invoiced against at least once in the previous 6 months or have not received a reimbursement within the previous 9 months have missed the invoicing/reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement.

Important Tip: In accordance with Caltrans procedures, federal funds must be invoiced against at least once every six months. Funds that are not reimbursed against at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings, or anticipate a longer project-award process or anticipate having difficulty in meeting these deadlines can use Advance Construction Authority (ACA) to proceed with the project, then convert to a full obligation prior to project completion. ACA conversions receive priority in the annual obligation plan. Furthermore, agencies that obligate construction engineering (CE) funds may (with concurrence from Caltrans) invoice against this phase for project advertisement activities to comply with invoicing deadlines.

- **State Liquidation Deadline**

California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 4 state fiscal years following the fiscal year in which the funds were appropriated. CTC-administered funds must be expended within 2 state fiscal years following the fiscal year in which the funds were allocated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended in a Cooperative Work Agreement (CWA) with the California Department of Finance. CTC-administered funds must also be extended by the CTC. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

At the time of obligation (E-76 authorization) the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funding remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

Implementing agencies must submit to Caltrans the Final Report of Expenditures within six months of project completion. Projects must proceed to right of way acquisition or construction within 10 years of federal authorization of the initial phase.

Federal regulations require that federally funded projects proceed to construction or right of way acquisition within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in 10 years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency may not be required to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to right of way acquisition or construction within 10 years, the agency is required to repay all reimbursed federal funds.

Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

Note that funds managed and allocated by the CTC may have different and more stringent funding deadlines. A CTC allocated-project must fully expend those funds within 36 months of the CTC funding allocation.

Consequences of Missed Deadlines

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional project-funding delivery policy, and all other state and federal requirements can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of all their FHWA federal-aid projects against these regional, state and federal funding deadlines and milestones and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and will work with the agency to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines, or are out of compliance with federal-aid requirements and deadlines will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive Regional Discretionary Funding based on the implementing agency's demonstrated ability to deliver the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

Regional Project Delivery Principles

The following requirements apply to the management and implementation of FHWA-administered funds within the region:

- **Federal funds must comply with federal fiscal constraint requirements.** FHWA-administered federal funds are to be programmed in the federal Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by FHWA or transferred to the Federal Transit Administration (FTA) or allocated by the CTC.
- **Regional discretionary funds are project specific.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone and may be used for any phase of the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.
- **Funds must be included in the annual obligation plan.** MTC staff, in consultation with regional partners, will prepare an annual obligation plan as required by California Streets and Highway Code 182.6(f) at the end of each state fiscal year based on the funding programmed in the federal TIP and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made in the following federal fiscal year.
- **Advance Construction Conversion has priority for funding.** Conversion of Advance Construction Authorization (AC) to full authorization receives priority in the annual obligation plan. At the end of the federal authorization Act, AC may be the only option available should the region fully use its Obligation Authority.
- **Federal funds must meet timely use of funds requirements.** To comply with federal timely use of funds requirements, the Request for Authorization (RFA) and obligation (E-76 authorization/ FTA Transfer) deadlines are November 1 and January 31, respectively. These deadlines align with the natural schedule to have projects ready for the following summer construction season.
- **Projects may be advanced from future years.** Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and generally will only be considered after the obligation submittal deadline of November 1. OA is available first-come first-served after January 31. In some years OA may not be available for project advancements until after April 30, when Caltrans releases unused OA statewide.
- **CTC allocation and FHWA authorization requests should be coordinated.** To ensure deadlines imposed by the CTC are met, allocation requests to the CTC for federal funds should be accompanied with a complete RFA package, so the authorization request for federal funds may be submitted to FHWA immediately following CTC action.
- **Funds for construction should be awarded within 6 months of obligation.** This deadline is for consistency with the CTC's 6-month award deadline following CTC allocation, and to ensure there are eligible expenditures to invoice against to meet Caltrans' 6-month invoicing requirement and FHWA's inactive obligations requirements.
- **Funds must be invoiced against at least once every 6 months.** Project sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly. This ensures the sponsor complies with Caltrans requirements and the project does not become inactive under FHWA's rules.

Regional Project Delivery Policy Guidance

MTC Resolution 3606

Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency is committed to delivering project in the year programmed in the TIP	Region	Deprogramming of funds and redirection to other projects that can use the OA (MTC)
Field Review (If applicable)	Within 12 months of inclusion in TIP	Region	Restrictions on future programming, obligations and OA until deadline is met (MTC)
MTC Obligation Plan CA S&H Code § 182.6(f)	October 1 - Beginning of each federal fiscal year	Caltrans Region	Only projects identified in MTC's annual Obligation Plan receive priority for OA. Projects not in annual plan may need to wait until after May 1 to receive an obligation (MTC)
Request For Authorization (RFA) Submittal	November 1 of year funds programmed in TIP	Region	Project loses priority for OA. OA may be redirected to other projects (MTC)
Obligation / FTA Transfer E-76 / Authorization	January 31 of year programmed in TIP	Region	Reprogramming of funds and redirection to other projects that can use the OA (MTC)
Release of Unused OA	May 1	Caltrans	Unused OA becomes available for all regions to access on first-come first-served basis (Caltrans)
CTC-Allocation CA Gov Code § 14529.8	June 30 of the year CTC funds are programmed	CTC	CTC-programmed funds lapse (CTC) Requires CTC approval for extension
Last opportunity to submit Request For Authorization (RFA) for federal fiscal year	June 30	Caltrans	Requests submitted after June 30 may need to wait until following federal fiscal year to receive E-76 / Authorization (Caltrans)
End of Federal Fiscal Year - OA No Longer Available	August 30	Caltrans Federal	Federal system shut down. Unused OA at end of federal fiscal year is taken for other projects. No provision funds taken will be returned (FHWA)
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans Region	De-obligation of funds after 6 months (so project does not become inactive) (Caltrans) Restrictions on future programming, obligations and OA until deadline is met (MTC)
Construction Advertisement	3 months after obligation	Region	Potential to miss award deadline. Restrictions on future programming, obligations and OA until deadline is met (MTC)
Construction Award	6 months after Allocation/ Obligation	CTC Region	CTC-allocated funds lapse. Requires CTC extension approval (CTC) Potential for project to become Inactive. Restrictions on future programming, obligations and OA until deadline is met (MTC)
Invoicing & Reimbursement	Submit invoice and receive reimbursement at least once every 6 months following obligation of funds.	Federal Caltrans Region	Placed on pending inactive list after 6 months. Must submit invoice status reports (Caltrans) De-obligation of funds if project does not receive reimbursement within 12 months, with no guarantee funds will be returned (FHWA) Restrictions on future funding (MTC)
Expenditure CA Gov Code § 14529.8	2 years following the year of CTC allocation of funds	CTC	CTC-allocated funds lapse (CTC) Requires CTC approval for extension
Liquidation CA Gov Code § 16304.1	2 years following the year of allocation (state funds) 4 years following the year of allocation (Federal funds)	State of California Caltrans	Loss of State budget authority and de-obligation of funds (State of California). Requires CWA with Caltrans for extension (Caltrans)
Project Close-Out	6 months after final invoice	Caltrans Region	Must submit explanation in writing (Caltrans) Restrictions on future funding (MTC)

Project Name	Sponsor	Project Description	Current Phase	FY Programmed	Percent Complete (Current Phase)	Total Project Cost Estimate	Project Completion Expected	Active/Complete/Proposed	Notes
Benicia Industrial Pk Multi-Modal Trans	Benicia	Plan and construct a bus hub station in the Benicia Industrial Park for the I-680 corridor and northern Benicia for transit service across the Benicia-Martinez Bridge into	CON	14/15	0%	\$2,110,000	11/15/2015	Active	Project progressing on schedule. Final design due by 4/1/2015.
Ramp Metering Phase II	Caltrans	Ramp metering is used to manage entries so that the freeway can be regulated during peak periods of congestion, AM and PM commuter hours.	CON	14/15	0%	\$0	3/1/2015	Active	Need Project Delivery Sheet
West A Street Paving Project	Dixon	West A Street from Pitt School Road to Batavia: repave and install fabric, minor concrete repairs, ADA Ramps, and utility cover adjustments.	CON	14/15	0%	\$659,663	9/13/2015	Active	Enviro and ROW completed. Specs have been submitted to City Attorney for review and comments are due back by 5/12/15 for submittal of PS&E and Request for Authorization Package
Beck Avenue Pavement Rehabilitation	Fairfield	"Pavement rehabilitation of Beck Avenue, from Highway 12 to West Texas Street, including ADA improvements."	CON	14/15	0%	\$1,980,000	1/15/2016	Active	Project missed the April 30th Caltrans E-76 deadline. Submitting for E-76 for CON by early May.
Fairfield-Vacaville Intermodal Rail Station	Fairfield	Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot, bike and other station facilities. Project is phased.	CON	14/15	0%	\$70,000,000	3/1/2017	Active	City Council to approved the Construction contract on 11-18-14. Expect construction to begin March, 2015. Waiting on a loan agreement with STA. Expecting CE NEPA clearance soon.
Waterfront Promenade Phase 2	Rio Vista	Pedestrian, bicycle, and ADA access improvements connecting immediately to the south of Phase I improvements and connecting to Front Street at Logan St.	CON	14/15	0%	\$511,000	9/2/2015	Active	Ground breaking occurred on October 10th.
Roadway Preservation in Solano County	Solano County	Solano County: Various streets: Pavement resurfacing and/or rehabilitation including: Overlay, widen pavement surface with no added capacity, stripe and add signs. Project is phased	CON	14/15	0%	\$1,692,600	8/5/2015	Active	Completed Field Review. No NES required. Project has no PE or ROW funds. CON scheduled for spring 2015
Solano County Guardrail Project 2013	Solano County	Repair and install guardrail	CON	14/15	0%	\$220,000	1/26/2016	Active	NES MI being revised to full NES per CT comments
Travis AFB South Gate Improvement Project	Solano County	Fairfield: Petersen Road by Travis Air Force Base; Between Walters Road to Travis AFB. Widen roadway to standard lane width, including shoulder and other safety improvements	CON	14/15	0%	\$2,547,000	5/1/2015	Active	Construction E76 submitted, waiting for CT approval. Mitigation purchase will occur Fall 2014 and Con in the spring of 2015
Vacaville-Dixon Bicycle Route (Phase 5)	Solano County	Class II Bike Route on Hawkins Road from Fox Road to Leisure Town Road	CON	14/15	0%	\$2,033,435	6/15/2015	Active	In design with CON scheduled for spring 2015
Suisun-Fairfield Intercity Rail Station	Suisun City	The Project, which is within an approved PDA, will improve pedestrian and bicycle access along the routes to and from the Suisun Train Station in the Historic Waterfront District by removing obstacles, upgrading pedestrian facilities to current ADA standards, installing additional bicycle facilities, providing better lighting, adding signage, pavement markings, installing fencing to discourage/prevent jaywalking across Main Street, installing countdown pedestrian heads at traffic signals. Improvements to the trash enclosure to discourage use by the homeless are potentially planned.	CON	14/15	0%	\$700,100	11/30/2015	Active	70% of E-76 are anticipated to be received by the City before the end of December 2014. The City will then submit to Caltrans its E-76 Request for Approval (RFA for CON) around the first week of January 2015. Caltrans will take anywhere from 4 week to 6 weeks to approve the RFA, so anytime between late January to mid-February 2015 we should receive our approval. Also, City approval of the PS&E is anticipated before the end of January 2015. We will advertise the construction documents as soon as the RFA is approved or when the construction documents are approved by the City, whichever date is latest.
Sonoma Boulevard Improvements	Vallejo	Vallejo: Sonoma Blvd between York St and Kentucky St: Implement road diet - reduce travel lanes from 4 to 3, including a two-way left-turn lane or median, and add bike lanes	PE	14/15	75%	\$351,633	11/1/2016	Active	
Safe Routes 2 Transit - Curtola Bike Path	Vallejo	Construct new bike path on Curtola Pkwy between Lemon St and Solano Ave	ENV	14/15	10%	\$762,179	1/30/2017	Active	Project recently added to FMS
Vallejo Downtown Streetscape	Vallejo	Improvements on Georgia Street, between Santa Clara and Sacramento Street and Sacramento Street between Virginia Street and Georgia Street. Downtown Vallejo: Pedestrian and bicycle-friendly enhancements including traffic calming, diagonal street parking, decorative lighting, decorative pavers, street furniture, art, improved signage.	CON	14/15	0%	\$3,894,000	10/13/2015	Active	E-76
Vallejo SRTS Infrastructure Improvements	Vallejo	Road Diet in vicinity of Wardlaw Elementary School	PE	14/15	0%	\$280,428	8/15/2015	Active	Project CON moved to FY 2016/17 due to design delays. Need new project delivery schedule. Project scope reduced, due to funding constraints, to just include Wardlaw Elementary. Cooper Elementary is not included in this project any longer.

This page intentionally left blank.

Solano Transportation Authority

Project Delivery Policy

4-15-2014

Attachment C

Overview of STA Project Delivery & Programming

Most project funding does not come directly from the STA itself. Project funding is approved by the STA and then comes from federal, state, or regional funding sources. STA project delivery staff helps local agency project sponsors secure their funding from a variety of funding agencies, which often involves supporting local project managers through complicated federal, state, regional and local funding program procedures.

When met with critical project delays or deadlines, STA staff assists local sponsors through various avenues of recourse, providing a forum between local staff, Metropolitan Transportation Commission (MTC), Caltrans, and other funding or oversight agencies. When project sponsors are unable to secure funds or a project's deliverability is in jeopardy, STA staff develops options, such as funding swaps, delivery options, or reprogramming of funding to protect funding from being lost from Solano County and to maintain equity between STA's member agencies.

Project Delivery Policy Summary

This project delivery policy formalizes the STA's procedures regarding the programming and monitoring of STA funded projects. Other comparable agency project delivery policies focus on strict adherence to increasingly earlier deadlines in an attempt to avoid the next level of government's funding request or project monitoring deadlines. The STA's delivery policies below focus on clear decision points and funding alternatives to implement the funding recommendations taken by the STA Board without earlier deadlines or additional administrative burdens.

Project Delivery Policy Goal:

"To protect transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by funding partner agencies such as the Metropolitan Transportation Commission (MTC), Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and Air Quality Management Districts."

This project delivery policy accomplishes this goal in several ways:

1. Provides overburdened project sponsors with clear consequences for failing to meet MTC, Caltrans, and FHWA deadlines.
2. Provides clear decision points for the STA Board to and the TAC
3. Provides a framework to develop project funding alternatives, such as fund swaps and deferment of fund shares, for project sponsors struggling with delivery deadlines.
4. Structures incentives into funding alternatives for projects sponsors who request to exercise these alternatives earlier in the process rather than later. The farther a project is from a deadline, the easier it is to create more lucrative funding alternatives. The closer a project sponsor is to failing to meet a deadline, funding alternatives become harder to structure and may result in the complete loss of funds from the struggling project sponsor and the county as a

whole.

Other funding alternatives generally require another project sponsor to be able to use the struggling project sponsor's funds for a project that can meet the deadlines attached to the fund source.

Project funding alternatives include:

- *Rescope a project into smaller phases or reprogram funding to another project within the same local agency*
This method is preferable to others as it offers the greatest amount of flexibility to shift funding sources and manage project costs, but can only take place earlier in a project's development and early in the funding programming cycle, usually before the fiscal year in which the funding is programmed.
- *Deferment of funding shares to later years or grant cycles*
This method can preserve equity but will delay the delivery of a project. This can only take place if other projects can spend the deferred funds in earlier years. Reprogramming funds in this nature requires early notice. This is essentially a funding swap without an incentive and can take place as late as October or November of any given fiscal year.
- *Funding swaps on sliding scales from \$0.90/\$1.00 to as low as \$0.50/\$1.00 in high-pressure circumstances*
Funding swaps for federal funds in exchange for local funds can keep a smaller project sponsor's project moving and create an incentive for a larger project sponsor to enter into a swap. The longer a project sponsor waits, the worse the return ratio becomes. This creates incentives for both fund swap parties to enter the swap sooner rather than later. This method can take place as late as February or March of any given fiscal year for STP/CMAQ funded projects.
- *Reprogramming of funding without the possibility of the funding returning to the project sponsor*
This method is the default method of ensuring a project's funding stays within the county or region. It is the standard method cited in MTC's Resolution 3606. If a project sponsor is too close to an Obligation Authority critical deadline, this is often the only option remaining. This method is often used between March and May of any given fiscal year.

Programming Policies for New Projects: Schedule Review & Approval

1. Prior to the STA Board recommending or approving funding for a project, the STA's Project Delivery Department must receive a reasonable project delivery schedule describing development milestones including but not limited to environmental clearance, final design, right-of-way clearance, ready to advertise & award, complete construction, and funding obligation request and receipt dates.
 - 1.1. Applicants who do not provide these details will not be recommended by STA project delivery staff for funding approval by the STA Board.
 - 1.2. The STA's Technical Advisory Committee (TAC) and Project Delivery Working Group (PDWG) will review and recommend the approval of "reasonable" project delivery schedules to the STA Board as part of project funding decisions.
 - 1.2.1. Standards for reasonable delivery schedules will be developed and recommended by the STA TAC and PDWG for incorporation into this policy document.

- 1.2.2. Project sponsors will highlight critical review dates regarding reasonable progress towards completing milestones shown in the schedule (e.g., completed field reviews, drafted environmental & technical studies, receipt of agency permits).

Monitoring Policies: Ongoing Schedule & Development Review

2. Based on approved delivery schedules, STA staff will review project delivery progress relative to adopted schedules with the PDWG during regular meetings. Quarterly progress updates on project status, including changes in phase, percent complete, and project notes, will be required. This progress report will be presented by STA staff to the STA Board quarterly.
 - 2.1. Project milestones will be tracked by STA utilizing a comprehensive project master list, based on MTC's Reso 3606 delivery policies. Any changes to project funding, scope, or timeline should be brought to the attention of STA, who will update the project master list accordingly.
 - 2.2. Issues raised at the PDWG will be forwarded to the STA TAC and STA Board if critical to the success of the project.
 - 2.3. STA staff will recommend project scope and funding alternatives based on "Project Funding Alternative Development" policy discussed below.

STA Delivery Assistance: Strategy & Communication Services

3. STA Project Delivery staff will support member agency projects when in discussions with partner funding and permitting agencies 1) if projects are on schedule and 2) do not have PDWG or TAC member identified delivery issues.
 - 3.1. Issues identified by STA staff not yet reviewed by PDWG and TAC members will be taken into account at the discretion of the STA Director of Projects.
 - 3.2. STA staff project delivery assistance and support includes but is not limited to:
 - 3.2.1. Developing a project delivery schedule and funding strategy with local project sponsors prior to STA PDWG and TAC member review.
 - 3.2.2. Completing Disadvantaged Business Enterprise (DBE) forms for overburdened and smaller agencies.
 - 3.2.3. Scheduling group project field reviews between Caltrans staff and other project stakeholders.
 - 3.2.4. Coordinating communication between MTC, Caltrans and local agencies during critical project delivery milestones & deadlines, such as MTC's Resolution 3606 federal funding obligation request (November 1) and obligation (January 30) annual deadlines.
 - 3.2.5. Notify project sponsors of changing funding source procedures and deadlines to keep projects on schedule.
 - 3.2.6. Inform project sponsors through STA PDWG meetings and emails regarding project delivery bulletins and information requests from funding agency partners, such as MTC and Caltrans.
 - 3.2.7. Develop extension requests for delayed but feasible priority projects.

Project Funding Alternative Development

1. Relative to funding source decision timing, STA staff will present current project delivery information (e.g., project delivery updates), funding alternatives and programming recommendations to the STA PDWG and TAC, prior to STA Board approval.

1.1. Federal Aid Projects

1.1.1. MTC's newly adopted in 2014 Resolution 3606 governs project delivery deadlines for all federal funding shown in the Transportation Improvement Program (TIP) for the Bay Area's federally funded transportation projects. Relative to its delivery deadlines, STA staff will discuss project delivery progress at STA PDWG and TAC meetings two months prior to reaching MTC Reso. 3606 deadlines. The approximate dates of these progress checks are described below:

1.1.1.1. Field review scheduled (February – April)

1.1.1.1.1. Failure may lead to rescoping projects or deferring funds, if alternative projects are available.

1.1.1.2. Environmental Clearance (April – June)

1.1.1.2.1. Failure may lead to rescoping projects, reprogramming funds to other eligible projects, or project funding swaps at \$0.90 to \$1.00.

1.1.1.3. Obligation Requests for any phase (September – November)

1.1.1.3.1. Failure may lead to reprogramming funds to other eligible projects, or project funding swaps at less than \$0.90 to \$1.00.

1.1.1.4. Authorization/Obligation/E-76 receipt (December – January)

1.1.1.4.1. Failure may lead to reprogramming funds to other eligible projects, project funding swaps at less than \$0.50 to \$1.00, or becoming ineligible for future federal funds pursuant to MTC Reso. 3606.

1.1.2. All federal funding for local transportation projects, including earmarks and Caltrans grant programs, will be tracked by STA Project Delivery Staff with the assistance of PDWG members.

1.2. State funded projects

1.2.1. State Transportation Improvement Program (STIP) projects may mirror federal deadlines if tied to federal funds. Authorization at the state level comes in the form of an "allocation" of state funds from the California Transportation Commission. STA staff monitors project delivery relative to Caltrans Grant Program deadlines and CTC approvals:

1.2.1.1. STIP Programming Review (March - April)

1.2.1.1.1. Failure to provide a project schedule that cannot meet a January (Federalized) or April (State-only) allocation request during the prior calendar year between March and April may result in rescoping the project, funding swaps or the reprogramming of funding to other eligible projects.

1.2.1.2. State allocation funding requests (November – April)

1.2.1.2.1. Failure to provide a project schedule that meets a January (Federalized) or April (State-only) allocation request will be subject to a funding swap at less than \$0.90 to \$1.00.

1.2.1.2.2. Failure to request an allocation of STIP funding during the fiscal year when funds are programmed will result in a five-year funding delay for the

return of these funds to Solano County. STA staff will only recommend the reprogramming of these funds within the next STIP programming period if the project is a priority STA project.

1.3. Regional funding (Bridge Tolls, Air Quality Management District, other regional grants)

1.3.1. These funding sources have quarterly and semi-annual reporting requirements as well as final report performance measure documentation.

1.3.1.1. Failure to provide timely reports may result in becoming ineligible for future funding for a period of one funding cycle, or the reprogramming of funding, if flexibility is available.

Local Public Agency (LPA) Single Point of Contact

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations, requirements and deadlines, every Local Public Agency (LPA) that receives FHWA-administered funds and includes these funds in the federal TIP will need to identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The local public agency is required to identify, maintain and update the contact information for this position at the time of programming changes in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and STA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient. By applying for and accepting FHWA funds that must be included in the federal TIP, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe, and meet all federal-aid project requirements.

This page intentionally left blank.

**- WORKING DRAFT -
DISCARD after May 31**

STP/CMAQ
FFY 2014-15 through FY2016-17
For purposes of developing the draft FFY 2015-16 Annual Obligation Plan
FY 2015-16 Deadlines: RFA Submittal: November 1, 2015 Obligation (E-76): January 31, 2016
May 11, 2015

	FFY 2014-15		FFY 2015-16		FFY 2016-17	
	CMAQ	STP	CMAQ	STP	CMAQ	STP
Apportionment	\$67,773,591	\$85,399,068	\$67,773,591	\$85,399,068	\$67,773,591	\$85,399,068
Prior-Year Carryover	(\$15,349,600)	(\$11,861,381)	(\$6,671,467)	\$15,137,231	\$5,726,028	\$587,051
Programming Capacity	\$52,423,991	\$73,537,687	\$61,102,124	\$100,536,299	\$73,499,619	\$85,986,119
Total Programmed	\$59,095,458	\$58,400,456	\$55,376,096	\$99,949,248	\$60,220,941	\$60,223,360
Net Capacity	(\$6,671,467)	\$15,137,231	\$5,726,028	\$587,051	\$13,278,678	\$25,762,759

County	Sponsor	Project Name	TIP ID	Phase	Fund Code				
Solano	Dixon	Dixon SR2S Infrastructure Improvements	SOL130012	CON	STP-T4-2-OBAG			\$100,000	
Solano	Dixon	West A Street Preservation	SOL130013	CON	STP-T4-2-OBAG		\$584,000		
Solano	Fairfield	Beck Avenue Preservation	SOL130002	CON	STP-T4-2-OBAG		\$0		\$1,424,000
Solano	MTC	Regional Planning Activities and PPM - Solano	SOL090006	PE	STP-T4-2-OBAG-PL			\$720,000	\$0
Solano	Rio Vista	SR 12 crossing with updated lighting	SOL130014	CON	CMAQ-T4-2-OBAG			\$100,000	
Solano	Solano County	Roadway Preservation in Solano County	SOL110036	CON	STP-T4-2-OBAG		\$601,750		
Solano	Solano County	Suisun Valley Bicycle and Pedestrian Imps	SOL130007	CON	STP-T4-2-PCA-REG			\$927,000	
Solano	Solano County	Vacaville-Dixon Bicycle Route (Phase 5)	SOL090035	CON	CMAQ-T4-2-OBAG	\$1,140,000	\$600,000		
Solano	Suisun City	Driftwood Drive Path	SOL130020	CON	CMAQ-T4-2-OBAG			\$349,065	
Solano	Suisun City	Suisun-Fairfield Intercity Rail Station Access Imp	SOL130003	CON	CMAQ-T4-2-OBAG	\$315,000			
Solano	Suisun City	Suisun-Fairfield Intercity Rail Station Access Imp	SOL130003	CON	STP-T4-2-OBAG		\$100,000		
Solano	Vacaville	Allison Bicycle / Ped Improvements	SOL130005	ROW	CMAQ-T4-2-OBAG			\$39,000	
Solano	Vacaville	Allison Bicycle / Ped Improvements	SOL130005	CON	CMAQ-T4-2-OBAG			\$345,000	
Solano	Vacaville	Transit Marketing and Public Outreach	SOL130017	CON	CMAQ-T4-2-TCP-TPI-REG				\$171,388
Solano	Vacaville	Ulatis Creek Bike/Ped Path & Stscpe McCellan-Dej	SOL130006	CON	CMAQ-T4-2-OBAG			\$350,000	
Solano	Vacaville	Vacaville SRTS Infrastructure Improvements	SOL130016	PE	CMAQ-T4-1-LIFE	\$40,000			
Solano	Vacaville	Vacaville SRTS Infrastructure Improvements	SOL130016	CON	CMAQ-T4-2-OBAG			\$276,707	
Solano	Vacaville	Vacaville Transit - Curb Ramps	SOL110034	CON	STP-T4-1-LIFE				
Solano	Vallejo	Vallejo Downtown Streetscape	SOL110035	CON	STP-T4-2-OBAG		\$400,000	\$906,000	
Solano	Vallejo	Vallejo SRTS Infrastructure Improvements	SOL130015	PE	CMAQ-T4-2-OBAG	\$18,000			
Solano	Vallejo	Vallejo SRTS Infrastructure Improvements	SOL130015	CON	CMAQ-T4-2-OBAG	\$0			\$229,728

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Attachment E

Updated on
04/30/2015

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	Agency	Description	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5032027	Inactive	Submit invoice to District by 05/20/2015	Suisun City	WALTERS RD. AND PINTAIL DRIVE INTERSECTION, NEW TRAFFIC SIGNAL, ADA RAMPS, PAVEMENT MARKINGS.	433,238.00	389,900.00	0	389,900.00
5032028	Inactive	Submit invoice to District by 05/20/2015	Suisun City	WALTERS RD: BETWEEN PETERSEN RD AND BELLA VISTA.; ROAD REHABILITATION	408,874.00	356,000.00	0	356,000.00
6204117	Inactive	Submit invoice to District by 05/20/2015	Caltrans	WB I-80 TO SR12 CONNECTOR, INTERCHANGE RECONSTRUCTION (TC)	52,215,503.00	999,962.00	0	999,962.00
6249037	Inactive	Invoice under review by Caltrans. Monitor for progress.	Solano Transportation Authority	VARIOUS LOCAL AGENCIES WITHIN SOLANO COUNTY (NON-INFRASTRUCTURE), PRIORITY CONSERVATION AREAS PROGRAM	84,995.00	75,000.00	0	75,000.00
5030057	Future	Invoice returned to agency. Resubmit to District by 08/20/2015	Vallejo	SONOMA BLVD.(SR29) BETWEEN FLORIDA ST AND GEORGIA ST., REDUCE TRAVEL LANE FROM 4 TO 3, ADD BIKE LANES	57,400.00	51,660.00	23,245.29	28,414.71
5030058	Future	Submit invoice to District by 08/20/2015	Vallejo	SACRAMENTO ST FROM GEORGIA TO VIRGINIA, GEORGIA ST FROM SANTA CLARA TO SACRAMENTO, PED. ENHANCEMENT, STREETSCAPE	2,704,100.00	2,334,000.00	0	2,334,000.00
5094058	Future	Submit invoice to District by 08/20/2015	Vacaville	ON ALDRIDGE ROAD, APPROXIMATELY 500' WEST OF EUBANKS DRIVE, OVER PUTAH SOUTH CR, BRIDGE REHABILITATION (TC)	454,000.00	454,000.00	96,277.78	357,722.22
5923083	Future	Invoice returned to agency. Resubmit to District by 08/20/2015	Solano County	S GATE TRAVIS AFB-PETERSEN RD: WALTERS-GATE, WIDEN ROADWAY	497,000.00	397,600.00	326,180.77	71,419.23
5923110	Future	Invoice returned to agency. Resubmit to District by 08/20/2015	Solano County	HAWKINS RD. FROM FOX ROAD TO LEISURE TOWN ROAD, CLASS 2 BICYCLE LANES	67,774.00	60,000.00	46,327.73	13,672.27
6249029	Future	Invoice returned to agency. Resubmit to District by 08/20/2015	Solano Transportation Authority	WEST B STREET NEAR NORTH JACKSON STREET, PEDESTRIAN AND BIKE UNDERCROSSING/UPRR	5,890,000.00	4,524,000.00	4,468,209.48	55,790.52



DATE : May 15, 2015
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
Ryan Dodge, Associate Planner
RE: Water Emergency Transportation Authority (WETA) Ferry System Expansion Plan

Background:

The San Francisco Bay Area Water Emergency Transportation Authority (WETA) is a regional public transit agency tasked with operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies. Under the San Francisco Bay Ferry brand, WETA carries over 1.8 million passengers annually utilizing a fleet of 12 high speed passenger-only ferry vessels. San Francisco Bay Ferry currently serves the cities of Alameda, Oakland, San Francisco, South San Francisco and Vallejo.

WETA currently proposes to expand in the near-term to Berkeley, Richmond, and Treasure Island. Long-term expansion includes serving Antioch, Hercules, Martinez, and Redwood City. No future new terminals or new services are currently planned for any location in Solano County.

WETA is in the process of developing a Strategic Plan that will encompass current operations, emergency response, and system expansion. STA will work with WETA during this process.

Discussion:

STA will begin developing a water transportation plan in 2016 for passenger and freight (goods movement) in Solano County. STA will work with WETA so that any system expansion policy proposed by WETA does not preclude the review and approval of any proposed new or expanded water transportation services affecting Solano County or the cities in the county.

Recommendation:

Informational.

This page intentionally left blank.



DATE: May 6, 2015
 TO: STA TAC
 FROM: Drew Hart, Associate Planner
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Regional			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$110,000	No Deadline
6.	Bay Area Air Quality management District Program Manager Funds	\$108,000	May 29, 2015
State			
1.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads	~\$150 million	July 31, 2015
2.	Active Transportation Program	\$213 million	June 1, 2015
3.	California River Parkways Grant Program*	\$7.6 million	September 1, 2015
Federal			

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

This page intentionally left blank.

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$15 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/
TDA Article 3	Cheryl Chi Metropolitan Planning Commission (510) 817-5939 cchi@mtc.ca.gov	No deadline	Approx. \$110,000	The Metropolitan Transportation Commission (MTC) administers TDA Article funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.	N/A	
Bay Area Air Quality Management District Program Manager Funds	Drew Hart STA (707) 399-3214 dhart@sta.ca.gov	May 29, 2015	\$340,000	The purpose of the Program Manager Funds is to provide financial incentives for reducing emissions from the mobile sources of air pollution within the Bay Area Air Quality Management District (BAAQMD).	N/A	Call for projects forthcoming

*New Funding Opportunity

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
State Grants						
Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	Sylvia Fung California Department of Transportation (Caltrans) (510) 286-5226 sylvia.fung@dot.ca.gov	Announcement Anticipated Spring of 2015	Approx. \$100-150 M nationally	The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm	N/A	Eligible Projects: HSIP funds are eligible for work on any public road or publicly owned bicycle/pedestrian pathway or trail, or on tribal lands for general use of tribal members, that corrects or improves the safety for its users.
Active Transportation Program (ATP)	Laurie Waters California Transportation Commission (CTC) (916) 651-6145 Laurie.Waters@dot.ca.gov	June 1, 2015	\$213 M which includes: \$183M Statewide and \$30M Regional	The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as biking and walking.	7 Total from Solano County agencies	Call for projects will be on March 26, 2015. This is a 4-year funding cycle and can include environmental, engineering, and construction.

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

This page intentionally left blank.



DATE: May 18, 2015
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: Draft Meeting Minutes for STA Advisory Committees

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

Attachment:

- A. STA Board Highlights of May 13, 2015

This page intentionally left blank.



**STA Board Meeting Highlights
6:00 p.m., Regular Meeting
Wednesday, May 13, 2015**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiplat, STA Clerk of the Board
RE: Summary of Actions of the May 13, 2015 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of May 13, 2015. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

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

BOARD MEMBERS ABSENT:

None.

ACTION – FINANCIAL ITEMS

A. None.

ACTION – NON-FINANCIAL ITEMS

A. Legislative Update

Recommendation:

Approve the following positions:

- Assembly Bill (AB) 1250 (Bloom) – ~~*Watch support with a proposed amendment to prohibit increased bus weights on residential streets*~~

On a motion by Board Member Sperring, and a second by Board Member Price, the STA Board approved the recommendation as amended shown above in ~~*strikethrough bold italics*~~. (8 Ayes)

- Senate Bill (SB) 254 (Allen) – ~~*Seek Amendment- support with a proposed amendment to include Joint Powers Authorities as eligible to receive relinquishments*~~

On a motion by Vice Chair Richardson, and a second by Board Member Spring, the STA Board approved the recommendations as amended shown above in ~~*strikethrough bold italics*~~. (8 Ayes)

CONSENT CALENDAR

On a motion by Board Member Batchelor, and a second by Board Member Augustine, the STA Board unanimously approved Consent Calendar Items A-G. (8 Ayes)

A. Minutes of the STA Board Meeting of April 15, 2015

Recommendation:

Approve STA Board Meeting Minutes of April 15, 2015.

B. Draft Minutes to the TAC Meeting of April 29, 2015

Recommendation:

Approve TAC Meeting Minutes of April 29, 2015.

C. Fiscal Year (FY) 2014-15 Third Quarter Budget Report

Recommendation:

Receive and file.

D. Dixon West B Street Pedestrian and Bicycle Undercrossing –Notice of Completion

Recommendation:

Approve the following:

1. Accept the West B Street Pedestrian and Bicycle Undercrossing contract as complete; and
2. Authorize the Executive Director to file a Notice of Completion with the County Recorder's office.

E. Faith in Action Contract for Transportation Services by Volunteer Caregivers

Recommendation:

Authorize the Executive Director to enter into a one-year contract with Faith in Action for an amount not-to-exceed \$40,000 to provide Transportation Services by Volunteer Caregivers with a two-year annual renewal option.

F. 2015 Paratransit Coordinating Council (PCC) Work and Outreach Plans

Recommendation:

Approve the 2015 PCC Work Plan as shown in Attachment A and the 2015 PCC Outreach Plan as shown in Attachment B.

G. Americans with Disabilities Act (ADA) In-Person Eligibility Contract Amendment

Recommendation:

Approve the following:

1. The proposed contract amendment with C.A.R.E Evaluators in the amount of \$93,535 for the ADA In-Person Eligibility Program, expiring June 30, 2015 with a total amount not-to-exceed \$305,679.
2. Authorize the Executive Director to negotiate and execute a three month extension with C.A.R.E. Evaluators for an amount not-to-exceed \$57,024.

**REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION
(MTC)**

STA PRESENTATION

A. Capitol Corridor Update & Long Range Service Plan

Presented by David Kutrosky

B. Bike to Work Week

Presented by Paulette Cooper

C. Directors Reports:

1. Planning

2. Projects

3. Transit/Rideshare

INFORMATIONAL

A. Status of STA's Current Overall Work Plan (OWP) and Draft for Fiscal Years (FY) 2015-16 and FY 2016-17

B. Comprehensive Transportation Plan (CTP) Update – Status of Local Agency Priorities and Public Outreach

C. Summary of Funding Opportunities

D. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015

BOARD MEMBER COMMENTS

ADJOURNMENT

The meeting was adjourned at 6:50 p.m.

This page intentionally left blank.



DATE: May 18, 2015
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2015

Discussion:

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2015 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 2015



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2015**

SUMMARY:	
STA Board:	Meets 2 nd Wednesday of Every Month
Consortium :	Meets Last Tuesday of Every Month
TAC:	Meets Last Wednesday of Every Month
BAC:	Meets 1 st Thursday of every Odd Month
PAC:	Meets 3 rd Thursday of every Even Month
PCC:	Meets 3 rd Thursday of every Odd Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., June 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., June 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
Thurs., July 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
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
August 12 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., August 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., August 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Tentative
Tues., September 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
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
November 4	6:00 p.m.	STA's 18 th Annual Awards	TBD – Benicia	Confirmed
Thurs., November 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Thurs., November 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 18	11:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., November 17	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 18	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., December 15	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 16	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed