



MEETING AGENDA

**6:00 p.m., STA Board Regular Meeting
 Wednesday, June 10, 2015
 Suisun City Hall Council Chambers
 701 Civic Center Drive
 Suisun City, CA 94585**

Mission Statement: To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 424-6008 during regular business hours at least 24 hours prior to the time of the meeting.

Staff Reports: Staff reports are available for inspection at the STA Offices, One Harbor Center, Suite 130, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at jmasiclat@sta-snci.com. **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

Agenda Times: Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

ITEM

BOARD/STAFF PERSON

- | | |
|--|---|
| <p>1. CALL TO ORDER/PLEDGE OF ALLEGIANCE
(6:00 – 6:05 p.m.)</p> <p>2. CONFIRM QUORUM/ STATEMENT OF CONFLICT
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.</p> <p>3. APPROVAL OF AGENDA
(6:05 – 6:10 p.m.)</p> <p>4. OPPORTUNITY FOR PUBLIC COMMENT
(6:10 – 6:15 p.m.)</p> | <p>Vice Chair Richardson</p> <p>Vice Chair Richardson</p> |
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STA BOARD MEMBERS

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

STA BOARD ALTERNATES

Tom Campbell	David Hampton	Jerry Castanon, Jr.	Chuck Timm	Lori Wilson	Curtis Hunt	Jesse Malgapo	Erin Hannigan
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5. **EXECUTIVE DIRECTOR’S REPORT – Pg. 7** Daryl K. Halls
(6:15 – 6:20 p.m.)
6. **REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** Jim Spering,
(6:20 – 6:25 p.m.) MTC Commissioner
7. **STA PRESENTATIONS**
(6:25 – 6:35 p.m.)
- A. **Bike to Work Week Results and Team Bike Challenge Winner** Paulette Cooper
- B. **Directors Reports:**
1. **Planning – CTP Update** Robert Macaulay
2. **Projects** Janet Adams
3. **Transit/Rideshare/Mobility Management** Philip Kamhi and Liz Niedziela
8. **CONSENT CALENDAR**
- Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:40 – 6:45 p.m.)
- A. **Minutes of the STA Board Meeting of May 13, 2015** Johanna Masiclat
Recommendation:
Approve STA Board Meeting Minutes of May 13, 2015.
Pg. 13
- B. **Draft Minutes to the TAC Meeting of May 27, 2015** Johanna Masiclat
Recommendation:
Approve TAC Meeting Minutes of May 27, 2015.
Pg. 19
- C. **STA’s Fiscal Year (FY) 2014-15 Final Year Budget Revision** Susan Furtado
Recommendation:
Adopt the STA’s FY 2014-15 Final Budget Revision as shown in Attachment A.
Pg. 25
- D. **Renewal of Administrative Services Contract with the City of Vacaville** Susan Furtado
Recommendation:
Authorize the Executive Director to renew the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for a three-year contract term beginning FY 2015-16 through FY 2017-18 for a total amount of \$166,050.
Pg. 29

- E. Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix - June 2015 – Solano Transportation Authority (STA), Solano County Transit (SolTrans), and City of Vacaville** Philip Kamhi
- Recommendation:
Approve the following:
1. The FY 2015-16 Solano TDA Matrix as shown in Attachment B for Solano Transportation Authority, Solano County Transit and the City of Vacaville; and
 2. STA Resolution No. 2015-05 authorizing the filing of a claim with MTC for the allocation of \$1,070,945 TDA funds for FY 2015-16.
- Pg. 35
- F. Contract Amendments:** Philip Kamhi
1. **Transit Finance Consultant Services**
 2. **Transit Corridor Studies Project Manager**
- Recommendation:
Approve the following:
1. Authorize the Executive Director to execute a contract amendment for Transit Finance Consultant Services contract with NWC Partners, Inc. to extend the contract from June 30, 2015 to June 30, 2016, with no increase in the budget authorization; and
 2. Authorize the Executive Director to execute a contract amendment for Transit Corridor Studies Project Manager and to assist in the implementation of related programs, contract with McElroy Transit to extend the contract from June 30, 2015 to June 30, 2016, with no increase in the budget authorization.
- Pg. 43
- G. Solano County Priority Development Area Investment and Growth Strategy –One Year Update** Robert Macaulay
- Recommendation:
Approve the STA PDA Investment and Growth Strategy – One Year Update memo as shown in Attachment A.
- Pg. 45
- H. Consolidated Transportation Services Agency (CTSA) Advisory Committee – Appointment of Seniors and People with Disabilities Advisory Committee Members** Daryl Halls
- Recommendation:
Appoint Susan Rotchy to the CTSA Advisory Committee as the Seniors and People with Disabilities Transportation Advisory Committee representative.
- Pg. 53
- I. Jepson Parkway Project - Final Relocation Impact Statement and Last Resort Housing Plan Amendment** Bernadette Curry
- Recommendation:
Adopt the Final Relocation Impact Statement and Last Resort Housing Plan Amendment as shown on Attachment B for the Jepson Parkway Project.
- Pg. 55

J. Website Services Contract

Jayne Bauer

Recommendation:

Authorize the Executive Director to execute a contract with MIG for website services through June 30, 2017, in an amount not-to-exceed \$70,500.

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9. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Jayne Bauer

Recommendation:

Approve support positions for the following:

- SB 16 (Beall)
- SB 508 (Beall)
- HR 2497 (Denham)

(6:45 – 6:55 p.m.)

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

Nathaniel Atherstone,
FAST

Recommendation:

Approve FAST's proposed service changes to SolanoExpress Routes 20, 30 and 40 as shown in Attachment A.

(6:55 – 7:00 p.m.)

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C. Comment Letter to Caltrans State Transportation Plan 2040

Anthony Adams

Recommendation:

Authorize the STA Chair to submit a comment letter to Caltrans regarding Caltrans' State Transportation Plan 2040.

(7:00 – 7:05 p.m.)

Pg. 77

D. 2015 Solano Rail Facilities Plan

Robert Macaulay

Recommendation:

Approve the 2015 Solano Rail Facilities Plan as shown in Attachment A.

(7:05 – 7:10 p.m.)

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

Daryl Halls

Recommendation:

Adopt the STA's Overall Work Plan for FY 2015-16 and FY 2016-17 as shown in Attachment A.

(7:10 – 7:15 p.m.)

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10. ACTION FINANCIAL ITEMS

- A. **MTC Proposal to Modify Regional Rideshare Program and Funding Recommendation:** Judy Leaks
Authorize the Executive Director to send a letter to MTC requesting they continue to fund the employer outreach and vanpool services work in Solano County, Napa County and other delegated counties.
(7:15 – 7:25 p.m.)
Pg. 135

11. INFORMATIONAL ITEMS – NO DISCUSSION

- A. **2015 Comprehensive Transportation Plan (CTP) Updated Priority Project Lists** Robert Macaulay
Pg. 143
- B. **SolanoExpress Intercity Quarterly Reports** Philip Kamhi
Pg. 173
- C. **2015 Bike to Work Day – Campaign Wrap Up** Paulette Cooper
Pg. 179
- D. **Summary of Funding Opportunities** Drew Hart
Pg. 181
- E. **STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015** Johanna Masiclat
Pg. 187

12. BOARD MEMBERS COMMENTS

13. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, July 8, 2015**, Suisun Council Chambers.

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MEMORANDUM

DATE: June 2, 2015
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – June 2015

The following is a brief status report on some of the major issues and projects currently being advanced by the Solano Transportation Authority (STA). An asterisk (*) notes items included in this month's Board agenda.

Status of State Funding Discussions for Transportation

In May, Governor Jerry Brown released his May Revise for the State Budget. The Governor left the door open for a potential transportation funding proposal by the State Legislature, but did not offer any specific proposal. Currently, only Senator Jim Beall's SB 16, which was released in April, is being discussed. The Assembly has not released a new transportation funding plan proposal since the Assembly Speaker's proposal in February (which did not gain any traction). With the upcoming budget deadlines this month, the time is short for a transportation funding proposal to be included as part of the State Budget. Without any action by the State Legislature, transportation continues to face potential significant cuts in State funding for local streets and roads, the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP).

Meetings with State Legislators

During the month of May, STA Board Members and staff met with three of Solano County's state legislators, State Senator Lois Wolk, and State Assembly Members Bill Dodd and Jim Frazier. All three meetings took place at locations in Solano County. The focus of the meetings were understandably on the status of state funding for transportation and on various priority projects and programs germane to the Legislator's district. Thanks to the Board Members for their active participation.

Approval of STA's Overall Work Program *

Last month, I provide an update to the Board on the status of the STA's current Overall Work Program (OWP) plans, projects and programs. Staff has revised the OWP for Fiscal Years 2015-16 and 2016-17 that will help guide the development of the update of the STA's two year budget that will be presented to the Board in July. A more detailed discussion regarding the impact on transportation funding on the OWP will be provided at a future meeting. The updated OWP was reviewed and approved unanimously by both the Transit Consortium and the TAC at their meetings in May.

Final Budget Revision for FY 2014-15 *

STA's Susan Furtado has prepared the final budget revision for FY 2014-15 before the close of the fiscal year and the preparation for the annual audit. Most of the adjustments are to reflect up to date totals for project delivery and carry over funds heading into FY 2015-16. The total budget change is a reduction from \$37.57 million to \$36.92 million. These include budget reductions for administration and transit/rideshare and budget increases for planning and projects. Next month, staff is scheduled to bring the revised budget for FY 2015-16 and the new budget for FY 2016-17.

Caltrans State Transportation Plan Proposes to Step Away from Corridor and Freight Improvements*

Caltrans has prepared a draft State Transportation Plan that proposes not to emphasize corridor capacity and freight improvements. This could impact a number of corridor and freight improvement projects throughout California, including the I-80 Express Lanes, Cordelia Truck Scales Westbound Project, and the I-80/I-680/SR 12 Interchange Project in Solano County.

Changes to Regional Rideshare Program Could Impact Successful SNCI Program *

Due in part to projected reductions in federal cycle funds (Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ)) in future years, the Metropolitan Transportation Commission staff has recently proposed changes to the Regional Rideshare Program that includes a reduction of federal cycle funds from \$3.4 million to \$1.6 million per year, including future elimination of rideshare funds to delegated counties that would include STA's Solano Napa Commuter Information Program (SNCI) by Fiscal Year 2017-18. This proposed action would be shortsighted in light of the effectiveness of the SNCI's effective Employer and Vanpool programs and the region's efforts to fund, construct, and operate a 400-mile regional Express Lanes network that would include the I-80 corridor in Solano County and is intended to enhance additional Express Bus, Carpool and Vanpool usage.

Solano Rail Facilities Plan Highlights the Potential of Rail in Solano County *

The Solano Rail Facilities Plan highlights the updated status of current rail service for passengers and the priorities for current and future train stations. This Plan for the first time, also highlights the status and economic opportunities for the movement of freight. The amended Plan has incorporated changes provided by the STA Board and from comments letters received and it is recommended for adoption by the STA Board.

STA Joins Celebration Marking the Groundbreaking for New Fairfield/Vacaville Train Station

On May 29th, I joined with STA Board Members and staff in attending the City of Fairfield's event to highlight the start of construction for the new Fairfield/Vacaville Train Station. STA and a number of transportation funding partners have played a significant role in obtaining the funding for this project. The project is located adjacent to the Jepson Parkway Project and is a part of the City of Fairfield approved specific plan that includes over 6,000 planned new housing units.

SolanoExpress Service Changes *

Fairfield and Suisun Transit (FAST) staff has proposed several minor service modifications to SolanoExpress Routes 20, 30 and 40 that are anticipated to improve efficiency. At the Board meeting, STA staff will provide a summary of the 3rd quarter performance report for all seven Solano Express Routes. STA is in the process of retaining the consultant for phase two of the Transit Corridor Study that will pick up where phase one left off with a more detailed focus on the preferred service option and priority capital improvement needed to improve service performance and expand ridership.

Water Emergency Transportation Authority (WETA)

On June 2, 2015, I attended a meeting at Vallejo City Hall organized by STA to meet with staff from WETA and the City of Vallejo to discuss WETA's plans for a development of a new Strategic Service Plan for the regional ferry service. The good news is that WETA staff does plan to include options for service plan expansion for the Vallejo service that, along with the rest of the WETA Ferry Service, has been experiencing significant large increases in ridership the last couple of years. According to WETA staff, most of the Vallejo Ferry runs during the morning and evening commute are now at capacity and they are starting to leave riders at the dock. I have invited WETA to make a presentation to the STA Board at our meeting on July 8th.

Bike to Work Day Update *

STA continues to remain active in promoting bicycling as a healthy and convenient alternative for traveling to work and school through a combination of the Solano Napa Commuter Information Program (SNCI) and Safe Routes to School Program. In May, the 21st Annual Bike to Work Campaign was held and STA's SNCI program staff organized 28 energize stations in Napa and Solano Counties. Thanks to all of the Board members for their active participation at this year's event.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated June 2014)

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A		H	
ABAG	Association of Bay Area Governments	HIP	Housing Incentive Program
ACTC	Alameda County Transportation Commission	HOT	High Occupancy Toll
ADA	American Disabilities Act	HOV	High Occupancy Vehicle
APDE	Advanced Project Development Element (STIP)	I	
AQMD	Air Quality Management District	ISTEA	Intermodal Surface Transportation Efficiency Act
ARRA	American Recovery and Reinvestment Act	ITIP	Interregional Transportation Improvement Program
ATP	Active Transportation Program	ITS	Intelligent Transportation System
AVA	Abandoned Vehicle Abatement	J	
B		JARC	Jobs Access Reverse Commute Program
BAAQMD	Bay Area Air Quality Management District	JPA	Joint Powers Agreement
BABC	Bay Area Bicycle Coalition	L	
BAC	Bicycle Advisory Committee	LATIP	Local Area Transportation Improvement Program
BAIFA	Bay Area Infrastructure Financing Authority	LEV	Low Emission Vehicle
BART	Bay Area Rapid Transit	LIFT	Low Income Flexible Transportation Program
BATA	Bay Area Toll Authority	LOS	Level of Service
BCDC	Bay Conservation & Development Commission	LS&R	Local Streets & Roads
C		LTR	Local Transportation Funds
CAF	Clean Air Funds	M	
CalSTA	California State Transportation Agency	MAP-21	Moving Ahead for Progress in the 21 st Century
CALTRANS	California Department of Transportation	MIS	Major Investment Study
CARB	California Air Resources Board	MOU	Memorandum of Understanding
CCAG	City-County Association of Governments (San Mateo)	MPO	Metropolitan Planning Organization
CCCC (4'Cs)	City County Coordinating Council	MTC	Metropolitan Transportation Commission
CCCTA (3CTA)	Central Contra Costa Transit Authority	MTS	Metropolitan Transportation System
CCJPA	Capitol Corridor Joint Powers Authority	N	
CCTA	Contra Costa Transportation Authority	NCTPA	Napa County Transportation & Planning Agency
CEQA	California Environmental Quality Act	NEPA	National Environmental Policy Act
CHP	California Highway Patrol	NHS	National Highway System
CIP	Capital Improvement Program	NOP	Notice of Preparation
CMA	Congestion Management Agency	NVTA	Napa Valley Transportation Authority
CMIA	Corridor Mobility Improvement Account	O	
CMAQ	Congestion Mitigation & Air Quality Program	OBAG	One Bay Area Grant
CMP	Congestion Management Plan	OTS	Office of Traffic Safety
CNG	Compressed Natural Gas	P	
CTA	California Transit Agency	PAC	Pedestrian Advisory Committee
CTC	California Transportation Commission	PCA	Priority Conservation Area
CTP	Comprehensive Transportation Plan	PCC	Paratransit Coordinating Council
CTSA	Consolidated Transportation Services Agency	PCRP	Planning & Congestion Relief Program
D		PDS	Project Development Support
DBE	Disadvantaged Business Enterprise	PDA	Priority Development Area
DOT	Department of Transportation	PDT	Project Delivery Team
E		PDWG	Project Delivery Working Group
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	PMP	Pavement Management Program
EIR	Environmental Impact Report	PMS	Pavement Management System
EIS	Environmental Impact Statement	PNR	Park & Ride
EPA	Environmental Protection Agency	POP	Program of Projects
EV	Electric Vehicle	PPM	Planning, Programming & Monitoring
F		PPP (P3)	Public Private Partnership
FAST	Fairfield and Suisun Transit	PS&E	Plans, Specifications & Estimate
FEIR	Final Environmental Impact Report	PSR	Project Study Report
FHWA	Federal Highway Administration	PTA	Public Transportation Account
FPI	Freeway Performance Initiative	PTAC	Partnership Technical Advisory Committee (MTC)
FTA	Federal Transit Administration	R	
G		RABA	Revenue Alignment Budget Authority
GARVEE	Grant Anticipating Revenue Vehicle	RBWG	Regional Bicycle Working Group
GHG	Greenhouse Gas	REPEG	Regional Environmental Public Education Group
GIS	Geographic Information System	RFP	Request for Proposal

RFQ	Request for Qualification	TMP	Transportation Management Plan
RM 2	Regional Measure 2 (Bridge Toll)	TMS	Transportation Management System
RPC	Regional Pedestrian Committee	TMTAC	Transportation Management Technical Advisory Committee
RRP	Regional Rideshare Program	TOD	Transportation Operations Systems
RTEP	Regional Transit Expansion Policy	TOS	Traffic Operation System
RTIF	Regional Transportation Impact Fee	T-Plus	Transportation Planning and Land Use Solutions
RTP	Regional Transportation Plan	TRAC	Trails Advisory Committee
RTIP	Regional Transportation Improvement Program	TSM	Transportation System Management
RTMC	Regional Transit Marketing Committee	U, V, W, Y, & Z	
RTPA	Regional Transportation Planning Agency	UZA	Urbanized Area
S		VHD	Vehicle Hours of Delay
SACOG	Sacramento Area Council of Governments	VMT	Vehicle Miles Traveled
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	VTA	Valley Transportation Authority (Santa Clara)
SCS	Sustainable Community Strategy	W2W	Welfare to Work
SCTA	Sonoma County Transportation Authority	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SFCTA	San Francisco County Transportation Authority	WETA	Water Emergency Transportation Authority
SGC	Strategic Growth Council	YCTD	Yolo County Transit District
SJCOG	San Joaquin Council of Governments	YSAQMD	Yolo/Solano Air Quality Management DistrictZ
SHOPP	State Highway Operations & Protection Program	Z	
SMAQMD	Sacramento Metropolitan Air Quality Management District	ZEV	Zero Emission Vehicle
SMCCAG	San Mateo City-County Association of Governments		
SNCI	Solano Napa Commuter Information		
SoHip	Solano Highway Partnership		
SolTrans	Solano County Transit		
SOV	Single Occupant Vehicle		
SPOT	Solano Projects Online Tracking		
SP&R	State Planning & Research		
SR	State Route		
SR2S	Safe Routes to School		
SR2T	Safe Routes to Transit		
SRTP	Short Range Transit Plan		
SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee		
STAF	State Transit Assistance Fund		
STA	Solano Transportation Authority		
STIA	Solano Transportation Improvement Authority		
STIP	State Transportation Improvement Program		
STP	Federal Surface Transportation Program		
T			
TAC	Technical Advisory Committee		
TAM	Transportation Authority of Marin		
TANF	Temporary Assistance for Needy Families		
TAZ	Transportation Analysis Zone		
TCI	Transportation Capital Improvement		
TCIF	Trade Corridor Improvement Fund		
TCM	Transportation Control Measure		
TCRP	Transportation Congestion Relief Program		
TDA	Transportation Development Act		
TDM	Transportation Demand Management		
TE	Transportation Enhancement		
TEA	Transportation Enhancement Activity		
TEA-21	Transportation Efficiency Act for the 21 st Century		
TFCA	Transportation Funds for Clean Air		
TIF	Transportation Investment Fund		
TIGER	Transportation Investment Generating Economic Recovery		
TIP	Transportation Improvement Program		
TLC	Transportation for Livable Communities		
TMA	Transportation Management Association		



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
May 13, 2015

1. CALL TO ORDER

Chair Patterson called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

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 Spering County of Solano

MEMBERS

ABSENT: None.

STAFF

PRESENT: Daryl K. Halls Executive Director
Bernadette Curry Legal Counsel
Janet Adams Deputy Exec. Director/Dir. of Projects
Robert Macaulay Director of Planning
Johanna Masielat Clerk of the Board/Office Manager
Liz Niedziela Transit Program Manager
Philip Kamhi Transit Program Manager
Robert Guerrero Senior Project Manager
Anthony Adams Assistant Project Manager
Drew Hart Associate Planner
Paulette Cooper Commute Consultant

ALSO PRESENT: (In alphabetical order by last name.)

Nathan Atherstone Fairfield and Suisun Transit (FAST)
Kevin Green Daily Republic
George Gwynn Resident, City of Suisun City
Joe Leach City of Dixon
Kevin Moriano City of Suisun City
Graham Wadsworth City of Benicia

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

A quorum was confirmed by the Clerk of the Board. There was no Statement of Conflict declared at this time.

3. APPROVAL OF AGENDA

On a motion by Board Member Jack Batchelor, and a second by Board Member Price, the STA Board approved the agenda. (8 Ayes)

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. EXECUTIVE DIRECTOR'S REPORT

- Capitol Corridor Presentation on Status of Rail Service
- Countywide Transportation Plan Public Presentations Starting Up
- Governor's May Revise Scheduled to Be Released Week of May 11th
- STA's Overall Work Program *
- Update on Intercity Taxi Scrip Program
- More Members of the Public Discover Transportation Information Depot
- Bike to School Day
- STA Staff Update

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC Commissioner Jim Spring noted that the public open house for Solano County residents to learn about an update to the region's long-range transportation and housing roadmap known as Play Bay Area 2040 was held at the Hilton Garden Inn in Fairfield on May 7, 2015.

7. 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**

8. 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.

9. ACTION – FINANCIAL ITEMS

A. None.

10. 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.

Public Comments:

None presented.

Board Comments:

Based on input, the STA Board recommended to modify the following positions as follows:

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 Price, the STA Board approved the recommendations as amended shown above in ~~*strikethrough bold italics*~~. (8 Ayes)

11. INFORMATIONAL – DISCUSSION

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

Daryl Halls presented 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 highlighted the milestones from the current OWP.

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

Robert Macaulay provided an update to the public outreach of the CTP. He noted that staff has made three presentations to date and has received 25 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.

NO DISCUSSION

C. Summary of Funding Opportunities

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

12. BOARD MEMBER COMMENTS

13. ADJOURNMENT

The meeting adjourned at 6:50 p.m. The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, June 10, 2015**, Suisun Council Chambers.

Attested by:


Johanna Masiclat **June 4, 2015**
Johanna Masiclat Date
Clerk of the Board

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TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
May 27, 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
	Matt Tuggle	Solano County

TAC Members

Absent:	David Kleinschmidt	City of Vallejo
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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
	Johanna Masielat	STA

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

John McKenzie	Caltrans District 4
Ross McKeown	MTC
Adam Noelting	MTC

2. APPROVAL OF THE AGENDA

On a motion by Matt Tuggle, and a second by Joe Leach, the STA TAC unanimously approved the agenda. (7 Ayes, 1 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. **REPORTS FROM CALTRANS, MTC AND STA STAFF**

1. Ross McKeown, MTC, distributed information and reported on the FY 2014-15 Federal Highway Administration (FHWA) Funds Obligation Status (Delivery Deadline: April 30, 2015 / FY 2015-16 Delivery Deadline is January 31, 2016);
2. Adam Noelting, MTC, provided a brief update to the Regional Transportation Plan, Plan Bay Area 2040 Call for Projects and the new on-line database submission process of countywide projects; and
3. Graham Wadsworth, City of Benicia, provided current project updates on the Benicia Bus Hub Project and Caltrans repaving of I-680 and I-780.

5. **CONSENT CALENDAR**

On a motion by Dan Kasperson, and a second by George Hicks, the STA TAC approved Consent Calendar Items A and B. (7 Ayes, 1 Absent)

A. Minutes of the TAC Meeting of April 29 2015

Recommendation:

Approve TAC Meeting Minutes of April 29, 2015.

B. Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix - June 2015

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.

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

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.

6. **ACTION FINANCIAL ITEMS**

A. Solano Intercity Taxi Scrip Program Update and Fare Modifications

Philip Kamhi reviewed a variety of options for consideration by the Consortium in order to ensure the long-term sustainability of the Solano Intercity Taxi Program. He noted that 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. He also noted that an increase in the cost of taxi 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 and an additional 640 booklets. The recommended adjustment of the cost for each jurisdiction as shown in the above table per booklet to \$43.54 which would equalize costs through the County.

He noted that at their May 26th meeting, the SolanoExpress Intercity Transit Consortium requested the following:

1. Provide participants with **45 90** days notification prior to fare increase implementation; and
2. To obtain further input from the Senior and People with Disabilities Transportation Advisory Committee and the Paratransit Coordinating Council (PCC) then bring back at a future meeting with final recommendations for STA Board approval.

After discussion, the STA TAC concurred.

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 90** days notification prior to fare increase implementation; and
3. Normalize the cost per scrip booklet to \$43.54 for each transit operator in Solano County.

On a motion by Dave Melilli, and a second by Joe Leach, the STA TAC approved the recommendation as amended and to continue this item until a future meeting.

7. ACTION NON-FINANCIAL ITEMS

A. 2015 Solano Rail Facilities Plan

Robert Macaulay reviewed the main recommendations of the updated Plan made by the RTAC, Consortium, TAC and Board have reviewed the existing conditions (facilities and ridership), freight rail and station location criteria. He specified that 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.

Recommendation:

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

On a motion by George Hicks, and a second by Steve Hartwig, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent)

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

Daryl Halls noted that the plans, projects and programs contained in the current OWP have been updated to reflect milestones achieved in FY 2015-16 and FY 2016-17. He commented that the current OWP will be recommended for approval at the STA Board meeting on June 10, 2015.

Recommendation:

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

On a motion by Graham Wadsworth, and a second by Joe Leach, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent)

8. INFORMATIONAL – DISCUSSION

A. Legislative Update

Jayne Bauer summarized three bills for discussion and potential recommendations. They are as follows:

Senate Bill (SB) 32 Pavley

The bill would authorize the California Air Resources Board (CARB) 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.

SB 413 Wiechowski

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.

SB 508 Beall

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.

After discussion and by consensus, the STA TAC recommended to forward a "Support" position on Senate Bill (SB) 508 Beall.

B. Managed Lanes Implementation Plan Priority Projects

Robert Guerrero commented that 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. He noted that MTC staff requested a list of tiered projects for the MLIP process to consider in its analysis. He also noted that 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. He concluded by stating that STA staff is seeking further input by June 12, 2015 regarding MLIP priority projects.

C. Solano Travel Safety Plan Update

Anthony Adams and Ryan Dodge provided a status update to the Solano Travel Safety Plan. They noted that staff will be 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 the updated plan. They commented that of the 64 intersections identified in the 2005 Solano Travel Safety Plan, 42 safety projects have been completed or are planned for construction and stated that STA staff is seeking assistance from member agencies to confirm these project statuses.

They also reported that STA staff is also in the process of identifying safety projects utilizing the Statewide Integrated Traffic Records System (SWITERS) which 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.

D. Quarterly Project Delivery Update

Anthony Adams identified each of the projects that will be obligated in FY 2014-15. He noted that MTC's resolution 3606 clearly states that projects that do not meet the obligation deadlines are in danger of losing funds or having the project delayed. He also commented that the 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.

Anthony Adams also provided an update to the Inactive Obligated Projects stating that to adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months, and that if a project has not been invoiced during the previous 6 months, it is placed on the Caltrans Inactive List. He concluded by stating that the Caltrans Inactive Projects List is released once a month to show the progress federal aid projects and that projects that have not sent in invoices in the past 6 months are added to the list. He emphasized that 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. Projects that continue to stay on this list will have their funding de-obligated.

NO DISCUSSION ITEMS

E. Water Emergency Transportation Authority (WETA) Ferry System Expansion Plan

F. Summary of Funding Opportunities

G. Draft Meeting Minutes of STA Board & Advisory Committees

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

9. FUTURE STA TAC AGENDA ITEMS

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

10. ADJOURNMENT

The meeting was adjourned at 3:00 p.m.

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



DATE: May 28, 2015
TO: STA Board
FROM: Daryl Halls, Executive Director
Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Fiscal Year (FY) 2014-15 Final Year Budget Revision

Background:

The Solano Transportation Authority (STA) has an adopted budget policy requiring a two-year annual fiscal year budget plan for its proposed expenditures and the proposed means of financing them. In February 2015, the STA Board adopted the FY 2014-15 Mid-Year Budget Revision. This budget provides STA the basis for appropriate budgetary control of its financial operations for the fiscal year and for funding multi-year funded projects.

Discussion:

Attachment A is the Proposed Final Year Budget Revision for FY 2014-15. The FY 2014-15 Proposed Final Year Budget Revision is balanced, with the proposed changes to the approved budget modified from \$37.57 million to \$36.92 million, a reduction of \$650,344. The reduction in the budget amount is primarily due to the timing of the start of program activities, such as the Transit Corridor Study/Short Range Transportation Plan (STRP), Consolidated Transportation Service Agency (CTSA)/Mobility Management Plan/Program, and the Countywide Travel Training/Ambassador Program.

Budget changes are summarized as follows:

1. The FY 2014-15 State Transit Assistance Funds (STAF) allocations in the amount of \$490,990 (Population-Based/Solano) and the amount of \$260,000 (Regional Paratransit) is reprogrammed in FY 2015-16 for the continuation of transit coordination and transit program activities.
2. The Federal Transit Administration (FTA), Section 5304 (Transit Planning Grant) fund for the Transit Corridor Study/Coordinated SRTP (\$120,000) and the Transit Coordination/Implementation (\$99,950) for the City of Rio Vista's transit outreach and analysis is carried over to FY 2015-16 for the continuation of the studies.
3. The Federal funds in the amount of \$250,000 for the Jepson Parkway Project is adjusted to reflect the available funds for the right of way activities.
4. The City of Dixon West B Street Undercrossing Project budget is increased by \$115,840 to reflect the construction funds available for the final phase of the construction project. This construction project was completed and Notice of Completion was approved by the STA Board in May 2015.

Other revenue changes are made to reflect the anticipated expenditures and activities for the fiscal year.

FY 2014-15 Expenditure Changes

Changes to the approved budget are reflective of funds carried forward to FY 2015-16 and revenue changes as described above. The budget expenditure revisions are as follows:

1. The ***Operation and Management*** budget is reduced by \$85,047. The STA Operation & Administration budget expenditures were reviewed and adjusted to reflect the expenditures and activities for the fiscal year. The STA Board budget is reduced by \$10,000 to reflect the savings on the annual travel cost and is carried over to FY 2015-16. The Expenditure Plan budget is reduced by \$55,000 and is carried over to FY 2015-16.
2. The ***Transit and Rideshare Services/Solano Napa Commuter Information (SNCI)*** budget is reduced by \$1,007,559. The reduction in the budget amount is primarily due to the timing of start in program activities, such as the Transit Corridor Study/SRTP, CTSA/Mobility Management Plan/Program, the Countywide Travel Training/Ambassador Program, and the Solano Intercity Taxi Scrip/Paratransit Program. These programs are funded from the combination of the Northern and the Regional Paratransit STAF funding and federal funds, such as the Congestion Management Air Quality (CMAQ), the Job Access and Reverse Commute (JARC), and the New Freedom fund.
3. The ***Project Development*** budget is increased by \$364,374 to reflect the right of way activities for the Jepson Parkway Project and the final phase of the construction project for the City of Dixon B Street Undercrossing Project.
4. The ***Strategic Planning*** budget is increased by \$77,888. The planning activities and studies are adjusted to reflect budget cost changes for the fiscal year and the carryover of funds for the Climate Action Plan, the Comprehensive Transportation Plan (CTP) follow up, and the Bike/Ped Planning.

The FY 2014-15 Proposed Final Budget Revision in the amount of \$36,920,626 is balanced for the continued delivery of STA's priority projects.

To ensure conformance with the Office of Management and Budget (OMB) Circular A-87 (Cost Principles of State, Local, and Indian Tribal Government) and the STA's Accounting Policies and Procedures, the FY 2014-15 is presented with revision to the approved budget for FY 2014-15 to reflect changes in the budget revenue and expenditures.

Fiscal Impact:

The STA's overall FY 2014-15 budget is \$36,920,626, a reduction of \$650,344. The reduction in the budget amount is primarily due to the timing of the start in the transit program activities. These funds are carried over to FY 2015-16 for the continuation of programs and projects.

Recommendation:

Adopt the STA's FY 2014-15 Final Budget Revision as shown in Attachment A.

Attachment:

- A. STA FY 2014-15 Final Budget Revision dated June 10, 2015



FY 2014-15 PROPOSED FINAL-YEAR BUDGET REVISION

June 10, 2015

REVENUES			EXPENDITURES		
<i>STA Fund</i>	Adopted FY 14-15	Proposed FY 14-15	<i>Operations & Administration</i>	Adopted FY 14-15	Proposed FY 14-15
Members Contribution/Gas Tax (Reserve Accounts)	100,000	100,000	Operations Management	1,632,635	1,612,588
Members Contribution/Gas Tax	210,562	166,276	STA Board of Directors/Administration	45,000	35,000
Transportation Dev. Act (TDA) Art. 4/8	397,585	397,585	Expenditure Plan	75,000	20,000
TDA Art. 3/Other	589,212	490,452	Contributions to STA Reserve Account	100,000	100,000
State Transit Assistance Fund (STAF)	3,005,143	2,254,153	Subtotal	\$1,852,635	\$1,767,588
One Bay Area Grant (OBAG)/(STP)	764,912	715,831	Transit and Rideshare Services/SNCI/SR2S		
Federal Earmark		34,482	SNCI/SR2S Management/Administration	457,076	458,076
OBAG - SNCI/SR2S	540,935	540,935	Employer Van Pool Outreach	23,700	23,700
STIP Planning, Programming and Monitoring (PPM)	182,901	189,928	SNCI General Marketing	53,500	53,500
MTC Grant	1,614,000	1,614,000	Commute Challenge	31,800	31,800
Regional Measure (RM) 2 - North Connector - Design	3,786	3,786	Bike to Work Campaign	20,000	20,000
RM 2 - I-80 Express Lanes	42,484	42,484	Bike Links	15,000	15,000
RM 2 - I-80 Interchange Project	51,316	51,316	Emergency Ride Home (ERH) Program	6,000	6,500
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	6,309	6,309	Rideshare Services - Napa	23,958	23,958
Strategic Growth Council Funds		23,233	Safe Route to School Program (SR2S)	736,666	736,666
Transportation for Clean Air (TFCA)	264,799	266,299	Transit Management Administration	137,958	137,958
TFCA - NCTPA	23,958	23,958	Solano Express Marketing	157,500	10,500
Yolo/Solano Air Quality Management District (YSAQMD)	98,423	98,423	Lifeline Program	17,000	17,000
Congestion Mitigation Air Quality (CMAQ)	355,495	355,495	Paratransit Coordinating Council (PCC)	40,000	40,000
Congestion Mitigation Air Quality (CMAQ) - Transit	40,693	40,693	Transit Corridor Study/SRTP	370,000	80,000
Regional Rideshare Program (RRP)	240,000	240,000	Solano Senior & People with Disabilities Plan	30,000	30,000
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	10,000	Implementation/Committee		
New Freedom Funds	265,645	315,645	CTSA/Mobility Management Plan/Program	314,446	154,446
JARC Funds	179,200	179,200	ADA in Person Eligibility Program	200,776	200,776
FTA 5304	219,950	0	Countywide Travel Training/Ambassador Program	417,531	317,531
Project Contingency Reserve Fund (PCRF) - Loan	43,000	43,000	One Stop Transportation Call Center Program	166,339	166,339
Local Funds - Cities/County	382,168	419,218	Transit Coordination/Implementation (Rio Vista/Clipper/Vine)	369,890	213,000
Fare Box Revenue	78,469	72,060	Solano Intercity Taxi Scrip/Paratransit Program	784,889	629,720
Sponsors	17,100	17,100	Subtotal	\$4,374,029	\$3,366,470
Subtotal	\$9,728,045	\$8,711,861	Project Development		
TFCA Program			Project Management/Administration	98,288	96,822
Transportation for Clean Air (TFCA)	310,063	310,063	Local Streets & Roads Annual Report	10,836	10,836
Subtotal	\$310,063	\$310,063	Regional Impact Fee (Feasibility Study/AB 1600)	17,165	17,165
Abandoned Vehicle Abatement Program			Solano Projects Online Tracker (SPOT)	35,000	35,000
Department of Motor Vehicle (DMV)	320,000	320,000	Public Private Partnership (P3) Feasibility Study	178,017	178,017
Subtotal	\$320,000	\$320,000	Alternative Fuel Implementatoin	57,521	57,521
Jepson Parkway Project			Suisun Amtrak Rehabilitation	200,000	200,000
Federal Earmark	200,000	444,517	Benicia Intermodal Project	507,684	507,684
County of Solano	50,000	55,483	Local Project Delivery (SR 12/Church)	212,618	212,618
Contingency Fund Loan	500,000	500,000	Jepson Parkway Project	750,000	1,000,000
Subtotal	\$750,000	\$1,000,000	Jameson Canyon Project	100,000	100,000
I-80/I-680/SR 12 Interchange Project			I-80/I-680/SR 12 Interchange Project	21,000,000	21,000,000
RM 2 Funds	21,000,000	21,000,000	North Connector-East Project Closeout/Mitigation	200,000	200,000
Subtotal	\$21,000,000	\$21,000,000	I-80 East Bound (EB) Truck Scales Relocation Project	212,618	212,618
Jameson Canyon Project			I-80 Express Lanes Project	3,094,399	3,094,399
STIP/TCRP	100,000	100,000	Redwood Parkway Drive/Fairgrounds Improvement Project	16,000	16,000
Subtotal	\$100,000	\$100,000	Dixon B Street Undercrossing Project	1,289,845	1,405,685
North Connector East Project Closeout/Mitigation			Regional Impact Fee Program	550,000	550,000
RM 2 Funds	200,000	200,000	DMV Abandoned Vehicle Abatement (AVA) Program	320,000	320,000
Subtotal	\$200,000	\$200,000	Subtotal	\$28,849,991	\$29,214,365
I-80 East Bound (EB) Truck Scales Relocation Project			Strategic Planning		
RM 2 Funds	212,618	212,618	Planning Management/Administration	119,605	142,619
Subtotal	\$212,618	\$212,618	Events	9,100	9,100
I-80 Express Lanes Project			Model Development/Maintenance	109,743	109,743
RM 2 Funds	3,094,399	3,094,399	Solano County PDA Program	1,500,988	1,493,317
Subtotal	\$3,094,399	\$3,094,399	Climate Action Plan		23,233
Redwood Parkway Drive/Fairgrounds Improvement Project			Rail Facilities Plan	73,433	81,926
STIP Planning, Programming and Monitoring (PPM)	16,000	16,000	Comprehensive Transportation Plan (CTP) Follow Up	226,543	206,601
Subtotal	\$16,000	\$16,000	Water Transportation Plan	0	0
Regional Impact Fee Implementation program			Bike/Ped Planning	70,000	120,761
Regional Impact Fee	550,000	550,000	Priority Conservation Area (PCA)	74,840	74,840
Subtotal	\$550,000	\$550,000	TFCA Programs	310,063	310,063
Dixon B Street Undercrossing Project			Subtotal	\$2,494,315	\$2,572,203
STIP	55,791	144,802	TOTAL, ALL REVENUE		
City of Dixon/TDA	1,234,054	1,260,883	\$37,570,970		
Subtotal	\$1,289,845	\$1,405,685	TOTAL, ALL EXPENDITURES		
TOTAL, ALL REVENUE			\$37,570,970		
\$37,570,970			\$36,920,626		

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DATE: May 28, 2015
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Renewal of Administrative Services Contract with the City of Vacaville

Background:

Since 1996, the Solano Transportation Authority (STA) has contracted with the City of Vacaville to provide administrative support for its accounting and personnel services. In June 2012, STA reviewed the service and renewed for a three-year contract term. The current service contract with the City of Vacaville expires June 30, 2015.

Discussion:

The City of Vacaville continues to provide STA with accounting and personnel services at an affordable and cost-effective rate. In addition, the accounting support provided by the City of Vacaville is reduced with the established direct computer link to the City of Vacaville's computer system. This direct computer link enables STA staff to access all accounting and personnel reports as needed with little staff assistance from the City of Vacaville, which includes the newly implemented accounts payable and payroll processing online submission. The continuation of an agreement for the administrative services with City of Vacaville needs to extend beyond the current three-year contract of the services. The City of Vacaville services have been effective and staff recommends continuing with these services.

The proposed three-year service contract agreement has a total increase of \$3,350 (2%) from the previous three-year contract agreement. This three-year contract service agreement is allocated to STA Operations & Management \$116,235 (70%) and SNCI \$49,815 (30%) and is included in the FY 2015-16 and FY 2016-17 proposed budget.

STA staff recommends renewal of the administrative services contract with the City of Vacaville for Accounting and Personnel Services to a three-year contract beginning FY 2015-16 through FY 2017-18.

Fiscal Impact:

The total three-year service contract agreement amount is \$166,050 (Accounting Services \$116,235 and Personnel Services \$49,815).

Recommendation:

Authorize the Executive Director to renew the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for a three-year contract term beginning FY 2015-16 through FY 2017-18 for a total amount of \$166,050.

Attachment:

- A. Agreement for Continuation of Services.

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Board of Directors
 Solano Transportation Authority
 Suisun City, California

AGREEMENT FOR CONTINUATION OF SERVICES

The City of Vacaville (the City) administrative staff has developed this Agreement for continuation of financial and benefits management services for fiscal year 2015/16, 2016/17, and 2017/18. Outlined below are the services to be provided by the City on behalf of the Solano Transportation Authority (the Authority), along with the related compensation. Once this Agreement is executed, City will invoice the Authority quarterly, in advance, for ongoing financial processing and benefits management services provided by City pursuant to this agreement. Subsequent to approval of the invoice from the City by the Authority's Executive Director, the amount approved for payment will be deducted from the Authority's pre-designated accounts via journal entry. No amounts other than the approved quarterly fee amount will be deducted from the Authority's accounts without prior approval by the Authority's Executive Director. The quarterly fee amount will be ¼ of the annual contract fee amount specified below.

The City serves only as a processing entity for the Authority's financial transactions. Limited assistance may be provided in the interpretation of financial records, review of financial activity and assistance with the year-end audit at an hourly rate of \$100 but only if resources are available.

With respect to accounting services provided pursuant to this agreement, the City's primary responsibility is for processing accounting and payroll transactions and providing standard accounting reports to the Authority. (See listing of standard monthly financial reports below.) Authority management maintains complete responsibility for establishing, maintaining and enforcing the internal accounting controls over the accounting and payroll transactions submitted by the Authority to the City. Unless expressly agreed to in writing, the City will not be responsible for maintaining or enforcing the Authority's accounting and payroll related policies, procedures and controls.

Financial Processing Services

Ongoing financial services will entail the following:

- Processing payroll reporting including disbursements and year-end reporting (W-2), PERS and PARS reporting and transmittals, Federal and State taxes, claims processing for deductions, reconciliations of payroll liabilities, electronic transmittals and bank reporting requirements. The City is not responsible for enforcement of Authority's employee policies and procedures or accuracy of timesheet account coding provided by the Authority. The City will provide the Authority: payroll reports (i.e. labor distribution, payroll registers, PERS and PARS reporting) for each pay period, as well as quarterly payroll tax reports and supporting documents for DE6 and IRS form 941 within 15 days of filing; annual reports for payroll taxes, such as W2 and DE7, within 15 days of filing electronically; annual fiscal year-end report for PARS, within 30 days of year end.
- Processing accounts payable disbursements and year-end analysis and reporting for IRS 1099 requirements, Franchise Tax Board requirements, and bank reporting requirements. The City will provide check register copies for each Authority check run.

- Management of the Authority's cash deposits consistent with the investment policies and practices of the City.
- With STA capability of Citrix access, STA will run the financial reports they feel necessary from the City's accounting system. The Authority will need to contract directly with Eden if customized reports are necessary.
- Processing journal entries (including budget entries) as provided on a monthly basis. Journal entries must be submitted in prescribed format as defined by City. All backup documentation for the journal entries will be the sole responsibility of the Authority and will be maintained by the Authority. All journal entries required for a particular month-end close shall be submitted by the 10th of the following month to be included in that month-end close. Any journal entry requests that are incomplete will be returned to the Authority for clarification and shall include in writing the reason for which it is being returned. The City will not be responsible for identifying any year-end entries (i.e. accounts payable and receivable accruals, compensated absences calculations). Any such entries should be included as a journal entry request from the Authority and any subsequent reversals should also be requested by the Authority. The City will provide copies of journal entries to STA for any journal entry adjustments that did not originate from a journal entry request from STA.
- If Citrix access is not available, the City will provide assistance running routine reports until the services are available.

As noted above, if any services are requested outside of the scope of the items mentioned above, including computer Citrix access and IT tech support, the Authority will be billed an additional fee at the hourly rate of \$100, City resources permitting. Any services that require special handling and/or accelerated timetables may result in additional fees as well. The rate quoted in this document is based on routine handling of day-to-day accounting activities. Any Payroll and Accounts Payable special check request outside of the previously published check run schedule will result in a special check fee (currently \$50 per check). The Authority will be allowed three (3) special checks per fiscal year without assessment of the fee. Also, any requests for financial services including payroll and accounts payable check processing will be provided to the City with a sufficient lead time to be processed within pre-established schedules whenever possible. Any special handling will need to be communicated in writing/e-mail to City staff and may result in additional fees to the Authority.

The fee for ongoing financial services will be \$48,300 each year for fiscal years 2015/16, 2016/17, and 2017/18 and will include the following: cashiering (which includes the processing of cash receipts as well as the daily deposits to Bank of America), payroll administration (which includes processing, reporting and supervision), accounts payable (which includes invoice entry, processing, reporting and supervision), journal entry input and posting, and providing standard monthly financial reports (if Citrix is not available). The ongoing financial processing services fee will be booked quarterly, upon approval by the Authority's Executive Director, at a rate of ¼ of the annual fee to an account requested by the Authority at the beginning of the fiscal year. Either party can cancel this contractual agreement with 90 days notice.

The City will provide up to sixteen (16) hours of direct year-end audit assistance without additional charge. All reconciliations (other than cash and payroll related liabilities), monthly reviews and reporting will be the responsibility of the Authority. All year-end work papers (i.e. fixed assets, compensated

absences) are the responsibility of the Authority. Journal entry requests may be submitted on a monthly basis directly to the City in a prescribed format.

In the event the Authority needs access to original accounting records (i.e. original invoices, journal entries), the Authority will notify the designated City contact and may send an Authority employee to photocopy those records.

Benefit Management

The City of Vacaville Human Resources Department agrees to provide services to the Authority related to routine salary and benefit administration, and occasional advice and guidance on general human resources matter. The Authority agrees to pay the City \$7,000 for fiscal year 2015/16 in compensation for the administration and implementation of routine employee salary and benefit programs as follows:

1. Personnel transaction processing – including salary range and position set-up upon initial hire, and implementation of pro-active pay adjustments such as changes in salary step, promotions, reclassifications (including entry of next review date), demotions, and separations. The City will provide the Authority (via electronic drop site) documentation (i.e. Personnel Action Forms) of each transaction completed. The City agrees to process three (3) retro-active pay adjustments per fiscal year at no charge. Additional *retro-active pay adjustments will be charged separately as described below.*
2. PERS and PARS retirement enrollments, payment reconciliations and terminations. Employer and Employee rates for these plans will be provided by the Authority to City staff each year.
3. PERS Health Insurance administration. Changes in employer and/or employee contribution amounts will be provided by the Authority to City staff as soon as a change is approved by the Authority governing board. The Authority will maintain all required documentation to satisfy PERS requirements such as, but not limited to, dependent eligibility.
4. City HR staff will notify the Authority staff of any benefit/deduction adjustments to employer or employee prior to the pay date the adjustment is to occur.
5. City dental and vision plan administration.
6. Life and Long-Term Disability (LTD) insurance administration including any benefit plan updates.
7. Deferred compensation 457 set-up of payroll benefit / deductions upon notification from the Authority.
8. Unemployment insurance set-up of payroll benefit / deductions upon hire.
9. EDD “Report of New Employees” form completed and submitted to EDD by the City and a copy provided to the Authority within 20 days of hire date.
10. The City HR staff will notify the Authority staff of benefit changes (other than PERS health) related to contract extensions, renewals and rate changes as soon as possible.
11. The City will provide access to the annual benefits faire to employees of the Authority and will notify the Authority staff of that date each year once scheduled.

12. Any changes to employee benefit rates during the term of this agreement will be communicated in writing to Authority's Executive Director or his designee.

On an occasional basis, not to exceed a total of 6 hours per fiscal year, Authority staff may discuss personnel matters with City Human Resources staff to obtain assistance and guidance on issues such as recruitment, hiring, accommodation, performance, discipline, and other personnel matters.

The Authority agrees to pay the City \$7,000 in compensation for the above services for fiscal year 2015/2016, \$7,050 for fiscal year 2016/2017, and \$7,100 for fiscal year 2017/2018.

The following services are beyond the scope of this agreement and will be charged separately at \$100 per hour:

- Retro-active pay adjustments beyond the three (3) per fiscal year provided for under item #1 listed above.
- Development of special reports and/or research requested by Authority with less than 48 hours turn-around time. Requests must be in writing (e-mail is OK) from the Authority and agreed to by the City. Upon request, the City will provide the Authority with an estimate of the cost to provide such report(s) and/or research.

The annual benefit management fee will be booked quarterly, upon approval by the Authority's Executive Director, at a rate of ¼ of the annual fee to an account requested by the Authority at the beginning of the fiscal year. No additional fees will be billed to the Authority without prior approval.

Expansion Services

If the Authority expands its functions or acquires additional grant or other revenue source which necessitate additional service by the City, renegotiation of fees, including set-up fees, may be necessary.

By: _____

Daryl K. Halls
Executive Director
Solano Transportation Authority

Date: _____

By: _____

Dawn M. Leonardini
Director of Human Resources
City of Vacaville

Date: _____

By: _____

Jeremy T. Craig
Director of Finance and Information Technology
City of Vacaville

Date: _____



DATE: June 1, 2015
TO: STA Board
FROM: Philip Kamhi, Transit Program Manager
Mary Pryor, STA Consultant
RE: Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix - June 2015 – Solano Transportation Authority (STA), Solano County Transit (SolTrans), and City of Vacaville

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).

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 (Attachment B) is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims.

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.)

Discussion:

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

Solano Transportation Authority

Solano Transportation Authority is requesting \$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 claimed for the Intercity Taxi Scrip Program from a combination of the County's TDA and operators' TDA per a Memorandum of Understanding. This amount may be subject to change pending discussions with the Consortium regarding contributions from each jurisdiction for the program.

Solano County Transit (SolTrans)

Solano County Transit is requesting \$5,544,445 in TDA funds. TDA funds in the amount of \$3,703,241 will be used for operating and the amount of \$1,841,204 will be used for capital projects. SolTrans' capital projects include the CNG fueling facility and new bus wash at the operations and maintenance facility, an Automatic Vehicle Locator (AVL) system, facility and vehicle maintenance, and the Curtola Park & Ride Hub Renovation.

The City of Vacaville

The City of Vacaville is requesting \$1,658,745 in TDA funds. TDA funds in the amount of \$993,745 will be used for operating and the amount of \$665,000 will be used for capital projects. Vacaville's capital projects include two (2) paratransit bus replacements, one (1) van, transit amenities, and Compressed Natural Gas (CNG) fuel station upgrades.

At the Consortium meeting on May 26th, the members unanimously approved the FY 2015-16 Solano TDA Matrix for Solano Transportation Authority and the City of Vacaville. The attached TDA Matrix also includes the TDA claim for SolTrans. The SolTrans claim was not available at the Consortium meeting, but was emailed to the members afterwards.

Fiscal Impact:

The STA is a recipient of TDA funds from each jurisdiction for the purpose of countywide transit planning and the Taxi Scrip Program. 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:

Approve the following:

1. The FY 2015-16 Solano TDA Matrix as shown in Attachment B for Solano Transportation Authority, Solano County Transit and the City of Vacaville; and
2. STA Resolution No. 2015-05 authorizing the filing of a claim with MTC for the allocation of \$1,070,945 TDA funds for FY 2015-16.

Attachments:

- A. FY 2015-16 TDA Fund Estimate for Solano County
- B. FY 2015-16 Solano TDA Matrix
- C. STA Resolution No. 2015-05 authorizing the filing of a claim with MTC for the allocation of \$1,070,945 TDA funds for FY 2015-16.

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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.

FY2015-16 TDA Matrix

REVISED DRAFT

26-May-15

FY 2015-16

AGENCY	TDA Est from MTC, 2/25/15	Projected Carryover 2/25/15	Available for Allocation 2/25/15	FY2014-15 Allocations / Returns after 1/31/15	Paratransit		Local Transit					Intercity						STA Planning	Other Swaps	Transit Capital	Total	Balance					
					ADA Subsidized Taxi Phase I	Paratransit	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SoiTrans	FAST	FAST	FAST	SoiTrans	SoiTrans	SoiTrans						FAST	FAST	SoiTrans		
					(2)							Rt 20	Rt 30	Rt 40	Rt. 78	Rt. 80	Rt 85						Rt. 90	Intercity Subtotal	Intercity Subtotal	(4)	(4)
Dixon	734,437	862,284	1,596,721	5,000	5,000								\$ 2,746	\$ 61,004	\$ 1,077	\$ 2,674	\$ 483	\$ 978	\$ 9,370	\$ 74,197	\$ 4,135	\$ 22,434			\$ 110,767	1,485,954	
Fairfield	4,251,582	1,545,800	5,797,382	40,000	40,000								\$ 47,723	\$ 70,809	\$ 120,360	\$ 8,920	\$ 3,388	\$ 12,541	\$ 291,687	\$ 530,579	\$ 24,848	\$ 131,585			\$ 767,013	5,030,369	
Rio Vista	306,605	590,565	897,170	420,047	5,000								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ -	\$ 9,240			\$ 434,287	462,883	
Suisun City	1,103,260	130,662	1,233,922	0	0								\$ 8,364	\$ 20,126	\$ 41,186	\$ 1,532	\$ 868	\$ 3,625	\$ 108,539	\$ 178,214	\$ 6,025	\$ 34,334	\$ 50,000		\$ 268,574	965,348	
Vacaville	3,617,620	5,148,533	8,766,153	-301,808	70,000	281,492				712,253			\$ 64,727	\$ 101,730	\$ 90,967	\$ 4,249	\$ 1,939	\$ 5,475	\$ 94,521	\$ 351,944	\$ 11,663	\$ 112,700			\$ 665,000	1,903,244	
Vallejo/Benicia (SoiTrans)	5,575,423	1,732,837	7,308,260	85,000	85,000	1,357,093					2,346,148		\$ 15,372	\$ 48,223	\$ 21,080	\$ 92,020	\$ 43,213	\$ 57,721	\$ 42,386	\$ 127,061	\$ 192,954	\$ 175,445			\$ 1,841,204	6,209,905	
Solano County	741,586	1,245,647	1,987,233	332,645	307,168								\$ 14,874	\$ 28,045	\$ 25,788	\$ 14,017	\$ 7,182	\$ 10,951	\$ 49,063	\$ 117,769	\$ 32,150	\$ 23,038			\$ 812,770	1,174,463	
Total	16,330,513	11,256,328	27,586,841	580,884	512,168	1,638,585	0	0	0	712,253	2,346,148		\$ 153,806	\$ 329,937	\$ 300,457	\$ 123,412	\$ 57,072	\$ 91,291	\$ 595,565	\$ 1,379,766	\$ 271,775	\$ 508,777	\$ 50,000		\$ 2,506,204	\$ 10,506,560	17,080,281

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

- (1) MTC February 25, 2015 Fund Estimate; Reso 4177; columns I, H, J
- (2) STA will be claimant. Amounts subject to change.
- (3) Includes flex routes, paratransit, local subsidized taxi
- (4) Consistent with FY2015-16 Intercity Transit Funding Agreement and FY2013-14 Reconciliation
- (5) Note not used.
- (6) Claimed by STA from all agencies per formula; approved by STA March 11, 2015.
- (7) To be claimed by STA for Suisun Amtrak station maintenance.
- (8) Transit Capital purchases include bus purchases, maintenance facilities, etc.

RESOLUTION NO. 2015-05

RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT FOR FY 2015-16

WHEREAS, the Transportation Development Act (TDA), (Pub. Util. Code section 99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund of the County of Solano for use by eligible claimants for the purpose of transit operations, paratransit operations, planning, administration, passenger rail service and capital projects; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations there under (21 Cal. Code of Regs. 6600 et seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, TDA funds from the Local Transportation Fund of Solano County may be required by claimant in Fiscal Year 2015-16 for the purposes of transit operations, paratransit operations, planning, administration, passenger rail service and capital projects; and

WHEREAS, the Solano Transportation Authority is an eligible claimant for TDA pursuant to Public Utilities Code sections 99400, 99402, and 99313 as attested by the opinion of Solano Transportation Authority Legal Counsel; and

WHEREAS, a portion of the funds requested shall be used for operating and maintenance for the Suisun City AMTRAK station and for Solano County paratransit operations.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority Executive Director or his designee is authorized to execute and file an appropriated TDA claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA monies in Fiscal Year 2015-16.

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein.

Elizabeth Patterson, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of June 2015 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masielat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 10th day of June 2015.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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DATE: May 29, 2015
TO: STA Board
FROM: Philip Kamhi, Transit Program Manager
RE: Contract Amendments:
1. Transit Finance Consultant Services
2. Transit Corridor Studies Project Manager

Background:

In the past, Solano Transportation Authority (STA) has contracted with consultants to provide transit support to transit operators as well as to provide Transit Financial Services for the STA. STA provided consultants to assist SolTrans with transition tasks and STA funded and contracted with Nancy Whelan as SolTrans Interim Finance Director and Jim McElroy as SolTrans Interim Executive Director. Jim McElroy also provided transit consulting services for the Cities of Dixon and Rio Vista through a contract with STA. Nancy Whelan Consulting (NWC) provided Transit Financial Services for the Cities of Dixon and Rio Vista through an agreement with STA. NWC also provided Transit Financial Services and Project Management Services for the STA.

In June of 2014, Nancy Whelan became the General Manager of Marin Transit, and no longer provides consulting services. With this change in her employment status, Nancy Whelan Consulting, LLC transitioned to NWC Partners, Inc. This transition enabled Mary Pryor and Tina Konvalinka Spencer with NWC Partners, Inc. to continue working for the STA. On July 9, 2014, the STA Board approved a contract amendment to extend the Transit Financial Services contract to June 30, 2015, increase the contract budget by \$150,205, and allocate \$150,205 in State Transit Assistance Fund (STAF) for Transit Finance and Coordination Project Management Services.

On July 9, 2014, the STA Board approved a contract amendment for Jim McElroy, McElroy Transit, to amend the project management contract for the Cities of Dixon and Rio Vista to a contract for project management for the Transit Corridor Study, and to assist in the implementation of related programs, to allocate a not-to exceed contract amount of \$42,500 in STAF funds, and to extend the contract through June 30th 2015.

Discussion:

Since July 2014, NWC Partners, Inc. has continued to work with the STA on the Transit Finance and Coordination Project Management Services contract and McElroy Transit has continued to work on the contract for project management for the Transit Corridor Study. STA is proposing to modify the contract with NWC Partners, Inc. to focus on transit finance services. Based on expenditures to date and projected workflow, STA staff anticipates that the unspent funds for both of these contracts will enable the work to continue until June 30, 2016, unless their scope of work changes. Any amendments would be brought back to the STA Board for approval.

Fiscal Impact:

\$150,205 in STAF has been allocated for Transit Finance and Coordination Project Management Services in FY 2014-15. \$42,500 in STAF has been allocated for Project Management Service for the Transit Corridor Studies and to assist in the implementation of related programs in FY 2014-15.

With this proposed contract extension, the remaining contract balances as of June 30, 2015 will be reallocated.

Recommendation:

Approve the following:

1. Authorize the Executive Director to execute a contract amendment for Transit Finance Consultant Services contract with NWC Partners, Inc. to extend the contract from June 30, 2015 to June 30, 2016, with no increase in the budget authorization; and
2. Authorize the Executive Director to execute a contract amendment for Transit Corridor Studies Project Manager and to assist in the implementation of related programs, contract with McElroy Transit to extend the contract from June 30, 2015 to June 30, 2016, with no increase in the budget authorization.



DATE: June 1, 2015
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Solano County Priority Development Area Investment and Growth Strategy –
One Year Update

Background:

The Solano Transportation Authority (STA) is required by the Metropolitan Transportation Commission (MTC) to develop a Priority Development Area (PDA) Investment and Growth Strategy for Solano County as part of the OneBayArea Grant (OBAG) Programming Policies. These PDA Investment and Growth Strategy Guidelines policies are included as Appendix A-6 in the MTC's Resolution which approved the Regional Transportation Plan, known as Plan Bay Area.

The purpose of the PDA Investment and Growth Strategy is to ensure that Congestion Management Agencies (CMAs), such as the STA, have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs. The Strategy must meet the following objectives:

- A. Engage Regional/Local Agencies
- B. Assist Local Agencies in Meeting PDA Planning Objectives
- C. Identify Local Funding Priorities

The first PDA Investment and Growth Strategy (Attachment A) was approved by the STA Board on April 10, 2013, and submitted to MTC and the Association of Bay Area Governments (ABAG). MTC's guidelines require an annual update. The first update was approved in May 2014, and a new annual update has been prepared.

The STA PDA Investment and Growth Strategy contain 6 Goals, found in Chapter 4. Those goals are:

- 1) Create and maintain a balanced transportation system.
- 2) Enhance the local quality of life.
- 3) Promote economic development.
- 4) Link transportation and land use.
- 5) Support public health and safety.
- 6) Conserve environmental resources.

In addition, the STA PDA Investment and Growth Strategy identifies specific priority projects that will advance implementation of these goals. Those priority projects are:

Benicia

- Benicia Intermodal Station
- Benicia Industrial Park Transit Hub
- Sulphur Springs Creek Trail Connectivity

Dixon

- West 'B' Street Pedestrian/Bicycle Undercrossing

Fairfield

- West Texas Street Gateway Project
- Fairfield/Vacaville Intermodal Station

Rio Vista

- Rio Vista Waterfront Improvements

Suisun City

- Railroad Avenue Extension (Marina Blvd. to Main St.)
- Lotz Way Bike and Pedestrian Improvements
- Suisun Train Station: Safe Routes to Transit

Vacaville

- Mason Street at Depot Street Road Diet-Bike/Pedestrian Improvements
- Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)
- Vacaville Transportation Center Phase 2
- Allison/Ulatis Priority Development Area Bike/Pedestrian Improvements

Vallejo

- Vallejo Station Parking Structure Phase B
- Downtown Vallejo Streetscape
- Sonoma Boulevard Corridor

Of this project list, each City has at least one project that has received OBAG and/or other STA-administered funding, and is moving forward. In addition, the cities of Fairfield and Suisun City have received \$1.013 million in PDA planning funds from STA for their downtown PDAs, and the STA has hired the firm of Dyett and Bhatia to provide specific PDA planning services to the cities of Benicia, Dixon and Rio Vista for their respective PDAs. All of the PDA plans are underway and are scheduled to be completed in 2016.

Discussion:

During the April 2013 - April 2014 time period, none of the cities experienced residential development in their PDAs. Given the slow economy during previous years, this is not a surprise. In the 2014-2015 time period covered by this update, the overall economic picture in Solano County improved, although not as significantly as did the economy in the San Francisco-San Mateo-Santa Clara county corridor. As a result, there was no permitting or construction of housing in any of the Solano PDAs during the time covered by the 2014-2015 PDA Investment and Growth Strategy.

There were non-housing projects initiated and/or completed in this time period. The City of Fairfield largely completed utility work in the Fairfield Vacaville Train Station PDA, and broke ground on the station and platform on May 29, 2015. The City of Benicia initiated work on its Industrial Park Transit Hub with completion of design and acquisition of right-of-way. Project construction will start in 2015.

The City of Vallejo continued to implement streetscape improvements within its Downtown PDA with OneBayArea Grant (OBAG) funds provided by STA. In addition, the City initiated paid parking for the downtown/ferry terminal parking garage, and continued to make progress on relocation of the downtown U S Post Office in order to make room for additional transit-supportive infrastructure.

The City of Dixon, with the project delivery assistance of STA, completed the West B Street Pedestrian Undercrossing, which is a Solano priority Safe Routes to Schools, Bicycle and Pedestrian project located within the Downtown Dixon PDA. The City of Rio Vista initiated work on the next phase of the Waterfront Promenade that is a key element of its Downtown/Waterfront PDA pedestrian infrastructure concept.

None of the cities have adopted specific PDA-focused housing policies in the April 2014 - April 2015 time period. All of the cities and the county have approved housing elements.

Attachment A provides a detailed report on the implementation of the STA PDA Investment and Growth Strategy Goals and Projects. MTC and ABAG staff have requested a memo listing changes/activities during the last year rather than requiring a complete update to the report.

Fiscal Impact:

None to the STA General Fund. OBAG funding allocations have already been made and incorporated into the STA budget. Future OBAG allocations may be weighted towards those cities that construct affordable housing.

Recommendation:

Approve the STA PDA Investment and Growth Strategy – One Year Update memo as shown in Attachment A.

Attachment:

- A. PDA Investment and Growth Strategy Report on Implementation of Goals and Projects

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STA PDA Investment and Growth Strategy
Report on Implementation of Goals and Projects
May 2014 to May 2015

Goal Implementation

Goal 1: Balance Transportation System

- Manage existing infrastructure, enhance services that maintain mobility, and create programs which promote multi-modal connectivity and access for all.
- Improve linkages to key land use and transit facilities of regional significance.
- Implement planning and design practices that balance multi-modal access to goods and services for local residents with vehicle mobility for regional travel.

Implementation: STA and member agencies implemented Local Streets and Roads maintenance projects funded by OBAG and local funds, instituted a Transit Ambassador program, completed a Mobility Management plan and neared completion of an update to the Intercity Transit Plan (SolanoExpress). STA adopted its Comprehensive Transportation Plan - Active Transportation element and updated project lists for its countywide bicycle and pedestrian plans. STA and member agencies have received Safe Routes to Schools funds and implemented projects and programs. STA has taken over management of the intercity taxi scrip program to assist those with limited mobility choices. STA will adopt an updated Rail Facilities Plan in June 2015.

Goal 2: Enhance Quality of Life

- Foster “people-oriented development” – affordable and healthy living near quality jobs, food, education, and care.
- Invest in existing and unique community assets, projects, and programs.
- Connect people to parks, cultural/civic attractions, shopping, and other places of gathering.

Implementation: STA adopted its Active Transportation element as part of the update to the Comprehensive Transportation Plan and updated project lists for its countywide bicycle and pedestrian plans. The policies and projects in these documents, and the STA’s recently updated Safe Routes to Schools plan, specifically focus on transportation at the human scale - walking, bicycling, and community connections. STA adopted a Bay/Vine Trail Feasibility Plan in May 2015, and, in conjunction with the City of American Canyon in Napa County, is seeking Active Transportation Funds to deliver the project.

Goal 3: Promote Economic Development

- Create complete communities with multi-modal amenities, which support local development and job growth.
- Incentivize local jobs and retail growth to reduce vehicle miles traveled (VMT) associated with travel out of the area.
- Invest in employment density and supporting activities consistent with local planning, with special emphasis within priority development areas and around transit facilities.

Implementation: STA has supported local PDAs that include job growth, such as the Benicia Industrial Park PDA and transit center, Suisun City Downtown and Train Depot and the Fairfield Train Station PDA and specific plan. Each of those projects has significant investment of STA-administered local and regional funds, including RM 2 and State Transit Assistance funding.

Goal 4: Link Transportation and Land Use

- Promote location efficient development with quality multi-modal access.
- Implement “Complete Streets” based on context to promote active transportation for short distance travel.
- Implement “Transit-Oriented Developments” to provide access to local and regional activities for medium/long distance travel.

Implementation: STA worked with all seven cities and the County to ensure that each has a Complete Streets policy in its General Plan or similar controlling land use and development document, or a Resolution committing to the creation of such a Complete Streets policy. STA's Active Transportation Element contains specific policies relating to Complete Streets and improving access and usability of transit centers. STA worked with the City of Rio Vista to develop the Rio Vision Plan focused on the city's downtown. STA is funding and participating in the development of PDA plans in the cities of Benicia, Dixon, Fairfield, Rio Vista and Suisun City.

Goal 5: Support Public Health and Safety

- Provide safe and active transportation to healthy food, educational institutions, employment centers, and care facilities.
- Design “Complete Streets” based on context to connect residents of all ages and abilities to goods/services.

Implementation: STA's Safe Routes to Schools Plan is specifically aimed at improving walking rates for students and parents, both currently and in the future. STA has partnered with Solano County Public Health to deliver the education and encouragement portions of the programs. STA provided financial support to Suisun City's Grizzly Island trail, which acts as a Safe Routes to Schools and Complete Streets project and support the Suisun City Waterfront PDA and Suisun City/Fairfield Train Station.

Goal 6: Conserve Environmental Resources

- Reduce water, land, and energy consumption through cost-efficient infrastructure investments and ecosystem planning.
- Create communities which foster non-motorized and shorter distance travel.

Implementation: Aside from the afore-mentioned bicycle, pedestrian and Safe Routes to Schools plans and projects, STA has invested staff and non-OBAG funds in helping its member agencies develop Climate Action Plans and a countywide CAP implementation strategy. STA has developed an Alternative Fuels Strategy to help cities, county and local transit operators convert their fleets to CNG and EV. The STA's Rideshare Program, SNCL, formed 27 new vanpools this year, is actively working with local employers to promote alternative modes and is helping BAAQMD to implement the regional Commuter Benefits Pilot Program.

Project Implementation

Benicia

- *Benicia Intermodal Station*
- *Benicia Industrial Park Transit Hub- design, r-o-w and construction funded; property acquired*
- *Sulphur Springs Creek Trail Connectivity*

Dixon

- *West 'B' Street Pedestrian/Bicycle Undercrossing - project completed*

Fairfield

- *West Texas Street Gateway Project*
- *Fairfield/Vacaville Intermodal Station – construction initiated*

Rio Vista

- *Rio Vista Waterfront Improvements – construction initiated*

Suisun City

- *Railroad Avenue Extension (Marina Blvd. to Main St.)*
- *Lotz Way Bike and Pedestrian Improvements*
- *Suisun Train Station: Safe Routes to Transit - project design and construction funded*

Vacaville

- *Mason Street at Depot Street Road Diet-Bike/Pedestrian Improvements*
- *Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)*
- *Vacaville Transportation Center Phase 2*
- *Allison/Ulatis Priority Development Area Bike/Pedestrian Improvements*

Vallejo

- *Vallejo Station Parking Structure Phase B*
- *Downtown Vallejo Streetscape - project funded and partly completed; additional improvements installed; additional segments submitted for state ATP funding*
- *Sonoma Boulevard Corridor*

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DATE: June 1, 2015
 TO: STA Board
 FROM: Liz Niedziela, Transit Program Manager
 RE: Consolidated Transportation Services Agency (CTSA) Advisory Committee –
 Appointment of Seniors and People with Disabilities Advisory Committee Members

Background

Solano Transportation Authority (STA) was designated by the Metropolitan Transportation Commission (MTC) as a Consolidated Transportation Services Agency (CTSA) on October 1, 2014 for a three year timeframe. CTSA's are a mechanism for promoting the concept of mobility management. By State law, CTSA's in the San Francisco Bay Area are designated by MTC to identify and consolidate all funding sources and maximize the services of public and private transportation providers within their geographic area. CTSA designation will assist STA's Mobility Management funding and identify and facilitate implementation of various Mobility Management Programs and Services to support Mobility for Solano County Seniors, People with Disabilities, and Low Income.

Discussion:

As part of the formation of the CTSA, the STA Board established the formation of a CTSA Advisory Committee. On February 11, 2015, STA approved the following members from each of the following committees and agencies as specified below.

Members from Committee and Agencies	Status
Seniors and People with Disabilities Transportation Advisory Committee (1)	<i>Pending</i>
Paratransit Coordinating Council (1)	Ernest Rogers, Transit User
Lifeline Advisory Committee (1)	Richard Burnett, MTC PAC
SolanoExpress Intercity Transit Consortium (3)	Nathan Atherstone, FAST Mona Babauta, SolTrans Brian McLean, Vacaville City Coach
Solano County Department of Health and Social Services (1)	Stephen Betz, Deputy Director of Older and Disabled Adult Services
Area Agency on Aging (1)	Leanne Martinsen, Director of AAoA
STA Board Members (4)	Jack Batchelor, Harry Price, Norman Richardson, Jim Spering

The Seniors and People with Disabilities Transportation Advisory Committee met on May 28th. During the meeting, several committee members expressed interest however they did not reach a consensus of who to recommend to the STA Board. The Committee opted to not recommend one of the candidate, but to defer to the STA Board for the selection.

The Chair requested for the interested committee members to let staff know and the Chair would recommend the appointment of a member to the CTSA Advisory Committee. Six committee members expressed interest in participating in the CTSA Advisory Committee. These are listed below with the constituents they represent:

Heather Barlow, Medical Provider
Robert Fuentes, Non-Profit
Susan Rotchy, Member at Large, City of Dixon
Rochelle Sherlock, Senior Coalition
Tracy Stacey, Member at Large, County of Solano
Edith Thomas, Paratransit Coordinating Council

The Chair of the Senior and People with Disabilities Advisory Committee has recommended Susan Rotchy. As a person with a disability and a transit user, Susan can bring direct ADA experience to the committee. Ms. Rotchy is currently the Executive Director of Independent Living Resource (ILR). ILR is a non-profit organization dedicated to helping people with any type of disability live normal, independent lives.

Recommendation:

Appoint Susan Rotchy to the CTSA Advisory Committee as the Seniors and People with Disabilities Transportation Advisory Committee representative.



DATE: May 27, 2015
TO: STA Board
FROM: Bernadette Curry, STA Legal Council
Janet Adams, Deputy Executive Director/Director of Projects
RE: Jepson Parkway Project - Final Relocation Impact Statement
and Last Resort Housing Plan Amendment

Background:

In an effort to improve local traffic in central Solano County and to encourage the linkage between transportation and land use, the Solano Transportation Authority (“STA”), City of Fairfield, City of Vacaville, Suisun City, and Solano County completed the proposed Jepson Parkway conceptual plan in 2000. The Project components include the widening of the existing roadway on various segments; construction of a northern extension of Walters Road between Cement Hill Road and Air Base Parkway; a grade separation (overpass) of the Union Pacific Railroad tracks as part of the Walters Road extension; improvements (such as bridge widening or culvert extensions) at the Leisure Town Road crossings of Alamo Creek and New Alamo Creek; a new crossing of McCrory Creek and McCrory detention basin; bicycle and pedestrian path; landscaping; and utilities relocation.

The 12-mile Jepson Parkway Project is intended as an Interstate 80 Reliever Route that will improve intra-county mobility for Solano County residents. The Project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to Interstate 80. The Project proposes a continuous four-lane roadway from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in Vacaville. The new Jepson Parkway will generally follow the alignment of the existing two-lane Vanden Road from Peabody Road to the southwest, then extend northeast past the existing section of Vanden Road that turns north and then connects with the existing Leisure Town Road north to Interstate 80. The Project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes.

As part of implementing this Project, the STA is taking the lead on the Right-of-Way activities for Segments 1 and 2 at the request of the cities. As part of the right-of-way activities, there is relocation assistance that is required. These relocations are being completed under the federal code of regulations rules. The STA has contracted with a relocation specialist for this effort and adopted the Final Relocation Impact Statement and Last Resort Housing Plan in February 2014 (Attachment A).

Discussion:

STA has identified that three of the Project segments will require relocations associated with 10 occupied parcels. For purposes of the Final Relocation Impact Statement and Last Resort Housing Plan (“Final Plan”), these three Project segments have been identified as Phase I and Phase II. In order to proceed with the required relocations, the STA Board approved the Final Plan in February 2014 which identified the affected Project area occupants and summarize general information on the residential, business, and personal property only occupants (“Occupants”) of the properties in order to assess the impact the Project may have on the Occupants. The Final Plan also identified how this Project might affect the Occupants and discussed the Relocation Assistance Program that would be made available to the Occupants if they were ultimately required to relocate as a result of the Project. This Final Plan also included an appeal process by which a claimant had recourse to appeal a finding of eligibility prior to a court remedy.

The STA is prepared to provide relocation assistance in accordance with Federal code, 42 U.S.C. 4601 *et seq.* and implement regulations found in 49 CFR Part 24 (the Uniform Relocation Act), and applicable state laws and regulations found in California Government Code Section 7260 *et seq.*, and the California Code of Regulations, Title 25, Chapter 6, Subchapter 1.

At this time, staff is recommending an amendment to clarify the Appeal process (Attachment B). The original Final Plan did not accurately recognize the STA structure and relationship to the funding and oversight agency, Caltrans. The Amendment is recommending a tiered appeal process. The appeal process is structured as a three tier appeal process whereas the Relocation Advisor is the first to make determination of the benefits in accordance with the federal regulations that oversee this work. Should the claimant want to appeal the determination of the Relocation Advisor, the second tier is the STA Director of Projects. The original Final Plan has this level as the STA Director of Resource Management, a position that does not exist. Should the claimant want to appeal the second tier determination, then the claimant would meet with the third tier. The original Final Plan stated the third tier is the Relocations Appeals Board, the STA Board of Supervisors. However, this body doesn’t exist and as this is a federal aid project, it would be appropriate for Caltrans to act in this role as they have expertise in this area of relocation assistance and ultimately responsible for ensuring STA follows federal rules and guidelines. Caltrans has agreed to act in this capacity. STA staff and Legal Counsel recommend this approach.

Recommendation:

Adopt the Final Relocation Impact Statement and Last Resort Housing Plan Amendment as shown on Attachment B for the Jepson Parkway Project.

Attachments:

- A. Click Here to Download on STA’s Website: [Final Relocation Impact Statement and Last Resort Housing Plan for the Jepson Parkway](#)
- B. Final Relocation Impact Statement and Last Resort Housing Plan for the Jepson Parkway Project Amendment

Jepson Parkway Project Final Relocation Impact Statement and Last Resort Housing Plan Amendment

The Appeal Process

In the event an occupant believes they have been denied an eligible benefit, or disputes the amount of any payment, or has been discriminated against in any manner, the occupant will be afforded an opportunity to file an appeal with the STA. An occupant should first contact their Relocation Advisor to see if the situation can be mutually resolved. If that remedy does not satisfy the occupant, the occupant may follow the procedure set forth in the Relocation Appeals Process. An occupant must file an appeal no later than 18 months after vacating the acquired site. The Relocation Appeals Process is as follows:

Meeting with the STA

If a relocation claimant is not satisfied with the Relocation Advisor's determination of his or her relocation benefits, he or she may request a meeting with STA Director of Projects and the Relocation Advisor. The purpose of the meeting is to attempt to resolve the dispute. The meeting may be held by telephone. Absent good cause or mutual agreement of the parties, the meeting shall be held within fifteen (15) days of the date of the request. The STA shall issue a written decision within twenty (20) days of the meeting, unless additional investigation or information is needed, in which case the STA shall request such information within five (5) days of the meeting, and it's time to issue a written decision shall be extended to twenty (20) days from the receipt of the requested information.

Appeal to the Relocation Appeals Board

If after receiving a written decision from the STA Director of Projects, the claimant still disagrees, the claimant may appeal by submitting a letter and any additional relevant evidence or supporting information to the Caltrans, acting as the Relocation Appeals Board, in care of the STA. The Relocation Appeals Board will evaluate the appeal and schedule a hearing on the matter within thirty (30) days of receipt of the claimant's appeal. The Relocation Appeals Board will make a written determination of the claim, within thirty (30) days of the hearing. The Relocation Appeals Board's response concludes the STA's administrative appeal process. The claimant may see judicial review of a claim upon exhaustion of STA's administrative appeal process.

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DATE: June 2, 2015
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Website Services Contract

Background:

The STA manages and markets a variety of transportation related programs and services. Staff, at times using consultant support, has accomplished this through the use of press relations, events, mailings, publications, brochures, websites, promotional campaigns, ads and more. The STA overall, capital projects, as well as specific programs and services are promoted. Staff and consultants have been managing and implementing these marketing services. STA, SolanoExpress, Solano Napa Commuter Information (SNCI), Safe Routes to School (SR2S), and Mobility Management programs continue to rely on support from marketing consultants.

A marketing consultant, Moore Iacofano, Goltsman, (MIG), Inc., has been under contract to provide website hosting and maintenance service for their proprietary websites (STA, Solano Napa Commuter Information (SNCI), SolanoExpress and Safe Routes to School) since 2010. This year an additional website (Mobility Management) was added to the contract. Each program has funded its own website services.

Discussion:

MIG's proprietary TownSquare™ website software allows STA staff to directly update and modify the website without MIG's assistance for the majority of situations. This is more cost effective for STA to provide more thorough and timely information to the public. MIG has been flexible and responsive to the STA's schedule and website maintenance needs.

Given the amount of time and the high quality of work invested into STA's websites, staff recommends a sole source contract with MIG to host and maintain the STA overall website and all its programs' websites (SR2S, SNCI, SolanoExpress, Mobility Management). This will save on money and time by not having the sites recreated by another firm.

The annual hosting and maintenance fee will be \$5,250 for all five websites. Although the majority of modifications to the website are made by STA staff, who have been trained by MIG, a contingency cost has been budgeted in the event more advanced work is needed on the websites. For example, last year STA added language selection tools and new headers on each of STA's websites to accommodate Title VI requirements; and revised an interactive tool to better facilitate user requests. There will likely be additional interactive tools needed, and additional features. The contingency cost is \$18,000 for FY 2015-16 and \$12,000 for FY 2016-17. These costs will only be authorized if needed, upon a recommendation by the respective program manager(s), and authorization by the Executive Director.

Three of STA's websites are in need of upgrade (STA, SNCI, SR2S). As was done with our newest site for Mobility Management (SolanoMobility.org), the new websites will also be designed as 'responsive' sites, which means they are mobile-friendly and automatically optimize for use on a personal computer, a tablet device, and a smart phone. Recent changes in SEO (search engine optimization) policy by Google make this change even more important, as sites that are not mobile-friendly may well experience a dramatic decline in mobile rankings and not be as discoverable by the public.

The new Mobility Management website (SolanoMobility.org) is serving as the 'host' site to the soon-to-be-incorporated SolanoExpress upgraded website (solanoexpress.com), and for the soon-to-be-upgraded SNCI website (commuterinfo.net). It is important that these websites complement each other in design and functionality with the website work already done. Estimated cost for upgrading the SNCI website is \$30,000. The STA (sta.ca.gov) and Safe Routes to School (SR2S) website (SolanoSR2S.ca.gov) upgrade will be considered at a later time.

Fiscal Impact:

A combination of program specific and STA revenues from STA, Safe Routes to School, SNCI, Mobility Management and SolanoExpress will fund the two years of hosting and maintenance fees: Admin indirect cost account, Congestion Mitigation & Air Quality Program (CMAQ), State Transit Assistance Fund (STAF) and Transportation Funds for Clean Air (TFCA). TFCA will fund the SNCI website upgrade.

Recommendation:

Authorize the Executive Director to execute a contract with MIG for website services through June 30, 2017, in an amount not-to-exceed \$70,500.



DATE: June 2, 2015
 TO: STA Board
 FROM: Jayne Bauer, Marketing and Legislative Program Manager
 RE: Legislative Update

Background:

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

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

Discussion:

SB 16 (Beall)

On April 15, Senator Jim Beall (D-San Jose) introduced Senate Bill (SB) 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 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 (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. 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, Assembly Speaker Toni Atkins sketched out a transportation funding plan that differs substantially from the plan released by Senator Beall. Assemblyman Jim Frazier (Assembly Transportation Committee Chair), has indicated he is working with Speaker Atkins to bring a transportation funding plan forward, but it has not yet been brought forward. STA staff recommends a position of support on SB 16.

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. Bill was referred to the Assembly Transportation Committee on 5/28/2015. Sponsored by California Transit Association and supported by the CTA Legislative Committee. The Consortium expressed their support of this bill; the STA Technical Advisory Committee voted to recommend support to the STA Board. Staff recommends a position of support for SB 508.

Congress Passes MAP-21 Extension: Long-Term Plan Still on the Agenda

On May 23rd the U.S. Senate passed H.R. 2353, the Highway and Transportation Funding Act of 2015. This legislation, sponsored by House Transportation and Infrastructure Chairman Bill Shuster (R-PA) and House Ways and Means Chairman Paul Ryan (R-WI), would extend MAP-21 through July 31.

The measure will now be sent to the President for his signature. The White House has indicated it would support the short-term patch.

Meanwhile, leaders of the Senate's transportation policy panel said they plan to hold a markup hearing on a six-year highway reauthorizing bill on June 24th.

“With the two-month extension of the Highway Trust Fund, Congress prevented many critical road, bridge and transit projects from coming to a grinding halt. But it's time we end this costly uncertainty with the Highway Trust Fund. The only solution to fixing this problem is to enact a consensus-based, bipartisan, six-year surface transportation bill that will provide states and local communities the funding and the certainty they need to plan and construct multiyear projects to modernize our infrastructure,” said Sens. James Inhofe (R-OK) and Barbara Boxer (D-CA), chairman and ranking member, respectively, of the Environment and Public Works panel, in a statement.

[H.R. 2497](#) (Denham, R-CA), titled the NEPA Reciprocity Act, would exempt project sponsors from having to satisfy federal environmental laws, including NEPA, section 404 of the Federal Water Pollution Control Act, section 106 of the National Historic Preservation Act and sections 7(a)(2), 9(a)(1)(B), and 10(a)(1)(B) of the Endangered Species Act if the state in which the project is being undertaken has environmental laws and procedures that are substantially equivalent to the federal laws. If this bill became law it would potentially save STA and California project sponsors significant money and time in advancing transportation projects without compromising the environment.

The bill has 10 cosponsors to date, all of whom are Republicans, including Transportation Committee members Jeff Denham, Mimi Walters, Duncan Hunter, Blake Farenthold and Crescent Hardy. The bill is supported by the California State Association of Counties and the National Association of Counties. The substance of this bill was included in the House MAP-21 bill, but dropped from the bill that ultimately became law. This bill likely will be incorporated in the House transportation authorization bill. STA’s support of HR 2497 is important for members of Congress, and in particular Democratic Members, to understand the challenges public entities face in advancing projects and the importance of environmental streamlining to reducing project costs. Staff recommends a position of support.

Fiscal Impact:

None.

Recommendation:

Approve support positions for the following:

- SB 16 (Beall)
- SB 508 (Beall)
- HR 2497 (Denham)

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update

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

May 28, 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 – June 2015**

Legislative Update

The deadline for the Legislature to move bills out of the house of origin is June 5 and **the Legislature has until June 15 to send a budget bill to the Governor.** The new fiscal year begins July 1. The Legislature will break for Summer Recess on July 17. We have flagged several bills for the STA Board and discuss some of the more relevant bills under ***Bills of Interest***, below.

May Revise

In the May Revise, as we reported on May 14, the Governor doubled-down on his commitment to find additional funding for state highways, stating that “In considering new funding sources, the state must focus on the priorities that are the state’s core responsibility—maintaining and operating the state’s network of highways and interstates, and improving the highest priority freight corridors. Funding should come from pay-as-you-go transportation user fees, and be sustainable as gasoline consumption falls.” That being said, the Governor’s budget update does not consider any new options for funding highway maintenance, but does state that the Administration is working with the Legislature on its proposals to put together a funding package by the end of the year. One such proposal is **Senate Bill 16 (Beall)**, which would generate between \$3-\$3.5 billion for state highways and local streets & roads from a combination of revenue sources, including increased fuel taxes and vehicle registration fees. **The Assembly has yet to release its proposal for funding transportation infrastructure.**

Legislative Meetings

By the time the Board meets on June 10, members of the STA Board with STA staff and our lobbying team, will have concluded a series of meetings with the Solano County Legislative Delegation. Specifically, STA Board members and staff met with Senator Wolk (May 29 - Vacaville) and Assembly Members Dodd (May 28 – Dixon) and Frazier (May 14 – Suisun City) to discuss projects of significance in each member’s respective district. The meetings provided an opportunity for Board members and staff to also discuss pressing issues in Sacramento, including plans for generating additional transportation funding and important legislation impacting STA’s planned projects.

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

Bills of Interest

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

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

AB 194 (Frazier) Managed Lanes

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

AB 227 (Alejo) Vehicle Weight Fees

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

AB 464 (Mullin) Local Sales Tax Limit Increase

This bill would increase, from 2 percent to 3 percent, the statewide cap on sales tax at the local level. Currently, the statewide sales tax may not exceed 9.5 percent when combined with any local sales tax. This would increase the overall limit to 10.5 percent. ***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 (Board Action: 4/23/15).***

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

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

AB 1250 (Bloom) Bus Axle-Weight Limit

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

AB 1265 (Perea) Public-Private Partnerships

This bill would extend the authorizations for public-private partnerships (P3) as a method of procurement available to regional transportation agencies until January 1, 2030. The existing authority is set to expire on January 1, 2017. ***We recommend the STA Board take a position of SUPPORT on 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. ***On May 28, the Senate Appropriations Committee amended this bill to no longer mandate that Caltrans to bring a highway up to a state of good repair prior to relinquishment. It is assumed, however, that this condition could still be negotiated as part of a transfer agreement. The STA Board has a SEEK AMENDMENTS position on this***

bill to allow for relinquishment to a joint powers authority and to protect local agencies from forced relinquishments (Board Action: 5/13/15).

SB 321 (Beall) Stabilization of Gasoline Excise Tax

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

M E M O R A N D U M

May 27, 2015

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

During the month of May we monitored and reported on developments regarding transportation legislation. We also made STA staff aware of grant opportunities and answered questions regarding the TIGER grant program.

Surface Transportation Reauthorization

Congress approved a two-month extension to the current surface transportation law before leaving town for the Memorial Day recess. The extension funds transportation programs through July 31. The President has said that he will sign the extension into law before May 31 when the current law expires.

Congress was forced to pass the extension because it could not agree on multiyear legislation before current law expired on May 31. House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) had advocated for a six month extension through the end of the year to give Congress more time to pass comprehensive multiyear legislation. Senate Environment and Public Works Chair Jim Inhofe and Ranking Member Barbara Boxer, however, had supported the two month extension believing it would put pressure on Congress to pass multiyear legislation before the August recess. Congress ultimately was forced to pass the two-month extension because the tax committees could not identify offsets to fund a longer term extension. The two month extension did not require any offsets since the Highway Trust Fund has sufficient revenues to fund the highway and transit programs through July 31.

The path forward to a transportation bill is unclear. The White House is urging Congress to pass multiyear legislation before August 1, however, there is no consensus on how to raise new revenues or find offsets to fund the legislation. The Obama Administration supports using the revenue from the repatriated earnings of U.S. corporations to support infrastructure spending. Senate Finance Committee Chairman Orin Hatch (R-UT) and House Ways and Means Committee Chairman Paul Ryan (R-WI) oppose this plan, preferring to use the revenue to support comprehensive tax reform and lower the corporate tax rate.

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The Senate Environment and Public Works Committee is planning to mark-up a multiyear bill on June 24 despite the fact that there is no plan for how to fund the legislation. Chairman Shuster, in contrast, has said that it may be necessary to extend current law again – until December 31 – to give the tax committees enough time to determine how to fund the legislation. The House Ways and Means Committee is expected to hold a hearing in June on the alternative proposals to fund the transportation bill.

Fiscal Year 2016 Appropriations

Although the House and Senate Republican Leadership have said that they are committed to moving each of the appropriations bills separately, Democratic opposition to the bills may make it more likely that Congress will be forced to pass a continuing resolution and/or an omnibus bill as has been typical in recent years.

House Leadership is hoping to bring the fiscal year 2016 Transportation-Housing and Urban Development (THUD) appropriations bill to the floor when Congress returns from recess, next week. The bill, approved by the Appropriations Committee on May 20, would provide \$55.27 billion in spending, including \$40.25 billion for the highway program and \$8.5 billion for transit formula grants, level spending with fiscal year 2015. The bill includes only \$100 million for TIGER grants, although it is expected that the Senate will include more money for the TIGER program.

Because some conservative members object to funding of certain transportation and housing programs, House Leadership has relied on Democratic support to move the THUD bill through the House. Last year, Democrats and some moderate Republicans voted against the fiscal year 2015 THUD appropriations bill on grounds that funding was too low, joining conservatives to block the bill. Leadership will only bring the bill to the floor if there is sufficient support to pass it.

The House THUD bill is likely to face a veto threat in its current form. The Administration is seeking additional spending and opposes policy riders to block cruises and commercial flights to Cuba, increase allowable limits on truck size and length, and block driver hours-of-service rules.

In the Senate, the Appropriations Committee adopted discretionary spending allocations for fiscal year 2016, including \$55.64 billion for transportation and housing programs. The allocations conform to the 2011 Budget Agreement and the fiscal year 2016 budget resolution. Senate Democrats have protested that the proposed spending for non-defense programs is too low and have threatened block floor consideration of any bills at that level in order to force negotiations that will lead to an agreement to increase domestic spending. This is similar to the

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agreement reached between Senate and House Budget Committee Chairs, Sen. Patty Murray (D-WA) and Rep. Paul Ryan (R-WI), in 2013, which blocked sequestration for fiscal years 2014 and 2015.

Rail Safety

Democrat Senators want to include additional funding for rail safety in response to the fatal Amtrak crash outside of Philadelphia on May 12. The bill approved by the House Appropriations Committee would reduce Amtrak's budget by more than \$250 million. On May 20, 23 Democratic Senators wrote to the leadership of the transportation appropriations subcommittee requesting additional funding for positive train control (PTC), stating that the National Transportation Safety Board had found that the derailment may have been prevented if PTC has been utilized. The letter pointed out that Congress has allocated only \$50 million for installation of PTC on commuter railroads to address over \$2 billion in estimated costs.

The issue of PTC is likely to be among the issues that the Senate Commerce Science and Transportation Committee will debate in June, when the Committee considers the Amtrak reauthorization bill. Commerce Committee Chairman John Thune (R-SD) has stated that the reauthorization bill will contain a vigorous safety program, but the details of the bill have not been released. The House passed its reauthorization bill in March to provide rail programs with \$7 billion over four years.

The Committee approved legislation (S. 650), sponsored by Sen. Roy Blunt (R-MO) that would extend the deadline from December 2015 until 2020 to install PTC technology for freight and passenger trains, earlier this year. Democrats are supporting an alternative bill (S. 1006) which would provide railroads with a one-year extension for PTC implementation that would be granted on a case-by-case basis until 2018, when fully operating systems would be required.

Legislation Introduced

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

- *The State Transportation Flexibility Act*, S. 1404 (Portman, R-OH). The bill would allow state departments of transportation to opt out of the Federal-Aid Highway and Mass Transit programs and to manage and spend the tax revenue collected within their states. It is intended to allow states to focus spending on highway and bridge construction. The bill was cosponsored by Republican Senators John McCain (AZ), John Isakson (GA) and John Cornyn (TX) and was referred to the Senate Environment and Public Works Committee.

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- *The Support for Bridges Act*, S. 1370 (Blunt, R-MO). The legislation would increase funds through the Surface Transportation Program (STP) for on-system, non-National Highway System (NHS) bridges. It includes language clarifying that the set aside for off-system bridges must come out of the state's portion of the STP and not off the top of the program, which would reduce the sub-allocation to local communities. The bill was cosponsored by Sen. Bob Casey (D-PA) and referred to the Senate Environment and Public Works Committee.
- *The Build USA Act*, S. 1296 (Fischer, R-NE). The legislation would use repatriated earnings of U.S. corporations to establish and fund an American Infrastructure Bank to issue loans to state and local for transportation projects. The bill was referred to the Senate Finance Committee.
- *The Move America Act*, S. 1186 (Wyden, D-OR). The bill would provide incentives for public private partnerships by providing a new category of tax-exempt bonds for infrastructure projects. It would provide a tax credit that states could either sell to raise capital or allot to private investors. The credits could be claimed at a rate of 10 percent annually over a decade once the new facility is completed and brought into service. The bill was referred to the Senate Finance Committee and was cosponsored by Sen. John Hoeven (R-ND).
- *The TIGER Grants for Job Creation Act*, H.R. 2495 (Waters, D-CA). The bill would provide an emergency supplemental appropriation of \$7.5 billion over the next 6 years for the TIGER program. Twelve California Representatives, including Rep. Garamendi, are among the 68 Democratic Cosponsors to the bill. It was referred to the House Appropriations Committee. The House Appropriations Committee approved \$100 million for TIGER grants in the fiscal year 2016 appropriations bill.
- *The NEPA Reciprocity Act*, H.R. 2497 (Denham, R-CA). The bill would allow the Secretary of Transportation to certify that a state's environmental review process is sufficient to satisfy the federal environmental review process established under NEPA. The bill has been endorsed by the National Association of Counties and the California State Association of Counties. California Republicans cosponsoring the bill include Representatives Mimi Walters, Paul Cook, Doug LaMalfa, Darrell Issa, Duncan Hunter, Dana Rohrabacher, and Devin Nunes. The bill was referred to the House Committee on Natural Resources with subsequent referral to the Committee on Transportation and Infrastructure.

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- *The Regional Infrastructure Accelerator Act (RIAA)*, H.R. 2485 (Torres, D-CA). The bill would establish Regional Infrastructure Accelerators, multi-state organizations that would provide state and local governments with technical assistance and funding to help coordinate public private partnerships, similar to the West Coast Infrastructure Exchange. The bill was referred to the House Committee on Transportation and Infrastructure.
- *The Buy America Update Act*, H.R. 2451 (Lipinski, D-IL). The bill would expand Buy America regulations for the Federal Highway Administration, Federal Transit Administration, Amtrak, and the Federal Aviation Administration. Among its provisions, the bill would apply the 60 percent domestic content requirement to rolling stock and vehicles purchased with funds awarded by the FHWA under the CMAQ program. The bill has 7 cosponsors and was referred to the House Transportation and Infrastructure Committee.
- *The Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America ("GROW America") Act*, H.R. 2410 (DeFazio, D-OR). Rep. Pete DeFazio (D-OR), Ranking Member of the House Transportation and Infrastructure Committee, introduced the Administration's proposal to reauthorize transportation programs and provide \$478 billion over six years, a 45 percent increase in spending for highway, bridge, public transportation, highway safety, and rail programs.
- *The Nation Building Here at Home Act*, H.R. 2332 (Higgins, D-NY). The bill would authorize a competitive grant program to award grants to state and local governments, transit agencies, and port authorities for certain public transportation and water infrastructure projects that will significantly impact a metropolitan area, a region, or all of the United States. The bill would not require a local match for projects. The bill was referred to the House Transportation and Infrastructure Committee.

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DATE: June 10, 2015
TO: STA Board
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 also 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 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

At the Consortium and STA TAC meetings on May 26th and 27th, the members unanimously approved FAST's proposed service changes to SolanoExpress Routes 20, 30 and 40. STA staff also recommends support for these proposed minor service changes.

Fiscal Impact:

None.

Recommendation:

Approve FAST's proposed service changes to SolanoExpress Routes 20, 30 and 40 as shown in Attachment A.

Attachment:

- A. SolanoExpress Service Changes Routes 20, 30, and 40

ATTACHMENT A

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



DATE: June 2, 2015
TO: STA Board
FROM: Anthony Adams, Assistant Project Manager
RE: Comment Letter to Caltrans State Transportation Plan 2040

Background:

Every five years, Caltrans updates the California Transportation Plan (CTP); this year titled CTP 2040. The CTP provides a long-range policy framework to meet future mobility needs and reduce greenhouse gas emissions. The CTP defines goals, performance-based policies, and strategies to achieve a collective vision for California’s future statewide, integrated, multimodal transportation system. CalCOG recently authored a response letter addressing concerns regarding some of the policies and goals introduced in CTP 20140. The comment period for the document is closed, but Caltrans is still accepting response letters from organizations. STA staff recommends submitting draft a comment letter to address a few concerns we have about some policies proposed in the CTP 2040.

Discussion:

While the Solano Transportation Authority (STA) is supportive of many of the policies and strategies set forth in the updated Plan, STA staff does have concerns on one topic in particular. On page 90 of the plan the following quote is provided:

“The range of transportation strategies were narrowed to those presented in this chapter. Road capacity enhancing strategies were rejected due to concerns these would ultimately increase VMT.”

This statement is of particular concern as it may directly affect some of the priority projects STA is advancing for Solano County. A lack of new roadway capacity will have a detrimental impact in the medium and long-term success on five specific topics: I-80 High Occupancy Vehicle (HOV) Lane Expansion, SolanoExpress Transit Service Expansion, Freight Corridor Expansion, Bridge Replacements, and Interchanges Improvements (I-80, I-680, SR 12 Interchange).

HOV Lane Expansion

STA., Caltrans and its regional partners completed a HOV lane along I-80, between Red Top Rd and Air Base Parkway, and is currently in the process of designing Phase II of the project which will add a new HOV lane between Air Base Parkway and I-505 as part of the Bay Area’s Regional Express Lanes Network. These additional lanes would potentially not be allowed under the policy proposed by CTP 2040. As Solano is located geographically between the Sacramento and San Francisco metropolitan areas, these lanes are needed to keep up with the population growth, an expanding economy, and to connect with similar Express Lanes in Alameda and Contra Costa Counties.

Expand Transit Services and Operations

FAST and SolTrans, with financial support from STA and others, provide a regional express bus service labeled SolanoExpress. This bus service is imperative to thousands of daily commuters who use it as an alternative to the automobile. STA, the MTC, and the local service providers have been working to expand this service through the improvement of Solano County's transit facilities and the expansion of the HOV network on I-80.

Freight Corridor Expansion

Solano County is home to I-80, a main freight corridor, as well as State Route 12, which is a major east-west freight route connecting the distribution warehouses located along I-5 with the ports and airports located along I-80. With the ever increasing population and economic vibrancy of California, it is reasonable to expect that freight demands will increase over time.

With the stated goal of supporting economic vibrancy, Caltrans has set forth a policy to "invest in interregional goods movement corridors." As some of Solano County's facilities are nearing freight movement capacity, including SR 12, STA is looking to advance several freight related projects along I-80, a major Northern California freight corridor. Project that would benefit freight movement along the I-80 Corridor would include the Westbound Truck Scales at Cordelia and the I-80/I-680/SR 12 Interchange. The inability to expand capacity on these freight corridors could potentially hamper economic growth opportunities in the future.

Bridge Replacements

Would the policy on "No new roadway capacity" apply to old bridges? There are numerous old defunct bridges throughout the state that are bottleneck choke points or offer dangerous one lane crossings. Will the replacement of these bridges in the future mean that they can only be replaced with the same number of lanes? Is safety a consideration in increasing capacity? These considerations may be especially important to growing counties, such as Solano County, that have many old bridges reaching the end of their service lives.

Interchange Improvements

The STA is actively advancing phases of the I-80/I-680/SR12 Interchange Project. This is an important regional and statewide mobility, freight and safety improvement that will realign the interchange and expand capacity and safety for automobiles and transit travelling on each of the three highways. I-80 capacity has been improved over the past decade, SR 12 was recently expanded to add a lane in each direction as part of SR 12 Jameson Canyon project and I-680 is planned to have future HOV lanes added as part of the interchange improvements. This interchange has long been a bottleneck in Solano County and with the recent and planned improvements to the connecting highways, the problem is projected to get significantly worse.

Fiscal Impact:

None.

Recommendation:

Authorize the STA Chair to submit comment letter to Caltrans regarding Caltrans State Transportation Plan 2040.

Attachments:

- A. Copy of CalCOG Letter
- B. Copy of Draft Caltrans Plan (For immediate review of the Plan, please click CTP 2014: http://www.dot.ca.gov/hq/tpp/californiatransportationplan2040/Documents/index_docs/CTP_ReportPublicDraft_03022015.pdf#zoom=75)

Transmitted Electronically

April 17, 2015

Gabriel Corley,
CTP 2040 Project Manager Division of Planning, MS-32
California Department of Transportation
P.O. Box 942874
Sacramento, CA 94274-0001

RE: Comments on the Draft California Transportation Plan 2040

Dear Mr. Corley:

Thank you for the opportunity to comment on the California Transportation Plan 2040 (CTP 2040). There are many elements of the draft plan that represent a step forward for mobility and transportation in California. The Department did well to design a collaborative and well-facilitated process that included an inclusive group of stakeholders. The feedback of the working group was largely incorporated into the scenario modeling process. This produced elements that contain good information. The plan also acknowledges the important role that different modes of transportation play in moving goods and people.

While we appreciate what the plan represents, there are several areas where the final draft can be improved.

A. GENERAL POLICY COMMENTS

A-1. More Clearly Distinguish CTP 2040 from Regional Transportation Plans

The regional agencies in California have developed transformative regional transportation plans (RTPs) that are multi-modal and provide benefits beyond the transportation system. While CTP 2040 is a closely related document insofar as it provides a vision for the future of the transportation system goals, it does not provide the same programmatic direction for transportation network.

The short description of the relationship between RTPs and CTP 2040 on Page 9 is not sufficient. This discussion should make the following points so that the public will understand why some things may be included in the CTP 2040 that are difficult to include in an RTP.

- A regional transportation plan is a fiscally constrained document, meaning that it cannot include more projects and programs than what could reasonably be expected from realistic revenue forecasts

- In non-attainment areas, RTPs (including all of its forecasts relating to revenue, population, job growth, and development), must be reviewed by the U.S Environmental Protection Agency for reasonableness, which assures consistency with air quality conformity requirements.
- In Metropolitan Planning Organization, the plans are further reviewed to determine whether they will achieve a greenhouse gas reduction target.
- All RTPs are subject to the California Environmental Quality Act.
- RTPs have a defined programmatic effect insofar as expenditures in transportation improvement programs (TIPs) and the annual overall work program (OWP) must be consistent with the RTP.

None of these constraints apply to the CTP 2040. None. The CTP 2040 is an aspirational document. As such, it may include very aggressive goals and assumptions that cannot be included in an RTP. As pointed out in the letter by the Riverside County Transportation Commission, the CTP 2040 plan includes aggressive assumptions that include road pricing, transit service, and bus rapid transit. Further analysis in the plan shows that the transportation sector will not achieve GHG reduction goals without applying the plan's most aggressive recommendations, including an assumption that nearly all cars and trucks will become zero emission vehicles.

Many of the aggressive CTP 2040 assumptions would not even be permissible in a RTP for two reasons. First, the regional agency would have to show the funding sources that could be used to implement the strategies. As the Funding Chapter helps document, it is unrealistic to that all of the strategies could be achieved in a fiscally constrained plan. Second, many of the assumptions (road pricing, transit, and electric vehicle) would be rejected in a conformity analysis. We would expect the US EPA would require the region to revise the forecasted result to something more certain to assure that appropriate policies were in place to protect air quality.

The CTP 2040 serves a parallel but very different purpose to the RTP. It is a visionary document that highlights what we can become as a state that need not be grounded in the rigors of reality. Such documents are important to developing policy. But given the relationship between the two documents and the potential for public confusion in their comparison, the CTP 2040 should take the time to describe this relationship more clearly. Our members would gladly assist in drafting this language to assure that the roles of the two documents are clear.

A-2. Partnership and Collaboration with Local and Regional Governments

The CTP 2040 should clearly embrace existing partnerships with local and regional government. For example, the Air Resources Board specifically recognized local and regional governments in the Scoping Plan as "essential partners" in the achievement of the AB 32 goals. But CTP 2040 only recognizes these relationships inconsistently.

Here is an illustration. The CTP 2040 raises several issues that are not within the Department's direct authority. While it is appropriate for the plan to note these relationships, it should frame policies in a way that recognizes the agency's authority (state, regional, or local) that has primary responsibility. Take, for example, the recommendation in the first column on page 111 to "*promote efficient infill housing development and redevelopment opportunities to reduce urban sprawl.*" The policy itself is fine (although the choice of the word "redevelopment" is ironic), but that the recommendation does not acknowledge that the Department must partner with local government in order to achieve the goal. In so doing an opportunity to build partnership is lost.

Fortunately, we need not look far for an appropriate model. The policy immediately to the right of the above example, in the second column on page 111, recommends that the Department "*work with local and regional agencies to apply considerations of health, equity, and sustainability to transportation decision-making.*" This is a better statement of what is needed and will appropriately focus the Department's efforts to work with the appropriate lead agency.

Phrasing that respects the authority of other agencies should be applied consistently throughout the document. Accordingly, all the goals and policies should be reviewed to determine whether the overlapping partnerships that the Department has with fellow agencies and local and regional governments are identified. Having the direction at the outset to cooperate with appropriate partners should greatly improve the success for all involved.

A-3. Road Capacity May Be A Strategic Investment.

As a member of the Advisory Committee, we were more than a little taken aback at the breadth of the recommendation on page 122 to "*avoid funding projects that add road capacity and increased maintenance costs.*" It may be fair to consider the impacts of increased capacity and maintenance costs of a project, but "avoid" goes much too far.

Many good projects that are consistent with the plan's goals will be capacity increasing: High Occupancy Toll (HOT) lane projects anticipate increasing capacity to fund the additional lane; freight projects may increase road capacity by addressing critical freight needs; bridge repair may increase road capacity if bike lanes and other "complete street" facilities are added; and autonomous vehicle investment may increase the capacity and maintenance costs of the current network by allowing more cars to drive on the same roadway more efficiently. Is the intention for the CTIP to limit capacity increasing projects in all these instances?

Road enhancing projects may induce some travel—but the goal should be to reduce GHG system-wide. As California continues to grow, there will be instances when other goals, such as safety and mobility, suggest that some capacity increasing projects should proceed. A better approach, which conflicts with the language above, can be found on page 59: which acknowledges that "*investments are needed for capacity enhancements, and to manage the system and demand efficiently, provide viable transportation choices, and increase connectivity among all modes.*" The language on Page 122 should be amended to reflect the intent on Page 59.

A-4 Performance Metrics Will Need Support.

The performance framework used for CTP 2040 recognizes the benefits associated with building upon the well-vetted set of performance measures drafted by SANDAG for the Strategic Growth Council. In particular, the inclusion of measures related to non-auto mode share, accessibility to destinations, and land use impacts are valuable metrics. A number of MPOs have used either these exact performance measures or closely related measures to evaluate the RTP/SCS. At the same time, several rural agencies lack the resources, data, and capacity to apply a robust performance system.

Given the different capacities and fiscal resources of individual agencies, the CTP 2040 should commit to funding at every level of performance measurement. The infrastructure of a performance metric system—including the collection and maintenance of data and the processing systems to make the data accessible and understandable—is costly. For example, on page 110 includes a policy to “improve data” without a mention of funding. However, the reference in relation to modeling on page 125 calls for “secure stable funding.” The CTP 2040 should include policies for properly resourced performance evaluation consistently throughout in the document.

A-5 Several Trends are Not Sufficiently Considered in the CTP 2040

The plan should consider including more emerging technologies and programs that support the plan’s goals for expanding multi-modal transportation. Some of the items to consider incorporating include:

- *Expansion of Shared Mobility Services.* The plan addresses car sharing but this should be expanded to support all forms of shared mobility (car sharing, bike sharing, real-time ridesharing, Transportation Network Companies, scooter share, shared neighborhood electric vehicles, and on-demand shuttle and jitney services). Given the recent market expansion of these strategies, including car-pooling features that allows trips to be combined, and the very real possibility that such services will become part of the fabric of the transportation system (if they are not already), their exclusion is a glaring omission. The CTP 2040 could include a short-range recommendation such as: “Create supportive policies and secure funding for the promotion of shared mobility.” Additionally, the plan touches on autonomous vehicles but should consider the opportunities for shared autonomous vehicles.
- *High-occupancy toll (HOT) lanes.* HOT lanes as a strategy for reducing greenhouse gas emissions does not appear to have been included in modeling the alternatives. HOT lanes should be considered a viable strategy.
- *Active Traffic and Demand Management (ATDM).* The CTP 2040 deals with TSM and TDM separately but should consider bringing these concepts together (ATDM). ATDM builds on Integrated Corridor Management to dynamically monitor, control, and influence travel demand, traffic demand, and traffic flow of key highway corridors.

ATDM facilitates the use of transportation alternatives through real time traveler information at the corridor level, dynamic ridesharing, dynamic pricing, etc.

- Unified Transportation Payment Account. A unified or universal transportation account combines all forms of public transportation payments including transit fares, municipal parking and toll collection into a single user-friendly system. By offering rewards based on frequent use, toll discounts and other incentives, the system can lead to a shift from driving alone to using public transit or ridesharing.
- Mobility Hubs. The plan references Transit Oriented Development but could expand on this to incorporate support for the Mobility Hub concept. Mobility hubs provide an integrated suite of transportation services, amenities, and urban design enhancements that bridge the distance between transit and an individual's origin or destination. Mobility hubs are places of connectivity, where different modes of travel come together seamlessly, and where there is a concentration of employment, housing, shopping, and/or recreation. Mobility hubs feature a range of coordinated transportation services including: bike share, car share, neighborhood electric vehicles, bike parking, dynamic parking management strategies, real-time traveler information, real-time ridesharing, demand-based shuttle or jitney services, bicycle and pedestrian improvements, way finding, urban design enhancements, and supporting systems like mobile applications, electric vehicle charging, smart intersections, and a universal payment system to make it easy to access a wide range of travel choices.
- Parking Management: The plan mentions parking but could expand on this to encourage parking policies and management strategies that support transit oriented development and alternative transportation choices.
- Autonomous Vehicles. The focus by the State on connected vehicles should be placed on following and supporting the U.S. Department of Transportation Connected Vehicle Model Deployment Programs to prepare for connected vehicle deployment applications, only because over the next several years there will be significant activity and new developments by the State and by the US DOT on connected vehicles. Thus, we suggest a strategy recommendation under Chapter 8 also be added to demonstrate/continued support for coordinated connected vehicle efforts and perhaps leave the long-term recommendation as is which focuses on actual deployment "exploration" activities.

B. FUNDING & FUNDING NEEDS FOR RTP IMPLEMENTATION

B-1 at Pg. 9: Suggest expanding to reflect local funding sources that help accomplish regional planning activities (in addition to only state and federal).

B-2 at Pg. 26: Figure 1 should also add revenues to the graph to show the historical reduction in available revenues.

B-3 at Pg. 27: First paragraph – discussion should go into a bit more detail about how over time the state has passed several bond measures to fund transportation, but that these measures are one-time only; that there is a need for sustainable and predictable funding stream that keeps up with inflation, changes to driving behavior, and vehicle efficiencies. It also might help to quantify the deficit as a whole and/or for certain categories. For instance Caltrans' 2015 Mile Marker report shows that there is a \$19 billion 10-year unfunded need for bridge work.

B-4 at Pg. 48: Should update the proposed decreased level in state excise tax for FY 2016. May also note how the volatility of ups and downs is causing potential for disruption in the transportation planning and implementation process.

B-5 at Pg. 49: Second paragraph on bonding...not sure if this is supposed to be an example or one highlight. The state also uses TIFIA to fund transportation projects – maybe say state uses other funding mechanisms such as GARVEE or TIFIA.

B-6 at Pg. 50: Cap & Trade paragraph and table 15 – although true, should be updated as the call for projects for some of these programs are done for a 2-year timeframe.

B-7 at Pg. 52: The threshold to pass local sales tax measures is two thirds, not 65 percent.

B-8 at Pg. 52: Under Highways, there should be a more up to date expenditure period than 2001-2011.

B-9 at Pg 54. Under “Funding Challenges: Decreasing Revenue” (page 54), there is some discussion on declining revenue due to better fuel efficiency and economic downturns. Additional points to add include: (1) price-based excise tax (former sales tax on gasoline) fluctuates with price, and with no floor, can (and has) cause significant swings in revenue; and (2) a stable revenue source is necessary to keep awarded projects under construction and planned projects on track for delivery.

B-10 at Pg. 55. The “Strategies to Reduce the Funding Gap” section focuses mainly on existing use and sales taxes. There should be a discussion on other potential sources of revenue, such as goods movement fees, container fees, and tolling.

B-11 at Pg. 108: Investing in public awareness for safety is good strategy, but often there are no funds for those activities – funding has been specific to capital projects and not for outreach or operations. We did not read in the above funding chapter anything about including those as eligible activities.

B- 12 at Pg. 113: The short-term recommendation seems more general when compared against the long term that is more specific. Creating a tax increment district would lead to disparity among jurisdictions, the state may want to advocate for consistent infrastructure conditions not varying differences like we have today in “self help” and non “self help” counties.

B-13 at Pg. 113: The recommendations under the Permanent Funding section could be enhanced. The report itself identifies a lack of indexation of fuel taxes as a cause of the lack of funds in today's environment, and yet, an indexation of fuel taxes is not included in the proposal. Likewise, the Road Usage Charge is discussed in the report, but no mention of it in the recommendation. Perhaps it is being included obliquely under the first bullet "Support efforts of a pricing strategy". If the state feels inhibited to be more specific about funding options, it should include all strategies, including indexation and mileage-based fees as options to be explored with policy makers leading to eventual adoption of one or more of them, not as recommendations to be implemented. Should VLF's and Speaker Atkins' idea be included in the report? Putting TIF as a strategy for long-term financing as a fund source is not adequate or reliable for future needs. The recommendations for this section should be strengthened to meaningfully address what the focus groups identified as one of the important challenges: the lack of funds.

B-14 at p.122, Invest Strategically. [SHOPP] funding levels are not sufficient to meet all maintenance and rehabilitation needs." Agreed, would be good to mention some alternative revenue source ideas in this section

C. OTHER TECHNICAL & IMPLEMENTATION RECOMMENDATIONS

C-1 at Chapter 1: Purpose and Context: CTP 2040 Goals. The six goals do not align 100% with the five new Caltrans and CalSTA goals (developed in response to the SSTI findings, 2014). Should they be aligned? For example, CTP 2040's sixth goal is "Practice environmental *stewardship*" whereas the second Caltrans/CalSTA goal is "Stewardship and efficiency" (Responsibly manage California's transportation assets). The use of similar terms for different goals in these two documents can be confusing.

C-2 at Pg. 5, Table 5: Consider including some data for miles of transit service operated (perhaps separated by heavy rail, light rail, bus). Is there any bike information available at a statewide level, perhaps miles of Class I facilities?

C-3 at Pg. 11: Although the statement that "eventually, the (HSR) system will extend to Sacramento and San Diego" is consistent with the CHSRA's business plan, we'd like to see CTP 2040 address the Phase 2 HSR corridors. Phase 2 is only briefly mentioned in the CHSRA business and only focuses on the implementation of Phase 1 which will be complete in 2028. It is reasonable to assume Phase 2 could be built by 2040. We recommend that CTP 2040 include Phase 2 of the HSR system in Alternative 1 or at least in a minimum in Alternative 2.

C-4 at Pg. 15. We are the California Association of Councils of Governments, not the California Council of Governments.

C-5 at Pg. 19. Similarly as the Seaports are highlighted, there should be a section for Land Ports of Entry (POEs) naming all the commercial land POEs: San Ysidro (rail), Otay Mesa and Tecate (trucks), Calexico (rail), and Calexico East and Andrade (trucks). Additionally, please consider using the US Bureau of Transportation Statistics data for trucks/truckloads and/or trade value for these

C-6 at Pg.101: Under “Greenhouse Gas Emissions section,” the sentence reads, “AB32 requires that the 2020 total GHG inventory be the same as the 1990 GHG inventory, then 80 percent below the 1990 GHG inventory by 2050.” This needs to be clarified. AB 32 does not require the 80 percent below 1990 level by 2050. It is the Executive Order – EO S-3-05 that included the 80 percent below 1990 goal.

C-7 at Pg. 103 We read Alternative 1 in Figure 12 (Statewide GHG Emission Changes Relative to 2020) to show that greenhouse gas emissions will increase by approximately 11 percent between 2040 and 2050. Please help us understand to what we can attribute this increase (e.g. population growth).

C-8 at Pg. 30: Table 10: Freight Forecast and Trends – “Total shipments by weight (into, out of, and within CA) are projected to grow approx. 180% statewide between 2012 and 2040.” The SANDAG Freight Gateway Study Update utilizes the Freight Analysis Framework (FAF) Version 3.5 Tool. Considering the time period for the state of California, the total growth would be 55% according to FAF. This is most likely due to the fact that in FAF domestic inbound, outbound and internal is projected to grow near 1% per year; these moves by tonnage are highly substantial when compared to exports/imports. Lastly, “tonnage” is more appropriate rather than “weight.”

C-9 at Pg. 60: Traffic Management System: The title and reference throughout the text in this section seems to infer continued focus on "traffic," which seems to be in conflict with overall theme of this goal where focus should be multi-modal mobility.

C-10 at Pg. 60: A key point that could be referenced here, to assure consistency with regional plans or assure that this plan maintains its support for moving forward with G1 - is that improving multimodal mobility and accessibility is based on the foundation of multi-modal system performance and optimization for all modes. These can include multi-modal network efficiencies that cut across multi-jurisdictional operational improvements that do not require significant funding for major capital intensive infrastructure needs. TSM strategies are among the most cost effective strategies for achieving immediate mobility benefits but that will require the State to work in partnership with local and regional agencies.

C-11 at p 67. The Goal 2 discussion of *Preservation of the Multimodal Transportation System* mainly discusses road infrastructure. While the recommended strategies include a process for transit asset maintenance (Strategy P2-S4), public transit investments should be included in additional strategies, such as “include transit as a recipient of a “sustainable funding for maintenance and preservation”. (The example of the SHOPP program in P1-S3 reinforces the roadway focus of the goal).

C-12 at Pg. 61: “The concept of Integrated Corridor Management (ICM) is also in development to improve traffic flow from highways to surface streets. Together, these technologies should pave the way for widespread deployment of fully automated vehicles.” Would like to suggest that clarification or distinction should be made to express that ICM can be considered as a near to midterm recommendation strategy under Chapter 8 recommendations.

C-13 at Pg. 120: See generally, comments made under for ICM and Connected Vehicles under Chapter 6 page 61. Additionally, and this may seem more of an observation for internal discussion, overall it is not clear on how the recommendations laid out under this Chapter translate to actual funding commitments as they seem to denote general and guiding activities or efforts and not project/program level efforts. That said, even the specific recommendations need improvement:

C-14 at p.120-121, Systemize Traffic Management: The CTP 2040 only includes mid- and long-range TMS investments. TMS should also be a short term investment. Adaptive traffic signals listed under the “mid to long-range” timeframe are already being installed and should also be a short term strategy. Likewise for connected vehicle and vehicle platooning, in which exploration is already under way.

C-15 at Pg. 124: The “Reduce VMT” recommendations are worded in a way that unnecessarily limits their scope to certain strategies. Generally they should be broadened to allow more flexibility. Here are three suggestions: First, expand the recommendation so that it reads: “create policies to incentivize employers to develop commuter benefit programs that encourage transportation alternatives. Encourage parking management strategies at the workplace, such as parking cash-out or priority parking for HOVs that discourage drive-alone commuting to work. Provide greater telecommuting options, and alternative work schedules designed to reduce the number of daily commute trips” and add “create policies that incentivize developers to provide TDM programs and services that mitigate the traffic impacts of developments.” Second, consider expanding recommendation to “secure additional funding to implement significant transit improvement strategies, including, but not limited to, increasing speeds, decreasing fares, increasing BRT, and improving transfer times” to include improved access/connections to transit as well as improving the technologies (real-time traveler information, universal transportation account) that increase the convenience and competitiveness of public transit thereby creating more a positive attitude towards public transit for choice riders. Third, consider expanding recommendation to “implement substantial public outreach to publicize the GHG benefit of eco-driving, car sharing and telecommuting” to include transit and ridesharing.

D. CONCLUSION

Thank you once again for the inclusion of so many of our members in the CTP 2040 process and providing this further opportunity to comment. Please contact me if you have any questions or desire to follow up with any of our members that have expertise in the issues raised in this letter.

Best Regards,



Bill Higgins
Executive Director

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DATE : May 29, 2015
TO: STA Board
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 five to ten years, the priority is implementation of the pending Fairfield/Vacaville station and upgrade of the current Suisun/Fairfield Train Depot. After five years, update the Solano Rail Facilities Plan to 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 and for Solano County overall.

- 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 crossing investments on a specified priority list with the initial focus 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 located in Solano County.

The draft Plan was reviewed by the RTAC and TAC on March 25th, 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 30th, with comments due June 1, 2015. No comments on the Plan were received by way of the web site. STA received a comment letter from the City of Vallejo, and incorporated those comments into the final Plan. STA also received a comment letter from the City of Benicia that did not require any revisions to the Plan. The Draft Plan was discussed at the May 26 Solano Express Consortium meeting and the May 27 STA Technical Advisory Committee meeting. Both Committees recommended forwarding the Plan to the STA Board for adoption.

Fiscal Impact:

None.

Recommendation:

Approve the 2015 Solano Rail Facilities Plan as shown in Attachment A.

Attachments:

- 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>.)
- B. City of Vallejo Comment Letter
- C. City of Benicia Comment Letter



THE CITY OF
BENICIA
CALIFORNIA

May 19, 2015

Robert Macaulay, Director of Planning
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City CA 94585
rmacaulay@sta.ca.gov

Subject: 2015 Draft Solano Rail Facilities Plan Update – City of Benicia Comments

Mr. Macaulay,

The City of Benicia is offering comments to the 2015 Draft Solano Rail Facilities Plan Update (SRFPU) during Solano Transportation Authority's (STA) public comment review period of April 1 to June 1, 2015. The following comment was received during the April 21 Benicia City Council meeting:

1. In order to speak in one voice, identify the role of rail in relation to both passenger and freight use.
2. It is recommended that STA pursue water taxi service between Benicia and Martinez for Benicia citizens to get to the Martinez Train Station.
3. It is recommended that the SRFPU address the issues of poor soils under the tracks that pass near the Suisun Marsh and sea level rise that could impact rail service.
4. It is recommended that historic railroad tracks be kept instead of removed so that the tracks can be used in the future.

If you have any questions, please feel free to contact Steven Yee, Interim Assistant Public Works Director, at (707) 746-4237 or syee@ci.benicia.ca.us.

Sincerely,

Graham Wadsworth, PE
Public Works Director

cc: Brad Kilger, City Manager
Steven Yee, Interim Assistant Public Works Director

CITY OF VALLEJO COMMENTS ON THE
SOLANO RAIL FACILITIES PLAN UPDATE
Received by e-mail on May 20, 2015

Hi Robert –

We have reviewed the report. We have two requested revisions (which are the same ones we made in our memo dated March 30th 2015; all the other comments in the memo were more or less captured).

Page 112, Next Steps for Local Jurisdictions, Third Bullet.

Revise first part of sentence: “Support safe routing and operation of downtown Vallejo rail connection to ferry terminal (an alternative shuttle connection for the $\frac{3}{4}$ mile between the ferry terminal and the northern connection at the Causeway/Badge and Pass site . . .).”

- Distance is $\frac{3}{4}$ of a mile; NOT 1 mile
- Please add “Badge and Pass site”
- We can live with the remainder of the sentence as written

Page 113, Third Bullet.

Change to “Continue to support freight rail in Vallejo, ~~including Mare Island~~; freight can be accommodated, can coexist with passenger rail, and assures basic maintenance of all rail infrastructure.”

- Please make sure to remove “including Mare Island”. The City is unsure right now on its policy about this particular rail line. In addition, Mare Island is a part of Vallejo, and there is no point in making mention of it.
- Please add the word “and” as underlined above

That’s it.

Thanks!
Mark

Mark Hoffheimer, AICP
Senior Planner
City of Vallejo | Planning Division



DATE: June 1, 2015
TO: STA Board
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 one noted new fund 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 STA is pursuing design funding from the Bay Area Infrastructure Authority (BAIFA) - STA
- Fairgrounds 360 Access Project – I-80/Redwood Parkway – Fairgrounds Drive (environmental document completed) – 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 May
- 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 Regional Transportation Impact Fee (RTIF) Report
- Completion of First Annual Pothole Report
- 4th Year of STA's Local Preference Policy

At the May 26th and May 27th meetings of the Consortium and TAC, the recommendation to adopt the STA's Overall Work Plan for FY 2015-16 and FY 2016-17 was unanimously approved.

Recommendation:

Adopt the STA's Overall Work Plan for FY 2015-16 and FY 2016-17 as shown in Attachment A.

Attachment:

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

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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

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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

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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>	<p>STA</p> <ul style="list-style-type: none"> • PA/ED • Design <p>Caltrans</p> <ul style="list-style-type: none"> • R/W • Con 	<p>\$49.8 M Bridge Tolls \$49.8 M TCIF</p>	X		<p>\$100.6 M</p> <p>WB Scales (\$170 M): PS&E \$15.2 M R/W \$37.65 M CON \$117.15 M</p>	<p>Projects Janet Adams</p>

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STA Lead – Studies	4.	<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

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STA Lead - Projects	5.	<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	6.	<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

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STA Co-Lead Projects	7.	<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	8.	<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

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		<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	9.	<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

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		Milestones: <ul style="list-style-type: none"> • MOU creating partnership • Funding and initiation of study • Completion of study EDC: 18 to 24 months						



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STA Lead Projects	11.	<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	12.	<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>	<p>STIP 2006 STIP Aug Fed Demo Local</p>	X	X	\$185 M	Projects Janet Adams

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		<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	13.	<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 	STA Funding lead County Implementing lead	\$3.2M Federal Earmark (2005) South Gate Fully Funded	X	X	South Gate \$3M	Projects Janet Adams Robert Guerrero

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		<u>EDC:</u> PA/ED: Complete PS&E: Complete Beg R/W: Complete Beg Con: 2015						
STA Monitoring – Programs	14.	<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

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STA Lead Studies	15.	<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	16.	<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

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STA Lead – Program	17.	<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

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		<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	19.	<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

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STA Lead – Planning	20.	<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 B. Assist cities of Fairfield and Suisun City in developing their own PDA Plans 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 Drew Hart

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STA Lead – Programs	21.	<p><u>Congestion Management Program (CMP)</u> <u>Status:</u> Bi-annual CMP update due in FY 2013. next CMP due in 2015. State legislation (AB 2098) may significantly alter CMP process</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> • CMP Update for 2015 has been initiated; MTC direction pending. • CMAs monitoring AB 1098 <p><u>ECD:</u> FY Sept 2015</p>	STA	STP Planning	X			Planning Robert Macaulay
STA Lead – Programs	22.	<p><u>Implementation of Countywide Bicycle Plan Priority Projects</u> Implement the Countywide Bicycle Plan. Periodically update as projects are completed, regional priorities change or funding changes.</p> <p><u>Status of Tier 1 Projects:</u></p> <ol style="list-style-type: none"> Fairfield- Vanden Road (Jepson Parkway) Class II - included in Jepson Parkway design Pleasants Valley Rd Class II - not funded Suisun Valley Farm to Market - seeking ATP funding Suisun City Driftwood Drive – IN DESIGN Dixon West B Undercrossing - COMPLETED <p><u>Milestones:</u></p> <ul style="list-style-type: none"> • Bike signs and way finding signs – Phase 1 signs acquired, being installed in Suisun City, Vallejo, Benicia. 	Fairfield Vacaville STA County Suisun City STA	TDA Article 3; Bay Area Ridge Trail OBAG	X	X	\$85,000	Planning Drew Hart

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		<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	23.	<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

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STA Lead – Programs	24.	<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

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		<ul style="list-style-type: none"> Interviewed/hired/supervised high school intern Implemented SolanoExpress Marketing Campaign 						
STA Lead – Programs	25.	<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 </p> <p><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	26.	<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

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STA Lead – Programs	27.	<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>	STA	CMAQ TFCA-PM YSAQMD BAAQMD TDA FHWA SRTS ATP	X	X	\$1.5 M Encouragement , Education and Enforcement	Transit/SNCI Sarah Fitzgerald
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	<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 						
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STA Lead – Studies	28.	<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 Philip Kamhi

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STA Lead – Program	29.	<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

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STA Lead - Programs	30.	<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	31.	<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

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		<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> PCC Work plans - 2016 and 2017 FTA 5310 call for projects - 2016 and 2017 TDA Claim Review – FY 2015-16 and 2016-17</p>						

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STA Lead – Programs	32.	<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

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<p>STA Lead – Programs</p>	<p>33.</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 Liz Niedziela Tiffany Gephart Kristina Holden</p>
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STA Lead Program	34.	<p><u>Intercity Taxi Scrip 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 Scrip Program – on-going 	STA	TDA	X	X		Transit Philip Kamhi
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STA Lead – Programs	35.	<p><u>Solano Napa Commuter Information (SNCI) Program</u></p> <p>A. Customer Service Program-Call Center, Display Racks, website/facebook</p> <p>B. Vanpool Program</p> <p>C. Employer Outreach/Support Program</p> <p>D. Employer Commute Challenge Promotion</p> <p>E. Incentives Program</p> <p>F. Emergency Ride Home (ERH) Program</p> <p>G. Campaigns/Events – Bike to Work Promo</p> <p>H. Coordination with Napa County</p> <p>I. College Coordination</p> <p><u>Status:</u></p> <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. 	STA	MTC/RRP TFCA ECMAQ	X	X	\$600,000	Transit/SNCI Judy Leaks Debbie McQuilkin Paulette Cooper Sean Hurley

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		<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 SSCI 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	36.	<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>

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		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	37.	<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

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STA Lead – Planning	40.	<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	41.	<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	42.	<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



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		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: June 2, 2015
TO: STA Board Meeting
FROM: Judy Leaks, SNCI Program Manager
RE: Metropolitan Transportation Commission's (MTC) Proposal to Modify Regional Rideshare Program and Funding

Background:

Solano Napa Commuter Information (SNCI) is the program of the Solano Transportation Authority (STA) that provides ridesharing services for Solano and Napa counties. SNCI is currently funded through the Metropolitan Transportation Commission (MTC) Regional Rideshare Program, Bay Area Air Quality Management District (BAAQMD) and Eastern Congestion Mitigation Air Quality (ECMAQ)/OBAG (One Bay Area Grant) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano counties and providing air quality improvements through trip reduction. Ridesharing services include information and support for individuals carpooling, vanpooling and using transit; vanpool formation and support; and employer outreach. Here is the current funding details:

MTC = \$240,000 (35%)
BAAQMD TFCA = \$252,000 (37%)
ECMAQ = \$188,000 (27%)

The MTC Regional Rideshare funds provide base funding to work with employers and promote vanpooling and carpooling. BAAQMD TFCA funds allow SNCI to provide services that enhance and support the MTC initiatives like commuter incentives, the emergency ride home program, and employer commute challenges. ECMAQ/OBAG funds augment the MTC base, funding Eastern Solano County as well as supporting incentive programs. An additional fund source, Yolo Solano Air Quality Management District (YSAQMD), has been used in previous years to support commuter incentives in Eastern Solano County.

Discussion:

The MTC Regional Rideshare funds have provided solid base funding to work with employers and promote vanpooling and carpooling in Solano County since 1983. Earlier, MTC staff presented a change in direction in how MTC plans to fund the Regional Rideshare Program by reducing the funding from \$3.4 million/year to \$1.6 million/year beginning Fiscal Year (FY) 2016-17. In order to achieve this reduction, MTC plans to significantly change how carpool and vanpool services would be provided regionally and, ultimately eliminate funding to local or 'delegated county' programs like the SNCI Program. Additionally, employer outreach programs that have been the cornerstone of delegated county and the Regional Rideshare programs would be eliminated.

A delegated county is one where the county has taken on the responsibility of employer outreach, alleviating the Regional Rideshare Program from that responsibility. Currently there are 5 counties that have the 'delegated' designation – Contra Costa, San Mateo, San Francisco, Napa and Solano. Each county receives \$70K annually for their employer outreach services. SNCI

receives \$240K each year for the following services: \$70K for employer outreach in two counties (Napa & Solano), plus \$100K for vanpool and additional carpool services, since Solano County has such a large number of vanpools that travel into, within or out of Solano County.

With over 25,000 residents regularly carpooling or vanpooling, the 2013 American Community Survey found that Solano County continues to boast the highest carpool/vanpool mode share (15%) in the Bay Area. Solano County has traditionally had the highest rate of ridesharing in the 9-county Bay Area.

Solano County Commute Mode Share

Drive Alone	78%
Carpool/Vanpool	15.0%
Public Transportation	3.0%
Walk	2.0%
Taxi, Motorcycle, Bike	1.5%
Work at home	3.8%

Carpooling and vanpooling are typically the most affordable of all commute modes. Many carpools and vanpools benefit further by saving time using High Occupancy Vehicle (HOV) lanes in Solano and neighboring counties along major commute corridors as well as on bridge tolls. They are also highly flexible to match a wide range of destinations and work schedules and in this way complement bus, ferry, and rail transit which need to serve high volume corridors to be productive.

Solano County has historically had the highest rate of vanpooling in the Bay Area. The vast majority of vanpools are owner-operated or leased vanpools. Few are employer vanpools. SNCI supports 185 of those vanpools. Of the 535 vanpools registered in the Regional Rideshare Database, 233 or 44% travel into, within or out of Solano County to points throughout the nine Bay Area counties as well as to the Sacramento region. With an average of 10 passengers per vanpool, Solano’s 233 commuter vanpools carry the equivalent of over 1.2 million passenger trips annually.

Employers are the number one influencer of commute behavior and SNCI has experienced success working with over 200 employers to promote programs that encourage their employees to use an alternative to driving alone like, carpooling, vanpooling, using transit, biking or walking. The annual Commute Challenges in Napa and Solano have grown in popularity since 2007 and more employers promote Bike to Work activities each year. In April 2014, the BAAQMD, in partnership with MTC, implemented a pilot program based on SB 1339, the Bay Area Commuter Benefits Program, where employers with 50 or more full-time employees in the Bay Area were required to select one of four commuter benefit options to offer to their employees:

- Option 1: Pre-tax payroll deduction for transit or vanpool
- Option 2: Direct subsidy for transit or vanpool
- Option 3: Employer-provided transportation
- Option 4: Alternative commuter benefit

The first three options support transit and/or vanpools per the IRS statutes, Option 4 was developed by STA's SNCI staff in partnership with BAAQMD and MTC for more suburban areas with limited transit services in mind, where carpooling or vanpooling were often the only feasible commute alternative.

The Bay Area Commuter Benefits Program opened the door for SNCI staff to establish or re-establish relationships with Napa and Solano employers. SNCI program staff assisted over 120 employers to develop and implement their commuter programs. At each consultation we explored options and discussed how companies and employees could benefit from commute alternatives. During those specific consultations, employers were encouraged to establish programs that are sustainable and benefit the greatest number of employees in rural/suburban areas with limited transit. As a result 43 employers or 36% of those receiving consultations, chose an option that included carpooling as a primary commute alternative (Option 4)

Solano County residents and businesses have directly benefited from SNCI's rideshare services. Over 2,000 residents commute daily in vanpools, with SNCI supporting 185 of these vanpools, nearly 300 callers request transit or transit trip planning information each month, and over 200 employers are actively participating in SNCI activities and services.

MTC proposes to phase in the changes to the Regional Rideshare Program funding. The 511 Rideshare contract will expire June 30, 2016. While there will be some activity to put the new plan in place, existing services, as well as funding at the current level, will continue throughout that contract. It has been proposed that the employer program be cut-back on the regional level during FY 2016-17. All delegated counties would maintain their current funding level while each of the other four Bay Area Counties receive \$70K to continue employer outreach. If this happens, SNCI would receive full MTC funding through July 2017. Beginning FY 2017-18, MTC would no longer provide rideshare funds to any county, with the proposal by MTC staff that each county could use OBAG2 funds if the county felt continuing the Rideshare Program was a priority.

Fiscal Impact:

The SNCI Program has received Regional Rideshare Program Funds for over 30 years to fund the SNCI rideshare program activities in Solano and Napa counties. These funds have been used to leverage additional funding to provide a full service rideshare program in Solano County and make up more than one-third of SNCI's annual funding. The loss of these funds could significantly impact the effectiveness of the rideshare program in Solano County.

Recommendation:

Authorize the Executive Director to send a letter to MTC requesting they continue to fund the employer outreach and vanpool services work in Solano County, Napa County and other delegated counties.

Attachments:

- A. SNCI Program Funding
- B. Vanpool Program
- C. Employer Outreach

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PROGRAM FUNDING

ATTACHMENT A



May 2015

Annual Funding

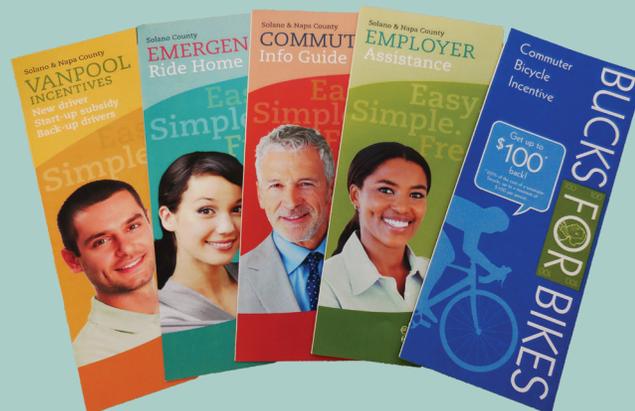
MTC = \$240,000
 BAAQMD TFCA = \$252,000
 CMAQ = \$150,000
 YSAQMD = \$38,000

- The Metropolitan Transportation Commission (MTC) Regional Rideshare funds provide solid base funding to work with employers and promote vanpooling and carpooling.
- Bay Area Air Quality Management District (BAAQMD) Transportation Funds Clean Air (TFCA) funds allow SNCI to provide services that enhance and support the MTC initiatives like commuter incentives, the emergency ride home program, and employer commute challenges.
- Congestion Mitigation Air Quality (CMAQ)/OBAG (One Bay Area Grant) funds augment the MTC base, funding Eastern Solano County as well as supporting incentive programs.
- Yolo Solano Air Quality Management District (YSAQMD) funds support commuterer incentives in Eastern Solano County.

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commuterinfo.net

Solano Napa Commuter Information (SNCI)
 One Harbor Center, #130
 Suisun City, CA 94585
commuterinfo@sta-snci.com
 800-535-6883





Carpooling is the commute mode for over 20,000 Solano County residents. In Spring 2014, BAAQMD began implementation of the Bay Area Commuter Benefit Program (CBP) where employers with 50 or more employees were required to offer their employees a commuter benefit from four options. It became evident that the transit-related options, while easy to implement, would not have a large impact on most employees in Solano and Napa counties. SNCI staff provided consultations to employers that encouraged them to establish programs that were sustainable and would benefit the greatest number of employees, particularly in area with limited transit available. To that end, 43 employers implemented an option that included carpooling as a primary commute alternative.

Of the 535 vanpools registered in the Regional Rideshare Database, 233 or 44% travel into, within or out of Solano County to points throughout the nine Bay Area counties as well as to the Sacramento region. With an average of 10 passengers per vanpool, Solano's 233 commuter vanpools carry the equivalent of over 1.2 million passenger trips annually.

Bay Area Vanpools		
	Origin	Destination
Alameda	62	95
Contra Costa	77	41
El Dorado	1	0
Marin	14	22
Monterey	0	0
Napa*	16	1
Placer	4	0
Sacramento*	44	12
San Benito	2	0
San Francisco	19	110
San Joaquin	43	3
San Mateo	22	164
Santa Clara	38	39
Santa Cruz	6	0
Solano*	140	40
Sonoma	15	2
Stanislaus	18	0
Sutter*	1	0
Yolo*	11	1
Yuba*	2	1
Total:	535	535
Total: from/thru Solano*	214	

VANPOOL PROGRAM



May 2015

SNCI assists individuals and organizations start new commuter vanpools as well as support existing vanpools. In FY2013-14, SNCI started 29 new vanpools. Typically maintaining an existing vanpool is easier than starting a new vanpool so efforts are focused in this area. Support services include:

- Advising new vanpools of regulatory requirements
- Assisting drivers in meeting requirements, such as running driver background checks and confirming the drivers meet the requirements
- Medical exam documentation is provided and financial reimbursements to defray the cost of an exam.
- Assistance with recruiting passengers

Solano County has historically had the highest rate of vanpooling in the Bay Area. The vast majority of vanpools are owner-operated or leased vanpools. Few are employer vanpools. SNCI supports 185 of those vanpools.

Of the 535 vanpools registered in the Regional Rideshare Database, 233 or 44% travel into, within or out of Solano County to points throughout the nine Bay Area counties as well as to the Sacramento region. With an average of 10 passengers per vanpool, Solano's 233 commuter vanpools carry the equivalent of over 1.2 million passenger trips annually.

SNCI provides three incentives for vanpool:

- New Driver Incentive
- Vanpool Start-up Incentive
- Back-up Driver Incentive

New drivers can receive up to \$300 in free gas cards and backup drivers can receive up to \$100 in free gas cards. For new vanpools with 70% passenger occupancy, SNCI will provide a start-up subsidy up to \$250 per empty seat while drivers are recruiting new passengers. SNCI will also reimburse up to three drivers per vanpool (1 primary driver and 2 backup drivers) for up to \$75 of their required biannual medical exam.

Vanpools Traveling from/through Solano County

Alameda	Contra Costa	Marin	Napa	Sacramento	San Francisco	San Joaquin	San Mateo	Santa Clara	Yolo
24	23	14	1	12	66	1	49	1	2

Vanpools Traveling to Solano County

Alameda	Contra Costa	El Dorado/Placer/Sutter	Sacramento	San Francisco	San Mateo	Solano	Yolo
3	5	4	19	2	1	3	5



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Vanpools by Type

	Total	Leased	Owner/Operated	Employer
Bay Area	535	298	144	93
		56%	27%	17%
Solano	233	100	95	38
		43%	41%	16%

New Van Starts

FY 2012-13	22
FY 2013-14	29
FY 2014-15	22*

*through May 15

Solano Napa Commuter Information (SNCI)
One Harbor Center, #130
Suisun City, CA 94585
commuterinfo@sta-snci.com
800-535-6883



EMPLOYER OUTREACH



SOLANO | NAPA
COMMUTER INFO

May 2015

Employer Consultations

SNCI assists employers develop and implement commuter programs. At each consultation we explore options and discuss how companies and employees can benefit from commute alternatives. The Bay Area Commuter Benefit Program (CBP) opened the door for SNCI staff to establish or re-establish relationships with employers. During those specific consultations, we encouraged employers to establish programs that are sustainable and benefit the greatest number of employees in rural/suburban areas with limited transit. As a result of those consultations, 43 employers chose an option that included carpooling as a primary commute alternative.

	Total CBP Consultations
Solano County	69
Napa County	51
TOTAL	120

 511SolanoNapa

commuterinfo.net

Solano Napa Commuter Information (SNCI)
One Harbor Center, #130
Suisun City, CA 94585
commuterinfo@sta-snci.com
800-535-6883

Employers are the number one influencer of commute behavior. SNCI assists employers promote commute alternatives for their employees. We offer a variety of free services and tools to help businesses put together a successful Transportation Demand Management (TDM) Program.

- Marketing/Outreach
- Employer Consultations
- Emergency Ride Home
- Promotions
- Employer events/health fairs
- Vanpool formation/support/incentives
- Bucks for Bikes
- Display racks/Brochures
- Employer relocation

	Total Employers 50+ Employees	Total Employers SNCI Database	Active Employers within last 2 years
Solano County	398	250	113
Napa County	308	186	94
Totals	706	436	207

Emergency Ride Home

SNCI's Emergency Ride Home Program provides employees peace of mind when trying out transit, carpooling, vanpooling, walking, or biking to work.

	Registered Employer	Registered Employees
Solano County	69	338
Napa County	44	81

	Registered Employer	Rides Taken
FY 2012-13	86	31
FY 2013-14	91	34
FY 2014-15	116	65

Promotions

- Solano Commute Challenge
- Napa Commute Challenge
- Bike to Work Day

Year	Employers Participating	Commute Champions
Solano Commute Challenge		
2007	27	296
2008	39	545
2009	43	599
2010	46	620
2011	50	768
2012	47	655
2013	40	747
2014	30	642
Napa Commute Challenge		
2012	18	100
2013	24	171
2014	20	175





DATE : May 29, 2015
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: 2015 Comprehensive Transportation Plan (CTP) Updated Priority Project Lists

Background:

The Solano Comprehensive Transportation Plan (CTP) is one of STA's foundational documents, along with the Congestion Management Program (CMP) required by state law and the Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP) developed by the Metropolitan Transportation Commission (MTC). The current Solano CTP was adopted in 2005, with an update to the list of agency project priorities completed in 2009.

STA used the CTP project list when identifying priority projects for the development of the 2013 SCS/RTP, named Plan Bay Area. A number of items from the 2009 project have been completed, and agency priorities have changed. In addition, MTC is updating the SCS/RTP. As a result, STA is updating the Solano CMP project list.

Discussion:

STA staff met with planning, public works and administrative staff from the seven cities and the county in early 2015, and requested an update to their priority project lists. As of June 1st, updated lists have been received from all of the STA member agencies, except the City of Vallejo. STA staff has contacted Vallejo staff to request their CTP priorities. The member agency lists are included as Attachment A. STA has moved all projects that involve improvements to the main line of an interstate freeway (such as additional Express or auxiliary lanes) from the local agency project to the STA project list.

Major changes proposed by the member agencies to their project lists include:

- Benicia focus on new park-and-ride facilities and the Industrial Way intermodal stop, and removal of the potential train station from the project list.
- Dixon prioritization of the Parkway Boulevard overcrossing.
- Suisun City's prioritization of improvements to the citywide bicycle path network, including the Driftwood Drive and Lotz Way corridor, Lawler Ranch and McCoy Creek.
- Vacaville's initiation on work for the second phase of the Vacaville Transportation Center on Allison Drive.

STA will develop an integrated project list in June and July, and use this list, along with MTC's agency fund estimate, to identify projects for the August Technical Advisory Committee and September Board meetings where the SCS/RTP priority project list must be adopted.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. CTP Priorities for Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and County of Solano
- B. Updated CTP Public Comments as of May 2015

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 001	Benicia	I-680/Lake Herman Road Interchange	Install traffic signals and construct interchange improvements at I-680/Lake Herman Road. This is a Route of Regional Significance.	Vision	No	
09CTP 007	Benicia	I-680/Bayshore/ Industrial Interchange Connections	Install traffic signals and related traffic control and circulation improvements. This is a Route of Regional Significance.	Vision	No	
09CTP 008	Benicia	I-780/Southhampton/ West 7th Interchange Ramps	Upgrade ramps to meet current standards. This is a Route of Regional Significance.	Vision	No	
09CTP 009	Benicia	I-780/East 2nd Street Interchange Ramps	Upgrade ramps to meet current standards. This is a Route of Regional Significance.	Vision	No	
09CTP 010	Benicia	Columbus Parkway Reliever Route (I-780 to City Limits)	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. This is a Route of Regional Significance. Design to start FY 2015-2016 with improvements in FY 2016-2017. Estimated cost \$710,000.	Vision	No	
09CTP 014	Benicia	Bike and Walkway Connections for Bay Trail and Ridge Trail	Construct continuous bike and sidewalk facilities from the Benicia-Martinez Bridge to the Arsenal, including Clocktower and Camel Barn, and through the city to connect to trail segments in Vallejo and Solano County.	Vision	No	STA Countywide Bicycle and Pedestrian Plans

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

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Benicia	Citywide Traffic Calming Improvements	Construct citywide traffic calming improvements	Vision	Yes	Benicia General Plan
09CTP 120	Benicia	First Street and Waterfront	Construct ferry terminal and support facilities at end of First Street to provide direct ferry service to San Francisco Ferry Terminal. See Project 09CTP 100 (STA) STA Water Transportation Plan must proceed project(s)	Vision	No	Pending Water Transportation Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source
09CTP 212	Dixon	I-80/Pedrick Rd. Interchange	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Vision	No	
09CTP 213	Dixon	I-80/SR 113 Interchange	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Vision	No	
09CTP 214	Dixon	I-80/Pitt School Rd. Interchange	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Vision	No	
09CTP 215	Dixon	I-80/West A St. Interchange	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Vision	No	
09CTP 216	Dixon	SR 113 relocation to Kidwell Road interchange	Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. This is a Route of Regional Significance. This project is an option identified in the SR 113 MIS.	Vision	No	STA SR 113 MIS

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source
09CTP 217	Dixon	Parkway Blvd Overcrossing AGENCY PRIORITY PROJECT	Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility. This is a Route of Regional Significance.	Design- At the right-of- way acquisition stage but dependent on development	No	
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks. This is a Route of Regional Significance.	Vision	No	
09CTP 222	Dixon	Pedrick Road Overcrossing	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road. Project includes 2 travel lanes in each direction plus Class I bike/ped facility. This is a Route of Regional Significance.	Vision	No	
09CTP 223	Dixon	Downtown Dixon Streetscape Project (Phases 3 & 4)	Complete landscaping and pedestrian improvements in A Street/1st Street/Railroad track area in downtown Dixon. This is a Route of Regional Significance.	Vision	No	
09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Construct new park and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road	Vision	No	
09CTP 226	Dixon	Downtown Dixon Multi- Modal Rail Station/ Transportation Center	Construct a Capitol Corridor passenger train station in downtown Dixon AND OBTAIN A Capitol Corridor service commitment. This is a Transit Facility of Regional Significance.	Vision West B Street	No	

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 189	Fairfield	I-80/West Texas St Ramp Improvement	Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. Improve transit, pedestrian, and bicycle access to Transit center with direct connection to Linear Park Trail. This area is one of the county's PDAs. This is a Route of Regional Significance.		No	Fairfield General Plan
09CTP 174	Fairfield	Manuel Campos Pkwy from Mystic Drive to Dickson Hill Rd.	Construct an interim 2 lane (2015-16), ultimately 6?-lane arterial across the Putah South Canal to close gap in Manuel Campos Parkway. This is a Route of Regional Significance.		No	Fairfield General Plan
09CTP 121	STA/ or Caltrans?	SR 12 and Red Top Road/ Business Center Drive Interchange	Construct a new interchange linking the North Connector, Red Top Road and SR 12. This is a Route of Regional Significance.			
09CTP 175	Fairfield	Manuel Campos Pkwy from Dickson Hill Rd. to Peabody Rd.	Widen from 2-lanes to 6 lanes This is a Route of Regional Significance.		No	Fairfield General Plan
09CTP 181	STA?/ or Caltrans	SR 12 and Beck Avenue Interchange	Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.			
09CTP 182	STA?/ or Caltrans	SR 12 and Pennsylvania Avenue Interchange	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.			

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

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Source of Project:
09CTP 041	Solano County	Replace or rehabilitate existing deficient County bridges	Deficient bridges need to be replaced or rehabilitated on a timely basis to keep them safe and adequate to handle traffic demands.	Ongoing	No	Solano County Capital Improveme nt Plan (CIP)

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Source of Project:
09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. This is a Route of Regional Significance. <u>See Projects 09CTP 148 and 09CTP 146 (Vallejo)</u>	Initiated – environmentally cleared, initiating design	No	STA Routes of Regional Significance (RRS)
09CTP 037	Solano County	Jepson Parkway connection to the south gate of Travis Air Force Base	Construct improvements to Petersen Road. This is a Route of Regional Significance.	Designed – construction in 2015	No	STA RRS
09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. This is a Route of Regional Significance.	Vision	No	STA RRS / Fairfield Train Station Specific Plan
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Lewis Road, Fry Road, Meridian Road and McCory Road. This is a Route of Regional Significance.	Ongoing	No	STA RRS / Solano County CIP
	Solano County	Suisun Valley Farm to Market project	Construct a Class II bicycle lane loop and pedestrian improvements on various roads in the Suisun Valley as part of the Farm to Market program, including Suisun Valley Road, Rockville Road, Mankas Corner Road, Abernathy Road, and Ledgewood Road	Initiated – undergoing environmental review	Yes	General Plan / Suisun Valley Strategic Plan / STA Countywide Bicycle/Ped estrian Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Source of Project:
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. This is a Route of Regional Significance.	Vision	No	General Plan / Northeast Dixon Agricultural Services Area Plan / STA RRS
09CTP 040	Solano County	Increase funding for maintenance and improvement of the County road system	Seek new transportation funding to address a lack of adjustment for inflation in the gas tax since 1995, which has significantly reduced the effective funding for road maintenance and improvement activities.	Vision	No	Legislative platforms for STA & Solano County
09CTP 054	Solano County	Dixon to Vacaville Bike Route	Construct a Class 2 bike route connection from Vacaville to Dixon, along Hawkins Road.	Designed – construction in 2015	No	STA Countywide Bicycle/Ped estrian Plan
09CTP 057	Solano County	Green Valley active transportation network	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Vision	No	General Plan / Middle Green Valley Specific Plan
09CTP 059	Solano County	Cordelia Hills Sky Valley open space and trail project	Purchase open space and construct multi- use paths and trails. Connect open space to McGary Road or other segment of the regional bike network.	Initiated – ROW acquisition in 2016	No	STA Countywide Bicycle/Ped estrian Plan
09CTP 052	Solano County	TDA Article 8 share to STA 2018 to provide county-wide service	Ensure Solano County pays its fair share of transit costs, but not more, for transit services provided to the unincorporated area.	Ongoing	No	STA Consolidate d Transportati

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Source of Project:
						on Service Agency (CTSA)
	Solano County	Support STA in Phase II non-ambulatory service in Solano County	Support STA's program to provide non-ambulatory service to residents in all of Solano County through the New Freedom Grant	Vision	Yes	STA CTSA
	Solano County	Midway Road – Porter Road – Pitt School Road connector improvements	Intersection and roadway improvements to connect City of Dixon with Midway. Supported by City of Dixon.	Vision / environmentally cleared	Yes	Solano County CIP
	Solano County	English Hills bicycle/pedestrian path	Construct a buffered bicycle/pedestrian path in the English Hills Rd area	Vision	Yes	STA Countywide Bicycle/Pedestrian Plan
	Solano County	Suisun Valley Road – Napa bicycle path connector	Construct bicycle paths along Suisun Valley Road to connect bike paths in the Suisun Valley area to Napa County	Vision	Yes	STA Countywide Bicycle/Pedestrian Plan

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

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

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

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	Cordelia Road West of Old Town	Widen Cordelia Road from one lane in each direction to multi-lanes in each direction. This is a Route of Regional Significance.		Yes	Suisun City's 2015 CTP List
	Suisun City	Pedestrian Bridge over Highway 12 at Marina Boulevard	Construct a grade-separated pedestrian/bicycle overpass over Highway 12 at Marina Boulevard.		Yes	Suisun City's 2015 CTP List
	Suisun City	Highway 12 Corridor Improvements	Construct improvements within the Highway 12 Corridor from Pennsylvania Avenue to Walters Road. This is a Route of Regional Significance.		Yes	SR12 Corridor System Management Plan
	Suisun City	Civic Center Boulevard Roadway Gap Closure to Marina Circle	Extend Civic Center Boulevard from its southern terminus to the south to connect to Marina Circle.		Yes	Suisun City's 2015 CTP List
	Suisun City	New Road within Petersen/Johnson Parcels	Construct a roadway through the currently empty parcels located east of Walters Road between Highway 12 and Petersen Road. This extension may include an east-west segment connecting to Walters Road, as well as a north-south segment connecting to Petersen Road.		Yes	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	Extension of the North Basin Pedestrian/Bicycle Path to Marina Circle	Extend the North Basin pedestrian/bicycle path to Marina Circle.		Yes	2012 Countywide Bike Plan and 2012 Pedestrian Plan
	Suisun City	Main Street Alley Improvements	Construct improvements to the alley that runs parallel to and west of Main Street from Spring Street to Common Street.		Yes	Suisun City's 2015 CTP List
	Suisun City	Highway 12 Widening	Widen and improve Highway 12. This is a Route of Regional Significance		Yes	SR12 Corridor System Management Plan and 2012 SR12 Comprehensive Evaluation and Corridor Management Plan
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. This is a Route of Regional Significance.		No	2012 Countywide Pedestrian Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. This is a Route of Regional Significance.		No	Suisun City's 2015 CTP List
	Suisun City	Pennsylvania Avenue Widening	Widen Pennsylvania Avenue from Highway 12 to Cordelia Road. This is a Route of Regional Significance.		Yes	Suisun City's 2015 CTP List
09CTP 075	Suisun City	Railroad Avenue Widening and Realignment (Middle and East Segment)	Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with Class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street. This is a multi-phase project. This is a Route of Regional Significance.		No	Suisun City's 2015 CTP List
09CTP 076	Suisun City	Railroad Avenue Extension (West Segment)	Extend Railroad Avenue from Marina Boulevard to the Main Street/Highway 12 westbound On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp. This is a Route of Regional Significance.		No	Suisun City's 2035 General Plan
	Suisun City	Buena Vista Avenue Extension Railroad Avenue Extension Project.	Extend Buena Vista Avenue from Marina Boulevard through the 30-acre site which is located northwest of Highway 12 and Marina		Yes	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
			Boulevard. This roadway extension will connect to the Railroad Avenue Extension project on the west end of the City.			
	Suisun City	Highway 12 Overpass at Pennsylvania Avenue	Construct a grade-separated overpass over Highway 12 at Pennsylvania Avenue		Yes	2001 Highway 12 Major Investment Study
	Suisun City	Highway 12 Flyover to West Street	Construct an off-ramp/flyover from Highway 12 at Pennsylvania Avenue to Old Town Suisun over the UPRR railroad tracks.		Yes	SR12 Corridor System Management Plan
09CTP 077	Suisun City	Downtown Suisun City Bypass Road	Construct a 2 lane new arterial from Cordelia Road to Spring Street. The roadway is a part of the Suisun City downtown specific plan.		No	Suisun City's 2015 CTP List
09CTP 066	Suisun City	Travis AFB South Gate Project & Petersen Road Pedestrian/Bike Path	Widen Petersen Road from Walters Road to the Travis AFB South Gate. This project includes constructing a Class I pedestrian/bicycle path to the Suisun City Sports Complex. This is a Route of Regional Significance.		No	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 070	Suisun City	Rail Station Improvements	Construct general enhancements to the Suisun-Fairfield Train Station including improvements to the facility, new additional bicycle lockers, corridor signage, traffic modifications, & rider experience improvements. Develop a station master plan consistent with the City's planned PDA for the area. This is a Transit Facility of Regional Significance.		No	2012 Countywide Pedestrian Plan
09CTP 072	Suisun City	Kellogg Street Waterfront Improvements	Construct street improvements necessary to facilitate economic development at the Southern Waterfront area.		No	2012 Countywide Pedestrian Plan
09CTP 068	Suisun City	Park-and-Ride Lot Landscape Project	Periodically replace, upgrade and modify landscaping/irrigation at existing Suisun City Park-and-ride lot.		No	Suisun City's 2015 CTP List
09CTP 062	Suisun City	Improve and provide additional bus shelters	Install solar bus shelters to bus stops as needed. Install additional bus shelters with solar. Managed by FAST.		No	Suisun City's 2015 CTP List
09CTP 064	Suisun City	Provide direct bus connections to rail station	Provide additional direct bus connections to rail station as warranted. Managed by FAST.		No	Suisun City's 2015 CTP List
09CTP 071	Suisun City	Union Pacific Railroad Sound Walls	Construct sound walls along railroad tracks between tracks and the common property line with the City, as well as along future developments as needed.		No	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 084	Vacaville	I-505 SB/Vaca Valley Parkway	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. This is a Route of Regional Significance.	Vision	No	Vacaville General Plan and Transporta tion Impact Fee
09CTP 078	Vacaville	I-80 WB/Alamo Dr.- Merchant St On-Ramp	Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Complete		
09CTP 079	Vacaville	I-80 WB/Mason St. On- Ramp	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Not a City Project		
09CTP 080	Vacaville	I-80 WB/Davis-/ Hickory St. On-Ramp	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Not a City Project		
09CTP 081	Vacaville	I-80 EB/ Cliffside Dr. On- Ramp	Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Not a City Project		
09CTP 082	Vacaville	I-80 EB/Davis St On-Ramp	Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Not a City Project		
09CTP 083	Vacaville	I-80/California Drive Extension and Overcrossing	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections. This is a Route of Regional Significance.	Vision	No	Vacaville General Plan and Transporta tion Impact Fee

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 085	Vacaville	I-505/Vaca Valley Pkwy Interchange.	Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities. This is a Route of Regional Significance. This project will likely be needed in the next 5 years. Will consider initiating pre-design studies in next 2 years. May eliminate need for 09CTP084.	Vision	No	Vacaville General Plan and Transporta tion Impact Fee
09CTP 088	Vacaville	Midway Rd. (Putah South Canal to I-80)	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial. This is a Route of Regional Significance.	Vision	Yes	Vacaville General Plan
09CTP 109	Vacaville	Ulatis Creek Bike Facilities	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location). The remaining segment that is an alternate modes funding priority for Vacaville is from I-80 to Allison Drive.	Initiated	No	Vacaville General Plan
09CTP 110	Vacaville	Alamo Creek Bike Facilities	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location). This is complete from Marshall to Nut Tree. The segment north of Marshall is ROW constrained and not feasible. The remaining segment of this project is along New Alamo Creek from Nut Tree to Leisure Town Road.	Initiated	No	Vacaville General Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 111	Vacaville	Elmira Road Bike Path	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Vision	Yes	Vacaville General Plan
09CTP 108	Vacaville	Downtown Vacaville Multi-Family Housing Program	Develop high-density housing, mixed use and support facilities in the eastern downtown area o Vacaville. This area is designated as a Priority Development Area.	Vision	Yes	Vacaville General Plan, SP?
09CTP 099	Vacaville	Electronic farebox and automated fare dispensing machines	Install electronic fare dispensing and collecting systems throughout the City Coach transportation system. To include fare card readers on buses and automated purchasing kiosks to purchase and or reload magnetic strip fare cards.			
09CTP 104	Vacaville	Interagency coordination of regional bus services	Enhance regional coordination of bus service and connections with partner transit agencies of Solano County.			
09CTP 097	Vacaville	Phase 2 Vacaville Transportation Center	Phase 2 to include the construction of a 250 space surface lot directly adjacent to bus transfer facility. This is a Transit Facility of Regional Significance.	Designed	No	Vacaville General Plan
09CTP 105	Vacaville	Real-time bus tracking systems	Install real-time, GPS arrival systems on buses with kiosk display stations located at transit transfer stations throughout Solano County.			
	Vacaville	Lagoon Valley / I-80 Interchange	Widen existing overcrossing to provide protected left turn pockets. Reconstruct EB ramps and widen WB ramps for turn movements.	Designed	No	Vacaville General Plan, Lagoon Valley EIR, SP?

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Vacaville	Foxboro Parkway Extension	Extend Foxboro Parkway as a 4 lane divided arterial from Nut Tree Road to Vanden Road.	Initiated	Yes	Vacaville General Plan, Southtown D.A.
	Vacaville	Elmira Road East of Leisure Town	Widen to 4 Lane Arterial - Route of Regional Significance.	Vision/ Development Initiated & Designed south side	No	Vacaville General Plan
	Vacaville	Vaca Valley Parkway	Widen Vaca Valley Pkwy from I-80 to I-505 to 6 lane divided arterial – Route of Regional Significance	Vision	No	Vacaville General Plan and Transportation Impact Fee
	Vacaville	Peabody Road South of Alamo	Widen to 6 lane divided Arterial	Vision	No	Vacaville General Plan

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

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 201	Rio Vista	Sacramento River Waterfront	Construct a facility to support passenger ferry service to either Sacramento or San Francisco, and/or water taxi service between various locations in Rio Vista and Isleton. <u>See Project 09CTP 100 (STA) STA Water Transportation Plan</u> must proceed project(s)		Yes	
09CTP 202	Rio Vista	Provide intermodal transit centers for regional connections.	Construct a multi-modal transit center, including facilities for express bus service routes to SCT/LINK, FAST, Vallejo Transit, Tri Delta. Location options are Main and Front streets (downtown) or SR 12 and Church Road.		Yes	Rio Vista General Plan

STA CTP Outreach Comments Received

TEMP ID	CTP Related	Active	Transit	Road	No Element	Meeting Date	Meeting City	Meeting Name	STA STAFF	Comment	Information Gap	Responder	Response
1	Yes	X				3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Rio Vista needs safer crossing of SR 12, such as a pedestrian overcrossing.	Where should a crossing be placed? Which existing crossing(s) are not safe?	STA Planning	Please provide a specific location where a pedestrian overcrossing would be recommended. Please provide information on reportedly unsafe crossings.
2	Yes		X			3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Transit options can help reduce SR 12 congestion. Current transit from Rio Vista to BART or Fairfield or Vacaville takes too long (2+ hours), so isn't used. Look at frequent shuttles, a train or something similar.	Verify current transit travel times and options. What times and days is rapid transit needed?	STA Transit	Response forthcoming.
3	Yes			X		3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Keep trucks off of Highway 12.	What problem does this proposal solve?	n/a	Comment received.
4	Yes			X		3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Toll trucks using Highway 12.	What problem does this proposal solve?	n/a	Comment received.
5	Yes			X		3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Don't wait for local development to generate funds/action on the SR 12 gap closure from Trilogy to Druin Drive.	n/a	STA Planning	Response forthcoming.
6	Yes			X		3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Convert SR 12 from 2 to 4 lanes now, not in the future. Rio Vista's growth makes it a necessity.	Are four lanes warranted per existing and/or projected volumes?	STA Planning	Response forthcoming.
7	Yes				X	3/23/2015	Rio Vista	Rio Vista Lions Club	RM	STA completed a study on the Rio Vista bridge. Nothing's happened since. What is the status?	n/a	STA Planning	See http://www.sta.ca.gov/Content/10127/SR_12_East_Rio_Vista_Bridge_Relocation_Study.html for information on study.
8	No				X	3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Caltrans is wasteful of funds, makes bad project and engineering decisions, and is wasteful in construction. Example – on SR 12 project, same pile of dirt keeps getting moved back and forth for no apparent reason. Can we get someone more responsible to do this work?	n/a	n/a	Please contact Caltrans at http://www.dot.ca.gov/feedback.htm .
9	No				X	3/23/2015	Rio Vista	Rio Vista Lions Club	RM	Are tax funds still being diverted from roadways to other uses such as transit?	Which particular tax funds (what funding source)?	n/a	Question/comment is not directly related to the CTP2040.
10	Yes	X				4/2/2015	Fairfield	Solano Economic Development Corporation	RM	Is there an agency tasked with coordinating bicycle facilities between the Solano cities, and from Solano to neighboring jurisdictions?	n/a	STA Planning	STA is the agency helping coordinate between the cities and the county and works with neighboring counties.
11	Yes		X			4/2/2015	Fairfield	Solano Economic Development Corporation	RM	Will BART or something similar be extended to Solano County?	n/a	STA Planning	See http://www.bart.gov/about/planning/strategic_regarding_proposed_BART_expansion_projects .
12	Yes				X	4/2/2015	Fairfield	Solano Economic Development Corporation	RM	We should take advantage of the existing rail capacity.	To use rail for what purpose (freight or passenger?).	STA Planning	See the Solano Rail Facilities Plan Update at http://www.sta.ca.gov/docManager/100005309/07%20AA%20STA%20Rail%20Facilities%20Plan%20DRAFT%20Mar%202015%20v8.pdf

STA CTP Outreach Comments Received

TEMP ID	CTP Related	Active	Transit	Road	No Element	Meeting Date	Meeting City	Meeting Name	STA STAFF	Comment	Information Gap	Responder	Response
13	No				X	4/2/2015	Fairfield	Solano Economic Development Corporation	RM	The demographics changes talked about in the presentation are real. The next generation/millennials are very taken by sharing and on-line collaboration and on-line shopping, and just don't have the need for a car or the desire to own one that most of us do.	n/a	n/a	Comment received.
14	No				X	4/2/2015	Fairfield	Solano Economic Development Corporation	RM	Transportation is a Solano asset.	n/a	n/a	Comment received.
15	No				X	4/2/2015	Fairfield	Solano Economic Development Corporation	RM	The City of Benicia is looking at establishing an Infrastructure Financing District to deal with issues such as poor roads in the Benicia Industrial Park.	n/a	n/a	Comment received.
16	Yes	X				4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	Is anyone coordinating activities such as bike routes between cities?	n/a	STA Planning	See http://www.sta.ca.gov/Content/10055/CountywidePlansmpStudies.html#cbp
17	Yes		X			4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	Solano needs more of a mass transit model, especially if we are focusing more on efficient use of the existing system as opposed to the old model of building more roads.	n/a	STA Transit	Response forthcoming.
18	Yes			X		4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	What are plans to address the bottlenecks on Hwy 12, both in Suisun City and between Suisun and Rio Vista?	n/a	STA Planning	Response forthcoming.
19	Yes				X	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	Are Solano commuting patterns still basically the same? Does MTC recognize how many Solano residents commute to the Sacramento region?	Are commuting patterns the same compared to what/where/when?	STA Planning	Response forthcoming.
20	Yes				X	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	Is there any discussion of reopening the Union Street/Main Street crossing from downtown Fairfield to downtown Suisun City?	n/a	STA Planning	Response forthcoming.
21	No				X	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	STA should be involved in getting Cordelia Road re-opened at the UPRR track crossing. It's been too long, and some leadership is needed.	n/a	n/a	Question/comment is not directly related to the CTP2040.
22	No				X	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	Is anyone coordinating climate action planning in Solano County?	n/a	STA Planning	See http://www.sta.ca.gov/Content/10058/ClimateActionPlans.html
23	No				X	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	What's happening on Peabody Road between Fairfield and Vacaville? When will it be closed, and when will it be reopened? What will the new road look like? Finally, what is the status of the new train station?	n/a	City of Fairfield	Please email questions to trainstation@fairfield.ca.gov and see http://www.fairfield.ca.gov/gov/depts/pw/fairfield_vacaville_train_station_and_peabody_road_improvements.asp for information.
24	No				X	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	Is someone taking care of the businesses near the Fairfield/Vacaville train station that will be relocated due to the project?	Which businesses will be relocated?	City of Fairfield	Response forthcoming.

STA CTP Outreach Comments Received

TEMP ID	CTP Related	Active	Transit	Road	No Element	Meeting Date	Meeting City	Meeting Name	STA STAFF	Comment	Information Gap	Responder	Response
25	No				X	4/8/2015	Fairfield	Fairfield-Suisun City Chamber of Commerce	RM	Does planning for and mitigating environmental impacts slow projects down or make them more expensive?	n/a	STA Planning	Response forthcoming.
26	No			X		4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	Will the Lopes and Cordelia road intersection receive a traffic light?	n/a	City of Fairfield	Response forthcoming.
27	Yes			X		4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	When will Manuel Campos Parkway be finished?	n/a	STA Projects	Response forthcoming.
28	Yes			X		4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	What is being done with the Green Valley Road overcrossing?	n/a	STA Projects	Response forthcoming.
29			X			4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	Getting around between cities on transit is a nightmare. It takes too long. Will more frequent service be provided? What about Sunday service?	n/a	STA Transit	Response forthcoming.
30	Yes		X			4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	Seniors and the disabled have difficulty getting around. Trips take a long time, and are all but impossible to coordinate with medical service providers. What can be done to make these trips shorter and coordinate them with medical appointments?	Which medical service providers (where are they located)? What transit agencies? Which routes?	n/a	Comment received.
31	Yes		X			4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	Can the DART services be more on-time?	n/a	STA Planning	Please submit questions and comments directly to DART at http://www.fasttransit.org/contact-us/form-based-comment-card/
32	Yes		X			4/28/2015	Fairfield	Soroptimist of Central Solano County	RM	Years ago, there was a talk about merging the bus services. What, if anything, has happened with that idea?	n/a	STA Transit	Response forthcoming.
33	No				X	5/5/2015	Benicia	Benicia Rotary	RM	For those advocating for more bus service, who do they expect to pay for these new or more frequent routes? Themselves, or someone else?	n/a	n/a	Please ask the advocates for answers.
34	No				X	5/5/2015	Benicia	Benicia Rotary	RM	How does Caltrans decide what is important for new projects or maintenance?	n/a	n/a	Please contact Caltrans at http://www.dot.ca.gov/feedback.htm.
35	No				X	5/5/2015	Benicia	Benicia Rotary	RM	How much influence does STA have with Caltrans when they make decisions?	n/a	n/a	Please contact Caltrans at http://www.dot.ca.gov/feedback.htm.
36	No				X	5/5/2015	Benicia	Benicia Rotary	RM	What is going on at the I-80/I-680/SR 12 interchange, and when will it be done?	n/a	STA Projects	Please see http://www.sta.ca.gov/Content/10078/I80I680SR12_Interchange_Project.html

STA CTP Outreach Comments Received

TEMP ID	CTP Related	Active	Transit	Road	No Element	Meeting Date	Meeting City	Meeting Name	STA STAFF	Comment	Information Gap	Responder	Response
37	No				X	5/5/2015	Benicia	Benicia Rotary	RM	Slow trucks on I-680 during the peak commute cause congestion. Who has the power to limit truck hours so that this does not happen? Is it being considered already?	n/a	STA Planning	<p>Per the California Department of Transportation (Caltrans) website at <u>http://www.dot.ca.gov/hq/traffops/trucks/routes/restrict-process.htm</u>: Peak-hour truck restrictions: California does not currently have any truck restrictions during certain hours. State and federal law forbids highway restrictions to truck access except for "safety and engineering" reasons. There is no mention in the law of time limitations. However, a peak-hour truck restriction would hinder trucks from making deliveries and would probably, therefore, be considered a restriction under the law. In order to enact a time restriction, it would seem necessary to validate a safety issue by traffic study.</p> <p>Studies of peak-hour restrictions: The California Legislature commissioned the "Urban Freeway Gridlock Study," dated 1988, to investigate the impact of large trucks on peak-period freeway congestion, and explore management techniques to reduce congestion. The study focused on freeways in the Los Angeles, San Francisco, and San Diego metropolitan areas. The study's conclusions were that a peak-period truck ban would not provide significant relief from peak-period congestion, and that a peak-period ban is unlikely due to provisions of the federal Surface Transportation Assistance Act of 1982 (STAA) and subsequent court decisions.</p>
38	Yes			X		5/5/2015	Benicia	Benicia Rotary	RM	Caltrans fixes the big bridges, but who is responsible for smaller local bridges? Does the county get money for this; and, if so, does it spend that money on the local bridges?	n/a	STA Planning	Response forthcoming.

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DATE: June 1, 2015
TO: STA Board
FROM: Philip Kamhi, Transit Program Manager
RE: SolanoExpress Intercity Quarterly Reports

Background:

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

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

In the Intercity Funding Agreement, it states that transit operators shall report at least quarterly to the ITFWG the following information by intercity route:

- Budget vs. actual cost for the quarter
- Budget vs. actual fares for the quarter
- Ridership
- Service Hours

Discussion:

Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) have submitted their Fiscal Year 2014-15 3rd quarter reports for the working group's review (Attachment A). The report shows where the SolanoExpress Intercity routes are compared to the estimated numbers in the Cost Allocation Model (CAM). A percentage of 75% would indicate that the estimate is meeting the actual. A summary of the 3rd Quarter report is presented below.

3rd Quarter	FAST	SolTrans
Cost	63.2%	66.3%
Fares	66.8%	75.2%
Ridership	74.3%	75%
Service Hours	73.5%	71%

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

Intercity Route	Cost	Fares	FBR
FAST Rt 20	\$ 264,408	\$ 64,706	24.47%
FAST Rt 30	\$ 348,590	\$ 132,292	37.95%
FAST Rt 40	\$ 400,070	\$ 119,391	29.84%
FAST Rt 90	\$1,131,085	\$ 687,499	60.78%
Subtotal, FAST	\$2,144,153	\$1,003,888	46.82%

SolTrans Rt 78	\$ 753,249	\$ 189,391	25.14%
SolTrans Rt 80	\$1,616,244	\$1,152,749	71.32%
SolTrans Rt 85	\$ 682,625	\$ 213,653	31.30%
Subtotal, SolTrans	\$2,298,869	\$1,366,402	59.44%

Recommendation:

Informational.

Attachment:

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

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2014-15 Budget vs Estimated or Actual Cost

Intercity Route	FY 14-15 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 415,274	\$ 69,876	16.8%	\$ 97,671	23.5%	96,861	23.3%		0.0%	\$ 264,408	63.7%
FAST Rt 30	\$ 540,955	\$ 90,158	16.7%	\$ 129,487	23.9%	128,945	23.8%		0.0%	\$ 348,590	64.4%
FAST Rt 40	\$ 626,075	\$ 105,784	16.9%	\$ 147,446	23.6%	146,840	23.5%		0.0%	\$ 400,070	63.9%
FAST Rt 90	\$ 1,808,272	\$ 299,274	16.6%	\$ 419,258	23.2%	412,553	22.8%		0.0%	\$ 1,131,085	62.6%
Subtotal, FAST	\$ 3,390,576	\$ 565,092	16.7%	\$ 793,862	23.4%	\$ 785,199	23.2%	\$ -	0.0%	\$ 2,144,153	63.2%
SolTrans Rt 78	\$ 1,140,991	\$ 245,273	21.5%	\$ 259,855	22.8%	\$ 248,121	21.7%		0.0%	\$ 753,249	66.0%
SolTrans Rt 80	\$ 2,434,648	\$ 542,841	22.3%	\$ 554,422	22.8%	\$ 518,981	21.3%		0.0%	\$ 1,616,244	66.4%
SolTrans Rt 85	\$ 1,031,332	\$ 234,153	22.7%	\$ 237,619	23.0%	\$ 210,853	20.4%		0.0%	\$ 682,625	66.2%
Subtotal, SolTrans	\$ 3,465,980	\$ 776,994	22.4%	\$ 792,041	22.9%	\$ 729,834	21.1%	\$ -	0.0%	\$ 2,298,869	66.3%

Report Completed By: Diane Feinstein

Report Completed By: Kristina Botsford

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2014-15 Budget vs Estimated or Actual Cost

Intercity Route	FY 14-15 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 92,538	\$ 15,759	17.0%	\$ 27,875	30.1%	21,072	22.8%		0.0%	\$ 64,706	69.9%
FAST Rt 30	\$ 189,646	\$ 38,458	20.3%	\$ 52,182	27.5%	41,652	22.0%		0.0%	\$ 132,292	69.8%
FAST Rt 40	\$ 193,308	\$ 31,495	16.3%	\$ 44,851	23.2%	43,045	22.3%		0.0%	\$ 119,391	61.8%
FAST Rt 90	\$ 1,027,939	\$ 190,811	18.6%	\$ 230,889	22.5%	265,799	25.9%		0.0%	\$ 687,499	66.9%
Subtotal, FAST	\$ 1,503,431	\$ 276,523	18.4%	\$ 355,797	23.7%	\$ 371,568	24.7%	\$ -	0.0%	\$ 1,003,888	66.8%
SolTrans Rt 78	\$ 268,166	\$ 65,033	24.3%	\$ 56,801	21.2%	\$ 67,557	25.2%		0.0%	\$ 189,391	70.6%
SolTrans Rt 80	\$ 1,535,005	\$ 389,292	25.4%	\$ 373,407	24.3%	\$ 390,050	25.4%		0.0%	\$ 1,152,749	75.1%
SolTrans Rt 85	\$ 282,850	\$ 78,353	27.7%	\$ 70,810	25.0%	\$ 64,490	22.8%		0.0%	\$ 213,653	75.5%
Subtotal, SolTrans	\$ 1,817,855	\$ 467,645	25.7%	\$ 444,217	24.4%	\$ 454,540	25.0%	\$ -	0.0%	\$ 1,366,402	75.2%

Report Completed By: Diane Feinstein

Report Completed By: Kristina Botsford

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2014-15 Budget vs Estimated or Actual Cost

Intercity Route	FY 14-15 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	51,551	12,770	24.8%	11,557	22.4%	11,724	22.7%		0.0%	36,051	69.9%
FAST Rt 30	53,118	13,736	25.9%	12,245	23.1%	11,542	21.7%		0.0%	37,523	70.6%
FAST Rt 40	47,510	11,515	24.2%	10,879	22.9%	11,091	23.3%		0.0%	33,485	70.5%
FAST Rt 90	248,278	64,360	25.9%	62,996	25.4%	63,037	25.4%		0.0%	190,393	76.7%
Subtotal, FAST	400,457	102,381	25.6%	97,677	24.4%	97,394	24.3%	0	0.0%	297,452	74.3%
SolTrans Rt 78	83,401	21,950	26.3%	20,035	24.0%	21,698	26.0%		0.0%	63,683	76.4%
SolTrans Rt 80	461,356	116,552	25.3%	114,136	24.7%	112,726	24.4%		0.0%	343,414	74.4%
SolTrans Rt 85	86,585	24,878	28.7%	21,342	24.6%	20,316	23.5%		0.0%	66,536	76.8%
Subtotal, SolTrans	631,342	163,380	25.9%	155,513	24.6%	154,740	24.5%	0	0.0%	473,633	75.0%

Report Completed By: Diane Feinstein

Report Completed By: Kristina Botsford

SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

FY 2014-15 Budget vs Estimated or Actual Cost

Intercity Route	FY 14-15 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	3,730	912	24.5%	913	24.5%	900	24.1%		0.0%	2,725	73.1%
FAST Rt 30	4,369	1,082	24.8%	1,110	25.4%	1,121	25.7%		0.0%	3,313	75.8%
FAST Rt 40	5,141	1,276	24.8%	1,269	24.7%	1,283	25.0%		0.0%	3,828	74.5%
FAST Rt 90	14,933	3,601	24.1%	3,626	24.3%	3,603	24.1%		0.0%	10,830	72.5%
Subtotal, FAST	28,173	6,871	24.4%	6,919	24.6%	6,907	24.5%	0	0.0%	20,697	73.5%
SolTrans Rt 78	7,547	1,808	24.0%	1,789	23.7%	1,882	24.9%		0.0%	5,479	72.6%
SolTrans Rt 80	19,611	4,693	23.9%	4,623	23.6%	4,559	23.2%		0.0%	13,875	70.8%
SolTrans Rt 85	9,669	2,333	24.1%	2,291	23.7%	2,289	23.7%		0.0%	6,913	71.5%
Subtotal, SolTrans	29,280	7,026	24.0%	6,914	23.6%	6,848	23.4%	0	0.0%	20,788	71.0%

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



DATE: May 29, 2015
TO: STA Board
FROM: Paulette Cooper, SNCI Commute Consultant
RE: 2015 Bike to Work Day Campaign Wrap Up

Background:

May 11- 15, 2015 marked the twenty-first (21st) annual Bike to Work campaign in the Bay Area. Bike to Work (BTW) Day was Thursday, May 14th. The goal of the campaign is to promote bicycling as a commute option by encouraging individuals to pledge to bike to work (or school, or transit) at least one day during Bike to Work Week. Prizes, energizer stations, and participant rewards were just some of the methods of encouragement.

STA's Solano Napa Commuter Information (SNCI) staff organized the campaign in Solano and Napa counties. Staff participated in regional Bike to Work Technical Advisory Committee meetings and coordinated locally with the Solano County Bicycle Advisory Committee and the Napa County Bicycle Coalition.

A mailing of BTW campaign materials was sent mid-April to major employers in Napa and Solano Counties. BTW pledge forms were distributed by mail, events, and displays. Posters were distributed throughout the community. Web pages were updated on the STA's website so that individuals may register on-line as well as learn where energizer stations were located. Articles and advertisements for this event were placed in several newspapers and community publications.

Local businesses provided sponsorship for Bike to Work. Based on the level of support, sponsors had their logos printed on event posters, local print ads, musette bags and t-shirts. Sponsorship could be in any form, including products and services for our local prizes as well as financial contributions. This year's contributions totaled \$3,100 from sponsors that included Fisk's Cyclery, Ray's Cycle, Authorized Bicycle Shop, and Mr. Bicycle in Solano County and The Hub, Bicycle Works, Napa River Velo, Napa Cycle Sport and Calistoga Bike Shop in Napa County.

Discussion:

The evaluation of Bike to Work Day is based on the number of bicyclists who stop by Energizer Stations on that day (May 14th). This year there were 28 stations in Solano and Napa counties. Overall, six hundred seventy-nine (679) visitors **stopped** at these stations, a 31% increase over 2014 (517 visitors). Four hundred twenty-five (425) cyclists visited 16 Energizer Stations in Solano County, an increase of 5% from last year; while there were 12 stations in Napa County with two hundred fifty-four (254) visitors, a 126% increase.

In addition to the Energizer Stations on Bike to Work Day, there are two other activities to honor cyclists. The **Bike Commuter of the Year Award** honors a resident from each county who is committed to biking. This person epitomizes the health, environmental, social, and economic benefits of bicycling. **Mack Halsted** of Fairfield, who commutes to Martinez, was selected as Solano County's Bike Commuter of the Year.

The **Team Bike Challenge** is a competition where teams compete to see who can travel the most days by bicycling during the month of May. There were four (4) teams in Solano County competing in the Team Bike Challenge this year. Two teams, Team Genentech! and Benicia Bikers, were neck and neck at the end of May with Team Genentech winning the competition!

Recommendation:

Informational.



DATE: June 2, 2015
 TO: STA Board
 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

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
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*	Slyvia Fung California Department of Transportation (Caltrans) (510) 286-5226 slyvia.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
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DATE: June 2, 2015
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for the Remainder of
Calendar Year 2015

Discussion:

Attached is the STA Board and Advisory meeting schedule for the remainder of Calendar Year 2015 that may be of interest to the STA Board.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Remainder of 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 17 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