



**MEETING AGENDA**

**STA Board Regular Meeting  
6:00 p.m., Wednesday, January 13, 2016  
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.ca.gov](mailto:jmasiclat@sta.ca.gov) **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><b>1. CALL TO ORDER/PLEDGE OF ALLEGIANCE</b><br/>(6:00 – 6:05 p.m.)</p> <p><b>2. CONFIRM QUORUM/ STATEMENT OF CONFLICT</b><br/>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><b>3. APPROVAL OF AGENDA</b><br/>(6:05 – 6:10 p.m.)</p> <p><b>4. OPPORTUNITY FOR PUBLIC COMMENT</b><br/>(6:10 – 6:15 p.m.)</p> | <p>Chair Patterson</p> <p>Chair Patterson</p> |
|--|---|

**STA BOARD MEMBERS**

Elizabeth Patterson (Chair)	Norman Richardson (Vice Chair)	Jack Batchelor, Jr.	Harry Price	Pete Sanchez	Len Augustine	Osby Davis	Jim Spering
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**  
(6:15 – 6:20 p.m.) Daryl K. Halls
6. **REPORT FROM THE METROPOLITAN  
TRANSPORTATION COMMISSION (MTC)**  
(6:20 – 6:25 p.m.) Jim Spering,  
MTC Commissioner
7. **STA PRESENTATIONS**  
(6:25 – 6:35 p.m.)
- A. **State Legislative Update** Josh Shaw/Matt Robinson,  
Shaw/Yoder/Antwih, Inc.
  - B. **STA 2015 Year-End Highlights** Chair Patterson
  - C. **Update on Transit Corridor Study Phase II** Jim McElroy
  - D. **Directors Reports:**
    - 1. **Planning** Robert Macaulay
    - 2. **Projects – Jepson Parkway Project Update** Janet Adams
    - 3. **Transit/Rideshare/Mobility Management** Judy Leaks/Philip Kamhi/  
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.)  
(6:35 – 6:40 p.m.)
- A. **Minutes of the STA Board Meeting of December 9, 2015** Johanna Masiclat  
Recommendation:  
Approve STA Board Meeting Minutes of December 9, 2015.  
**Pg. 13**
  - B. **Draft Minutes of the TAC Meeting of December 16, 2015** Johanna Masiclat  
Recommendation:  
Approve Draft TAC Meeting Minutes of December 16, 2015.  
**Pg. 19**
  - C. **2015 Solano Congestion Management Program** Robert Macaulay  
Recommendation:  
Adopt the 2015 Solano Congestion Management Plan (CMP) as shown in  
Attachment A.  
**Pg. 25**
  - D. **Intercity Taxi Scrip Program FY 2015-16 First Quarter Report** Philip Kamhi  
Recommendation:  
Receive and file.  
**Pg. 27**
  - E. **SolanoExpress Fiscal Year (FY) 2015-16 First Quarter Report** Philip Kamhi  
Recommendation:  
Receive and file.  
**Pg. 31**

- F. Fiscal Year (FY) 2015-16 State Transit Assistance Funds (STAF)** Liz Niedziela  
Recommendation:  
 Approve the FY 2015-16 STAF priorities as specified in Attachment C.  
**Pg. 37**
- G. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Recommendation** Liz Niedziela  
Recommendation:  
 Approve the following:  
 1. The FTA 5311 programming for 2016 and 2017 as specified in Attachment B; and  
 2. Any additional 5311 funding that may become available to be programmed to Dixon for the Intercity Bus Replacement for Dixon and Solano County.  
**Pg. 43**
- H. Solano Pedestrian Advisory Committee (PAC) Member Appointments** Ryan Dodge  
Recommendation:  
 Approve the following:  
 1. Appoint Sandra Newell representing the City of Dixon to the PAC for a 3-year term to expire December 31, 2018;  
 2. Authorize the STA Chair to forward a letter to Bil Paul thanking him for many years of service on the STA PAC; and  
 3. Reappoint Pete Turner (City of Benicia) to the PAC for an additional three-year term to expire December 31, 2018.  
**Pg. 49**
- I. Contract Amendment - Jepson Parkway Project Right of Way Services – Associated Right of Way Services** Janet Adams  
Recommendation:  
 Approve a contract amendment for an amount not-to-exceed \$20,000 for the ARWS contract to complete the acquisition and relocation activities for the Jepson Parkway Projects Phases I and II over the following 6 to 12 months.  
**Pg. 53**
- J. Approval of I-80 Express Lanes Project – Mitigated Negative Declaration** Janet Adams  
Recommendation:  
 Approve the Mitigated Negative Declaration (MND) for the I-80 Express Lanes project and file a Notice of Determination (NOD).  
**Pg. 59**
- K. Consolidated Transportation Services Agency (CTSA) Advisory Committee Representation for Veteran/Low-Income Appointment** Liz Niedziela  
Recommendation:  
 Approve Ruth Matz as the representative of Veterans/Low-Income residents to the CTSA Advisory Committee as shown in Attachment A.  
**Pg. 61**

- L. Consolidated Transportation Services Agency (CTSA) Work Plan** Liz Niedziela  
Recommendation:  
Approve the 2015-16 and 2016-17 CTSA Work Plan as shown in Attachment B.  
**Pg. 65**

## 9. ACTION FINANCIAL ITEMS

- A. Revised Solano Community College (SCC) Transportation Fee Proposal** Philip Kamhi  
Recommendation:  
Authorize the Executive Director to forward a proposal to SCC for a trial reduced student transit fare program with the following characteristics as specified in Attachment A.  
(6:40 – 6:50 p.m.)  
**Pg. 71**
- B. SolanoExpress Intercity Bus Replacement Capital Plan** Philip Kamhi  
Recommendation:  
Approve the following:  
1. Authorize the Executive Director to enter funding agreements with each jurisdiction for funding the Intercity Bus Replacement Plan, as described in Attachment B; and  
2. Develop a STA policy regarding the purchase of alternative fuel vehicles as part of the SolanoExpress Intercity Bus Replacement Capital Plan.  
(6:50 – 7:00 p.m.)  
**Pg. 73**
- C. Regional Cap and Trade Funding Prioritization** Philip Kamhi  
Recommendation:  
Approve the following:  
1. Authorize STA's Executive Director to forward a comment letter to MTC on the Cap and Trade framework that includes the following specified as part of Attachment B: and  
2. Adopt the Cap and Trade Project Priorities identified in Attachment C.  
(7:00 – 7:10 p.m.)  
**Pg. 83**

## 10. ACTION NON-FINANCIAL ITEMS

- A. STA's Final Draft 2016 Legislative Priorities and Platform and Legislative Update** Jayne Bauer  
Recommendation:  
Adopt the STA's 2016 Legislative Priorities and Platform.  
(7:10 – 7:15 p.m.)  
**Pg. 109**

- B. 2016 Solano Travel Safety Plan** Robert Macaulay  
Recommendation:  
 Adopt the 2016 Solano Travel Safety Plan.  
 (7:15 – 7:25 p.m.)  
**Pg. 147**
- C. Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element Goals** Robert Macaulay  
Recommendation:  
 Adopt the Transit and Rideshare Element Goals provided as Attachment C.  
 (7:25 – 7:30 p.m.)  
**Pg. 149**
- D. Selection of 2016 STA Chair and Vice Chair** Chair Patterson  
Recommendation:  
 Approve the following:
1. Selection of the STA Chair for 2016 commencing with the STA Board Meeting of February 11, 2016;
  2. Selection of the STA Vice Chair for 2016 commencing with the STA Board Meeting of February 11, 2016; and
  3. Request the new Chair designate the STA Executive Committee for 2016.
- (7:30 – 7:35 p.m.)  
**Pg. 159**

## 11. INFORMATIONAL ITEMS – NO DISCUSSION

- A. State Transportation Improvement Program (STIP) Update – Jepson Parkway** Janet Adams  
**Pg. 161**
- B. Update on Transit Corridor Study Phase II** Philip Kamhi  
 Jim McElroy  
**Pg. 165**
- C. Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program First Quarter Report** Judy Kowalsky  
**Pg. 167**
- D. Summary of Funding Opportunities** Drew Hart  
**Pg. 169**
- E. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2016** Johanna Masiclat  
**Pg. 173**

## 12. BOARD MEMBERS COMMENTS

## 13. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, February 10, 2016**, Suisun Council Chambers.

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## MEMORANDUM

DATE: January 5, 2016  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report –January 2016

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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.

### **Updated Solano Travel Safety Plan Provides Roadmap for Improved Local Road Safety \***

Over the last five years, 2010 to 2014, Solano County has experienced a total of 10,500 accidents with 6,750 injuries, 87 fatalities and an estimated economic impact of \$370 million. In December, the STA Board authorized staff to release the updated Solano Travel Safety Plan for review and comment. STA's Ryan Dodge worked with public works staff from each of the seven cities and County of Solano to update the Solano Travel Safety Plan that was developed in 2005. The new plan identifies 76 priority locations for safety projects for any future road safety funding.

### **Lack of State Funding for Transportation Infrastructure Overshadows STA's 2016 Legislative Priorities \***

The STA Board authorized the release of the STA's 2016 Legislative Priorities and Platform in December which is now ready for adoption by the STA Board this month. On January 10, 2016, Governor Jerry Brown is scheduled to release his proposed State Budget for FY 2016-17 which our state lobbyist (Shaw/Yoder/Antwih, Inc.) and staff will summarize at the meeting. Last legislative session, the Governor and the State Legislature was unable to come to an agreement on a funding plan for transportation to address the significant funding shortfall for maintenance of local streets and roads, the state highways (through the State Highway Operations Protection Program (SHOPP)), and future capacity (State Transportation Improvement Program (STIP)). On January 5<sup>th</sup>, Assembly Transportation Committee Chair Jim Frazier released his transportation proposal. At the federal level, a multi-year transportation authorization bill was approved that will provide some continuity and limited opportunity for federal funding. Staff is preparing to schedule visits to both Sacramento (February) and Washington, DC. (April).

### **CTC Delays Allocation Vote for Jepson Parkway and Other Statewide Transportation Projects \***

Last month, the California Transportation Commission (CTC) opted not allocate a list of State Transportation Improvement Program (STIP) funded projects due to the lack of programming capacity in FY 2015-16 of the STIP program. This included a \$33 million

STIP allocation recommendation for two segments of the Jepson Parkway. At the meeting, the CTC adopted an allocation plan that sets criteria for allocation of STIP projects that deviated from the historical practice of allocating STIP funds based on timely project delivery. This criteria does not favor projects such as the Jepson Parkway located off of the state highway system. In December, CTC staff was projecting \$400 million in FY 2015-16 STIP programmed projects and only \$250 million in STIP funding capacity. STIP funding for this project comprises half of the total project cost for the Jepson Parkway with the remainder matched with local impact fees and Regional Transportation Impact Fee (RTIF) revenues. CTC is currently updating the Fund Estimate (FE) for the STIP in FY 2015-16 and 2016-17 to determine the potential allocation of the STIP projects that have been delivered and are ready for construction for the remainder of FY 2015-16. STA staff is currently working with staff from the CTC, the Metropolitan Transportation Commission (MTC), and the cities of Fairfield and Vacaville to get the project allocation either by loaning other funds (AB 3090 process) or by advancing the award of the construction process (via a SB 184 process) prior to a CTC allocation. Our goal is to get both segments allocated in a timely manner so as not to miss the 2016 construction.

#### **Regional Cap and Trade Priorities for Transit \***

The Metropolitan Transportation Commission (MTC) has recently been developing a regional strategy for the future allocation of Cap and Trade funds for transit. The focus of the regional strategy is primary on the region's large transit operators (Muni, BART, AC Transit, etc) which carry the vast majority of the region's transit riders and have significant capital replacement needs. At the same time, the region's smaller transit operators (SolTrans, FAST, Marin Transit, CCCTA, Napa Vine, WestCat, etc) also have transit capital replacement and operating needs. Staff has reviewed the proposed options outlined by MTC and is recommending supporting option 2 for the Low Carbon Transit Operators Program which would provide significantly higher funds to Solano County and its transit operators over the next 25 years. Staff has also identified three Solano County priorities for future Regional Cap and Trade funds – 1. Solano Express Bus Replacement, 2. Fairfield-Vacaville Train Station, and 3. STA's Management Lanes Implement Plan (MLIP) Projects that support the Solano Express Bus System.

#### **Update of SolanoExpress Intercity Bus Replacement Plan \***

STA staff has also been working with the transit operators through the SolanoExpress Intercity Transit Consortium to update the bus replacement funding plan for 35 buses that are used by FAST and SolTrans to provide SolanoExpress Bus Service. STA is scheduled to meet its funding commitment for its share by FY 2016-17. At the STA Board Executive Committee meeting on January 4, 2016, the Committee reviewed the bus replacement plan and recommended that STA Board direct staff to develop a policy pursuant to this SolanoExpress Intercity Bus Replacement Plan limiting the purchase of replacement of buses to alternative fuels vehicles. This policy would affect the future purchase of SolanoExpress buses by FAST which is proposing to purchase diesel buses. SolTrans is proposing to purchase CNG.

**Solano College Transportation Fee Proposal \***

STA transit staff and staff from FAST, SolTrans and Vacaville City Coach have been working with Solano Community College to help facilitate enhanced transit service to the three campuses of Solano Community College and to propose a new student fee for transit. STA has been requested by the College staff to develop a student fee proposal that can be brought before the Community College Board and subsequently to the students for a vote. The STA, working with the three transit operators, have developed a draft student fee proposal. Concurrently, the new SolanoExpress service plan, when it is implemented, would provide enhanced service to the Fairfield and Vacaville campuses of Solano Community College.

**Approval of STAF Funding for FY 2015-16 \***

The STA Board is responsible for approving the annual allocation of State Transit Assistance Funds (STAF) – Population based funds and STAF Regional Paratransit for Solano County. STAF funds a number of the transit priorities of the STA and the Solano Express Intercity Transit Consortium, including SolanoExpress Bus replacement, Solano Express marketing, transit ridership surveys, transit planning and coordination, transit and rail stations, and mobility management. The STAF Regional Paratransit primarily funds the Countywide ADA Eligibility Program.

**Selection of STA Chair and Vice-Chair for 2016 \***

Each year, the STA Board rotates its Chair and Vice-Chair at its January meeting based on the rotation of agencies. Current Vice Chair and Rio Vista Mayor Norman Richardson is scheduled to serve as Chair in 2016 and Solano County Supervisor Jim Spering is scheduled to serve as Vice-Chair. At the meeting, current Chair and Benicia Mayor Elizabeth Patterson will provide highlights of the 2015 year.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated December 2015)

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

PTAC	Partnership Technical Advisory Committee (MTC)	TDM	Transportation Demand Management
<b>R</b>		TE	Transportation Enhancement
RABA	Revenue Alignment Budget Authority	TEA	Transportation Enhancement Activity
RBWG	Regional Bicycle Working Group	TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
REPEG	Regional Environmental Public Education Group	TFCA	Transportation Funds for Clean Air
RFP	Request for Proposal	TIF	Transportation Investment Fund
RFQ	Request for Qualification	TIGER	Transportation Investment Generating Economic Recovery
RM 2	Regional Measure 2 (Bridge Toll)	TIP	Transportation Improvement Program
RORS	Routes of Regional Significance	TLC	Transportation for Livable Communities
RPC	Regional Pedestrian Committee	TMA	Transportation Management Association
RRP	Regional Rideshare Program	TMP	Transportation Management Plan
RTEP	Regional Transit Expansion Policy	TMS	Transportation Management System
RTIF	Regional Transportation Impact Fee	TMTAC	Transportation Management Technical Advisory Committee
RTP	Regional Transportation Plan	TOD	Transportation Operations Systems
RTIP	Regional Transportation Improvement Program	TOS	Traffic Operation System
RTMC	Regional Transit Marketing Committee	T-Plus	Transportation Planning and Land Use Solutions
RTPA	Regional Transportation Planning Agency	TRAC	Trails Advisory Committee
		TSM	Transportation System Management
<b>S</b>		<b>U, V, W, Y, &amp; Z</b>	
SACOG	Sacramento Area Council of Governments	UZA	Urbanized Area
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	VHD	Vehicle Hours of Delay
SCS	Sustainable Community Strategy	VMT	Vehicle Miles Traveled
SCTA	Sonoma County Transportation Authority	VTA	Valley Transportation Authority (Santa Clara)
SFCTA	San Francisco County Transportation Authority	W2W	Welfare to Work
SGC	Strategic Growth Council	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SJCOG	San Joaquin Council of Governments	WETA	Water Emergency Transportation Authority
SHOPP	State Highway Operations & Protection Program	YCTD	Yolo County Transit District
SMAQMD	Sacramento Metropolitan Air Quality Management District	YSAQMD	Yolo/Solano Air Quality Management DistrictZ
SMCCAG	San Mateo City-County Association of Governments	<b>Z</b>	
SNCI	Solano Napa Commuter Information	ZEV	Zero Emission Vehicle
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		
S RTP	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		
<b>T</b>			
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		



**SOLANO TRANSPORTATION AUTHORITY  
Board Minutes for Meeting of  
December 9, 2015**

**1. STA BOARD WORKSHOP - DISCUSSION OF STA'S 2016 LEGISLATIVE PRIORITIES**

**2. CLOSED SESSION**

**Potential exposure to litigation pursuant to GC § 54956.9: One case**

Bernadette Curry reported that with a unanimous vote, the STA Board directed STA Legal Counsel to negotiate on a settlement with PG&E in an amount up to 125% of the Utility Agreement 04-UT-1877.1 Cordelia Valve Lot, Fairfield, CA in exchange for the resolution of all outstanding project utility issues and a mutually acceptable payment plan for the remaining balance to be paid out of a future phase of the I-80/I-680/SR 12 project.

**3. CALL TO ORDER**

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

**MEMBERS**

<b>PRESENT:</b>	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**

<b>PRESENT:</b>	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Robert Macaulay	Director of Planning
	Johanna Masiclat	Clerk of the Board/Office Manager
	Susan Furtado	Administrative Svcs. & Accounting Manager
	Liz Niedziela	Transit Program Manager
	Philip Kamhi	Transit Program Manager
	Sarah Fitzgerald	SR2S Program Administrator
	Robert Guerrero	Senior Project Manager
	Drew Hart	Associate Planner
	Ryan Dodge	Associate Planner
	Paulette Cooper	Commute Consultant

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

Nick Burton	County of Solano
Shawn Cunningham	City of Vacaville
Amanda Dum	City of Suisun City
George Gwynn	Resident, City of Suisun City
Susan Lent	Akin Gump
Marcos Momes	PG&E
Amit Pal	PG&E
Ashise Simpson	PG&E
Graham Wadsworth	City of Benicia

**4. 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.

**5. APPROVAL OF AGENDA**

Board Member Batchelor requested to adjourn the meeting in memory of the victims in the recent shooting in San Bernardino. Chair Patterson accepted the request.

On a motion by Board Member Price, and a second by Board Member Batchelor, the STA Board approved the agenda to include minor correction to the staff report on Consent Calendar Item 10.I, Consolidated Transportation Services Agency (CTSA) Advisory Committee Representation for Veteran/Low-Income.

**6. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**7. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following items:

- Shortfall in State Transportation Improvement Program (STIP) Funding Could Delay or Jeopardize Jepson Parkway Allocation Vote
- Federal Authorization Bill Looks to Have Made It Across the Finish Line
- Update of Draft Solano Travel Safety Plan
- STA Annual Audit Achieves 10<sup>th</sup> Consecutive Clean Audit
- Record Number of Solano Schools Partner with STA in Safe Routes to Schools Data Collection Surveys
- Genentech Top Solano Employer for 2015 Solano Employer Commute Challenge

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

None presented.

**9. STA PRESENTATION**

**A. Federal Legislative Update**

*Presented by Susan Lent, Akin Gump*

**B. Solano Commute Challenge- Results**

*Presented by Paulette Cooper*

**C. Directors Reports:**

**1. Planning**

**2. Projects**

**3. Transit/Rideshare/Mobility Management**

**10. CONSENT CALENDAR**

On a motion by Board Member Sanchez, and a second by Vice Chair Richardson, the STA Board approved Consent Calendar Items A through P with the exception of Item O, Contract Amendment - Jepson Parkway Project Cultural Re-Validation, which Board Member Spering recused himself from the vote. (8 Ayes - Item A-M and P) and (7 Ayes, 1 Recuse – Item O)

**A. Minutes of the STA Board Special Meeting of November 4, 2015**

Recommendation:

Approve STA Board Special Meeting Minutes of November 4, 2015.

**B. Draft Minutes of the TAC Meeting of November 18, 2015**

Recommendation:

Approve Draft TAC Meeting Minutes of November 18, 2015.

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

Recommendation:

Receive and file.

**D. Fiscal Year (FY) 2015-16 First Quarter Budget Report**

Recommendation:

Receive and file.

**E. STA Employee 2016 Benefit Summary Update**

Recommendation:

Receive and file.

**F. Contract Amendment for STA Legal Services**

Recommendation:

Authorize the Executive Director to extend the agreement with Solano County Counsel for the provision of legal services for a two year period, with the option for a two year extension, for a not-to-exceed annual amount of \$80,000.

**G. Active Transportation Program (ATP) Update – ATP Grant for Solano Safe Routes to School**

Recommendation:

Approve the STA Resolution of Local Support No. 2015-10 for \$3,067,000 for the Solano County Safe Routes to School for the Active Transportation Program Grant Submittal.

**H. SolanoExpress Regional Measure 2 (RM2) Funding**

Recommendation:

Approve the attached STA Resolution No. 2015-11 and RM2 application to the Metropolitan Transportation Commission for SolanoExpress RM2 funding up to \$421,000, Attachment B.

**I. Consolidated Transportation Services Agency (CTSA) Advisory Committee Representation for Veteran/Low-Income**

Recommendation:

Approve adding a member that represents Veterans/Low-Income residents to the CTSA Advisory Committee.

- J. Contract Change Order for North Connector Mitigation Site**  
Recommendation:  
 Authorize the Executive Director to issue a Contract Change Order to Cagwin and Dorward in an amount not-to-exceed \$10,000 to perform North Connector Mitigation Site maintenance activities.
- K. I-80/I-680/State Route (SR) 12 Interchange Project – Bridge Toll Fund Transfer**  
Recommendation:  
 Approve the attached STA Resolution No. 2015-12 and Funding Allocation Transfer Request from Metropolitan Transportation Commission (MTC) to transfer \$2.189 million in Regional Measure 2 or AB1171 Bridge Toll funds to the right-of-way phase of the I-80/I-680/SR 12 Interchange – CP2 for utility relocations.
- L. I-80/I-680/SR12 Interchange Project – Package 2 Advanced Utility Relocation**  
Recommendation:  
 Approve the following actions, to be implemented within a total amount not-to-exceed budget amount of \$2,189,000:
1. Authorize the Executive Director to finalize and execute the attached utility relocation agreements (Attachment A) between STA and utility owners (City of Benicia and Fairfield Suisun Sanitary District (FSSD)); and
  2. Authorize the Executive Director to finalize and execute the attached agreement (Attachment B) between STA and Discovery Builders, Inc. for relocation of the City of Benicia and FSSD facilities.
- M. I-80 Express Lanes Project – Cooperative Agreement between STA and Bay Area Infrastructure Financing Authority (BAIFA)**  
Recommendation:  
 Authorize the Executive Director to finalize and execute the Cooperative Agreement between STA and BAIFA for funding for final design, right-of-way acquisition and utilities for the I-80 Express Lanes – Red Top Road to I-505 project as shown in Attachment A.
- N. Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange Project – Construction Package 2**  
Recommendation:  
 Approve a contract amendment for BKF Engineers in the amount of \$245,820, to cover design engineering services for the I-80/I-680/SR 12 Interchange – Construction Package 2.
- O. Contract Amendment - Jepson Parkway Project Cultural Re-Validation**  
Recommendation:  
 Authorize the Executive Director to execute a contract amendment to develop a cultural resource monitoring plan for construction of the Phase 1A and 2A Projects in an amount not to exceed \$15,000.
- P. I-80 Express Lanes Project – Construction Administration**  
Recommendation:  
 Authorize the Executive Director to send a letter to Caltrans, requesting approval for STA, in conjunction with BAIFA, to provide construction administration for the I-80 Express Lanes project.

## 11. ACTION – FINANCIAL ITEMS

### A. STA's Annual Audit for Fiscal Year (FY) 2014-15

Susan Furtado presented STA's Annual Audit for FY 2014-15. She reported that for the tenth consecutive year, the STA has received an unqualified audit report.

#### Public/Board Comments:

None presented.

#### Recommendation:

Receive and file STA's Annual Audit for FY 2014-15.

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

## 12. ACTION – NON FINANCIAL ITEMS

### A. Draft 2015 Solano Travel Safety Plan

Robert Macaulay presented the 2015 Solano Travel Safety Plan. He cited that the Plan documents safety related projects completed since the most recent plan update in 2005, lists locations of current priority project locations, and proposes changes to improve safety throughout the County.

Robert Macaulay commended Robert Guerrero and Ryan Dodge for their hard work in the development of the Plan.

#### Public/Board Comments:

None presented.

#### Recommendation:

Authorize the Executive Director to release the Draft 2015 Solano Travel Safety Plan for 30-day public comment period.

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

## 13. INFORMATIONAL – DISCUSSION

### A. Regional Sustainable Communities Strategy and One Bay Area Grant Update

Robert Macaulay provided an update to the Sustainable Communities Strategy and One Bay Area Grant. He noted that on November 4, 2015, the MTC Programming and Allocations Committee modified the staff report recommendation in order to provide 4 Bay Area cities, including Dixon, additional time to bring their Housing Elements into full compliance with state requirements. The deadline for these communities is June 30, 2016. He also noted that MTC is expected to adopt the OBAG Cycle 2 guidelines in December 2015, and STA staff will conduct public outreach to identify and evaluate potential OBAG funding projects and programs in the first half of 2016, and make a recommendation to the STA Board for OBAG Cycle 2 funding in October 2016.

**B. State Transportation Improvement Program (STIP) Update**

Daryl Halls provided an update on the STIP allocation request for the Solano County Jepson Parkway Project. He noted that due to a significant funding gap in the current 2015-16 STIP, certain programmed projects are unlikely to be funded as originally approved by the CTC, therefore the Jepson Parkway project is in jeopardy of not receiving its CTC allocation for FY 2015-16, and the worsening shortfall could continue through FY 2020-21 making future funding uncertain.

**INFORMATIONAL – NO DISCUSSION**

**C. Legislative Update**

**D. Solano Employer Commute Challenge 2015 – Results**

**E. Summary of Funding Opportunities**

**F. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2016**

**14. BOARD MEMBER COMMENTS**

**15. ADJOURNMENT**

The meeting was adjourned at 6:55 p.m. in memory of the victims in the recent shooting in San Bernardino. The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, January 13, 2016**, Suisun Council Chambers

**Attested by:**



**Johanna Masielat**  
**Clerk of the Board**

**January 4, 2015**

**Date**



**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the meeting of**  
**December 16, 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 1:35 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

**TAC Members**

<b>Present:</b>	Graham Wadsworth	City of Benicia
	Joe Leach	City of Dixon
	George Hicks	City of Fairfield
	Dave Melilli	City of Rio Vista
	Tim McSorley	City of Suisun City
	Steve Hartwig	City of Vacaville

**TAC Members**

<b>Absent:</b>	David Kleinschmidt	City of Vallejo
	Matt Tuggle	Solano County

**STA Staff and**

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

<b>Present:</b>	Janet Adams	STA
	Jayne Bauer	STA
	Ryan Dodge	STA
	Sarah Fitzgerald	STA
	Drew Hart	STA
	Robert Macaulay	STA
	Johanna Masiclat	STA

**2. APPROVAL OF THE AGENDA**

On a motion by Dave Melilli, and a second by Joe Leach, the STA TAC approved the agenda with the exception to table Agenda Item 8.C, Discussion of Draft 2015 Solano County Pothole Report. (6 Ayes).

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

None presented.

## 5. CONSENT CALENDAR

On a motion by Joe Leach, and a second by George Hicks, the STA TAC approved Consent Calendar Items A through H to include modifications requested by the SolanoExpress Intercity Transit Consortium to Items G and H as shown below in *bold italics*. (6 Ayes)

### A. Minutes of the TAC Meeting of November 18, 2015

Recommendation:

Approve TAC Meeting Minutes of November 18, 2015.

### B. Solano Congestion Management Program Update

Recommendation:

Forward a recommendation for the STA Board to adopt the 2015 Solano Congestion Management Plan (CMP) as shown in Attachment A.

### C. Intercity Taxi Scrip Program – FY 2015-16 Quarter 1 Report

Recommendation:

Forward a recommendation to the STA Board to file and receive.

### D. SolanoExpress Fiscal Year (FY) 2015-16 First Quarter Report

Recommendation:

Forward a recommendation to the STA Board to file and receive.

### E. Fiscal Year (FY) 2015-16 State Transit Assistance Funds (STAF)

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2015-16 STAF priorities as specified in Attachment C.

### F. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Revised Recommendation

Recommendation:

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

1. The FTA 5311 programming for 2016 and 2017 as specified in Attachment B; and
2. Any additional 5311 funding that may become available to be programmed to Dixon for the Intercity Bus Replacement for Dixon and Solano County.

### G. Revised Solano Community College Transportation Fee Proposal

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to forward a proposal to SCC administration for a trial reduced student transit fare program with the following characteristics *if approved by the Solano Community College*:

1. The program shall be a two-year pilot program;
2. Students registered at SCC would purchase prepaid tickets and passes at the Solano Community College Campus at half cost, to be used on the fixed routes for which the tickets and passes are valid;
3. The tickets and passes would be sold at outlets on the SCC campuses controlled by SCC through an agreement with STA and the transit agencies to establish the validation framework and accountability;
4. The included fixed route transit services would be FAST, SolTrans, Vacaville City Coach, and SolanoExpress;

5. Students must be currently registered and fee paying student body members in order to purchase the discounted tickets and passes;
6. Using existing fixed route services as offered by FAST, SolTrans, Vacaville City Coach, and SolanoExpress, during pilot program; and,
7. Using existing types of fare media as currently provided by FAST, SolTrans, Vacaville City Coach, and SolanoExpress.

**H. SolanoExpress Intercity Bus Replacement Capital Plan**

*At an earlier meeting, the Consortium approved FAST's request to increase the unit cost by \$20,000 per diesel bus for funding the Intercity Bus Replacement Plan described in Attachment B.*

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter funding agreements with each jurisdiction for funding the Intercity Bus Replacement Plan, as described in Attachment B *as amended*.

**6. ACTION FINANCIAL ITEMS**

**A. None.**

**7. ACTION NON FINANCIAL ITEMS**

**A. STA's Draft 2016 Legislative Priorities and Platform and Legislative Update**

Jayne Bauer reviewed the development of the STA's Legislative Platform and Priorities initially submitted by staff in draft form. She noted that the draft is then distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. She added that STA staff will then request feedback from the STA Board in January 2016, with a recommendation to distribute the draft document for review and comment. She concluded by stating that the Final Draft 2016 Legislative Platform and Priorities will be placed on the January agenda of the TAC and Consortium, and forwarded to the STA Board for consideration of adoption in February 2016.

After discussion, the TAC requested Board consideration to pursue legislative change to allow Cape Seals to be considered maintenance and to mirror state regulations of the 1" threshold of what is maintenance versus what is capital improvement.

Recommendation:

Forward a recommendation to the STA Board to adopt the STA's 2016 Legislative Priorities and Platform.

On a motion by Dave Melilli, and a second by Steve Hartwig, the STA TAC unanimously approved the recommendation to include TAC's request for Board consideration to pursue legislative change to allow Cape Seals to be considered maintenance.

(6 Ayes)

- B. Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element Goals**  
Robert Macaulay noted that the Transit and Rideshare Committee reviewed the updated goals at their meeting of December 2, 2015, and approved the goals with several small modifications. He stated that the Committee recommended that the STA Board adopt the updated goals, subject to any comments received at the SolanoExpress Intercity Transit Consortium and TAC meetings.

Recommendation:

Forward a recommendation to the STA Board to adopt the Transit and Rideshare Element Goals provided as Attachment C.

On a motion by George Hicks and a second by Joe Leach, the STA TAC unanimously approved the recommendation. (6 Ayes)

**8. INFORMATIONAL – DISCUSSION**

- A. Regional Sustainable Communities Strategy and One Bay Area Grant Update**  
Robert Macaulay provided an update to the Sustainable Communities Strategy and One Bay Area Grant. He noted that on November 4, 2015, the MTC Programming and Allocations Committee modified the staff report recommendation in order to provide 4 Bay Area cities, including Dixon, additional time to bring their Housing Elements into full compliance with state requirements. The deadline for these communities is June 30, 2016. He also noted that MTC is expected to adopt the OBAG Cycle 2 guidelines in December 2015, and STA staff will conduct public outreach to identify and evaluate potential OBAG funding projects and programs in the first half of 2016, and make a recommendation to the STA Board for OBAG Cycle 2 funding in October 2016.
- B. State Transportation Improvement Program (STIP) Update**  
Janet Adams provided an update to STA’s STIP allocation request for the Solano County Jepson Parkway Project. He noted that due to a significant funding gap in the current 2015-16 STIP, certain programmed projects are unlikely to be funded as originally approved by the CTC, therefore the Jepson Parkway project is in jeopardy of not receiving its CTC allocation for FY 2015-16, and the worsening shortfall could continue through FY 2020-21 making future funding uncertain.
- C. This item was tabled until a future meeting.**  
**Discussion of Draft 2015 Solano County Pothole Report**

**NO DISCUSSION ITEMS**

- D. Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program First Quarter Report**
- E. Summary of Funding Opportunities**

**F. Draft Meeting Minutes of STA Board & Advisory Committees**

**G. STA Board and Advisory Committee Meeting Schedule  
for the Remainder of Calendar Year 2015 and Draft Meeting Schedule for Calendar  
Year 2016**

**9. FUTURE STA TAC AGENDA ITEMS**

A summary of the agenda items for January 2016 were presented.

**10. ADJOURNMENT**

The meeting was adjourned at 2:25 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on  
Wednesday, January 27, 2016.**

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DATE : December 21, 2015  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: 2015 Solano Congestion Management Program

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**Background:**

The Congestion Management Program (CMP) is one of STA’s foundational planning documents. The 1991 legislation authorizing the creation of Congestion Management Agencies (CMAs), such as STA, authorized the creation of CMPs. Once an agency has committed to developing a CMP, it must update it every two years.

CMPs are normally developed based upon guidance from the region’s federally designated Metropolitan Planning Organization – in this case, the Metropolitan Transportation Commission (MTC). For 2015, MTC did not issue CMP updated guidance, and has placed little emphasis on the importance of the 2015 update. However, STA feels the CMP remains an important document for tracking the current operational status of the freeways, highways and most important roadways in Solano County. The CMP also provides the basis for STA’s review of and comment upon major land use and transportation projects affecting the transportation system in Solano County.

**Discussion:**

The basic structure of the Solano CMP has not been changed for 2015. Updated information has been provided from the recent State of the System reports for transit and ridesharing, from the 2014 Annual Pothole Report, and from traffic counts done for the update of the travel demand model. The list of capital projects has been adjusted to reflect those that have been completed since the 2013 CMP update.

The draft CMP was distributed to the Consortium and TAC in September of 2015, with their request for any updates or corrections within 30 days. No comments have been received from TAC members. The city of Dixon Consortium staff provided updated information on Dixon transit performance and rideshare facilities at the meeting of December 15<sup>th</sup>, 2015.

**Fiscal Impact:**

None at this time. Projects listed in the 2015 CMP must go through a separate funding allocation process.

**Recommendation:**

Adopt the 2015 Solano Congestion Management Plan (CMP) as shown in Attachment A.

Attachment:

- A. Click here for immediate review and printing: [Final 2015 Solano CMP](#)

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DATE: November 25, 2015  
 TO: STA Board  
 FROM: Philip Kamhi, Transit Program Manager  
 RE: Intercity Taxi Scrip Program FY 2015-16 First Quarter Report

**Background:**

On July 12, 2013, the Solano Transportation Authority (STA), Solano County’s five local transit agencies, and Solano County entered into a Memorandum of Understanding (MOU) to fund a the Countywide taxi-based intercity paratransit service. The service provides trips from city to city, for the current ambulatory and proposed non-ambulatory ADA-eligible riders and has been identified as an ADA Plus service. Originally, the City of Vacaville was the lead agency for this service when it was initiated in February 2010 following the dissolution of Solano Paratransit in 2009. Vacaville transferred the lead role to Solano County in July 2013. On June 11, 2014, the STA Board accepted responsibility for managing the intercity paratransit service on behalf of the seven cities and the County, following a request letter from County of Solano's Department of Resource Management on behalf of the Solano County Board of Supervisors. On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the STA from Solano County. This item is to provide information on the Intercity Taxi Program’s performance in the first quarter of Fiscal Year (FY) 2015-16.

**Discussion:**

STA has completed review of operations in the First Quarter of FY 2015-16. As noted above, the service transitioned from Solano County to the STA in February 2015. The following provides average quarterly program information and FY 2015-16 program information, in order to provide comparable data:

	Solano Intercity Taxi Program						
	2009-2010 Avg. Q.	2010-2011 Avg. Q.	2011-2012 Avg. Q.	2012-2013 Avg. Q.	2013-2014 Avg. Q.	2014-2015 Avg. Q.	2015-16 Q1
<b>Taxi Scrip Sold</b>	307	692	1,282	1,185	1,115	1,182	1,201
<b>Fare Revenue</b>	\$4,609	\$10,373	\$19,228	\$17,771	\$16,729	\$17,734	\$18,015
<b>Passengers</b>	918	1,484	2,411	3,195	2,961	3,206	3,102
<b>Cost</b>	\$29,285	\$51,968	\$91,011	\$132,466	\$139,126	\$146,902	\$153,278
<b>Farebox Recovery Ratio</b>	16%	20%	21%	13%	12%	12%	12%

**Recommendation:**

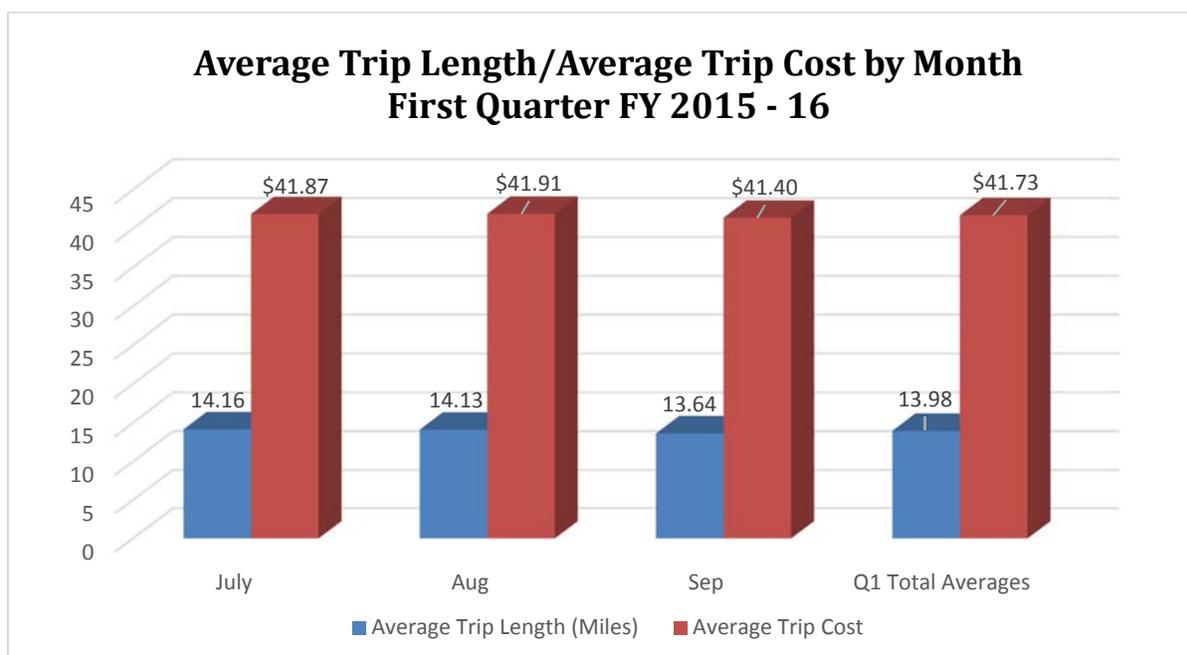
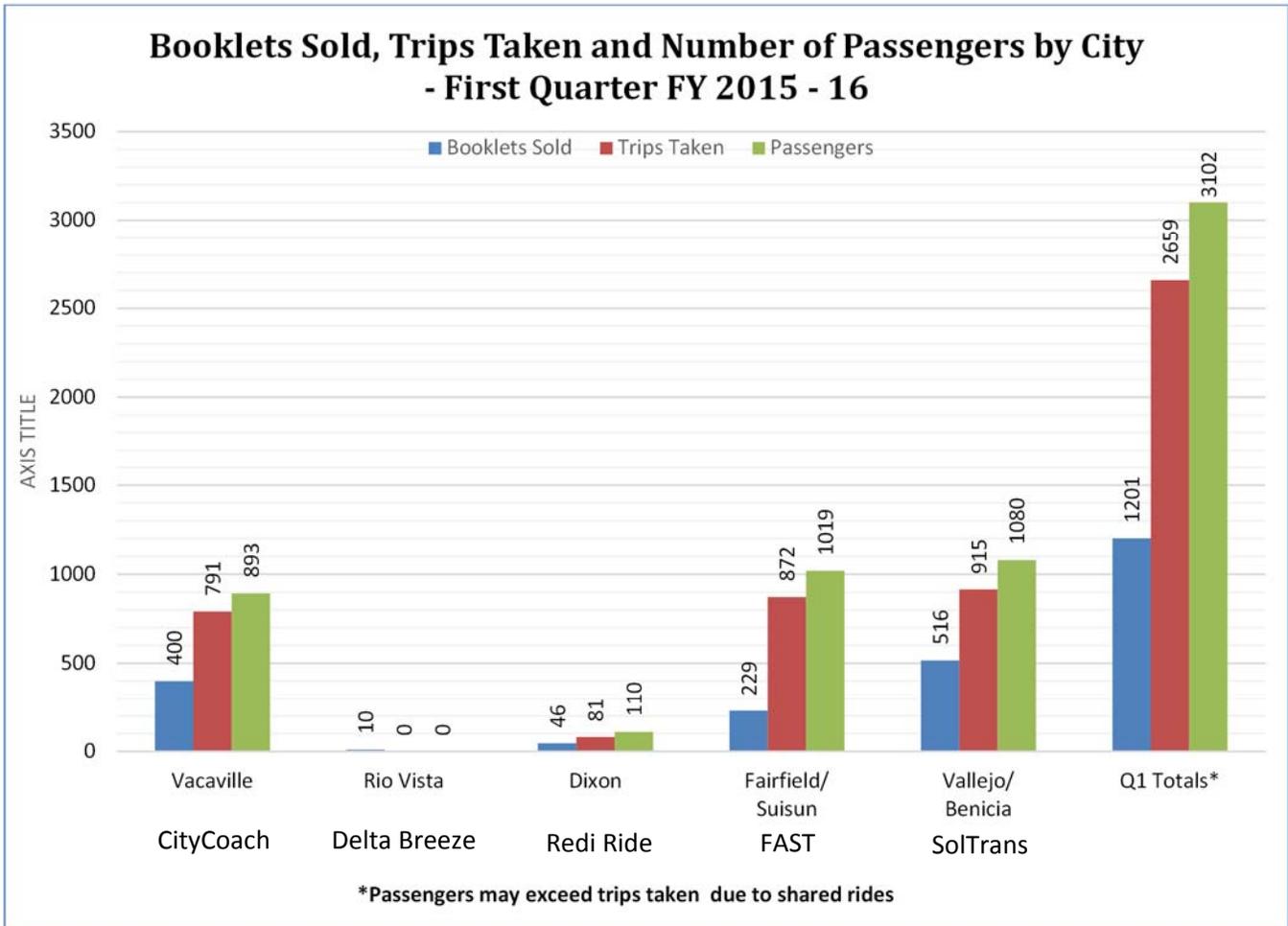
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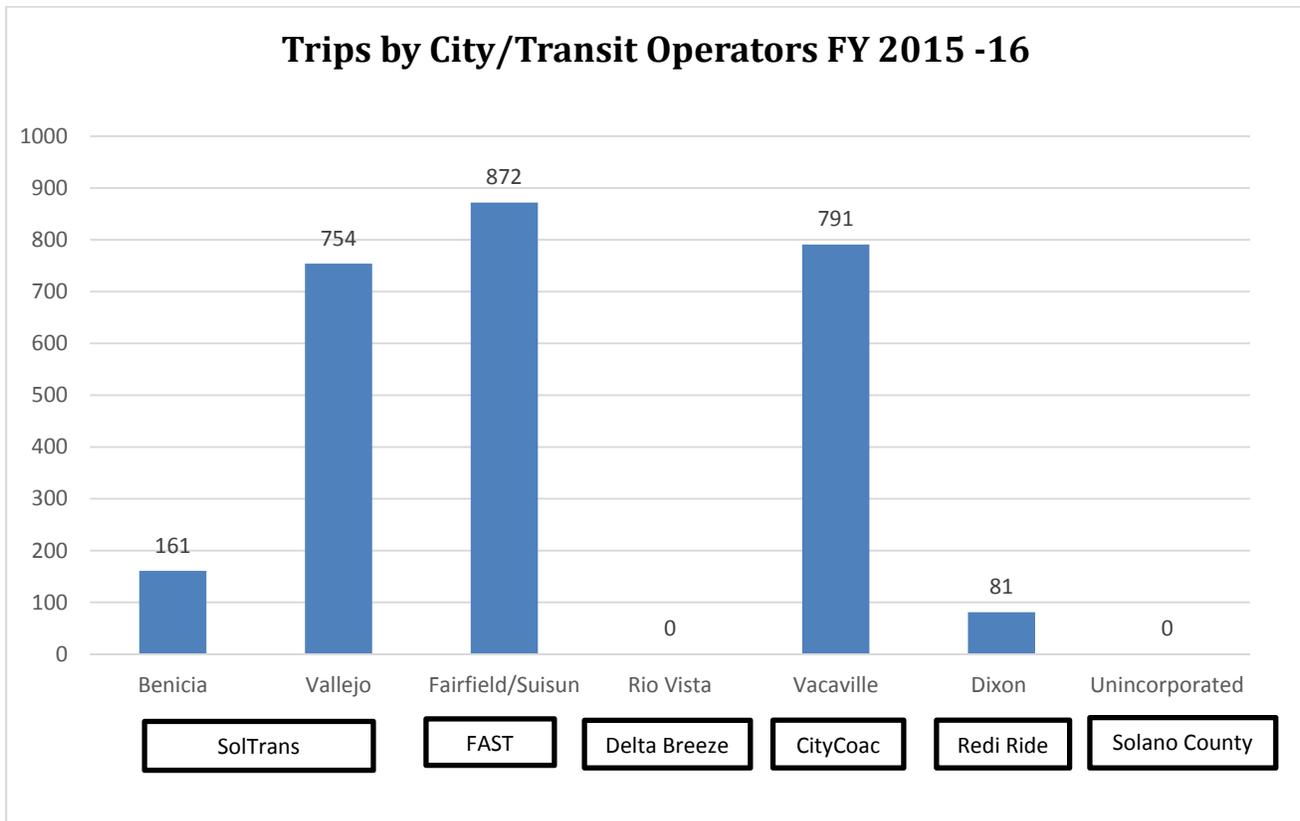
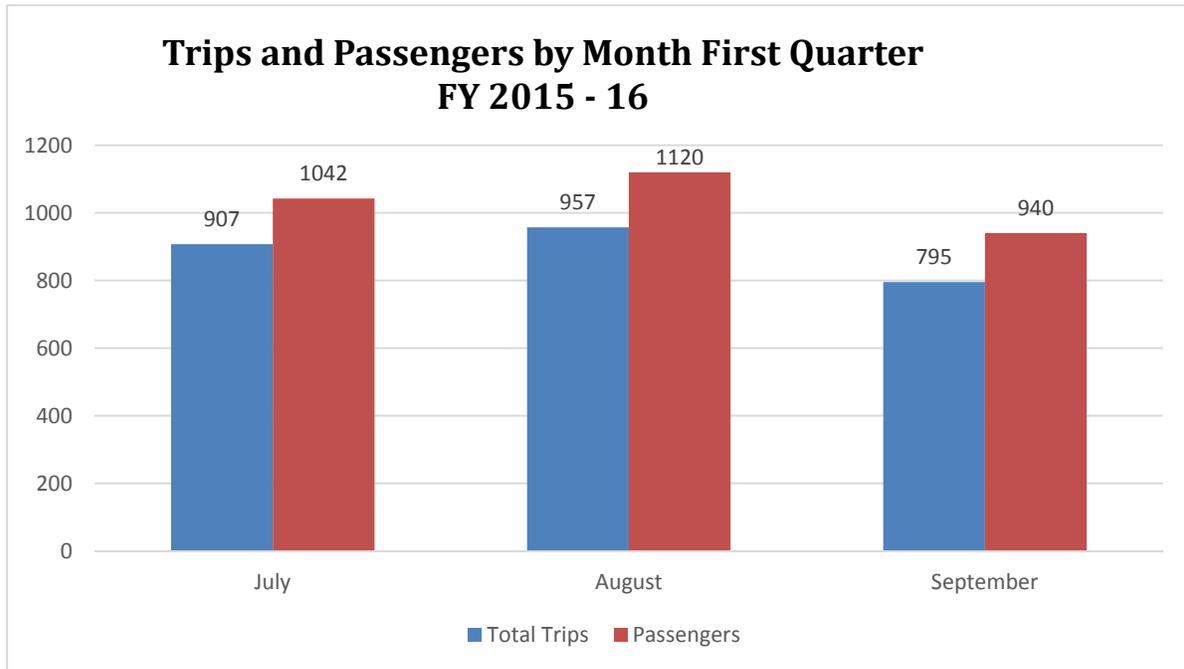
Attachment:

- A. Intercity Taxi Scrip FY 2015-16 Q1 Data

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## Solano County Intercity Taxi Scrip Program Fiscal Year 2015-16 First Quarter Progress Report







DATE: November 25, 2015  
TO: STA Board  
FROM: Philip Kamhi, Transit Program Manager  
RE: SolanoExpress Fiscal Year (FY) 2015-16 First Quarter Report

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**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 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 transit operators 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 the two intercity 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 FY 2015-16 Quarter 1 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 25% would indicate that the estimate is meeting the actual. A summary of the report is presented below.

<b>FY15-16 Q1</b>	<b>FAST</b>	<b>SolTrans</b>
<b>Cost</b>	18%	21%
<b>Fares</b>	23%	21%
<b>Ridership</b>	25%	25%
<b>Service Hours</b>	25%	25%

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

<b>Intercity Route</b>	<b>Cost</b>	<b>Fares</b>	<b>FBR</b>
<b>FAST Rt 20</b>	\$94,434	\$19,865	21%
<b>FAST Rt 30</b>	\$121,146	\$40,892	34%
<b>FAST Rt 40</b>	\$141,373	\$44,012	31%
<b>FAST Rt 90</b>	\$393,298	\$281,471	72%
<b>Subtotal, FAST</b>	750,251	\$386,241	51%

<b>SolTrans Rt 78</b>	\$265,734	\$91,316	34%
<b>SolTrans Rt 80</b>	\$481,690	\$345,778	72%
<b>SolTrans Rt 85</b>	\$220,170	\$90,835	41%
<b>Subtotal, SolTrans</b>	\$701,860	\$436,613	62%

**Recommendation:**

Receive and file.

Attachment:

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

**SOLANO EXPRESS  
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

**FY 2015-16 Budget vs Estimated or Actual Cost**

SolanoExpress Route	FY 15-16 Annual Budget Expenses	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 425,588	\$ 94,434	22.2%		0.0%		0.0%		0.0%	\$ 94,434	22.2%
FAST Rt 30	\$ 717,275	\$ 121,146	16.9%		0.0%		0.0%		0.0%	\$ 121,146	16.9%
FAST Rt 40	\$ 796,379	\$ 141,373	17.8%		0.0%		0.0%		0.0%	\$ 141,373	17.8%
FAST Rt 90	\$ 2,316,899	\$ 393,298	17.0%		0.0%		0.0%		0.0%	\$ 393,298	17.0%
Subtotal, FAST	\$ 4,256,141	\$ 750,251	17.6%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ 750,251	17.6%
SolTrans Rt 78	\$ 1,184,331	\$ 265,734	22.4%		0.0%		0.0%		0.0%	\$ 265,734	22.4%
SolTrans Rt 80	\$ 2,454,939	\$ 481,690	19.6%		0.0%		0.0%		0.0%	\$ 481,690	19.6%
SolTrans Rt 85	\$ 947,704	\$ 220,170	23.2%		0.0%		0.0%		0.0%	\$ 220,170	23.2%
Subtotal, SolTrans	\$ 3,402,643	\$ 701,860	20.6%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ 701,860	20.6%
<b>Total</b>	<b>\$ 7,658,784</b>	<b>\$ 1,452,111</b>	<b>19.0%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ 1,452,111</b>	<b>19.0%</b>

Report Completed By: Diane Feinstein

Report Completed By: Kristina Botsford

# SOLANO EXPRESS INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT

## FY 2015-16 Budget vs Estimated or Actual Cost

Intercity Route	FY 15-16 Annual Budget Fares	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	\$ 140,516	\$ 19,865	14.1%		0.0%		0.0%		0.0%	\$ 19,865	14.1%
FAST Rt 30	\$ 235,719	\$ 40,892	17.3%		0.0%		0.0%		0.0%	\$ 40,892	17.3%
FAST Rt 40	\$ 239,310	\$ 44,012	18.4%		0.0%		0.0%		0.0%	\$ 44,012	18.4%
FAST Rt 90	\$ 1,057,575	\$ 281,471	26.6%		0.0%		0.0%		0.0%	\$ 281,471	26.6%
Subtotal, FAST	\$ 1,673,119	\$ 386,241	23.1%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ 386,241	23.1%
SolTrans Rt 78	\$ 274,681	\$ 91,316	33.2%		0.0%		0.0%		0.0%	\$ 91,316	33.2%
SolTrans Rt 80	\$ 1,739,739	\$ 345,778	19.9%		0.0%		0.0%		0.0%	\$ 345,778	19.9%
SolTrans Rt 85	\$ 303,376	\$ 90,835	29.9%		0.0%		0.0%		0.0%	\$ 90,835	29.9%
Subtotal, SolTrans	\$ 2,043,115	\$ 436,613	21.4%	\$ -	0.0%	\$ -	0.0%	\$ -	0.0%	\$ 436,613	21.4%

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

**SOLANO EXPRESS  
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

**FY 2015-16 Budget vs Estimated or Actual Cost**

Intercity Route	FY 15-16 Annual Budget Ridership	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	46,404	11,601	25.0%		0.0%		0.0%		0.0%	11,601	25.0%
FAST Rt 30	45,924	11,481	25.0%		0.0%		0.0%		0.0%	11,481	25.0%
FAST Rt 40	47,452	11,883	25.0%		0.0%		0.0%		0.0%	11,883	25.0%
FAST Rt 90	265,188	66,297	25.0%		0.0%		0.0%		0.0%	66,297	25.0%
Subtotal, FAST	404,968	101,262	25.0%	0	0.0%	0	0.0%	0	0.0%	101,262	25.0%
SolTrans Rt 78	90,755	22,026	24.3%		0.0%		0.0%		0.0%	22,026	24.3%
SolTrans Rt 80	480,780	119,804	24.9%		0.0%		0.0%		0.0%	119,804	24.9%
SolTrans Rt 85	86,013	20,689	24.1%		0.0%		0.0%		0.0%	20,689	24.1%
Subtotal, SolTrans	657,548	162,519	24.7%	0	0.0%	0	0.0%	0	0.0%	162,519	24.7%

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

**SOLANO EXPRESS  
INTERCITY TRANSIT SERVICE QUARTERLY MONITORING REPORT**

**FY 2015-16 Budget vs Estimated or Actual Cost**

Intercity Route	FY 15-16 Budget Revenue Hours	First Quarter Ending Sept. 30		Second Quarter Ending Dec. 31		Third Quarter Ending Mar. 31		Fourth Quarter Ending June 30		TOTAL	
		Actual	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate	% of Budget	Estimate or Actual	% of Budget
FAST Rt 20	3,650	936	25.6%		0.0%		0.0%		0.0%	936	25.6%
FAST Rt 30	4,385	1,109	25.3%		0.0%		0.0%		0.0%	1,109	25.3%
FAST Rt 40	5,092	1,310	25.7%		0.0%		0.0%		0.0%	1,310	25.7%
FAST Rt 90	14,454	3,627	25.1%		0.0%		0.0%		0.0%	3,627	25.1%
Subtotal, FAST	27,581	6,982	25.3%	0	0.0%	0	0.0%	0	0.0%	6,982	25.3%
SolTrans Rt 78	7,916	2,040	25.8%		0.0%		0.0%		0.0%	2,040	25.8%
SolTrans Rt 80	18,891	4,405	23.3%		0.0%		0.0%		0.0%	4,405	23.3%
SolTrans Rt 85	8,288	2,359	28.5%		0.0%		0.0%		0.0%	2,359	28.5%
Subtotal, SolTrans	27,179	6,764	24.9%	0	0.0%	0	0.0%	0	0.0%	6,764	24.9%

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



DATE: December 18, 2015  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RE: Fiscal Year (FY) 2015-16 State Transit Assistance Funds (STAF)

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**Background:**

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

STAF funds had been used for a wide range of activities, including providing funds for STA transit planning and programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises.

The FY 2015-16 STAF revenue projections were approved by the Metropolitan Transportation Commission (MTC) on October 28, 2015 (Attachment A). For FY 2014-15, STA Board approved projects in September 2014 as shown in Attachment B.

**Discussion:**

In June 2015, the STA Board approved the STAs Overall Work Plan for FY 2015-16 and FY 2016-17 which include a number of transit projects, programs, and studies. At this time, staff is recommending approval of a comprehensive list of program studies and projects to be funded by the FY 2015-16 STAF based on a combination of overall work program tasks, STA Board priorities and requests by individual transit operators. These proposed projects are listed on Attachments C and discussed below.

**Northern County STAF**

The STA utilizes STAF to conduct countywide transit planning, marketing, coordination, and provide matching funds for replacement of SolanoExpress buses. These projects have been typical activities funded by STAF funds with a focus on countywide services and priorities. For FY 2015-16, the Northern Counties estimated apportionment is \$1,648,384. There is \$4,130,996 in projected carryover that includes \$29,736 in previous year carryover and interest and \$4,101,260 in committed funds. The estimated apportionment of \$1,648,384 and the carryover with interest of \$29,736 provides a total of \$1,678,120 available for programming.

The projects that will be presented for the STA Board for consideration are continued funding of Intercity Bus Replacement, Transit Planning and Coordination, Transit Coordination (Clipper, Vine, Rio Vista Bus Replacement Loan, Rio Vista Consultant Support), the Suisun City Amtrak Loan, Lifeline, SolanoExpress Marketing, Water Transportation Plan, Ridership Survey and Analysis, and Mobility Management Programs. (Attachment C).

The STA Board approved funding to be set-a-side for future years. These committed funds are shown in Attachment D. Over \$3.5 million of STAF has been reserved for STA's share of the intercity bus replacement.

#### Regional Paratransit STAF

These funds have been traditionally used in part for the STA to manage the Paratransit Coordinating Council (PCC) and the Seniors and People with Disabilities Plan. In FY 2012-13, the STA Board approved funding for projects that support mobility for Seniors and People with Disabilities. The Solano County Mobility Management program has been identified as a priority project through the Seniors and People with Disabilities Transportation Advisory Committee and by the STA Board. One of the major projects funded was the Countywide In-Person ADA Eligibility Program. For FY 2015-16, the Regional Paratransit estimated apportionment is \$320,835. There is \$1,809,000 in the projected carryover and \$519,071 in committed funds which provides \$1,289,929 available for programming. For the last several years, STA has been programming more funds than the estimated apportionment which is depleting the available funds in future years.

Some of the projects recommended for the STA Board for consideration are continued funding of ADA in-person Eligibility, Paratransit Coordinating Council, and Senior and People with Disabilities Transportation Advisory Committee. (Attachment C). STA staff intends to reserve the balance of funds for future year funding of the Mobility Management Program and Intercity Paratransit/Taxi Scrip Program.

At the Consortium meeting on December 15<sup>th</sup> and the TAC meeting on December 16<sup>th</sup>, the members unanimously approved to forward a recommendation to the STA Board to approve the FY 2015-16 STAF priorities as specified in Attachment C.

#### **Fiscal Impact:**

This project list to be funded with State Transit Assistance Funds includes several activities performed by the Solano Transportation Authority. Approval of this list provides the guidance MTC needs to allocate STAF to the STA for these programs and projects.

#### **Recommendation:**

Approve the FY 2015-16 STAF priorities as specified in Attachment C.

#### Attachments:

- A. FY 2015-16 STAF Solano population-based fund estimate (MTC Reso. 4177, 10/29/15)
- B. Population-based STAF FY 2014-15 Approved Projects
- C. Population-based STAF FY 2015-16 Recommended Projects
- D. Population-based STAF Committed Funds

**FY 2015-16 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313)**

Attachment A  
Res No. 4177  
Page 12 of 17  
10/28/2015

FY2014-15 STA Revenue Estimate		FY2015-16 STA Revenue Estimate				
1. State Estimate (Aug, 14)	\$36,104,576	4. Projected Carryover (Aug, 15)	\$50,387,065			
2. Actual Revenue (Aug, 15)	\$37,151,982	5. State Estimate <sup>4</sup> (Jun, 15)	\$34,015,182			
3. Revenue Adjustment (Lines 2-1)	\$1,047,406	6. Total Funds Available (Lines 4+5)	\$84,402,247			
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2014	FY2013-15	FY2014-15	6/30/2015	FY2015-16	Total
Apportionment Jurisdictions	Balance (w/interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Actual Revenue	Projected Carryover <sup>3</sup>	Revenue Estimate <sup>4</sup>	Available For Allocation
<b>Northern Counties/Small Operators</b>						
Marin	49,971	(1,085,691)	1,117,187	81,467	1,012,838	1,094,305
Napa	54,231	(616,803)	603,743	41,171	547,351	588,522
Solano/Vallejo <sup>5</sup>	4,012,316	(1,699,532)	1,818,212	4,130,996	1,648,384	5,779,380
Sonoma	96,610	(2,079,549)	2,136,736	153,797	1,937,157	2,090,954
CCCTA	95,116	(2,068,547)	2,117,857	144,426	1,920,041	2,064,467
ECCTA	117,032	(1,308,377)	1,279,280	87,935	1,159,791	1,247,726
LAVTA	920,897	(887,213)	875,210	908,894	793,462	1,702,356
Union City	160,366	(311,555)	306,392	155,203	277,774	432,977
WCCTA	26,798	(289,713)	282,157	19,242	255,802	275,044
<b>SUBTOTAL</b>	<b>5,533,337</b>	<b>(10,346,980)</b>	<b>10,536,774</b>	<b>5,723,131</b>	<b>9,552,600</b>	<b>15,275,731</b>
<b>Regional Paratransit</b>						
Alameda	42,950	(1,168,371)	1,156,943	31,522	1,048,881	1,080,403
Contra Costa	28,791	(805,451)	818,979	42,319	517,957	560,276
Marin	7,120	(160,680)	158,019	4,459	143,259	147,718
Napa	4,421	(123,828)	128,152	8,745	116,182	124,927
San Francisco	34,228	(926,290)	917,941	25,879	832,201	858,080
San Mateo	15,579	(437,266)	452,589	30,902	410,315	441,217
Santa Clara	48,333	(1,256,203)	1,296,265	88,395	1,175,189	1,263,584
Solano	959,990	174,285	353,890	1,488,165	320,835	1,809,000
Sonoma	20,280	(484,642)	506,891	42,529	459,545	502,074
<b>SUBTOTAL</b>	<b>1,161,692</b>	<b>(5,188,446)</b>	<b>5,789,669</b>	<b>1,762,915</b>	<b>5,248,892</b>	<b>6,787,279</b>
<b>Lifeline</b>						
Alameda	2,584,458	(92,500)	2,456,337	4,948,295	2,068,391	7,016,686
Contra Costa	1,529,036	(126,353)	1,553,285	2,955,968	1,307,964	4,263,932
Marin	285,718	(13,306)	284,362	556,774	239,450	796,224
Napa	229,495	0	220,554	450,049	185,720	635,769
San Francisco	2,878,001	(406,021)	1,359,903	3,831,883	1,145,124	4,977,007
San Mateo	847,780	(36,567)	914,481	1,725,694	770,051	2,495,745
Santa Clara	2,492,459	0	2,507,880	5,000,339	2,111,793	7,112,132
Solano	608,079	(508,323)	694,514	794,270	584,825	1,379,095
Sonoma	836,774	0	855,778	1,692,552	720,619	2,413,171
MTC Mean-Based Discount Project	304,734	0	0	304,734	700,000	1,004,734
JARC Funding Restoration <sup>6</sup>	623,477	(161,648)	0	461,829	0	461,829
<b>SUBTOTAL</b>	<b>13,220,011</b>	<b>(1,344,718)</b>	<b>10,847,095</b>	<b>22,722,387</b>	<b>9,833,936</b>	<b>32,556,323</b>
<b>MTC Regional Coordination Program<sup>7</sup></b>	<b>28,674,381</b>	<b>(18,840,551)</b>	<b>9,978,444</b>	<b>19,812,274</b>	<b>9,046,420</b>	<b>28,858,694</b>
<b>BART to Warm Springs</b>	<b>327,727</b>	<b>0</b>	<b>0</b>	<b>327,727</b>	<b>0</b>	<b>327,727</b>
<b>eBART</b>	<b>327,727</b>	<b>(327,727)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Transit Emergency Service Contingency Fund<sup>8</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>333,333</b>	<b>333,333</b>
<b>SamTrans</b>	<b>38,631</b>	<b>0</b>	<b>0</b>	<b>38,631</b>	<b>0</b>	<b>38,631</b>
<b>GRAND TOTAL</b>	<b>\$49,283,506</b>	<b>(\$36,048,422)</b>	<b>\$37,151,982</b>	<b>\$50,387,065</b>	<b>\$34,015,182</b>	<b>\$84,177,718</b>

- 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.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.
- Projected carryover as of 6/30/15 does not include interest accrued in FY 2014-15.
- The FY2015-16 STA revenue generation based on the \$352 million in the adopted FY2015-16 State Budget. The State Controller's Office did not issue an updated estimate in August 2015 due to an inter-
- Beginning in FY2008-09, the Vallejo allocation is combined with Solano, as per MTC Resolution 3837.
- Includes 2/26/14 Commission action to re-assign \$1.1 million in FY 2014-15 Lifeline funds, and re-assigning \$693,696 of MTC's Means-Based Discount Project balance.
- Committed to Clipper® and other MTC Customer Service projects.
- Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**Fiscal Year 2014-15 Approved Funding Priorities**  
**State Transit Assistance Funds (STAF) Population-Based**  
**Northern County and Regional Paratransit**

		<b>Recommended</b>	
		<b>FY2014-15</b>	
		<b>Northern County</b>	<b>Regional Paratransit</b>
	<b>Balance</b>	\$ 5,374,197	\$ 1,287,531
	<b>Committed Funds</b>	\$ 3,484,468	\$ 519,071
	<b>Available for Programming</b>	\$ 1,889,729	\$ 768,460
<b>FY 2014-15 Approved Priority Projects</b>		<b>Northern County STAF</b>	<b>Regional Paratransit STAF</b>
Transit Planning and Coordination	STA	\$ 386,186	
Intercity Bus Replacement	FAST/SolTrans	\$ 600,000	
Transit Coordination Implementation - Financial Services	STA/Rio Vista	\$ 71,000	
P3 (Public Private Partnerships) at Transit Facilities Study - Curtola	STA/SolTrans	\$ 100,000	
Lifeline	STA	\$ 17,000	
Solano Express Marketing*	STA/FAST/SolTrans	\$ 25,000	
Coordinated SRTP/Transit Corridor/Transit Analysis/Implementation	STA/FAST/SolTrans	\$ 250,000	
Benicia Intermodal	STA/Benicia	\$ 200,000	
PCC	STA		\$ 40,000
Senior & People w/Disabilities Committee	STA		\$ 30,000
Intercity Paratransit Program/Taxi Scrip Transition	STA		\$ 140,000
Mobility Management Program Implementation	STA	\$ 210,000	\$ 6,000
ADA In Person Eligibility	STA		\$ 200,776
	<b>Total</b>	\$ 1,859,186	\$ 416,776
	<b>Ending Balance**</b>	\$ 30,543	\$ 351,684

\*SolanoExpress FY 2014-15 Budget includes a carryover of ~ \$125,000. The available amount for FY 2014-15 will be ~ \$150,000.

\*\*STA Board approved \$17,000 for the CTP on Feb 10, 2015 leaving the ending balance at \$13,543

**Fiscal Year 2015-16 Recommended Funding Priorities  
State Transit Assistance Funds (STAF) Population-Based  
Northern County and Regional Paratransit**

		Recommended FY2015-16	
		Northern County	Regional Paratransit
	<b>Balance</b>	\$ 5,779,380	\$ 1,809,000
	<b>Committed Funds</b>	\$ 4,101,260	\$ 519,071
	<b>Available for Programming</b>	\$ 1,678,120	\$ 1,289,929
<b>FY 2014-15 Recommended Priority Projects</b>	<b>Claimant</b>	<b>Northern County STAF</b>	<b>Regional Paratransit STAF</b>
*Transit Planning and Coordination	STA	\$ 288,544	
Intercity Bus Replacement	FAST/SolTrans	\$ 754,312	
**Transit Coordination Implementation/Rio Vista Bus/Vine/Clipper	STA/Rio Vista/Vine	\$ 165,000	
Suisun Amtrak Swap	STA/Suisun City	\$ 137,549	
Lifeline	STA	\$ 15,000	
***Solano Express Marketing	STA/FAST/SolTrans	\$ 787	
Water Transportation Plan	STA/FAST/SolTrans	\$ 27,035	
Ridership Survey and Analysis	STA	\$ 140,000	
PCC	STA		\$ 35,000
Senior & People w/Disabilities Committee	STA		\$ 30,000
Mobility Management Program Implementation	STA	\$ 146,830	
ADA In Person Eligibility	STA		\$ 380,000
	<b>Total</b>	\$ 1,675,057	\$ 445,000
	<b>Ending Balance</b>	\$ 3,063	\$ 844,929

\*\*\*\*

\*Transit Coordination FY2016-16 Budget includes a carryover of \$123,990. The available amount for FY 2015-16 will be \$288,990.

\*\* Transit Planning FY2016-16 Budget includes a carryover of \$25,000. The available amount for FY 2015-16 will be \$303,544.

\*\*\*SolanoExpress FY 2015-16 Budget includes a carryover of ~ \$149,000. The available amount for FY 2015-16 will be \$150,000.

\*\*\*\*To be reserved for Solano Mobility Program and for Solano Intercity Paratransit/Taxi Scrip Program.

**Fiscal Year 2015-16 Committed Funds  
State Transit Assistance Funds (STAF) Population-Based**

**Northern County and Regional Paratransit**

		<b>Committed FY2015-16</b>	
		<b>Northern County</b>	<b>Regional Paratransit</b>
		<b>Committed Funds</b>	<b>Committed Funds</b>
		<b>\$ 4,110,760</b>	<b>\$ 519,071</b>
<b>FY 2015-16 Committed Funding Projects</b>	<b>Claimant</b>	<b>Northern County STAF</b>	<b>Regional Paratransit STAF</b>
Water Transportation Study	STA	\$ 48,792	
SR-12 Jameson Canyon 5311 (f) Match	STA/Napa	\$ 263,190	
Intercity Bus Replacement	STA	\$ 3,510,224	
CTSA/Mobility Management Programs	STA	\$ 253,129	
Alt Fuel Study/CNG Feasibility Study Match	STA	\$ 9,500	
CTP (approved Feb 2015)	Benicia	\$ 17,000	
SolTrans Schedules, Capital Project	STA	\$ 8,925	
Mobility Management Program Implementation	STA		\$ 519,071
		<b>Total</b>	<b>Total</b>
		<b>\$ 4,110,760</b>	<b>\$ 519,071</b>



DATE : December 18, 2015  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RE: Federal Transit Administration (FTA) Non-Urbanized Area Program  
(FTA Section 5311) Recommendation

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**Background:**

The Federal Transit Administration (FTA) Non-urbanized Area Formula Program (Section 5311) makes funding available to each state for public transportation projects in non-urbanized areas. Eligible applicants include public agencies, non-profits agencies, and American Indian tribes. The Metropolitan Transportation Commission (MTC) annually develops the regional program of 5311. Solano Transportation Authority (STA) approves the 5311 projects for Solano County and submits them to MTC. MTC submits the San Francisco Region 5311 program to Caltrans, and then Caltrans submits a statewide program to FTA for approval.

**Discussion:**

STA staff received communication from MTC that according to Caltrans, the statewide Section 5311 FY 2016 & FY 2017 Call for Projects will be released soon. MTC staff also indicated that it may be a short turnaround between the call for projects and submittal of projects. The estimated amount of funding available for Solano County per year is \$361,021.

The projects that have been previously funded from 5311 include operating assistance for Dixon Read-Ride, Rio Vista Delta Breeze, Fairfield and Suisun Transit (FAST) Route 30, and Solano County Transit (SolTrans) Route 85. Section 5311 funding has also been used for bus replacements and funding swaps with the City of Dixon to assist Dixon and Solano County for their Intercity Bus Replacement shares and future bus replacements needs for Dixon as shown in Attachment A.

In February 2015, the STA Board authorized the Executive Director to execute an agreement with the City of Rio Vista for a STAF loan and a funding swap of \$65,000 of Section 5311 with TDA funds to be paid to STA for the repayment of the STAF loan. The City of Rio Vista's funding swap will be included in the funding recommendation.

STA staff contacted the transit operators to discuss the Section 5311 Call for Projects and received requests for funding from the transit operators as shown in Attachment B. STA staff is facilitating the County of Solano and Dixon Read-Ride request to assist in the intercity bus replacement for the County's and Dixon's cost share by swapping 5311 operating funds with TDA funds. STA began swapping funding with Dixon in 2013 (Attachment C). If the current 5311 requested amount for 2016 and 2017 is approved by the STA Board, County of Solano and Dixon will have enough money to meet their local share requirement in FY 2017-18 for the Intercity Bus Replacement. STA staff is also assisting Dixon to swap 5311 operating funds with TDA funds for their replacement of four (4) buses needed in 2018. Dixon would need to request \$60,000 in 2018 to meet the bus replacement goal.

The City of Vacaville does not provide service in the rural area so they do not qualify for 5311 funding. SolTrans has received \$40,000 in the past years for operating Route 85. For the extensive time and effort that it takes to apply and report for the small amount of funding, they believe Dixon would be better utilizing the funding for the Intercity Bus replacements, in which everyone benefits.

In prior years, in the past, additional funding has occasionally become available. STA staff is recommending if additional funding becomes available that it is allocated to Dixon as operating assistance to be swapped out for the Intercity Bus Replacement for Dixon and the County of Solano.

At the Consortium meeting on December 15<sup>th</sup> and the TAC meeting on December 16<sup>th</sup>, the members unanimously approved to forward a recommendation to the STA Board to approve the FTA 5311 programming for 2016 and 2017 and to program any additional funding that may become available to Dixon for the Intercity Bus Replacement for Dixon and Solano County.

Additional funding of \$48,069 become available in each year (total of \$96,138) and the recommendation is to program the funding to Dixon to be used as a swap with TDA for the Intercity Bus replacement.

**Fiscal Impact:**

Federal Section 5311 estimated funding in the amount of \$818,180 is available to Solano County Transit Operators that operate service in rural area for the next two years.

**Recommendation:**

Approve the following:

1. The FTA 5311 programming for 2016 and 2017 as specified in Attachment B; and
2. Any additional 5311 funding that may become available to be programmed to Dixon for the Intercity Bus Replacement for Dixon and Solano County.

Attachments:

- A. Federal Section 5311 approved funding for Solano County for 2014 and 2015.
- B. Federal Section 5311 recommended funding for Solano County for 2016 and 2017.
- C. Solano County 5311 Funding Tally for Dixon and Solano County

**STA BOARD**  
**Solano County 5311 Approved Funding**  
**2014 and 2015**

<b>Operator</b>	<b>Projects</b>	<b>2014 STA Recommended</b>	<b>2015 STA Recommended</b>
Dixon	Operating Assistance	\$70,000	\$70,000
*Dixon/Solano County	Fund Swap for Intercity Bus Replacement	\$133,428	\$29,092
**Dixon Local Bus Reserve (4)	Fund Swap for Local Bus Replacement	\$40,000	\$40,000
Dixon	Bus Replacement	\$65,000	\$65,000
Fairfield	Operating Assist (Route 30)	\$100,000	\$100,000
Rio Vista	Operating Assistance	\$40,000	\$65,000
SolTrans	Operating Assistance (Route 85)	\$40,000	\$40,000
* \$725,924 is Dixon and Solano Co. Share	Total	\$488,428	\$409,092
** \$260,000 is Dixon Federal Share	Amount Available		
	Over/Under	\$ -	\$ -

STA BOARD  
Solano County 5311 Funding Recommendation  
2016 and 2017

Operator	Projects	2016 Requested	2017 Requested	2016 STA Recommended	2017 STA Recommended	2016 STA Dixon Swap	2017 2017 Dixon Swap
		Amount	Amount	Amount	Amount		
Dixon	Operating Assistance	\$361,021	\$361,021	\$204,090	\$240,590	\$ 80,000	\$ 85,000
*Dixon/Solano County	Fund Swap for Intercity Bus Replacement					\$ 64,090	\$ 95,590
**Dixon Local Bus Reserve (4)	Fund Swap for Local Bus Replacement					\$ 60,000	\$ 60,000
Fairfield	Operating Assist (Route 30)	\$100,000	\$100,000	\$100,000	\$100,000	\$ 100,000	\$ 100,000
Rio Vista	Operating Assistance	\$40,000	\$68,500	\$105,000	\$68,500	\$ 40,000	\$ 68,500
Rio Vista (Swap/Loan)	Bus Replacement	\$65,000				\$ 65,000	
	Total	\$566,021	\$529,521	\$409,090	\$409,090		
	Amount Available	\$409,090	\$409,090	\$409,090	\$409,090		
	Over/Under	(\$156,931)	(\$120,431)	\$0	\$0	\$ 409,090	\$ 409,090

**Solano County 5311 Funding Tally**  
**Dixon and Solano County's Intercity Bus Replacement Cost Share**  
**Dixon Local Bus Replacement**

Operator	Projects	2013 STA Approved Amount	2014 STA Approved Amount	2015 STA Approved Amount	2016 STA Recommended Amount	2017 STA Recommended Amount	Total Reserve Bus Replacement TDA Reserve	Amount Required	Remaining Amount Needed
*Dixon/Solano County	Fund Swap for Intercity Bus Replacement	\$ 70,000	\$ 133,428	\$ 29,092	\$64,090	\$95,590	\$ 392,200	\$ 474,968	\$ 83,347
**Dixon Local Bus Reserve (4)	Fund Swap for Local Bus Replacement		\$ 40,000	\$ 40,000	\$60,000	\$60,000	\$ 200,000	\$ 260,000	\$ 60,000
	Total								\$ 143,347

\* \$474,968 is Dixon and Solano Co. Share Pending Board Approval of the Intercity Bus Replacement

\*\* \$260,000 is Dixon Federal Share of Dixon Local Bus Replacement (Bus replacement year is 2018)

\$734,968 is amount required to meet the Intercity Bus Replacement Share and Dixon Local Bus (in year 2017-18, Dixon and County's share is \$233,231)

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DATE: December 28, 2015  
TO: STA Board  
FROM: Ryan Dodge, Associate Planner  
RE: Solano Pedestrian Advisory Committee (PAC) Member Appointments

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**Background:**

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) is responsible for providing funding and policy recommendations to the STA Board on pedestrian-related issues for monitoring, implementing, and updating the Countywide Pedestrian Transportation Plan. The Committee is seeking to fill several vacancies at this time.

Membership consists of representatives from the seven cities, the County, and several member-at-large special interest groups. The representatives are nominated either by their respective organization, city council, or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for up to a 3-year term. These positions are voluntary. Preference is given to non-elected citizens and who are not employed by member agencies.

**Discussion:**

The City of Dixon has recommended Sandra Newell as their representative. Ms. Newell is a resident of Dixon, and would replace long-term PAC member Bil Paul.

The PAC has one (1) member that will have completed the three-year term of service in December 2015. All members are required to be reappointed by the STA Board. There are no term limits for PAC members, and all members are encouraged to reapply for their position for another three years. The City of Benicia representative Pete Turner has agreed to serve another term of three years.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the following:

1. Appoint Sandra Newell representing the City of Dixon to the PAC for a 3-year term to expire December 31, 2018;
2. Authorize the STA Chair to forward a letter to Bil Paul thanking him for many years of service on the STA PAC; and
3. Reappoint Pete Turner (City of Benicia) to the PAC for an additional three-year term to expire December 31, 2018.

Attachments:

- A. PAC Statement of Interest Form for City of Dixon
- B. PAC Nominee for City of Dixon
- C. STA PAC Membership Roster



RECEIVED

DEC 15 2015

CITY OF DIXON

**PEDESTRIAN ADVISORY COMMITTEE (PAC)  
NOMINATION/STATEMENT OF INTEREST FORM**

Please fill out the fields below. This nomination form is intended to state your interest. Completion of this form does not guarantee appointment to any position.\* For a complete list of vacancies and the application form, please visit STA's website at [www.sta.ca.gov](http://www.sta.ca.gov).

Nominee: Sandra Newell  
Address: [Redacted] Dixon CA 95620  
Phone: [Redacted]  
E-mail: [Redacted]

Vacancy Interested in for Consideration: Pedestrian Advisory Committee - Dixon

Please provide a brief statement regarding your interest [or nominee's interest] in participating with the PAC:

The ability to safely maneuver from area to area is vitally important. As cities grow and become more congested it becomes more important to provide a safe avenue of travel for pedestrians and bicyclists to get from one place to another. As a person who uses the various pathways and trails around Solano County I would like to help keep the movement moving forward to provide easier and safer access to all areas in the county.

Please submit form to: Ryan Dodge, Associate Planner, Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, CA, 94585, by email [rdodge@sta.ca.gov](mailto:rdodge@sta.ca.gov) or fax to (707) 424-6074. If you have questions, please contact Ryan Dodge at (707) 399-3230.

\*To serve as a representative, nominee must be a resident of the City, County, or fit the agency requirements. City, County, or agency must formally nominate an individual for STA Board consideration for appointment through a Council action and/or Letter of Nomination.

**Submit by Email**

MAYOR JACK BATCHELOR  
VICE MAYOR JERRY CASTAÑON, SR.  
COUNCILMEMBER STEVE BIRD



COUNCILMEMBER TED HICKMAN  
COUNCILMEMBER SCOTT PEDERSON  
CITY TREASURER DANE BESNEATTE

December 16, 2015

Ryan Dodge  
Associate Planner  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

Subject: Dixon Appointee to the Pedestrian Advisory Committee

Dear Mr. Dodge:

With the recent resignation of Bil Paul from the Pedestrian Advisory Committee, I am pleased to recommend the appointment of Sandra Newell to fill the vacancy from Dixon for this Committee. A copy of her application is attached.

Ms. Newell has been very active on Dixon Commissions, previously serving on the Parks & Recreation Commission and currently on the Transportation Advisory Commission. As noted in her application, she uses and has a particular interest in safe and effective pedestrian and bicycle areas throughout the County and would be an excellent addition to the Pedestrian Advisory Committee.

Sincerely,

A handwritten signature in blue ink that reads "Jack Batchelor". The signature is written in a cursive style with a large, stylized initial "J".

Jack Batchelor  
Mayor  
City of Dixon

Enclosure

**City of Dixon**

600 East A Street • Dixon, California • 95620-3697  
(707) 678-7000 • FAX (707) 678-0960 • TTY (707) 678-1489



**STA Pedestrian Advisory Committee (PAC)  
Membership Status  
(December 2015)**

The following are the Membership Terms of the PAC Members:

<b>Jurisdiction</b>	<b>Member</b>	<b>Term Expires</b>
Benicia	Pete Turner	December 31, 2015
Dixon	Vacant	N/A
Fairfield	Tamer Totah	December 31, 2016
Rio Vista	Kevin McNamara	December 31, 2016
Suisun City	Sean Strickland	December 31, 2017
Vacaville	Vacant	N/A
Vallejo	Teresa Booth	December 31, 2017
Solano County	Joseph Joyce	December 31, 2017
Member-At-Large	Vacant	N/A
Bay Area Ridge Trail	Jody Lane	December 31, 2017
Solano Community College	Rischa Slade	December 31, 2017



DATE: December 30, 2015  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Contract Amendment - Jepson Parkway Project Right of Way Services – Associated Right of Way Services (ARWS)

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**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. In May 2011, the California Department of Transportation (“Caltrans”), as the federal lead agency for this project, selected Alternative B as the preferred alternative among the routes and alternatives studied for the Jepson Parkway Project (“Project”). The preferred alternative for the Project includes widening the existing Vanden Road near the City of Fairfield city limits to a four-lane divided arterial for the entire length of the corridor and includes improvements (from north to south) to Leisure Town Road, Vanden Road, Cement Hill Road, and Walters Road. The Project components include the widening of 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 I-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.

The Project is divided into 10 segments for design and construction purposes. Five segments within the Jepson Parkway Project have been completed: the extension of Leisure Town Road from Alamo to Vanden Road; the relocation of the Vanden Road/Peabody Road intersection; improvements to Leisure Town Road bridges; the Walters Road widening in Suisun City; and the Interstate 80 and Leisure Town Road interchange in Vacaville. To construct the project, there is property acquisition that is required. The STA is the lead for the acquisition of properties for Phases I and II. The Cities of Vacaville and Fairfield are the lead for properties that will be dedicated as part of planned development.

## **Discussion:**

### **Project Parcels**

There are 14 parcels in Phase I and 27 parcels in Phase II, 41 parcels in total that will be affected by the proposed Project. Of these, the STA is the lead on the acquisition of 7 parcels in Phase I and 16 parcels in Phase II. It has been determined that a total of 10 parcels, 6 in Phase I and 4 in Phase II are occupied by commercial, residential, storage and/or personal property only occupants. The remaining are comprised of vacant land or do not have any occupants that will be affected by the proposed Project. Of the 10 parcels with occupants, one parcel requires full acquisition of the entire parcel. The remaining nine parcels will only require a partial acquisition. The parcels are generally located on Vanden Road, between Peabody Road to the west and Leisure Town Road to the north-east; and, Leisure Town Road between Vanden Road to the west and just to the north of Elmira Road.

### **Project Scheduling**

In Late 2012, the STA initiated the real estate appraisal process and sent Notices of Intent to Appraise to the owners of the affected parcels. The appraisals on the affected parcels have been completed as of September 2013. The STA has commenced its efforts to negotiate for the acquisition of the portions of the affected parcels immediately after each real estate appraisal is completed.

Currently the STA has completed the acquisition of 6 of the 7 parcels in Phase I and 15 of the 16 parcels in Phase II. Of the relocations, STA has completed 4 of the 6 in Phase I and 4 of the 4 in Phase II. The remaining acquisitions are being actively pursued to settle in parallel with the condemnation. For the remaining relocations, one is a complex business relocation that will require substantial support from the relocation consultant and the last relocation is nearly complete with the utility hook-ups remaining.

The Right of Way certification was approved in October 2015. Remaining Right of Way activities for relocations and acquisitions are expected to be completed in the next 6-12 months.

### **Changes that have occurred during process**

In 2012 the STA secured the services of Associated Right of Way, Inc (ARWS) to take the lead in the appraisal, acquisition and relocation activities for this project. Additional effort to complete the relocations is anticipated as well as support services to aid in the settlement of the two remaining property acquisitions. As a result, this agenda items requests an additional \$20,000 of budget authority over previous authorized levels.

### **Fiscal Impact:**

Funding for the acquisitions are being paid for by the already allocated \$3.8 M State Transportation Improvement Program (STIP) funds. The costs to pay for the original services of ARWS were included in this allocation. The additional costs will be included in the Re-Stated Funding Agreements between the STA and the Cities of Vacaville and Fairfield. The agreement for Vacaville has already been approved by the STA Board and the Fairfield re-stated funding agreement is expected to be brought to the STA Board this fall for approval in either October or December.

### **Recommendation:**

Approve a contract amendment for an amount not-to-exceed \$20,000 for the ARWS contract to complete the acquisition and relocation activities for the Jepson Parkway Projects Phases I and II over the following 6 to 12 months.

Attachment:

- A. ARWS Budget Amendment Request of December 22, 2015

## **MEMORANDUM**

**DATE:** December 22, 2015  
**TO:** Janet Adams – Solano Transportation Authority (STA)  
Deputy Executive Director/Director of Projects  
**FROM:** Steve Castellano – Right of Way Consultant  
**PROJECT:** STA – Jepson Parkway  
**SUBJECT:** Budget Amendment Request – Project Management and Relocation Assistance Services

---

This is a format we use to communicate and track changes in scope of services and level of effort from those anticipated, predictable or agreed upon, when entering into the contract for services or subsequent extra work authorizations.

### **Type of Change:**

Level of Effort                       Scope of Services                       Other

AR/WS requests additional funds in the amount of \$19,926.00 be added to the AR/WS contract to address the continuing and anticipated service costs, which includes but is not limited to the following:

### **Project Management**

Project Management Services – 24 Hours

- Oversight and coordination of all right of way services
- Participation in weekly conference call participation
- Prepare project report updates
- Title Company Invoice for Litigation Guarantee for Burnett parcel as requested by legal counsel (\$531).

Total Project Management Budget - **\$4,131** (24 hrs. x \$150/hr. = \$3,600 + \$531)

### **Relocation Assistance**

Relocation Assistance Services – 114 Hours

Administrative Assistant – 15 Hours

*Estimated hours per remaining eligible occupant.*

Robert and Debra Papin 2 hours

- Follow up on last outstanding claim
- Obtain signature
- Submit to STA
- Disburse check
- Close file

Syar Industries 8 hours

- Obtain Certification of Legal Residency and Occupancy (if needed)
- Obtain Certified Inventory
- Obtain Moving Estimates
- Assist with move coordination
- Process claims
- Obtain Abandonment Statement
- Close file

Sav-On Storage 24 hours

- Process Actual Moving Expense claims
  - o Attend weekly conference call
  - o Continued work with contractor
  - o Continued move coordination with 3<sup>rd</sup> parties
  - o Analyze expenses
  - o Prepare and submit claims
  - o Issue payments, etc.
- Close file

The Rock Source dba Skaggs Trucking 80 hours

- Process Actual Moving Expense, Site Searching and Reestablishment Expenses
  - o Attend weekly conference call
  - o Administrative Assistance
  - o Continued work with business and STA
  - o Continued meetings
  - o Continued move coordination with 3<sup>rd</sup> parties
  - o Analyze expenses
  - o Prepare and submit claims
  - o Issue payments, etc.
  - o Continued work on Self-Move Agreement
- Make sure all file documents, diary notes, etc. are in order and ready for potential audit.
- Close file

Administrative Assistant Services 15 hours

- Assist with relocation claims processing
- Prepare correspondence and transmit documents

Total Relocation Services Budget - **\$15,795** (114 hrs. x \$130/hr. + 15 hrs. x \$65/hr.)

**Budget Total:**

- Project Management -	\$ 4,131
- Relocation Assistance -	<u>\$15,795</u>
Total	<b>\$19,926</b>

***Please note that the services described above do not include a scope and budget for appeals, depositions, and expert witness testimony. If needed, these tasks should be budgeted separately.***

**Budgetary Change:**

No Change at this Time       Additional Funds Needed       Reduction of Budget

A budget of \$19,926.00 as discussed above is requested at this time.

**Budget Amendment Authorized  
Solano Transportation Authority**

**By:** \_\_\_\_\_

**Title:** \_\_\_\_\_

**Date:** \_\_\_\_\_

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DATE: December 31, 2015  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Approval of I-80 Express Lanes Project – Mitigated Negative Declaration

---

**Background:**

Since 2010, STA staff has been working in partnership with MTC, Caltrans, and Federal Highway Administration (FHWA) to implement the I-80 Express Lanes Project from Red Top Road to I-505 (Project). Environmental clearance for the Project is being completed in one document, but depending on funding availability, a phased implementation strategy may be used, since the portion from Red Top Road to Airbase Parkway will be a conversion of existing High Occupancy Vehicle (HOV) Lanes to Express Lanes and the portion from Airbase Parkway to I-505 will be newly constructed Express Lanes. The newly constructed lanes from Airbase to I-505 in both the east and west directions will primarily be constructed in the existing median.

Caltrans is the Lead Agency for both California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance for the Project. STA is the project sponsor for this project and a responsible agency, as it took the lead in preparing the environmental document and will be taking the lead for Final Design and Right of Way Phases of project development for the Project.

**Discussion:**

The STA, in cooperation with MTC, Caltrans and FHWA prepared an Initial Study/Environmental Assessment (IS/EA) for the project, which was made available for a 30-day agency and public review beginning on July 20, 2015. The agency and public review period ended on August 18, 2015. Two (2) comments were received. One comment was from a resident and one comment was received from the Department of Water Resources (DWR). The resident expressed a concern that the Project would increase the noise level beyond the 67 dBA level near the on-ramp from Merchant Street to Westbound I-80. The Noise Study prepared for the Project showed the loudest noise calculated at this location would be 65 dBA. DWR indicated that its North Bay Aqueduct (NBA) facility crosses under I-80 to the east of West Texas Street in the City of Fairfield and that any construction activity in the vicinity of the NBA may require an Encroachment Permit from DWR.

Following receipt of the comments from the public reviewing agencies, A Mitigated Negative Declaration was prepared. Caltrans also concluded the NEPA review was adequate and approved a Finding of No Significant Impact (FONSI) for the project on December 1, 2015. Caltrans approved the MND on December 1, 2015.

**Fiscal Impact:**

The I-80 Express Lanes project is being funded with Long Range Plan (LRP) funds (future RM2, STIP and others). There is no fiscal impact to the STA by this proposed action.

**Recommendation:**

Approve the I-80 Express Lanes project Mitigated Negative Declaration as a Responsible Agency and file a Notice of Determination (NOD).

Attachment:

- A. Mitigated Negative Declaration is available upon request and can be location at [http://www.sta.ca.gov/Content/10081/Interstate\\_Highway\\_Projects.html#i80express](http://www.sta.ca.gov/Content/10081/Interstate_Highway_Projects.html#i80express)



DATE: December 18, 2015  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RE: Consolidated Transportation Services Agency (CTSA) Advisory Committee  
Representation for Veteran/Low-Income Appointment

---

### **Background**

The Solano Transportation Authority (STA) Board authorized the Executive Director to request Consolidated Transportation Services Agency (CTSA) designation to pursue funding to facilitate and coordinate implementation of various Mobility Management Programs and Services in support of Mobility for Solano County Seniors, People with Disabilities, and Low Income residents. STA was designated by the Metropolitan Transportation Commission (MTC) as the CTSA for Solano County on September 24, 2014.

CTSAs are a mechanism for promoting the concept of mobility management. By law, CTSAs in the San Francisco Bay Area are designated by MTC to identify and consolidate all funding sources and maximize the services of public and private transportation providers within their geographic area.

### **Discussion:**

Concurrently, the STA Board approved the formation of a CTSA Advisory Committee. Members from each of the following committees and agencies are specified and the status. At the STA Board meeting in December 2015, the Board approved adding representation from the Veterans/Low Income category as shown in Attachment A.

At the CTSA Advisory Committee on December 14<sup>th</sup>, the CTSA approved to forward a recommendation to the STA Board to appoint Ruth Matz as the Veteran/Low Income representative to the CTSA.

Ruth Matz currently serves as Executive Director of Community Action North Bay (CAN-B) which provides housing and supportive services to assist those in need in living healthy and productive lives. CAN-B operates two programs exclusively for veterans: the ***Dixon VETS Housing Program*** opened in November of 2010 and provides housing and supportive services to twelve veterans. The ***Fairfield VETS Housing Program*** opened in August 2013 providing permanent supportive housing to 4 veterans. Other housing programs are HUD funded and include two permanent supportive housing programs: ***Living Self Sufficiently*** is open to six male veterans and non-veterans. ***Healthy Living Your Way*** provides affordable shared housing to six female veterans and non-veterans as well as six male veterans and non-veterans.

Ruth is a former public school teacher with over 20 years in schools throughout the United States. Her administrative career included public and private school principal ships. A development professional, she has raised funds for the Alzheimer Society of Ireland and Napa Valley Community Housing.

**Recommendation:**

Approve Ruth Matz as the representative of Veterans/Low-Income residents to the CTSA Advisory Committee as shown in Attachment A.

Attachment:

- A. List of CTSA Advisory Committee Members and Agencies

**ATTACHMENT A**

<b>Members from Committee and Agencies</b>	<b>Status</b>
Seniors and People with Disabilities Transportation Advisory Committee (1)	Susan Rotchy, Director of Independent Living Resource Center
Paratransit Coordinating Council (1)	Ernst 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)	Gerald Huber, Director of Solano County Health and Social Services
Area Agency on Aging (AAoA) (1)	Leanne Martinsen, Director of AAoA
STA Board Members (4)	Mayor Jack Bachelor, City of Dixon Mayor Harry Price, City of Fairfield Mayor Norman Richardson, City of Rio Vista Supervisor James Spering, County of Solano
Veteran/Low Income Agency	<i>Ruth Matz, Director of Community Action North Bay (pending Board approval)</i>

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DATE: December 18, 2015  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RR: Consolidated Transportation Services Agency (CTSA) Fiscal Years (FYs)  
2015-16 and 2016-17 Work Plan

---

**Background:**

STA staff and the Consolidated Transportation Services Agency (CTSA) Advisory Committee developed the CTSA Work Plan. CTSA's are a mechanism for promoting the concept of mobility management. One of the goal is to pursue 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:**

In order to receive from input to determine what mobility management programs to further explore, Chair of the CTSA, Jim Spering requested the committee members and participants to complete an on-line survey of what was considered the most important mobility priorities for Solano County. The results of the survey confirmed that Solano Intercity Taxi Scrip Phase 2 is still utmost important. The four additional programs added to the CTSA Draft Work Plan to further explore and assess were:

1. Vehicle Share Program for Non-Profit
2. Golden Pass for Seniors
3. Volunteer Driver Program
4. Uber/Lyft Type Program

At the December 14<sup>th</sup> CTSA meeting, the CTSA unanimously voted to forward a recommendation to the STA Board to approve the 2015-16 and 2016-17 CTSA Work Plan (Attachment B).

**Fiscal Impact:**

The 2015-16 and 2016-17 CTSA Work Plan expenses are included the FY 2015-16 and FY 2016-17 budgets.

**Recommendation:**

Approve the 2015-16 and 2016-17 CTSA Work Plan as shown in Attachment B.

Attachments:

- A. Results from the On-Line Survey
- B. 2015-16 and 2016-17 CTSA Work Plan

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# Survey Results

	Extremely important	Moderately important	Not at all important	Total
Intercity Taxi Scrip Program - Phase 2 Non-Ambulatory	72%	28%	0%	18
	13	5	0	
Vehicle Share Program for Non-Profits	61%	28%	11%	18
	11	5	2	
Golden Pass for Seniors	56%	39%	6%	18
	10	7	1	
Volunteer Driver Program	50%	39%	11%	18
	9	7	2	
Paid Driver Program	44%	33%	22%	18
	8	6	4	
Fixed-Route Passes	41%	47%	12%	17
	7	8	2	
Mileage Reimbursement and Gas Cards	22%	50%	28%	18
	4	9	5	
Walking	22%	33%	44%	18
	4	6	8	
Bicycle Share Program for Seniors	16%	42%	42%	19
	3	8	8	

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**OVERALL WORK PLAN FOR  
CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA)  
FY 2015-16 AND FY 2016-17**

PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	EST. PROJECT COST
<p><b><u>Solano County Mobility Management</u></b></p> <p>A. Implement Mobility Management Programs  B. Monitor Intercity Taxi Scrip and Current CTSA Programs</p> <ol style="list-style-type: none"> <li>1. Ambassador Program and Transit Training</li> <li>2. Mobility Management Website</li> <li>3. Solano Mobility Call Center</li> <li>4. Senior Safety Driver Program Information</li> <li>5. In-Person ADA Eligibility</li> </ol> <p>C. CTSA Implementation  D. CTSA Work Plan  E. Update Solano Transportation Study for Seniors and People with Disabilities</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>▪ Implementation of Ambassador Program with coordination with Transit operators on travel training</li> <li>▪ Partner with non-profits for one-on-one travel training (Independent Living Resource Center &amp; Connections for Life)</li> <li>▪ Evaluate In Person ADA Eligibility Program</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>○ Countywide In Person ADA Eligibility Program Initiated (July 2013) – Completed</li> <li>○ Develop Website – Completed</li> <li>○ Implement Solano Mobility Call Center – Completed and In Operation</li> <li>○ Disseminate information on Senior Safety Driver Programs – Completed and Ongoing with CHP</li> <li>○ CTSA Designation- Completed</li> </ul> <p><u>Estimated Completion Date:</u>  Evaluate In Person ADA Eligibility Program Option Year - 2015-16  Travel Training Programs Development – 2015-16</p>	STA/ County/ Transit Operators	STAF/ OBAG/NEW FREEDOM/ 5310	\$800,000
<p><b><u>Intercity Taxi Scrip Program</u></b></p> <p>A. Develop and Implement Phase 2 on Intercity Taxi/Paratransit Program</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>▪ Implementation of improvements to current Taxi Scrip Program – on-going</li> <li>▪ Implementation of Phase 2 options analysis</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>○ Transition from Solano County to STA - Completed</li> </ul> <p><b><u>Explore and Assess Future Mobility Programs</u></b></p> <p>For example:</p> <ol style="list-style-type: none"> <li>A. Vehicle Share Program for Non-Profit</li> <li>B. Golden Pass for Seniors</li> <li>C. Volunteer Driver Program</li> <li>D. Uber/Lyft Type Program</li> </ol>		NEW FREEDOM/ LIFELINE/ TDA/STAF	\$900,000

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DATE: December 17, 2015  
TO: STA Board  
FROM: Philip Kamhi, Transit Program Manager  
Jim McElroy, Project Manager  
RE: Revised Solano Community College (SCC) Transportation Fee Proposal

---

**Background/Discussion:**

At the meeting of September 29, 2015, the SolanoExpress Intercity Transit Consortium received an agenda item to determine the interest of the affected operators to collectively participate with STA and SCC to back a trial program to provide reduced fare access for registered (fee paying) college students.

The Consortium members asked STA to arrange a meeting of the affected operators to determine a consensus approach. On December 9, 2015, a meeting of representatives of the three operators and STA was held and a consensus proposal was developed (See Attachment A). The main concern from the September Consortium meeting seemed to be that the reduced rate fare media should be sold only at campus run outlets on the college campuses. The campus outlets are best equipped to validate purchases of the reduced rate fare media.

In December 2015, both the SolanoExpress Intercity Transit Consortium and the STA TAC unanimously approved this recommendation.

**Fiscal Impact:**

SCC administration would presumably seek a vote of the student body to secure a fee of somewhere between \$14 and \$20 which would generate between \$161,000 and \$231,000. The funding generated from the student fee would be returned to Fairfield and Suisun Transit, Solano County Transit and Vacaville City Coach. Reimbursement to operators would be based on an estimate of lost revenue based on recent usage with an additional amount based on an estimate of increased usage due to reduced fare.

**Recommendation:**

Authorize the Executive Director to forward a proposal to SCC for a trial reduced student transit fare program with the following characteristics as specified in Attachment A.

Attachment:

- A. List of Characteristics for Proposal to SCC for a Trial Reduced Student Transit Fare Program

**List of Characteristics for Proposal to SCC for a Trial Reduced Student Transit Fare Program:**

1. The program shall be a two-year pilot program;
2. Students registered at SCC would purchase prepaid tickets and passes at the Solano Community College Campus at half cost, to be used on the fixed routes for which the tickets and passes are valid;
3. The tickets and passes would be sold at outlets on the SCC campuses controlled by SCC through an agreement with STA and the transit agencies to establish the validation framework and accountability;
4. The included fixed route transit services would be FAST, SolTrans, Vacaville City Coach, and SolanoExpress;
5. Students must be currently registered and fee paying student body members in order to purchase the discounted tickets and passes;
6. Using existing fixed route services as offered by FAST, SolTrans, Vacaville City Coach, and SolanoExpress, during pilot program; and
7. Using existing types of fare media as currently provided by FAST, SolTrans, Vacaville City Coach, and SolanoExpress.



DATE: December 18, 2015  
TO: STA Board  
FROM: Philip Kamhi, Transit Program Manager  
Mary Pryor, NWC Partners Consultant  
RE: SolanoExpress Intercity Bus Replacement Capital Plan Update

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**Background:**

In 2013, the Intercity Transit Funding Working Group met and jointly developed a plan for funding intercity bus replacements. The recommended plan was approved by the STA Board on March 13, 2013. Under this plan, the STA would provide 20% of the funding, 20% of the funding will be requested from Metropolitan Transportation Commission (MTC) and the other members of the Intercity Transit Funding Group will provide the remaining 60% of the funding.

On January 14, 2015, the STA Board approved an updated funding plan based on input and a recommendation provided by the Consortium. The January 2015 plan includes the assumption that the replacement vehicles will be CNG (Compressed Natural Gas) instead of hybrid diesel vehicles, includes identified funding from FAST and SolTrans, and includes the purchase of ten vehicles in the next three years. The plan approved by the STA Board in January 2015 is provided as Attachment A.

**Discussion:**

Since January 2015, several elements related to the plan's cost have changed, as listed below. The revised plan is included as Attachment B.

- SolTrans has accelerated their procurement schedule and plans to purchase CNG buses, and FAST plans to procure diesel rather than CNG vehicles.
- The vehicle prices are based on the MTC pricelist. The MTC pricelist unit price for the CNG vehicles is consistent with the current SolTrans procurement. FAST has indicated that the unit prices for their procurement are approximately \$20,000 greater than the MTC pricelist. The financial plan included as Attachment B reflects this price increase.
- In comparison with the January 2015 plan, the current plan includes one additional vehicle for a total of 35 vehicles used for SolanoExpress service and funded by the Intercity funding agreement formula. The January 2015 plan had included 34 SolanoExpress buses plus one bus to be used for the San Francisco Bay Area Water Emergency Transportation Authority (WETA) service and funded by SolTrans and/or WETA.

These changes from the January 2015 plan result in a total year of expenditure cost reduction of approximately \$4.6 million.

Since 2013, the planned funding shares have been 60% from local agencies, 20% from STA, and 20% from MTC. As of January 2014, STA had identified nearly all of the funds necessary to

meet its 20% share. With the current cost reduction, STA proposes to pass its portion of the savings on to the local agencies and maintain its January 2015 committed funding amount of \$4,942,692. (STA's committed funding includes the Fairfield Train Station Loan repayment funds.)

Maintaining the same STA commitment amount increases STA's funding share to 23.5%, and reduces the local share to 56.5%. Each jurisdiction's funding share has been adjusted on a proportionate basis.

Attachment D summarizes the funding shares for each agency from the January 2015 to the current proposed plan.

STA has requested information from each of the Consortium members regarding the status of funding their commitments. Attachment C provides details of the commitments by agency as of December 2015, summarized as follows:

- Dixon: \$284,390 has been allocated and/or recommended for bus replacement as part of a FTA Section 5311 swap with TDA funds. This amount includes \$102,918 in FY15-16 and FY16-17 FTA Section 5311 recommended amounts.
- Solano County: \$86,784 has been allocated and/or recommended for the bus replacement as part of a FTA Section 5311 swap with TDA funds. This amount includes \$35,736 in FY15-16 and FY16-17 FTA Section 5311 recommended amounts.
- FAST: FAST has identified \$1,248,939 to complete the acquisition of five vehicles in FY16-17. Currently, FAST anticipates using TDA funds which may be replaced with Federal funds as grants become available.
- SolTrans: SolTrans has identified \$2,158,966 to complete the acquisition of six vehicles by FY16-17. Currently, SolTrans anticipates using FTA 5307 and FTA 5339 funds, but sources are subject to change.
- Vacaville: Commitment met with TDA funds, which had been planned to be loaned to Intermodal Station Project. Due to changes in the cost of the Intermodal Station project, the loan is no longer necessary.
- STA: STA has currently programmed \$3,510,224 in STAF and \$1,259,623 in Prop 1B for a total of \$4,769,847 toward STA's target of \$4,942,692.
- MTC or Other: STA has requested the 20% share from MTC, but has not yet received a commitment, although future regional Cap and Trade funds could be eligible for this purpose.

STA will continue to work with the Consortium members to secure the funding for the intercity bus replacement plan.

In December 2015, the SolanoExpress Intercity Transit Consortium and the STA TAC both unanimously recommended authorizing the Executive Director to enter funding agreements with each jurisdiction for funding the Intercity Bus Replacement Plan, as described in Attachment B.

On January 4, 2016 the STA Executive Committee was presented the revised SolanoExpress Intercity Bus Replacement Capital Plan, and they expressed concerns over the FAST requested change from CNG to Diesel fuel paths. The Executive Committee discussed alternative fuel air quality benefits, and the financial savings that have been realized by Vacaville City Coach and projected by SolTrans (CNG facility is currently in development). The Committee also discussed the availability of funding specifically designated for alternative fuel vehicles and

equipment. As a result of this discussion, the Executive Committee requested staff to develop an STA policy regarding the purchase of alternative fuel vehicles as part of the SolanoExpress Intercity Bus Replacement Capital Plan, and this request is reflected in the recommendation below. City of Fairfield transit staff has been notified of this recommendation and requested to attend the STA Board meeting to answer any questions regarding FAST's proposed bus purchase.

**Recommendation**

Approve the following:

1. Authorize the Executive Director to enter funding agreements with each jurisdiction for funding the Intercity Bus Replacement Plan, as described in Attachment B; and
2. Develop a STA policy regarding the purchase of alternative fuel vehicles as part of the SolanoExpress Intercity Bus Replacement Capital Plan.

Attachments:

- A. Intercity Bus Replacement Funding Plan Approved by STA Board January 14, 2015
- B. Proposed Intercity Bus Replacement Funding Plan dated December 18, 2015
- C. Agency Funding Status for Intercity Bus Replacement Funding Plan as of December 2015
- D. Summary of the Funding Shares for Each Agency from the January 2015 to the current Proposed Plan

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# Solano County Intercity Bus Fleet Replacement Costs and Funding

Prepared by NWC Partners, Dec. 3, 2014  
 Approved by STA Board January 14, 2015

## Based on Interim Funding Plan

**Scenario 2A: All Buses Replaced by FY 22-23, 60% Funding by Locals Using Intercity Funding Agreement Formula**

**Assumes CNG Vehicles, 5 SolTrans Vehicles in FY16, 5 FAST vehicles in FY17**

Year of Replacement <sup>b</sup>		FY 14-15	Funded FY 15-16	Funded <sup>a</sup> FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
Total Buses to be Replaced		0	5	5	0	13	2	3	5	2	35
FAST		0	0	5	0	2	2	3	5	2	19
SolTrans		0	5	0		11					16
Unit Cost -- 45 ft CNG <sup>c</sup>		\$ 790,010	\$ 813,710	\$ 838,122	\$ 863,265	\$ 889,163	\$ 915,838	\$ 943,313	\$ 971,613	\$ 1,000,761	
Vehicle Cost		\$ -	\$ 4,068,552	\$ 4,190,608	\$ -	\$ 11,559,122	\$ 1,831,676	\$ 2,829,940	\$ 4,858,063	\$ 2,001,522	\$ 31,339,483
<b>Funding</b>											
<b>Near Term: 6 Replacements</b>											
Federal Earmarks			\$ 1,260,000								\$ 1,260,000
Prop 1B Lifeline			\$ 1,000,000								\$ 1,000,000
Prop 1B Pop Base			\$ 535,190	\$ 2,360,202							\$ 2,895,392
STAF				\$ 581,467							\$ 581,467
<b>Longer Term: 28 Replacements</b>											
20% Funding from STA <sup>d</sup>					\$ -	\$ 1,630,754	\$ 114,411	\$ 565,988	\$ 971,613	\$ 400,304	\$ 3,683,070
Fairfield Train Station Loan Repayment <sup>e</sup>			\$ 251,925	\$ 251,925	\$ 251,925	\$ 251,925	\$ 251,925				\$ 1,259,623
20% Funding from MTC <sup>f</sup> -- Proposed					\$ -	\$ 2,638,452	\$ 366,335	\$ 565,988	\$ 971,613	\$ 400,304	\$ 4,942,692
60% Funding by Locals											\$ -
Dixon	1.9%				\$ -	\$ 253,852	\$ 35,246	\$ 54,455	\$ 93,481	\$ 38,514	\$ 475,549
FAST <sup>g</sup>	24.3%			\$ 1,248,939	\$ -	\$ 1,955,808	\$ 444,962	\$ 687,467	\$ 1,180,151	\$ 486,222	\$ 6,003,550
SolTrans <sup>h</sup>	22.2%		\$ 1,273,362		\$ -	\$ 2,550,300	\$ 407,440	\$ 629,494	\$ 1,080,632	\$ 445,220	\$ 6,386,449
Vacaville	11.0%				\$ -	\$ 1,450,125	\$ 201,342	\$ 311,074	\$ 534,010	\$ 220,012	\$ 2,716,564
Unincorporated County	0.5%				\$ -	\$ 72,132	\$ 10,015	\$ 15,474	\$ 26,563	\$ 10,944	\$ 135,128
<b>Total Bus Replacement Funding</b>		\$ -	\$ 4,320,476	\$ 4,442,533	\$ 251,925	\$ 10,803,348	\$ 1,831,676	\$ 2,829,940	\$ 4,858,063	\$ 2,001,522	\$ 31,339,483
<b>Annual Balance</b>		\$ -	\$ 251,925	\$ 251,925	\$ 251,925	\$ (755,774)	\$ -	\$ -	\$ -	\$ -	\$ 0
<b>Cumulative Balance</b>		\$ -	\$ 251,925	\$ 503,849	\$ 755,774	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

<b>Train Station Loan Funding Plan<sup>e</sup></b>											
STA Loan of Prop 1B		\$ 1,259,623									\$ 1,259,623
Fairfield Loan Repayment			\$ 251,925	\$ 251,925	\$ 251,925	\$ 251,925	\$ 251,925				\$ 1,259,623
<b>Cumulative Loan Balance</b>		\$ 1,259,623	\$ 1,007,698	\$ 755,774	\$ 503,849	\$ 251,925	\$ -	\$ -	\$ -	\$ -	\$ -

### Notes

- STA Board approved the Prop 1B and STAF funding on Feb 13, 2013.
- Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- CNG Vehicle price from MTC's FY14 pricelist, with 3% annual escalation. FAST acquisitions in FY17 may be diesel, which would reduce total cost by approximately \$350,000.
- 20% Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
- STA will loan \$1.259m in Prop 1B funds for the Train Station project. Fairfield will repay loan to STA over 5 years. Loan repayment proceeds will be used as portion of STA's 20% contribution to fleet replacement.
- Proposed MTC funding from bridge tolls (RM-2) or Sec. 5307 (SF UZA)
- FAST has identified additional funding (FTA 5339) for earlier acquisitions, which will reduce FAST's funding share in FY19.
- SolTrans identified additional funding (FTA 5307, source subject to change) for earlier acquisitions, which reduces SolTrans' funding share in FY19. Acquisitions in FY18-19 include one vehicle used for WETA service; SolTrans will be responsible for developing funding plan with WETA for this vehicle.

**Solano County Intercity Bus Fleet Replacement Costs and Funding**

Prepared by NWC Partners, December 18, 2015

**DRAFT**

**Attachment B**

**Based on Interim Funding Plan**

**Scenario 2A: All Buses Replaced by FY 22-23, 56.5% Funding by Locals Using Intercity Funding Agreement Formula**

Year of Replacement <sup>c</sup>	FY 14-15	Funded	Funded <sup>a</sup>	To Be Funded <sup>b</sup>			FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
		FY 15-16	FY 16-17	FY 16-17	FY 17-18	FY 18-19							
Total Buses to be Replaced	0	5	6	4	6	2	2	3	5	2	35		
<i>FAST: All Diesel</i>	0	0	5		0	2	2	3	5	2	19		
<i>SolTrans: All CNG</i>	0	5	1	4	6						16		
Unit Cost -- 45 ft Over-the-Road Diesel <sup>d</sup>		\$ 637,000	\$ 646,000	\$ 646,000	\$ 655,000	\$ 674,650	\$ 694,890	\$ 715,736	\$ 737,208	\$ 759,325			
Unit Cost -- 45 ft CNG <sup>e</sup>	\$ 790,010	\$ 813,710	\$ 838,122	\$ 838,122	\$ 863,265	\$ 889,163	\$ 915,838	\$ 943,313	\$ 971,613	\$ 1,000,761			
<b>Vehicle Cost</b>	\$ -	<b>\$ 4,068,552</b>	<b>\$ 4,068,122</b>	<b>\$ 3,352,486</b>	<b>\$ 5,179,592</b>	<b>\$ 1,349,300</b>	<b>\$ 1,389,779</b>	<b>\$ 2,147,209</b>	<b>\$ 3,686,041</b>	<b>\$ 1,518,649</b>	<b>\$ 26,759,729</b>		
<b>Funding</b>													
<b>Near Term: 10 Replacements</b>													
Federal Earmarks		\$ 1,260,000									\$ 1,260,000		
Prop 1B Lifeline		\$ 1,000,000									\$ 1,000,000		
Prop 1B Pop Base		\$ 535,190	\$ 2,360,202								\$ 2,895,392		
STAF			\$ 581,467								\$ 581,467		
<b>Longer Term: 25 Replacements</b>													
23.5% Funding from STA <sup>f</sup>				\$ 1,450,760	\$ 1,614,295	\$ 150,103			\$ 467,911		\$ 3,683,069		
Fairfield Train Station Loan Repayment <sup>g</sup>		\$ 314,906	\$ 314,906	\$ -	\$ 314,906	\$ 314,906	\$ -				\$ 1,259,623		
20% Funding from MTC or Other <sup>h</sup> -- Proposed					\$ 1,381,719	\$ 144,012	\$ 496,111	\$ 789,971	\$ 840,153	\$ 552,608	\$ 4,204,574		
56.5% Funding by Locals													
Dixon	1.8%			\$ 108,764	\$ 73,682	\$ 26,398	\$ 26,743	\$ 41,318	\$ 73,628	\$ 30,328	\$ 380,860		
FAST <sup>i</sup>	22.9%		\$ 1,248,939	\$ 124,154	\$ 926,263	\$ 333,265	\$ 337,614	\$ 521,613	\$ 929,514	\$ 386,799	\$ 4,808,162		
SolTrans <sup>j</sup>	20.9%	\$ 1,273,362	\$ 885,604		\$ 848,848	\$ 190,941	\$ 187,798	\$ 281,697	\$ 487,362	\$ 247,090	\$ 4,402,701		
Vacaville	10.3%				\$ 182,174	\$ 333,914	\$ 500,870	\$ 866,552	\$ 292,149	\$ 2,175,659			
Unincorporated County	0.5%			\$ 30,906	\$ 19,879	\$ 7,501	\$ 7,599	\$ 11,740	\$ 20,921	\$ 9,676	\$ 108,222		
<b>Total Bus Replacement Funding</b>	\$ -	<b>\$ 4,383,457</b>	<b>\$ 5,391,118</b>	<b>\$ 1,714,584</b>	<b>\$ 5,179,592</b>	<b>\$ 1,349,300</b>	<b>\$ 1,389,779</b>	<b>\$ 2,147,209</b>	<b>\$ 3,686,041</b>	<b>\$ 1,518,649</b>	<b>\$ 26,759,729</b>		
<b>Annual Balance</b>	\$ -	<b>\$ 314,906</b>	<b>\$ 1,322,997</b>	<b>\$ (1,637,902)</b>	<b>\$ 0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (0)</b>	<b>\$ 0</b>	<b>\$ (0)</b>	<b>\$ (0)</b>		
<b>Cumulative Balance</b>	\$ -	<b>\$ 314,906</b>	<b>\$ 1,637,902</b>	<b>\$ -</b>	<b>\$ 0</b>	<b>\$ (0)</b>							

	Phase 1: FY 14-15 to FY 19-20	Phase 2: FY 20-21 to FY 22-23
Total Buses to be Replaced	25	10
<i>FAST: All Diesel</i>	9	10
<i>SolTrans: All CNG</i>	16	0
<b>Vehicle Cost</b>	<b>\$ 19,407,830</b>	<b>\$ 7,351,899</b>
<b>Funding</b>		
<b>Near Term: 10 Replacements</b>		
Federal Earmarks	\$ 1,260,000	\$ -
Prop 1B Lifeline	\$ 1,000,000	\$ -
Prop 1B Pop Base	\$ 2,895,392	\$ -
STAF	\$ 581,467	\$ -
<b>Longer Term: 25 Replacements</b>		
23.5% Funding from STA <sup>f</sup>	\$ 3,215,158	\$ 467,911
Fairfield Train Station Loan Repayment <sup>g</sup>	\$ 1,259,623	\$ -
20% Funding from MTC <sup>h</sup> -- Proposed	\$ 2,021,842	\$ 2,182,732
56.5% Funding by Locals		
Dixon	\$ 235,587	\$ 145,273
FAST <sup>i</sup>	\$ 2,970,235	\$ 1,837,926
SolTrans <sup>j</sup>	\$ 3,386,553	\$ 1,016,148
Vacaville	\$ 516,088	\$ 1,659,571
Unincorporated County	\$ 65,885	\$ 42,338
<b>Total Bus Replacement Funding</b>	<b>\$ 19,407,830</b>	<b>\$ 7,351,899</b>

Notes

- STA Board approved the Prop 1B and STAF funding on Feb 13, 2013.
- FY 16-17 includes 5 FAST vehicles in plan approved by STA in January 2015 ("Funded" column) and SolTrans' requested acceleration of 5 vehicles ("To be Funded" column).
- Year of replacement reflects the cash flow requirement; programming for these expenditures would be needed 2 years prior to the year of replacement.
- Diesel Vehicle price from MTC's FY15-16 to FY17-18 pricelist plus \$20,000 per vehicle based on FAST procurement information, with 3% annual escalation after FY17-18.
- CNG Vehicle price from MTC's FY14 pricelist, with 3% annual escalation. 45' Hybrid vehicles not included in most recent pricelist.
- Funding from STA - STA is committed to providing the local match for the Intercity SolanoExpress Bus Replacement from a combination and STAF and Prop 1B funds. Currently, STA has a reserve of STAF funds and will continue to build the reserve on an annual basis until the local match is met.
- STA will loan up to \$1,259,653 in Prop 1B funds for the Train Station project. Fairfield will repay loan to STA over 4 years. Loan repayment proceeds will be used as portion of STA's contribution to fleet
- Proposed MTC or other funding.
- FAST has identified additional funding (FTA 5339) for earlier acquisitions.
- SolTrans identified additional funding (FTA 5307, source subject to change) for earlier acquisitions. Acquisitions in FY17-18 include one additional vehicle used for Solano Express service (compared to plan approved by STA Board in January 2015, which included 34 Solano Express vehicles and 1 WETA vehicle), to be funded by Intercity funding agreement formula.

**Solano County Intercity Bus Fleet Replacement Funding Status**

Attachment C

Identified Funding as of December 18, 2015

**DRAFT**

	Dixon	County	FAST	SolTrans	Vacaville	STA	MTC or Other	Total
<b>Funding Need</b>	\$ 380,860	\$ 108,222	\$ 4,808,162	\$ 4,402,701	\$ 2,175,659	\$ 4,942,692	\$ 4,204,574	\$ 21,022,870
								\$ -
<b>Identified Funding</b>								\$ -
Fairfield Loan Repayment <sup>a</sup>						\$ 1,259,623		\$ 1,259,623
TDA					\$ 2,175,659			\$ 2,175,659
STAF						\$ 3,510,224		\$ 3,510,224
FTA 5307 <sup>b</sup>				\$ 1,391,385				\$ 1,391,385
TDA swapped for FTA 5311 <sup>c</sup>	\$ 284,390	\$ 86,784						\$ 371,174
FTA 5339 <sup>d</sup>			\$ 1,248,939	\$ 767,581				\$ 2,016,520
								\$ -
<b>Total Identified Funding</b>	\$ 284,390	\$ 86,784	\$ 1,248,939	\$ 2,158,966	\$ 2,175,659	\$ 4,769,847	\$ -	\$ 10,724,585
<b>Balance to be Funded</b>	\$ 96,470	\$ 21,438	\$ 3,559,223	\$ 2,243,735	\$ -	\$ 172,845	\$ 4,204,574	\$ 10,298,285
<b>Proposed Sources</b>	<b>Dixon<sup>e</sup></b>	<b>County<sup>e</sup></b>	<b>FAST</b>	<b>SolTrans<sup>f</sup></b>	<b>Vacaville</b>	<b>STA</b>	<b>MTC or Other<sup>g</sup></b>	
	FTA 5311 swap	FTA 5311 swap	TDA replaced with Federal funds as grants become available	FTA 5307 FTA 5339 AB 664 STAF/TDA				

Notes:

- a. Fairfield Loan Repayment sources are Fairfield's AB1600 and Northeast TIF funding.
- b. SolTrans FTA 5307 includes \$416,385 for FY13 and \$975,000 in FY14, to be obligated in August 2015; additional SolTrans FTA 5307 may be used for future years as needed.
- c. Dixon & County funds swap FTA 5311 with TDA. County's identified funds to flow through Dixon. Includes revised FY 2016 & FY 2017 amounts.
- d. SolTrans FTA 5339 includes \$767,581 for FY13 & FY14 request pending approval.
- e. STA assisting Dixon and County in identifying sources to meet obligation.
- f. SolTrans has proposed up to \$6,796,310 in future FTA 5307, \$1,201,788 (in FY16 to FY18 funds), \$300,000 in AB 664, and \$1,228,148 in STAF/TDA funds (June 2015 Solano Express Fleet Replacement Plan)
- g. Potential sources could include Federal, bridge toll, cap & trade, or other funds.

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**ATTACHMENT D**

**Summary of the Funding Shares for Each Agency from the January 2015 to the current Proposed Plan**

<b>Agency</b>	<b>January 2015 Funding</b>	<b>Proposed Funding</b>	<b>Change</b>
STA	\$4,942,692	\$4,942,692	\$0
Dixon	\$475,549	\$380,860	(\$94,689)
FAST	\$6,003,550	\$4,808,162	(\$1,195,388)
SolTrans	\$6,386,449	\$4,402,701	(\$1,983,748)
Vacaville	\$2,716,564	\$2,175,659	(\$540,905)
Unincorporated County	\$135,128	\$108,222	(\$26,906)
MTC or Other	\$4,942,692	\$4,204,574	(\$738,118)
<b>Total</b>	<b>\$31,339,483</b>	<b>\$26,759,729</b>	<b>(\$4,579,754)</b>

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DATE: December 23, 2015  
TO: STA Board  
FROM: Philip Kamhi, Transit Program Manager  
RE: Regional Cap and Trade Funding Prioritization

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**Background:**

The State of California has identified reduction of the emission of Greenhouse Gases (GHGs) as a major policy focus, and has approved legislation such as Assembly Bill (AB) 32, Senate Bills (SB) 375 (regional transportation plans) and SB 753 (environmental thresholds of significance) to help achieve GHG emission reductions. One of the programs that is an outgrowth of this effort - the Cap and Trade Program - was introduced with draft funding regulations in 2014.

On December 7, 2015, the Metropolitan Transportation Commission (MTC) staff provided additional Cap and Trade information to the Partnership Technical Advisory Committee (Attachment A). Within this attachment, MTC staff provided revised alternatives for the region's Cap and Trade framework. The revisions proposed by MTC are based on the following: higher revenue projections, lessons learned from the first round Cap and Trade awards, and additional program guidance. MTC will continue to gather input on these alternatives through January 2016. MTC staff is working with state agencies on the development of FY 2015-16 guidelines for the following programmatic categories:

1. Low Carbon Transit Operations Program (LCTOP)
2. Affordable Housing and Sustainable Communities (AHSC)
3. Transit and Intercity Rail Capital Program (TIRCP)

**Discussion:**

The following discusses the three programmatic categories as described above, and provides further details on potential programming opportunities:

1. Low Carbon Transit Operations Program (LCTOP)

In MTC's revised estimates, there will be \$835 million in revenue-based LCTOP funding and \$302 million of population-based LCTOP funding, for a total of \$1,136 million of LCTOP funding that will be available over a 25 year period. MTC proposes to distribute the revenue-based funding to operators by formula.

Out of the \$835 million (over 25 years) of LCTOP revenue-based funding, \$3.2 million would be distributed (by formula) to Operators, and is estimated to be distributed to Solano County as follows:

- City of Fairfield \$0.9 million
- Solano County Transit \$2.3 million

For the \$302 million (over 25 years) of LCTOP population-based funding, MTC staff has developed two different options for consideration. The first option provides \$89 million (over 25 years) of population-based funding to the operators, of which \$4.5 million would be distributed to Solano County Operators. The second option provides \$102 million (over 25 years) of population-based funds, of which \$17.5 million would be distributed to Solano County Operators.

Under both options, the remaining population-based funding would be allocated to Transit Performance Initiative (TPI) types of projects as an MTC discretionary program (for example: measurable improvements to corridor, increases in passengers, enhancement of schedules), and seamless transit/regional coordination programs (for example: Clipper Version 2, means-based or other fare type improvement, regional coordination). STA's proposed SolanoExpress service expansion could be eligible for future TPI category funds.

LCTOP Funding would be eligible for GHG reduction related investments, which could include upgrading vehicle fleets to alternative fuels, and the development of new/improved transit facilities.

As contained in another STA Board item on this agenda, SolanoExpress has developed a plan for the replacement of 35 vehicles over the next eight years. The costs are currently estimated at \$26.7 million. All of the funding for this plan is identified with the exception of \$4.2 million, of which LCTOP funding could be available (for measurable GHG reduction).

Also, in Attachment D to this report, the Solano County Managed Lanes Implementation Plan (MLIP) Priorities and Support Facilities document includes examples of projects that are synergistic with the Solano County Transit Corridor Study and the MLIP, and might qualify as new/improved facilities that would provide a GHG reduction.

## 2. Affordable Housing and Sustainable Communities (AHSC)

The Bay Area could receive an estimated \$3.7 billion in AHSC funding over a 25 year period based on the region's population share. MTC staff proposes to continue to advocate for Bay Area projects, and is currently focused on affordable housing and Transit-Oriented Development (TOD) related transportation projects.

MTC staff state in their memo: "For the Affordable Housing and Sustainable Communities (AHSC) program, staff intends to bring a regional endorsement to this Committee in spring 2016 between the concept application and full application due dates." This endorsement is important as SGC looks to the MPOs for funding recommendations. However, MTC's current policy stance focused in TOD only and not on Integrated Connectivity Projects (ICP) precludes MTC from endorsing Solano County projects.

All applications under the AHSC program are categorized as either Transit Oriented Development (TOD) projects or Integrated Connectivity Projects (ICP). Last year, MTC was firm in their stance to only endorse TOD projects; this stance appears to persist. No project in Solano County could qualify as a TOD project (based on the SGC program guidelines) and therefore could not receive MTC's endorsement.

In 2015, STA partnered with the City of Fairfield to submit an application requesting \$4.8 million for the Fairfield-Vacaville train station building, connectivity improvements, and transit program funds. The application was not awarded funds. This, as well as a few other projects on the horizon, could compete well for AHSC funds, pending MTC's endorsement. Staff recommends efforts be made to persuade MTC to support all good projects that reduce GHG emissions, including ICP projects, and not only TOD projects.

3. Transit and Intercity Rail Capital Program (TIRCP)

While revenue estimates have increased from \$875 million to \$2,000 million for this discretionary program, MTC has recommended increasing investments in the region's core capacity projects (example: additional \$675 million for BART to San Jose Phase 2). Although MTC has increased funding to existing core capacity projects, MTC has also recommended holding \$200 million of this funding for "potential other projects", which could be added over time, depending on actual revenues or project needs and timing.

The Fairfield-Vacaville Train Station could fit within this category if it can be shown that there is an incremental growth in (new) passengers that use the train, as this produces a measurable GHG reduction.

**Fiscal Impact:**

None at this time.

**Recommendation:**

Approve the following:

1. Authorize STA's Executive Director to forward a comment letter to MTC on the Cap and Trade framework that includes the following specified as part of Attachment B: and
2. Adopt the Cap and Trade Project Priorities identified in Attachment C.

Attachments:

- A. MTC Cap and Trade Framework Letter and PowerPoint, dated 12-07-2015
- B. Cap and Trade Framework Comments
- C. Cap and Trade Project Priorities
- D. Solano County Managed Lanes Implementation Plan (MLIP) Priorities and Support Facilities
- E. Fairfield/Vacaville Intermodal Station Information

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**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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101 Eighth Street  
Oakland, CA 94607-4700  
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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: December 7, 2015

FR: Kenneth Folan, MTC Staff

RE: Cap and Trade: Regional Framework

This memo provides additional information on the proposed changes to the region's Cap and Trade Framework. Attached is a presentation on the proposed updates, including a comparison of the staff Low Carbon Transit Operations Program options, as requested at the last PTAC meeting.

In October, staff released revised alternatives for the region's Cap and Trade Framework for discussion. The MTC Programming and Allocations Committee directed staff to seek additional stakeholder input and return this month with an update.

Staff has received input from the Policy Advisory Council, CMA staff, Partnership Board and Partnership subcommittees and working groups. Staff will continue gathering input through January and bring this Committee a recommendation in February 2016.

Additionally, staff has been working with state agencies on development of FY2015-16 guidelines for the various program categories. Summarized below are tentative dates for the FY2015-16 programs, subject to change based on finalization of program guidelines.

<b>Tentative FY2015-16 Cap and Trade Program Due Dates (subject to change)</b>		
<b>Program</b>	<b>Application Due Date</b>	<b>State Agency</b>
Low Carbon Transit Operations Program	February 1, 2016	Caltrans
Affordable Housing and Sustainable Communities	February 2016*	Strategic Growth Council
Transit and Intercity Rail Capital Program	April 5, 2016	State Transportation Agency
* Concept applications due with full applications due in April 2016		

For the Low Carbon Transit Operations Program, the MTC framework will likely not be adopted before the Caltrans application due date. Staff will work with Caltrans on options to submit requests after the due date or in a future funding cycle, as the funds roll over to the next fiscal year if not requested.

For the Affordable Housing and Sustainable Communities program, staff intends to bring a regional endorsement to this Committee in spring 2016 between the concept application and full application due dates.

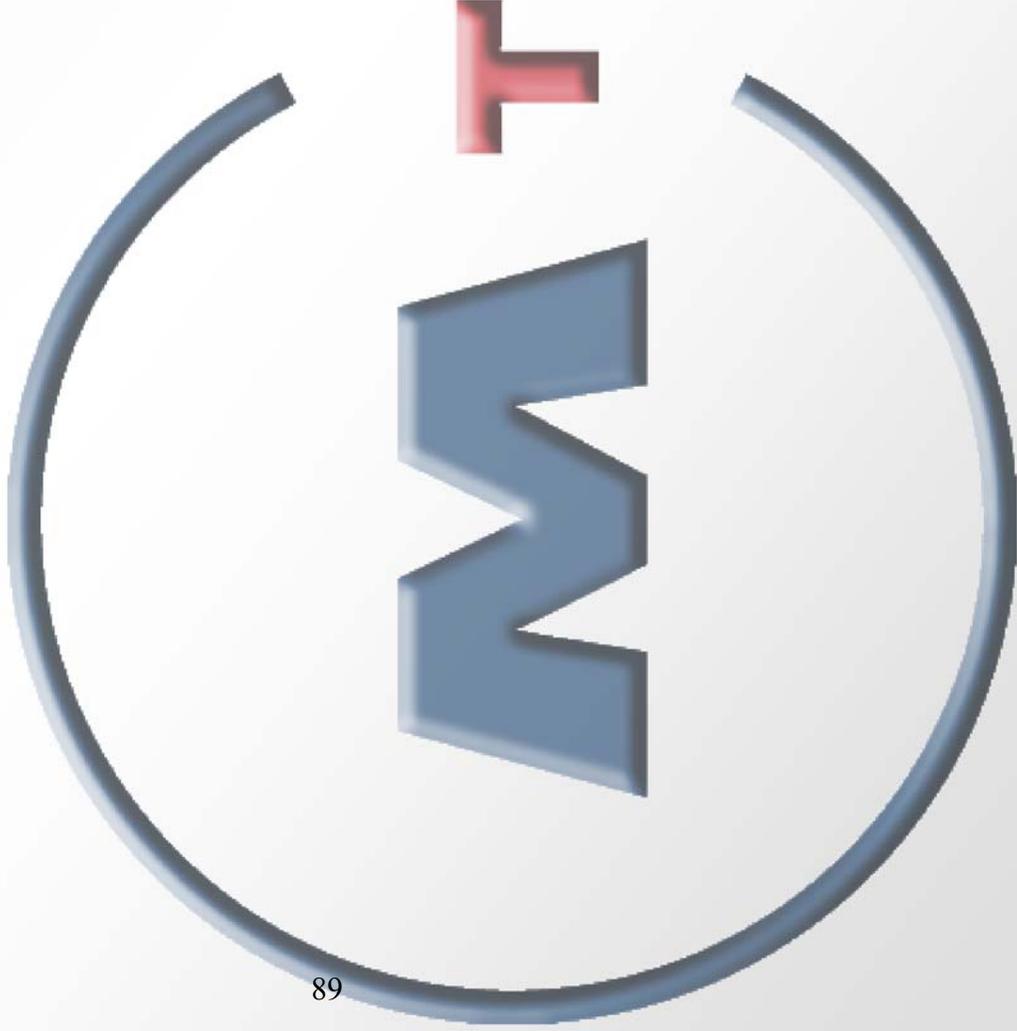
**Next Steps**

After input from the Partnership, the MTC Policy Advisory Council, transit operators and stakeholders, staff intends to return in February 2016 to the Commission with recommended revisions to the framework.

Feel free to contact Kenneth Folan ([kfolan@mtc.ca.gov](mailto:kfolan@mtc.ca.gov) or 510.817.5804) of MTC staff with any questions or comments.

J:\COMMITTEE\Partnership\Partnership TAC\2015 PTAC\2015 PTAC Memos\05\_Dec 07 15 PTAC\11\_0\_Cap\_and\_Trade.docx

# Cap & Trade Framework



Partnership TAC

December 7, 2015

# Statewide Cap and Trade Programs: FY2015-16 and Beyond

Statewide Revenue Framework	FY2015-16 and Beyond Annual Funding (\$ millions)	State Agency
<b>Total Generations</b>	<b>\$2,500</b>	
<b>Transit &amp; Intercity Rail Capital Program</b>	\$250	CalSTA
<b>Low Carbon Transit Operations Program</b>	\$125	Caltrans, CARB
<b>Affordable Housing and Sustainable Communities Program</b>	\$500	SGC/HCD
<b>Uncommitted Funding</b>	\$1,000	Unknown
<b>High Speed Rail</b>	\$625	HSRA

- Assumes \$2.5 billion in statewide annual funding for FY2015-16 and beyond; actual revenues will be determined based on auctions



# Revising the Region's Cap and Trade Framework

- ▶ **Staff proposes revising the framework based on:**
  - Higher revenue projections
  - Lessons learned from Round 1 awards
  - Additional program guidance

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- ▶ **Proposed Schedule:**
  - October 14<sup>th</sup> Programming and Allocations Committee direction
  - October/November/December - Input from partner agencies, Policy Advisory Council, interested stakeholders
  - Staff recommendation for consideration in early 2016

# Regional Framework

- Plan Bay Area included \$3.1 billion in Cap & Trade Revenues over 25 year period
- Framework adopted in December 2013
- Proposed update to framework in early 2016

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MTC Framework Category	MTC Framework Adopted Amount (28 years)	MTC Framework Proposed Amount (25 years)	Proposed Bay Area Share of Statewide Program
<b>Core Capacity*</b>	\$875	\$2,000	33% of TIRCP
<b>Transit Operating</b>	\$500	\$1,136	37% of LCTOP (54% of Rev and 19% of Pop-based)
<b>OBAG</b>	\$1,050	\$3,750	30% of AHSC
<b>Climate Initiatives</b>	\$275	TBD	TBD of 40% Uncommitted
<b>Goods Movement</b>	\$450	TBD	TBD of 40% Uncommitted
<b>High Speed Rail</b>	-	TBD	TBD of High Speed Rail
<b>Total</b>	<b>\$3,150</b>	<b>\$6,886</b>	

\*24-years due to FY2015-16 advanced programming

# Transit and Intercity Rail Capital

- Revenue estimates increased for this discretionary program
- Continue to support investments in the region’s Core Capacity Challenge Grant Program – a \$7.5 billion regional commitment to fund key transit capital modernization and rehab needs
  - Increase funding for most core capacity projects
  - Assign an additional \$675 million to the BART to San Jose Phase 2 project
  - Hold \$200 million in reserve for future assignment

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<b>TIRCP Projects</b> (in \$million, 24 years)	<b>Adopted</b> (MTC Res. 4030)	<b>Proposed</b>
<b>BART:</b> Train Control	\$ 126	\$ 250
<b>SFMTA:</b> Fleet Enhance & Expand	\$ 400	\$ 481
<b>SFMTA:</b> Facilities	\$ 67	\$ 67
<b>AC Transit:</b> Fleet Expansion	\$ 45	\$ 90
<b>AC Transit:</b> Facilities	\$ 162	\$ 162
<b>VTA:</b> BART to San Jose	\$ 75	\$ 750
Subtotal listed projects	\$ 875	\$ 1,800
Potential other projects*		\$ 200
<b>Projected Revenue</b>		<b>\$ 2,000</b>

\*Could be added over time, depending on actual revenues or project needs/ timing.

# Transit and Intercity Rail Capital

- **Funding increases align with TIRCP program goals of reducing greenhouse gases and modernizing state's transit system:**
  - **BART to San Jose:** Completes major link in regional rail network, providing strong GHG-reducing transit option
  - **BART Train Control:** Modernizes system, enhancing BART capacity, reliability, and safety
  - **Fleet Expansions:** Provides new vehicles allowing for service expansions for **SF Muni** and **AC Transit**

# Low Carbon Transit Operating Program

- **Current MTC approved framework is \$500 million**
- **Formula program for state:**

<b>Estimated LCTOP Revenue-based funds:</b>	\$ 835 million
<b>Estimated LCTOP Population-based funds:</b>	\$ 302 million
<b>Total Estimated LCTOP Funding:</b>	\$1,136 million

95

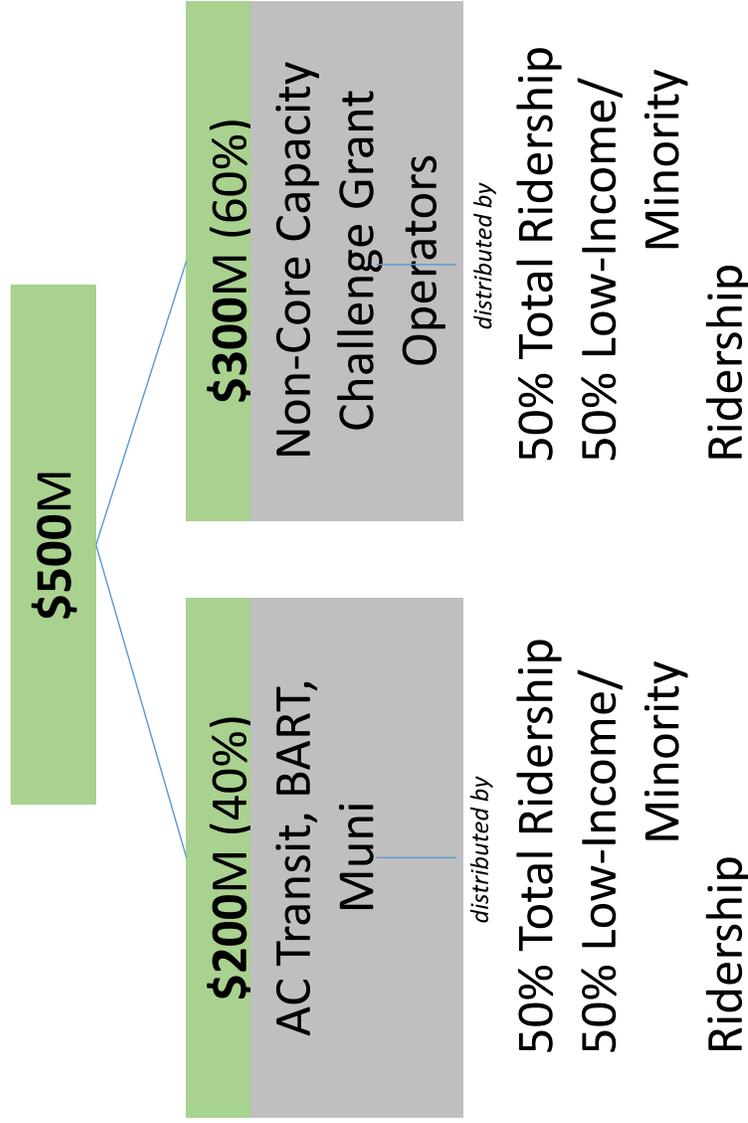
- **Proposal:**
  - \$835 million revenue-based distributions to operators (formula)
  - \$302 million population-based fund distribution

# Low Carbon Transit Operating Program

## **\$302 million population-based fund distribution options:**

- **Option 1: Maintain existing framework**
  - \$89 million to existing framework
  - \$100 million to TPI-like MTC discretionary program
  - \$113 million to seamless transit/regional coordination programs
- **Option 2: Reinforce transit operating funds**
  - \$102 million to North Counties/ Small Operators
  - \$100 million to TPI-like MTC discretionary program
  - \$100 million to seamless transit/regional coordination programs
- Invest approx. **1/3** of funding to transit operators via formula, and
- Invest approx. **2/3** of funding in customer focused transit improvements

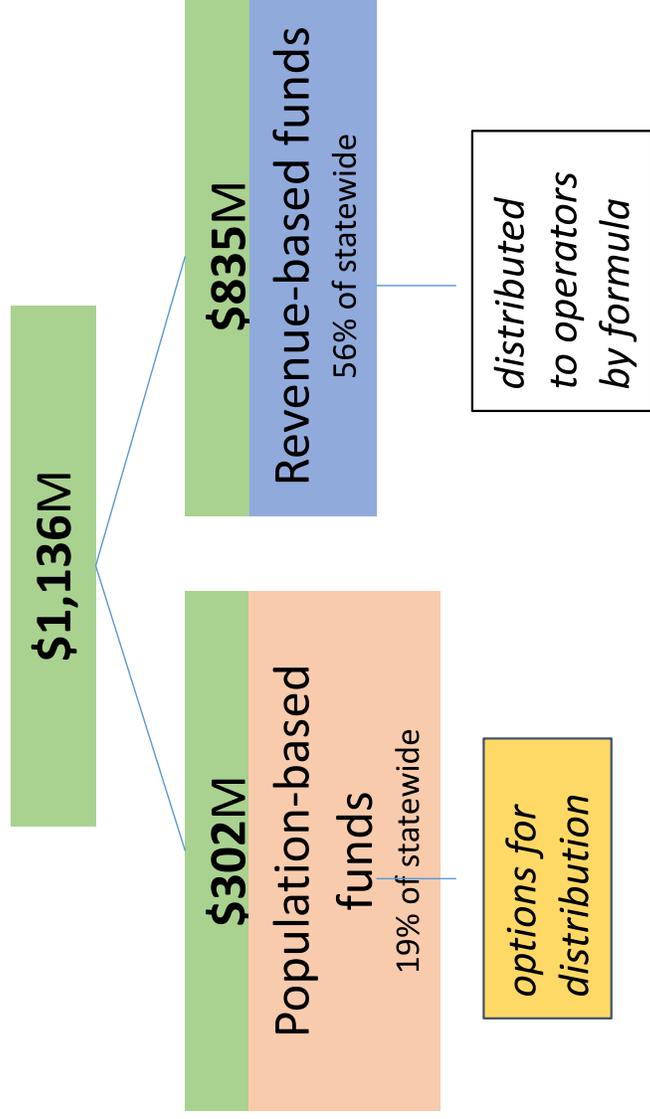
# Low Carbon Transit Operations (LCTOP) Original Framework (Pre-legislation)



MTC Approved Framework December 2013 (MTC Res. 4130) (\$ millions)	
ACE	\$ 1.8
Caltrain	\$ 35.0
CCCTA	\$ 10.3
City of Dixon*	\$ -
ECCTA	\$ 8.1
City of Fairfield	\$ 2.9
GGBHTD	\$ 22.0
LAVTA	\$ 5.4
NCPTA	\$ 2.5
City of Petaluma*	\$ -
City of Rio Vista*	\$ -
SamTrans	\$ 44.0
City of Santa Rosa	\$ 9.7
Solano County Transit	\$ 4.8
Sonoma County Transit	\$ 4.3
City of Union City	\$ 1.5
City of Vacaville**	\$ 1.3
VTA	\$ 140.0
WCCTA	\$ 3.8
WETA	\$ 2.7
<b>SUBTOTAL</b>	<b>\$ 300</b>
AC Transit	\$ 35.0
BART	\$ 54.0
SFMTA	\$ 111.0
<b>SUBTOTAL</b>	<b>\$ 200</b>
<b>Total</b>	<b>\$ 500</b>

\*Operator without funding commitment through MTC Resolution 4130  
\*\* Vacaville does not receive STA Revenue-based funds

# LCTOP Formula: \$1,136 M to Bay Area\*



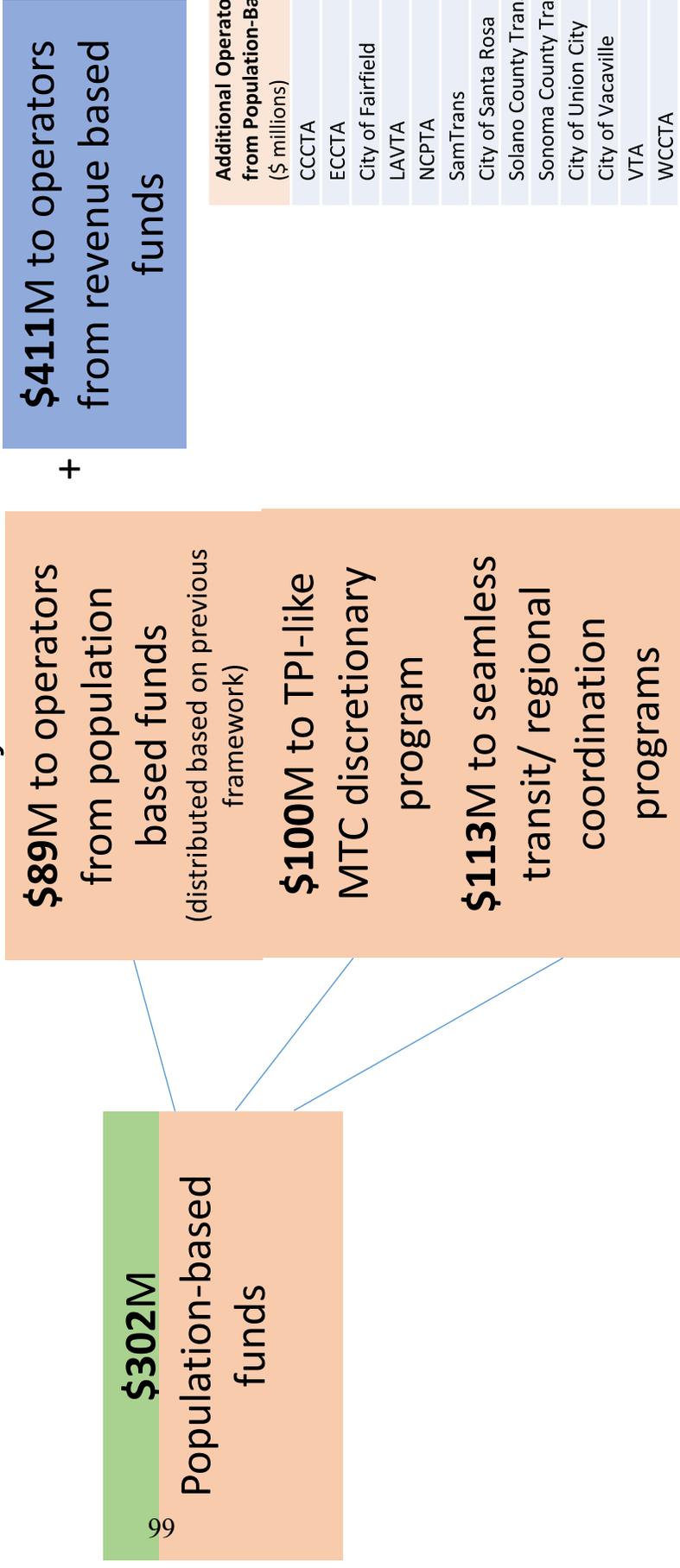
Low Carbon Transit Operations Program Rev.-Based Funding (\$ millions)	
ACCMA - Corresponding to ACE**	1.8
Caltrain	44.4
CCCTA	5.0
City of Dixon**	0.0
ECTA	2.3
City of Fairfield	0.9
GGBHTD	37.9
City of Healdsburg**	0.0
LAVTA	2.1
NCPTA	0.4
City of Petaluma**	0.2
City of Rio Vista**	0.0
SamTrans	32.4
City of Santa Rosa	1.1
Solano County Transit	2.3
Sonoma County Transit	1.3
City of Union City	0.4
City of Vacaville*	-
VTA	99.1
VTA - Corresponding to ACE	2.0
WCCTA	2.6
WETA	10.3
<b>SUBTOTAL</b>	<b>247</b>
ACTransit	70.8
BART	197.2
SFMTA	320.2
<b>SUBTOTAL</b>	<b>588</b>
<b>REVENUE-BASED TOTAL</b>	<b>835</b>

\* Assumes \$2.5B/year in Cap and Trade revenue over 25 years

# LCTOP - Population-based funds Option 1

2/3 to regional initiatives, 1/3 to maintain previous \$500M framework funding levels

*Maintain \$500M existing framework*

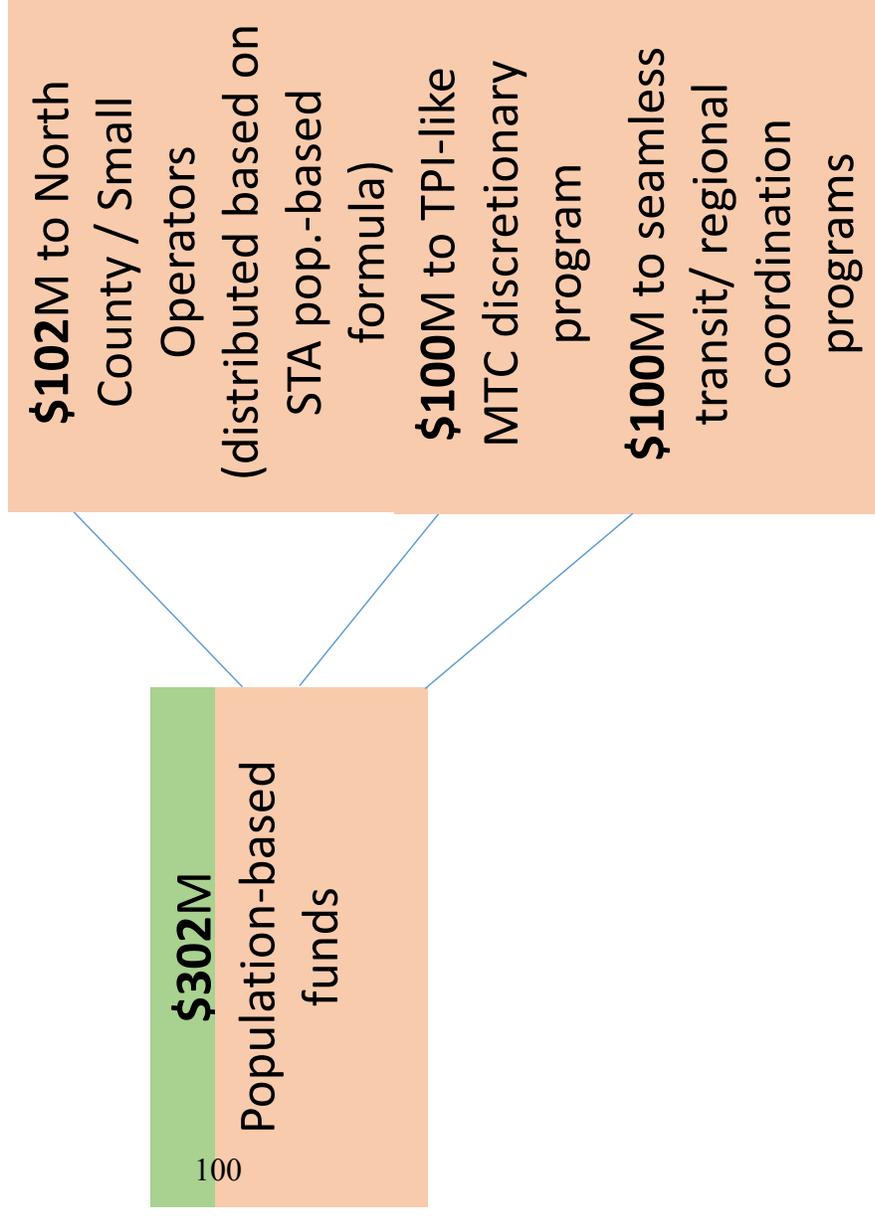


Additional Operator Distribution from Population-Based Funds (\$ millions)	
CCCTA	5.3
ECCTA	5.8
City of Fairfield	2.0
LAVTA	3.3
NCPTA	2.1
SamTrans	11.6
City of Santa Rosa	8.6
Solano County Transit	2.5
Sonoma County Transit	3.0
City of Union City	1.1
City of Vacaville	1.3
VTA	40.9
WCCTA	1.2
<b>SUBTOTAL</b>	<b>\$ 89</b>

Assumes \$2.5B/year over 25 years

# LCTOP - Population-based funds Option 2

2/3 to regional initiatives, 1/3 to North County/Small Operators



Assumes \$2.5B/year over 25 years

Additional Operator Distribution from Population-Based Funds (\$ millions)	
CCCTA	20.4
ECCTA	12.3
LAVTA	8.4
NCPTA	5.8
City of Union City	3.0
WCCTA	2.7
Marin County Operators (TBD)	10.8
Solano County Operators (TBD)	17.5
Sonoma County Operators (TBD)	20.6
<b>SUBTOTAL</b>	<b>\$ 102</b>

# Affordable Housing and Sustainable Communities Program

- **Tied to One Bay Area Grant Program in current MTC framework**
- **Bay Area could receive estimated \$3.7 billion from AHSC over 25 years, statewide discretionary program**
- **Draft revised guidelines currently out for comment, some significant program changes**
- **Proposal:**
  - Continue to advocate for Bay Area projects and provide assistance to potential Bay Area applicants
  - Focus on affordable housing and Transit-Oriented Development-related transportation projects
  - Formalize MTC principles used for FY14-15 program

# Climate Initiatives and Goods Movement

- **Current MTC framework includes these categories as placeholders, however, no corresponding state programs were enacted.**
- **40% of state Cap and Trade funding remains “uncommitted”**
- **Proposal:**
  - Remove reference and funding for Climate Initiatives and Goods movement, replace with TBD
  - Continue to advocate for funding for specific projects or programs as opportunities arise
    - Potential guides will be Climate Pilot Program, Goods Movement Plan, and Freight Emission Reduction Plan

# High Speed Rail

- **25% of state Cap and Trade funding for High Speed Rail**
- **High Speed Rail Authority is part of the 9-party agreement to fund the Caltrain Electrification Program through High Speed Rail bonds (Prop 1A)**

105 ➤

## **Proposal:**

- Continue coordination with High Speed Rail Authority on Bay Area segment and interoperability with existing services
- Continue to advocate for funding for specific projects or programs as opportunities arise



# Next Steps

## Proposed Schedule:

- October 14<sup>th</sup> Programming and Allocations Committee direction
- October/November/December — Input from partner agencies, Policy Advisory Council, interested stakeholders
- Staff recommendation for consideration in early 2016

## ATTACHMENT B

### Comments:

1. Under MTC's proposed framework for the LCTOP population-based funding, STA prefers option 2, which would distribute \$17.5 million to Solano County Operators; and
2. STA requests that MTC expands its proposed AHSC focus to include ICP projects, as well as TOD.

Project Priorities:

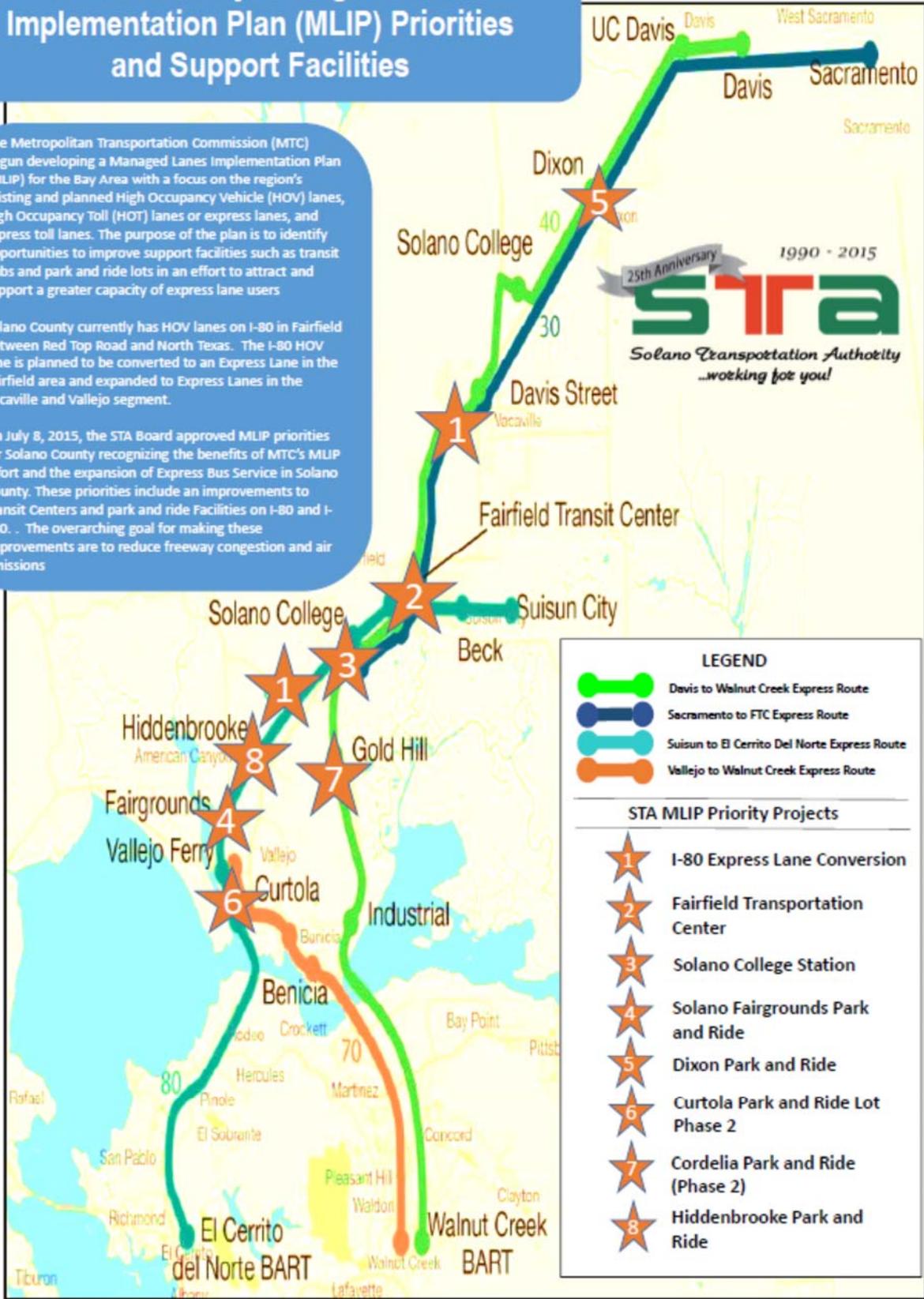
1. SolanoExpress Bus Replacement
2. Fairfield-Vacaville Train Station
3. STA MLIP Priority Projects (Attachment D)

# Solano County Managed Lanes Implementation Plan (MLIP) Priorities and Support Facilities

The Metropolitan Transportation Commission (MTC) began developing a Managed Lanes Implementation Plan (MLIP) for the Bay Area with a focus on the region's existing and planned High Occupancy Vehicle (HOV) lanes, High Occupancy Toll (HOT) lanes or express lanes, and express toll lanes. The purpose of the plan is to identify opportunities to improve support facilities such as transit hubs and park and ride lots in an effort to attract and support a greater capacity of express lane users.

Solano County currently has HOV lanes on I-80 in Fairfield between Red Top Road and North Texas. The I-80 HOV lane is planned to be converted to an Express Lane in the Fairfield area and expanded to Express Lanes in the Vacaville and Vallejo segment.

On July 8, 2015, the STA Board approved MLIP priorities for Solano County recognizing the benefits of MTC's MLIP effort and the expansion of Express Bus Service in Solano County. These priorities include an improvements to Transit Centers and park and ride Facilities on I-80 and I-680. . The overarching goal for making these improvements are to reduce freeway congestion and air emissions



**LEGEND**

- Davis to Walnut Creek Express Route
- Sacramento to FTC Express Route
- Suisun to El Cerrito Del Norte Express Route
- Vallejo to Walnut Creek Express Route

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**STA MLIP Priority Projects**

- ★ 1 I-80 Express Lane Conversion
- ★ 2 Fairfield Transportation Center
- ★ 3 Solano College Station
- ★ 4 Solano Fairgrounds Park and Ride
- ★ 5 Dixon Park and Ride
- ★ 6 Curtola Park and Ride Lot Phase 2
- ★ 7 Cordelia Park and Ride (Phase 2)
- ★ 8 Hiddenbrooke Park and Ride

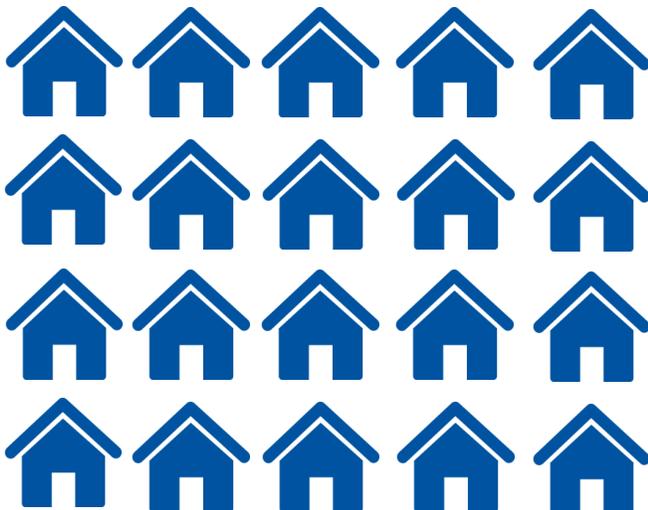
# Fairfield/Vacaville Intermodal Station



## Projected Ridership

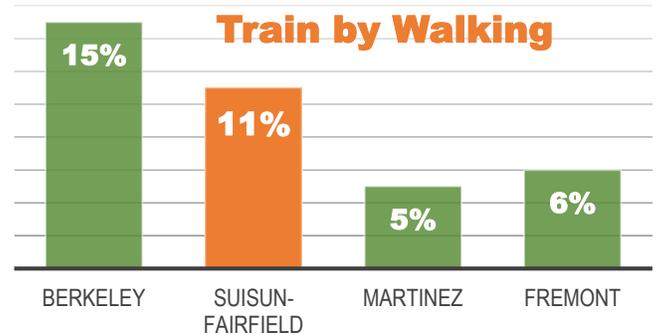


**6,800** Planned New Housing Units Nearby



**3,637,708** passenger miles from Solano riders in 2014

## Passengers Accessing Train by Walking





DATE: December 30, 2015  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's Final Draft 2016 Legislative Priorities and Platform and Legislative Update

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**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:**

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants.

The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. The STA Technical Advisory Committee (TAC), STA Transit Consortium and the general public had opportunity to review the Draft 2016 Legislative Platform and Priorities through November 30, 2015. No comments were received by the deadline. Staff has proposed edits to the Platform that was last presented which are shown with tracked changes (Attachment C).

STA staff recommends adoption of the Final Draft 2016 Legislative Platform and Priorities.

STA staff met with the four cities collectively funding STA's federal lobbyist contract on December 16, 2015 to prepare for a 2016 visit to Washington DC. Staff provided an update to the TAC of one proposed change to the Legislative Priorities result from this meeting. That change was approved by the TAC as indicated in the marked-up draft copy (Attachment C) to add an item to the Legislative Objectives section as follows:

To create consistency in the application of Federal regulations (i.e. ADA), advocate for the establishment of a Federal definition establishing the threshold between maintenance and improvement in paving as "more than one-inch". This would mirror the threshold used in the State of California Streets for roads.

Staff will continue to work with Public Works staff to try to identify other agencies interested in pursuing this effort.

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

The Legislature is in the midst of its interim recess and will reconvene on January 4, 2016 to begin the second year of the two-year legislative session. In total, the Governor signed 808 bills and vetoed 133 bills in 2015. On or before January 10, the Governor will release the

Administration's proposed 2016-17 budget. Staff plans to have a summary of the new budget available at the Board meeting on January 13<sup>th</sup>.

The Governor's Special Session did not result in an agreement for long-term funding for transportation infrastructure. Assembly Transportation Committee Chair Jim Frazier (D-Antioch) continues to work on a long-term transportation funding package, and he released his legislative Assembly Bill (AB) 1591 on January 6<sup>th</sup>. The press release and the fact sheet (Attachments E and F) are attached for your information. As staff analyzes the bill with our state legislative advocates, further recommendations will be brought to the next Board meeting.

The State Board of Equalization is considering making another adjustment to the excise tax on gas due to the continued lower gas prices. The range is anywhere from 2 to 6 cents downward, which will further devastate the STIP, and further reduce the amount of funding to cities and counties for local streets and roads. A formal announcement is expected in March, but our legislative advocates and many of our partner agencies throughout the state are already in discussions with state administrators about this issue.

STA, Caltrans and CHP staff met with Assemblyman Frazier and the Assembly Transportation Committee staff on November 9, 2015 to provide information and a tour of some of Solano's priority projects: I-80 Cordelia Truck Scales, I-80/I-680/SR 12 Interchange, Green Valley Initial Construction Package, Jepson Parkway, and SR 12 East to Rio Vista.

STA's state legislative advocate will work with STA staff to schedule project briefings in early 2016 with each of Solano's state legislators and their staff (as well as key state agency staff) to provide the current status of STA priority projects and discuss future funding.

Attachment A includes more details regarding the Transportation Special Session called by Governor Brown, as well as Cap and Trade funding.

#### Federal Legislative Update (Akin Gump):

Congress returned from the Thanksgiving recess to face a number of deadlines that impact federal transportation policies – the surface transportation reauthorization, fiscal year 2016 appropriations, and reauthorization of expired tax extenders, which includes the transit commuter benefit.

#### ***Surface Transportation Reauthorization:***

The House and Senate convened a formal conference on multi-year surface transportation reauthorization legislation on November 19. Staff worked through the recess to reach an agreement on the conference report by November 30, the date that Congress returned from the holiday. Akin Gump has summarized the Fixing America's Surface Transportation (FAST) Act (Attachment D) that was approved by both the House and the Senate and signed by the President.

#### ***Fiscal Year 2016 Appropriations***

Just prior to adjourning on December 18, Congress passed and the President signed into law a \$1.9 trillion spending bill for fiscal year 2016. The omnibus appropriations law includes \$57.6 billion for Transportation-HUD (THUD) programs, an over \$5 billion increase over fiscal year 2015. The higher funding reflects the increased domestic discretionary funding provided by the Bipartisan Budget Act of 2015, which was enacted on November 2, 2015 and the surface transportation funding levels provided in the recently passed FAST Act. Attachment B provides more detail on this spending bill.

***National Environmental Policy Act (NEPA) Proposed Rule***

On November 20, the Federal Highway Administration and Federal Transit Administration published a joint notice of proposed rulemaking to implement MAP-21's revisions to federal environmental review. The joint proposal would amend the agencies' implementing regulations under the National Environmental Policy Act as well as Section 4(f) of the Department of Transportation Act, and would make additional clarifying changes. Comments on the proposal are due January 19, 2016. See Attachment D for further explanation of the proposed rule.

The rulemaking is expected to address programmatic approaches for environmental reviews. Staff is working on a comment letter to submit regarding this proposed rule.

**Fiscal Impact:**

None.

**Recommendation:**

Adopt the STA's 2016 Legislative Priorities and Platform.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Draft 2015 Legislative Priorities and Platform with Tracked Changes (Redline)
- D. Analysis of FAST Act
- E. Transportation Funding Press Release
- F. AB 1591 Fact Sheet

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

January 4, 2016

**TO:** Board of Directors, Solano Transportation Authority

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

**RE: STATE LEGISLATIVE UPDATE – January 2016**

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***Legislative Update***

The Legislature reconvened from its mid-session recess on January 4 to begin the second year of the two-year legislative session. On or before January 10, the Governor will release the Administration's proposed 2016-17 budget. Below, under ***Bills of Interest***, we have provided a status update on bills we have been tracking for the STA Board.

***Transportation Special Session***

After several informational and policy hearings, the special session on transportation, called by the Governor on June 16, failed to produce a comprehensive transportation funding plan for consideration. In the final days of the legislative session, Governor Brown announced a \$3.6 billion proposal that would fund state highways, goods movement, local streets & roads, public transit, and complete streets, as well as \$890 million in one-time funding from early loan repayments. The ongoing proposal would be paid for using a mix of fuel excise tax increases, increased vehicle registration fees, and Cap and Trade revenue.

Governor Brown's proposal failed to gain any traction in the waning days of the session and it was ultimately decided that the Legislature would convene a conference committee, made-up of 10 members of the Legislature, including Senators Beall (D-San Jose, Co-Chair), Allen (D-Santa Monica), Leyva (D-Chino), Cannella (R-Ceres), and Gaines (R-El Dorado Hills) and Assembly Members Gomez (D-Los Angeles, Co-Chair), Mullin (D-South San Francisco), Burke (D-Inglewood), Melendez (R-Lake Elsinore) and Obernolte (R-Big Bear Lake). The conference committee held its first two hearings on October 16 (Sacramento) and October 21 (Ontario). The hearings were primarily focused on the needs of state highways and local streets & roads, but there was some discussion of the Governor's proposal to fund transit and how the Cap and Trade funding would be appropriated. It is rumored that the Conference Committee members have been meeting behind closed doors with the goal of finding a solution. As mentioned above, the Legislature reconvenes in early January and at that time, could consider the plan developed by the Conference Committee should one materialize.

In the meantime, we believe Assembly Transportation Committee Chair Jim Frazier (D-Antioch) continues to support a larger, more comprehensive transportation funding package. We have also heard

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

Senator Beall is working on a revised plan, expanding on the proposal put forth by the Governor. We anticipate both of these proposals may be released on the coming weeks.

### **Cap and Trade**

The Legislature has yet to propose a spending plan for the majority of the remaining 40 percent of the Cap and Trade revenues that aren't subject to continuous appropriation. As part of his January 2015 Budget, the Governor proposed investments in clean transportation, sustainable forestry, clean energy, water efficiency, and waste diversion. With the release of his proposed transportation funding plan, the Governor pivoted slightly and included a significant level of additional investment in transit and complete streets. The Legislature and the Governor will revisit Cap and Trade funding when they return in January and a plan may be included as part of the January 2016 budget release.

The Air Resources Board conducted its second auction of the 2015-16 Fiscal Year on November 17, from which the state collected \$657 million. Combined with the \$645 million in revenue generated at its August 18 auction, the state has collected \$1.3 billion to date, with two auctions remaining in the fiscal year.

### **Special Session Bills of Interest**

#### **ABX1 1 (Alejo)**

This bill would undo the statutory scheme that allows vehicles weight fees from being transferred to the general fund from the State Highway Account to pay debt-service on transportation bonds and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. The Board is in SUPPORT of this bill. ***The STA Board SUPPORTS this bill (Board Action: 7/8/15).***

#### **ABX1 2 (Perea) and SBX1 14 (Cannella) 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. ***The STA Board SUPPORTS ABX1 2 (Board Action: 7/8/15).***

#### **ABX1 24 (Levine and Ting) Bay Area Transportation Commission**

Effective January 1, 2017, this bill would recast the Metropolitan Transportation Commission (MTC) as the Bay Area Transportation Commission (BATC) and merge the responsibilities of the Bay Area Toll Authority with the new Commission. The bill would require BATC commissioners to be elected by districts comprised of approximately 750,000 residents and award districts with a toll bridge two seats on the Commission. ***The STA Board OPPOSES ABX1 24 (Board Action: 10/15/15)***

#### **SBX1 1 (Beall) Transportation Funding**

This bill, like the author's SB 16, would increase several taxes and fees, 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 12 and 22 cents, respectively; increase the vehicle registration fee by \$35; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; create a new \$35 road access charge on each vehicle; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$3-\$3.5 billion per year. ***The STA Board SUPPORTS this bill (Board Action: 7/8/15).***

**Regular Session Bills of Interest**

*(The bills listed below are active and could be moved in the second year of the two-year session.)*

**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 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 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 779 (Garcia) Congestion Management Programs**

This bill would delete the level of service standards as an element of a congestion management program in infill opportunity zones and revise and recast the requirements for other elements of a congestion management program. ***Bay Area CMA Planning Directors are analyzing this 2-year bill.***

**AB 1098 (Bloom) Congestion Management Plans**

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 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. ***This bill is unlikely to move as Assembly Member Perea resigned effective December 31, 2015.***

**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. ***The STA Board SUPPORTS this bill (Board Action: 6/10/15).***

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

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

**SB 254 (Allen) Highway Relinquishments**

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

**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

December 30, 2015

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

In December Susan Lent presented to the Solano Transportation Board and at the Board meeting regarding developments in Washington and opportunities for STA to advance its objectives in 2016. She provided an update regarding the recently enacted multiyear transportation legislation, titled the Fixing America's Surface Transportation (FAST) Act. We also monitored and advised STA staff regarding developments with the annual funding legislation for fiscal year 2016.

**Surface Transportation Reauthorization**

On December 4, President Obama signed into law the FAST Act, which authorizes \$305 billion for highway and transit programs over five years. We previously provided detailed summaries of the legislation to you. Among other things, the bill establishes a new discretionary freight program, titled the Nationally Significant Freight and Highway Projects Program, a new formula program for freight infrastructure projects, titled the National Highway Freight Program, a new discretionary grant program for buses and bus facilities and establishes an Advanced Transportation and Congestion Management Technologies Deployment grant program to fund model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Finally, the bill includes sweeping provisions intended to streamline the environmental review and project delivery process. We are working with STA staff to match priority projects with funding programs.

**Fiscal Year 2016 Appropriations**

Just prior to adjourning on December 18, Congress passed and the President signed into law a \$1.9 trillion spending bill for fiscal year 2016. The omnibus appropriations law includes \$57.6 billion for Transportation-HUD (THUD) programs, an over \$5 billion increase over fiscal year 2015. The higher funding reflects the increased domestic discretionary funding provided by the

Solano Transportation Authority  
December 30, 2015  
Page 2

Bipartisan Budget Act of 2015, which was enacted on November 2, 2015 and the surface transportation funding levels provided in the recently passed FAST Act.

The bill includes \$42.3 billion for highway programs, a more than \$2 billion increase over fiscal year 2015 appropriations, and \$9.3 billion for transit programs, an increase of about \$725 million. The bill includes \$500 million for the TIGER grant program. The bill includes \$1.68 billion for rail programs (versus \$1.62 billion in fiscal year 2015). Of that funding, \$1.39 billion is available for Amtrak capital and operating expenses, \$50 million for Railroad Safety Grants, \$25 million for rail infrastructure improvements and \$25 million for positive train control grants.

### **Commuter Tax Benefit**

Congress extended the commuter benefit for public transportation riders as part of a package of tax credits enacted as part of the omnibus spending bill. The provision mandates and makes permanent parity for the transit commuters and increases the credit from the current \$130 to \$250. Also included in this agreement was an extension of the Alternative Fuels Tax Credit and the Alternative Fuels Property (Infrastructure) Credit for fiscal years 2015 and 2016.



**Solano Transportation Authority**  
**FINAL DRAFT 2016 Legislative Priorities and Platform**

For ~~Consortium/TAC/STA Board~~ Consideration ~~12/15-163/156~~



**PROJECTS AND FUNDING PRIORITIES**

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

Roadway/Highway:

I-80 Corridor Freight Mobility Improvements

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

• Access to Federal Facility (Travis Air Force Base)

- Jepson Parkway

Transit Centers:

Tier 1:

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

Tier 2:

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

**Federal Funding**

**1. Roadway/Highway**

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

## 2. Transit Centers

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

## 3. Programs

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

- [Identify federal fund source for interchange improvements along I-80 corridor](#)
- Rail Crossings/Grade Separations
  - Candidate for TIGER or Nationally Significant Freight and Highway Projects grant
  - Eligible for funding under National Highway Performance Program, Surface Transportation Program, National Freight Program and Highway Safety Improvement Program
  - Grade crossing eligible for funding under Highway Safety Improvement Program
- Mobility Management
  - Eligible for Transportation for Elderly Persons and Persons with Disabilities formula program
  - Eligible for federal transit funds distributed by formula
- Safe Routes to School
  - Seek funding from Surface Transportation Program

## State Funding

### 1. Active Transportation

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

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### 2. Cap and Trade

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

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### 3. Freight/Goods Movement

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

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### 4. ITIP

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

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### 5. RTIP

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

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### 6. SHOPP

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

- SR 113 Rehabilitation

## LEGISLATIVE ~~PRIORITIES~~ OBJECTIVES

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

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

20. [To create consistency in the application of Federal regulations \(i.e. ADA\), advocate for the establishment of a Federal definition establishing the threshold between maintenance and improvement in paving as "more than one-inch". This would mirror the threshold used in the State of California Streets for roads.](#)

~~Advocate for the Federal requirement of the one inch resurfacing threshold for streets, roads and highway be defined as "maintenance" versus "alteration" to mirror the State of California Streets and Roads requirements.~~

## LEGISLATIVE PLATFORM

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

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

### II. Climate Change/Air Quality

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

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

### III. Employee Relations

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

#### IV. Environmental

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

#### V. Water Transport

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

## VI. Funding

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

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

## VII. Project Delivery

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

environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

## **VIII. Rail**

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

## **IX. Safety**

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

## X. Transit

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

## XI. Movement of Goods

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

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# Akin Gump

STRAUSS HAUER & FELD LLP

## Summary of the Fixing America's Surface Transportation (FAST) Act December 2, 2015

On December 1, House and Senate conferees reached agreement on a five-year \$305 billion surface transportation bill titled *the Fixing America's Surface Transportation (FAST) Act*. The bill increases funding for highway programs by 15.1 percent from \$40.3 billion to \$46.4 billion by fiscal year 2020. It increases the core transit program by 17.8 percent from \$10.7 billion to \$12.6 billion in fiscal year 2020. The House and Senate are expected to vote on the bill tomorrow and the President is expected to sign it into law by Friday, December 4 before the current extension of law expires.

The following is a summary of certain portions of the bill:

### I. Highway Program

- Coverts STP program to a block grant program giving states more flexibility over how they spend their funds.
  - Program has broad eligibility and subsumes the Transportation Alternatives program.
  - Increases STP funding distributed to local governments from 50 percent to 55 percent over the life of the bill.
  - Allows states to use STP funds to establish office to assist with design, implementation, and oversight of public-private partnerships eligible to receive federal highway and transit funding and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs.
- Allows states and MPOs to obligate CMAQ funds to most cost-effective seven projects to reduce emissions from port-related landside nonroad or on-road equipment operated within the boundaries of a PM 2.5 nonattainment or maintenance area.
- Expands definition of innovative project delivery eligible for 100 percent federal to projects that use innovative pavement materials that have a demonstrated life cycle of 75 or more years, are manufactured with reduced greenhouse gas emissions, and reduce construction-related congestion by rapidly curing.
- Requires public authority's with jurisdiction over HOV lanes to notify the Secretary of Transportation within 180 days after the facility is degraded and to submit a plan for making significant progress toward bringing the facility into compliance with the minimum average operating speed performance standard, including: increasing the occupancy requirement for HOV lanes; varying the toll charged to vehicles to reduce demand; discontinuing allowing non-HOV vehicles to use HOV lanes; or increasing the available capacity of the HOV facility.

- Requires annual updates regarding compliance.
- The Secretary may impose sanctions if the authority fails to bring the road into compliance, however, the Secretary may waive the compliance requirements if the waiver is in the best interest of the traveling public, the public authority is making a good faith effort to improve the performance of the facility and is taking the steps described above. As a condition of the waiver the Secretary may require the authority to take additional steps to maximize the operating speed of the road.
- Requires an HOV facility located in a metropolitan area that is on the interstate system and charging tolls to consult with the MPO regarding the placement and amount of tolls.
- Authorizes a state transportation agency to relinquish park-and-ride lot facilities or portions of park-and-ride lot facilities to a local government agency for highway purposes if authorized to do so under State law if the agreement providing for the relinquishment provides that rights-of-way on the Interstate System will remain available for future highway improvements; and modifications to the facilities that could impair the highway, or interfere with the free and safe flow of traffic are subject to the approval of the Secretary.

## II. Transit Program

- Changes bus and bus facilities program to add a discretionary grant program.
  - Formula component funded at \$427.8 million in fiscal year 2016, \$436 million in fiscal year 2017, \$445.5 million in fiscal year 2018, \$ \$454.9 million in 2019 and \$464.6 million in 2020.
  - Discretionary component funded at \$268 million in fiscal year 2016, \$283.6 million in fiscal year 2017, \$301.5 in fiscal year 2018, \$322 million for fiscal year 2019 and \$344 million for fiscal year 2020.
  - Moves the low and no emission grant program within the discretionary bus program.
  - Directs the Secretary to consider the age and condition of buses, bus fleets, related equipment, and bus-related facilities in making grants.
  - Allows states to submit statewide application
  - Allows recipients in a state to pool formula funds to accommodate larger scale procurements.
- The section 5340 high density formula component is funded at \$263.9 million for fiscal year 2016, \$265 million for fiscal year 2017, \$266.6 million for 2018, \$268 for fiscal year 2019 and \$269 for fiscal year 2020.
- The new starts share for full funding grant agreements is limited to 60 percent, but small starts projects can receive up to 80 percent funding under program.

- Allows use of revenue generated from value capture financing mechanisms as local matching funds for capital projects eligible operating costs.
- Requires the Secretary to review safety standards and protocols and evaluate the need to establish federal minimum public transportation safety standards.
- Establishes program for the expedited delivery of up to eight new fixed guideway capital projects, core capacity improvement projects and small start projects that have a federal interest of less than 25 percent and utilize public private partnerships.
  - Grantee must repay federal funds if project is not completed.
- Establishes pilot program for Innovative Coordinated Access and Mobility to provide grants for innovative projects that improve the coordination of transportation services and non-emergency medical transportation, including the deployment of technology.
- Includes the following Buy America provisions:
  - If the Secretary denies a request for a Buy America waiver, he must certify in writing that the item is produced in the United States in a sufficient and reasonably available amount and the item is of satisfactory quality, and to list known manufacturers in the United States from which the item can be obtained.
  - Allows rolling stock manufacturers that procure iron and steel produced in the United States, to include the cost of that iron and steel in the domestic content calculation when such iron or steel is used in rolling stock frames and car shells, regardless of where they are produced, provided the iron or steel is produced in the United States.
- Establishes pilot program to allow up to three geographically diverse nonprofits to host cooperative procurement contracts.
- Removes regulatory requirements associated with leasing transit assets.

### III. Freight Policy and Funding

Establishes National Surface Transportation and Innovative Finance Bureau within DOT to serve as one-stop-shop for states and local governments to receive federal financing or funding assistance, as well as technical assistance.

- Establishes Nationally Significant Freight and Highway Projects Program

- Program funded at \$800 million in fiscal year 2016, \$850 million in fiscal year 2017, \$900 million in fiscal year 2018, \$950 million in fiscal year 2019 and \$1 billion in fiscal year 2020.
  - Up to \$500 million may be spent on multimodal projects. Highway-grade separation and at grade crossing projects do not count against the \$500 million cap.
  - States, MPOs representing areas with a population of more than 200,000, local units of government, special purpose districts or public authorities with a transportation function, including a port authority, and federal land management agencies are eligible to apply.
  - Minimum project threshold is \$100 million. Minimum grant amount is \$25 million.
  - Ten percent set-aside for projects that do not meet this \$100 million threshold.
  - Federal share is 60 percent, but other federal funds can be combined provided total federal funds cannot exceed 80 percent.
  - Secretary must consider project's significance and value, readiness, local funding commitment, ability of the project sponsor to construct the project, need for the federal funding to be able to complete the project and ability of the project sponsor to begin construction not later than 18 months after the date of obligation of funds for the project.
  - Bill provides that the Secretary should consider utilization of nontraditional financing, innovative design and construction techniques, or innovative technologies as well as utilization of non-Federal contribution and geographic distribution of projects.
  - Congress has oversight of final project selections, and may pass joint resolution disapproving of projects selected.
  - Funds under this program may be used to pay subsidy and administrative costs necessary to provide the entity Federal credit assistance for the project.
- Establishes National Highway Freight Program
    - Formula program distributed to states. Funded at \$1.15 billion in fiscal year 2016, \$1.1 billion in fiscal year 2017, \$1.2 billion in fiscal year 2018, \$1.2 billion in fiscal year 2018, \$1.35 billion in fiscal year 2019 and \$1.5 billion in fiscal year 2020.
    - States must have State Freight Plan as a condition of receiving funding.
- Federal Highway Administrator is directed to establish a national freight network.
  - Establishes multimodal freight policy and a multimodal freight network and calls for a multimodal National Freight Strategic Plan. It encourages the continuation of State Freight Advisory Committees.
  - Establishes a process for designating and redesignating the primary highway freight system including adding miles.

#### IV. Environmental Streamlining

- Allows the Secretary to make a finding under NEPA that there is no feasible or prudent alternative to avoid use of a historic site and if State historic preservation officer, tribal historic preservation officer; Council on Environmental Quality (if applicable) and Secretary of the Interior concur, then no further analysis or consultation is required.
- Establishes criteria for programmatic reviews, including timeline for updating an out-of-date review; relationship between any programmatic analysis and future tiered analysis; and the role of the public in the creation of future tiered analysis; and provide notice and public comment opportunities.
- Directs lead agencies to consider and respond to comments received from participating agencies on matters within the special expertise or jurisdiction of those agencies.
- Requires, to the maximum extent practicable and consistent with Federal law, all federal permits and reviews for a project shall rely on a single environment document prepared under NEPA.
- States that a participating agency shall provide comments, responses, studies or methodologies on areas within the special expertise or jurisdiction of the agency; and use the process to address any environmental issues of concern to the agency.
- Not later than 45 days after the publication of a notice of intent to prepare an environmental impact statement or the initiation of an environmental assessment, the Secretary shall provide to the project sponsor a written response that describes the determination of the Secretary to initiate the environmental review process, including a timeline and an expected date for the publication in the Federal Register of the relevant notice of intent; or to decline the application, including an explanation of the reasons for that decision; or request additional information, and provide to the project sponsor an accounting regarding what documentation is necessary to initiate the environmental review process.
- A participating agency that declines to participate in the development of the purpose and need and range of alternatives for a project shall be required to comply with the environmental review schedule.
- To the maximum extent practicable and consistent with Federal law, the range of alternatives determined for a project shall be used for all Federal environmental reviews and permit processes unless the alternatives must be modified to address significant new information or circumstances or for the lead agency or a participating agency to fulfill the responsibilities of the agency under NEPA.
- The lead agency may eliminate from detailed consideration an alternative proposed in an environmental impact statement if the lead agency determines that the alternative was considered in a metropolitan planning process or a State environmental review process by a metropolitan planning organization or a State or local transportation agency, the lead agency provided guidance to the metropolitan planning organization or State or local transportation agency regarding the analysis of alternatives, there was an opportunity for public comment;

the metropolitan planning organization or State or local transportation agency rejected the alternative after considering public comment; the Federal lead agency independently reviewed the alternative evaluation approved by the metropolitan planning organization or State or local transportation agency; and the Federal lead agency determined in consultation with federal participating or cooperating agencies, that the alternative to be eliminated from consideration is not necessary for compliance with NEPA or with the concurrence of Federal agencies with jurisdiction over a permit or approval required for a project, that the alternative is not necessary for any permit or approval.

- Any issue resolved by the lead agency with the concurrence of participating agencies may not be reconsidered unless significant new information or circumstances arise.
- The Secretary may allow a public entity receiving financial assistance to provide funds to federal agencies, State agencies, and Indian tribes participating in the environmental review process for the project or program.
- To the maximum extent practicable, the lead agency shall develop a single document that consists of a final environmental impact statement and a record of decision.
- Requires a rulemaking on implementing programmatic approaches to environmental reviews.
- Allows for the adoption or incorporation by reference of planning products by the lead agency in the NEPA proceedings and by cooperating agencies with respect to any permits required under laws other than NEPA provided that the planning process considered systems-level or corridor-wide transportation needs and potential effects, included public notice that the planning products produced in the planning process may be adopted during a subsequent environmental review process and provided an opportunity for public comment and there is no significant new information or new circumstance that has a reasonable likelihood of affecting the continued validity or appropriateness of the planning product
- An agency participating in the environmental review process under this section shall provide comments, responses, studies or methodologies on those areas within the special expertise or jurisdiction of the agency; and use the process to address any environmental issues of concern to the agency.
- Requires the lead agency, in consultation with participating agencies, to develop, as appropriate, a checklist to help project sponsors identify potential natural, cultural, and historic resources in the area of a project to identify agencies and organizations that can provide information about natural, cultural, and historic resources; to develop the information needed to determine the range of alternatives; and to improve interagency collaboration to help expedite the permitting process for the lead agency and participating agencies.
- Establishes a pilot program to allow up to 5 states to substitute their own environmental laws and regulations for NEPA if the state's laws and regulations are at least as stringent as NEPA. A state with an approved program may allow up to 25 local governments to participate.
  - Secretary shall undertake a rulemaking to implement this authority.

- Establishes Federal Infrastructure Permitting Council composed of the relevant permitting agencies, including the Department of Transportation, to establish best practices and model timelines for review, designate individuals within agencies with primary responsibility for coordinating reviews and agency decisions, and shorten the time in which challenges can be made to final decisions. Applies to projects over \$200 million, including renewable or conventional energy production, electricity transmission, surface transportation, aviation, ports and waterways, water resource projects, broadband, pipelines, manufacturing, or any other sector as determined by a majority vote of the Council. The Council is required to develop performance schedules for projects that shall specify that any decision by an agency on an environmental review or authorization must be issued not later than 180 days after the date on which all information needed to complete the review or authorization.

#### V. Innovative Financing

- Funds TIFIA at \$275 million in fiscal year 2016; \$275 million in fiscal year 2017; \$285 million in fiscal year 2018; \$300 million in fiscal year 2019; and \$300 million in fiscal year 2020.
- Establishes Council on Credit and Finance within USDOT to review applications for various credit assistance programs and make recommendations to the Secretary about which applications should receive federal financing or funding assistance.
- Allows states to use National Highway Performance Program, STP block grant, and NSFHP funds to pay the subsidy and administrative costs associated with providing TIFIA credit assistance.
- Directs DOT to establish streamlined application process for use by eligible applicants that are seeking loans under \$100 million that are secured and payable from pledged revenues not affected by project performance, such as a tax-backed revenue pledge, tax increment financing, or a system-backed pledge of project revenues; and repayment of the loan commences not later than 5 years after disbursement.
- Makes transit-oriented development projects that exceed \$10 million eligible to apply for TIFIA loans
- Eliminates requirement for DOT to redistribute unobligated TIFIA funding.

The bill includes the following provisions related to other forms of credit assistance:

- Reinstates ability of a state to capitalize their state infrastructure bank with their federal-aid highway funds for fiscal years 2016 through 2020.
- Codifies an existing practice of allowing costs related to highway projects delivered by a public-private partnership that uses an advance construction authorization coupled with the availability payment concession model to be eligible for federal-aid reimbursement.

- Establishes a regional infrastructure demonstration program to assist entities in developing improved infrastructure priorities and financing strategies for the accelerated development of a project that is eligible for funding under the TIFIA program.
  - \$12 million is authorized for the program.
  - Secretary may designate regional infrastructure accelerators that will serve a defined geographic area; and act as a resource in the geographic area to qualified entities in accordance with this section.
- Modifies the Water Infrastructure Finance and Innovation Act program to allow use of tax exempt debt financing.

## VI. Intelligent Transportation Systems

- Establishes competitive advanced transportation and congestion management technologies deployment grant program to provide grants to entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.
  - Secretary shall award grants to not less than 5 and not more than 10 eligible entities.
  - Eligible projects include advanced traveler information systems; advanced transportation management technologies; infrastructure maintenance, monitoring, and condition assessment; advanced public transportation systems; transportation system performance data collection, analysis, and dissemination systems; advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications, technologies associated with autonomous vehicles, and other collision avoidance technologies; integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems; electronic pricing and payment systems; and advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals.
- Program has a 50 percent cost share.

## VII. Port Metrics

The bill provides for the collection of statistics on port capacity and throughput for the 25 largest ports to be reported annually by the Bureau of Transportation Statistics. BTS shall collect information from the relevant ports on capacity and throughput. BTS shall obtain recommendations for port performance measures, including specifications and data measurements and safeguards to protect proprietary information. Not later than 60 days after passage of the FAST Act, BTS shall commission a working group to provide recommendations to BTS includes representatives of the DOT operating administrations, other federal agency representatives and representatives of labor, ports and impacted industries.

## VIII. Export-Import Bank

Bill authorizes the Export-Import Bank through 2019.

## IX. Rail

Bill provides separate funding authorizations for the Northeast Corridor and the National Network. It also authorizes three new grant programs:

- Consolidated Rail Infrastructure and Safety Improvements grant program will support various rail projects and activities, using cost-benefit analysis principles for project selection.
- State of Good Repair grant program will fund improvements to critical rail assets with a backlog of deferred maintenance, such as Northeast Corridor infrastructure.
- Restoration and Enhancement Grant program will provide funding for the initiation or restoration of routes formerly operated by Amtrak.
- Bill creates a State-Supported Route Committee to encourage more collaboration between states, Amtrak, and DOT regarding state-supported routes for which states provide financial resources.
- The bill establishes station development and right-of-way development opportunities for the private sector and facilitates the use of local products on Amtrak routes.
- Includes provisions intended to improve the safety of highway-rail grade crossings, including grade crossing safety action plans, a private grade crossing study, and an evaluation on the use of locomotive horns at grade crossings. Additionally, the bill includes requirements to strengthen the safety of passenger rail, including locomotive recording devices, speed limit action plans, and locomotive alerters.
- Bill streamlines approval processes for Railroad Rehabilitation Financing Improvement Act (RRIF) financing.

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<b>FOR IMMEDIATE RELEASE:</b> January 6, 2016	<b>CONTACT:</b> Ella Strain 916-319-2011 <a href="mailto:Ella.Strain@asm.ca.gov">Ella.Strain@asm.ca.gov</a>
<b>ASSEMBLYMEMBER FRAZIER RELEASES BOLD          TRANSPORTATION FUNDING PACKAGE TODAY</b>	

**Sacramento, CA** – Today, Assemblymember Jim Frazier (D – Oakley), Chair of the Assembly Committee on Transportation, unveiled legislation to provide much-needed transportation funding for California.

AB 1591 will raise over \$7 billion annually and fund two major initiatives: trade corridor improvements and road maintenance and rehabilitation. "California must invest in its trade corridors if we hope to develop and sustain economic vitality. Manufacturers and farmers want to be able to move their goods to market and AB 1591 will provide the investments we need to ensure that they can," stated Frazier.

AB 1591 further answers the challenge Governor Brown made last year when he called upon the Legislature to provide \$5.9 billion annually to fix state highways. According to Frazier, "You can't put out half a fire. The funding proposals developed over the past year do not begin to sufficiently address our highway and bridge maintenance needs. Failure to adequately fund deferred maintenance is short-sighted and will leave our highways congested in gridlock."

Frazier spent the past seven months listening to the public, industry experts across the state, and his colleagues in order to develop a comprehensive plan to effectively tackle California's transportation needs. AB 1591 looks to make these investments now, rather than costing us exponentially more in the long-run.

"Anyone who travels on California's roads or rides our buses and trains can attest to the dire need for significant investment in our state's infrastructure," said

Assemblymember Anthony Rendon (D-Paramount). “I commend Assemblymember Frazier for his diligence in considering a wide variety of perspectives as he developed this proposal.”

The revenue generated in Frazier’s plan is a portfolio approach drawing equitably from multiple sources. Key components of the transportation funding package include:

- Restoring revenue from weight fees imposed on large trucks to the State Highway Account. This revenue, nearly \$1 billion, will be directed to improvements in the state's major freight corridors;
- Ensuring additional revenues generated are used to address road and bridge maintenance, rehabilitation, and, as appropriate, increases in capacity;
- Allocating cap and trade auction proceeds to transportation projects that ease congestion and therefore provide significant reductions in greenhouse gas emissions in trade corridors;
- Imposing moderate increases in gas tax, diesel tax, and vehicle registration. The state's aging infrastructure is degrading at an increasingly rapid pace. These funds will ensure existing assets are protected;
- Repaying outstanding transportation loans. These loans were made at a time when the General Fund was in crisis. That is no longer the case. These funds need to be returned to the transportation purpose for which they were intended;
- Increasing allocations to intercity rail and transit programs;
- Ensuring all vehicle owners pay to support the transportation infrastructure by imposing a nominal surcharge on electric vehicles; and
- Initiating proper oversight on highway expenditures.

To contact Assemblymember Jim Frazier please visit his website at [www.asmdc.org/frazier](http://www.asmdc.org/frazier) or call his District Offices at 707-399-3011 or 925-513-0411.

Follow Assemblymember Jim Frazier on Facebook and “Like” him for updates on events and happenings in the 11th AD.

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## ASSEMBLY BILL 1591: TRANSPORTATION FUNDING

Assemblymember Jim Frazier

### THE PROBLEM IN BRIEF:

California's transportation infrastructure is extremely underfunded, which has led to significant deferred maintenance and a lost opportunity on economic growth. The current resources are not sufficient to cover the most basic and crucial maintenance and repair of our core transportation infrastructure: state highways, local streets, roads, and bridges. Without increased funding today, the deferred maintenance will soon be too much for our state to catch up.

### BACKGROUND:

2015 was supposed to be the year to fix transportation funding in the Capitol. The Governor declared a \$6 billion a year need for basic maintenance and repairs to state highways alone and challenged the Legislature to deliver a funding plan to meet that need. A special session was called, hearings were held, and proposals and counter-proposals were floated. Nonetheless, the call for more transportation funding went unanswered.

### THE BILL:

AB 1591 answers the call for a long-term sustainable funding solution for transportation focused on relieving congestion, maintaining highways, and improving trade corridors. This bill provides nearly \$8 billion a year in additional transportation funding. It also provides clear direction as to how those funds will be used.

AB 1591 takes a broad portfolio approach to investing in our state's transportation infrastructure by:

- Increasing the excise tax on gasoline by 22.5 cents per gallon and indexing it against the Consumer Price Index every three years thereafter. Almost half of this amount (9.5 cents) will restore funding lost from declining tax revenues in just the last two years due to rate adjustments by the Board of Equalization.

Revenue raised from the gas tax increase (over \$3.3 billion annually) will be split 50/50 between the state and local transportation authorities for highway maintenance and rehabilitation, after setting a nominal portion aside to encourage state-local partnerships.

- Increasing the diesel fuel tax by 30 cents a gallon and indexing it, too. Revenue raised (\$840 million annually) will be directed right to where trucks need it most—the state's trade corridors.
- Increasing the vehicle registration fee by \$38 annually (just over 10 cents a day) and directing those funds (\$1.254 billion) to road maintenance and rehabilitation.

- Imposing an electric vehicle surcharge of \$165. Consideration will be given to delaying this fee until the second year of ownership and thereafter. Delaying this fee to the second year of ownership allows financial incentives offered at the purchase of such zero-emission vehicles to remain in full effect while ensuring they do their part to help pay for the system they travel on. The \$16 million raised will be directed to road maintenance and rehabilitation.
- Requiring repayment of outstanding transportation loans. Now that the General Fund is stable, it's time to pay these loans (\$879 million) back. Repayments will be sent directly to cities and counties to boost their road improvement efforts.
- Allocating cap and trade revenue auctions, as follows:
  - 20% (approximately \$400 million annually) for major freight corridors. Communities near our major freight corridors have borne the brunt of the nation's goods movement system. Improving congestion in these corridors will inherently improve air quality.
  - 10% (\$200 million) more for intercity rail and transit, for a total of 20% of the auction proceeds.
- Restoring the truck weight fees. Again, the General Fund is now stable. It's time for transportation dollars to go back to transportation. This restores \$1 billion to the State Highway Account where it belongs.

AB 1591 also includes greater oversight responsibilities for the California Transportation Commission over the state's roadway operation and rehabilitation efforts and imposes maintenance of effort requirements on cities and counties.

Finally, AB 1591 supports local communities and regional planning efforts to reduce greenhouse gas emissions. It provides the critical funding needed to implement sustainable communities' strategies.

### FOR MORE INFORMATION

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DATE: December 28, 2015  
TO: STA Board  
FROM: Ryan Dodge, Associate Planner  
RE: 2016 Solano Travel Safety Plan

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**Background:**

Travel safety has been a priority for Solano residents and the STA Board since the Authority's creation in 1990. As a result, the STA adopted a Travel Safety Plan in 1998.

In 2005, the STA updated the 1998 Solano Travel Safety Plan. Between 2005 and 2015, the 2005 Solano Travel Plan was useful for funding projects to improve safety throughout Solano County. Forty-five safety related projects were completed at listed locations in the 2005 plan.

The long-term trend (2005-2014) in travel safety has been for fewer crashes per 100,000 population. However, the last two years of available data (2013 and 2014) has seen that trend move back up. 2014 had the highest amount of fatalities (24) out of the last five years (2010-2014), and years 2013 and 2014 saw the highest amount of injuries (1,395 and 1,402, respectively) on local roads only (excluding interstate and state routes). Overall in the last five years on local roads only, there were over 10,500 total collisions with 87 fatalities, 6,751 non-fatal injuries, and 5,792 separate non-injury (property-damage-only) collisions in Solano County. The estimated economic cost of all collisions in Solano County for the last five years is over \$370,000,000 (\$370 million) in 2015 dollars. In order to further improve travel safety, STA decided to update the Plan in 2015 in order to move the trend back down.

**Discussion:**

The 2016 Solano Travel Safety Plan (Plan) addresses safety concerns of all people traveling on public roadways in Solano County. The Plan documents safety-related projects completed since the most recent plan update in 2005, lists locations of current priority project locations, and proposes changes to improve safety throughout the County. The Safety Plan will guide STA when prioritizing funding for plans, programs, and projects in preparation for future funding opportunities that may become available to address safety concerns at various locations throughout Solano County.

For the 2016 plan update, the STA formed the Solano Travel Safety Plan Technical Working Group with representatives from each member agency to identify current locations where safety concerns have been identified. The priorities have all been determined by member agency staff members.

The Solano Safety Plan Technical Working Group members are as follows:

<u>Member</u>	<u>Agency</u>
Jason Riley	City of Benicia
Nouae Vue	City of Benicia
Christina Castro	City of Dixon
Garland Wong	City of Fairfield
David Melilli	City of Rio Vista
Nick Lozano	City of Suisun City
Ozzie Hilton	City of Vacaville
Allan Panganiban	City of Vallejo
Nick Burton	County of Solano

The Plan is comprised of four sections: Introduction (Preamble; 1998 and 2005 Solano Travel Safety Plans; 2016 Solano Travel Safety Plan; and Solano County Collision Safety); Projects Completed Since the 2005 Solano Travel Safety Plan; Priority Locations for Safety Project Development; and Next Steps.

STA and member agency staff members met several times individually and as a group in order to update the Plan.

The Draft Solano Travel Safety Plan has been approved at the following meetings and was released for public comment on December 11, 2015 following STA Board action on December 9, 2015:

- Solano Travel Safety Plan Technical Working Group, 11/05/2015
- STA Technical Advisory Committee (TAC), 11/18/2015
- STA Arterials, Highways, & Freeways Committee, 12/10/2015

The public comment period closes on January 10, 2016. 18 comments have been received as of this report date, all submitted by Caltrans. Comments received were outside the scope of the Safety Plan and are more appropriate for project-level review (i.e. design) versus planning-level review. Any additional comments received, as well as any changes made to the Plan after this report date, will be verbally presented to the STA Board at the January 13, 2016 meeting.

**Recommendation:**

Adopt the 2016 Solano Travel Safety Plan.

Attachment:

A. For immediate review and printing, please click here:

<http://www.sta.ca.gov/Content/10045/SolanoTravelSafety.html>



DATE : December 21, 2015  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element Goals

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**Background:**

The Solano Comprehensive Transportation Plan (CTP) is one of STA’s foundational documents. The current CTP was adopted in 2005. The Solano CTP is currently being updated. The new Active Transportation Element has been adopted, but two additional elements – Arterials, Highways and Freeways, and Transit and Rideshare – are still being developed.

The existing goals of the Solano CTP and the Transit and Rideshare Element are provided as Attachments A and B. The proposed new Transit and Rideshare Goals are provided as Attachment C.

**Discussion:**

The draft element goals were reviewed by the transit and rideshare committee on October 8, and again on but December 2. The draft goals were also reviewed by the Solano express intercity transit consortium on December 15, 2015. Several changes were recommended by members of the transit and rideshare committee, and those changes have been incorporated into the goals provided in attachment C.

The revisions to the Transit and Rideshare Element goals were proposed for two reasons to. First, circumstances and legislation have changed since the goals were originally approved in 2010. Second, the goals were not prepared or organized in a manner that made them easy to follow and understand. The new goals are designed to account for both of these issues.

The specific recommended goals fall into four general categories:

1. Provide Rider Convenience and Choice
2. Develop and Maintain Infrastructure
3. Help Improve Air Quality
4. Fund Vehicles, Facilities and Services

Within these categories, there are several key policies worth noting.

- Create and operate a transit and rideshare system that provides access to county and regionally significant population centers, employment and civic amenities, focus countywide and regional transit resources to create a transit system to connect these land uses.
- Implement projects and programs to address the “first mile/last mile” gap faced by transit users.
- Seek to increase transit and rideshare usage at a rate faster than the Solano County population growth rate.

- Focus transit and rideshare infrastructure investments into Transit Facilities of Regional Significance. “Transit Facilities” are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards, guideways, and the roadways used by transit vehicles, “Regional Significant” means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County.
- Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure.

The next steps in the update of the Element are to review and, if appropriate, amend the Element goals, and then to analyze the gap between the current state of the system and the desired state as expressed in the goals. At the same time, STA staff is also working on a Resources chapter to identify the financial and staff resources that are available to address the gaps that are identified in the Transit and Rideshare system. Both the Goal Gap Analysis and Resources chapter will come to the Consortium and Transit and Rideshare Committee in early 2016 and then be presented to the Board.

**Fiscal Impact:**

None at this time.

**Recommendation:**

Adopt the Transit and Rideshare Element Goals provided as Attachment C.

Attachments:

- A. Solano Comprehensive Transportation Plan Goals (2008)
- B. Solano CTP Transit Element Existing Goals (2010)
- C. Solano CTP Transit Element Revised Goals (Draft)

## COMPREHENSIVE TRANSPORTATION PLAN

Approved by STA Board 1/9/08

**Purpose Statement:** The mission of the Solano Transportation Authority is “ To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality.”

“The Solano Comprehensive Transportation Plan will help fulfill the STA’s mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.”

All of the goals and policies of the Solano CTP will be evaluated on their conformance with the Purpose Statement.

**Goals.** Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP, the following goals are established:

- 1) The Solano CTP will serve as a foundational document for all other STA plans, studies and programs.
- 2) Each Element of the Solano CTP will directly support the achievement of the overall Purpose Statement.
- 3) The Solano CTP will be compatible with regional plans such as the Metropolitan Transportation Commission’s Regional Transportation Plan, as well as plans from the Bay Area Air Quality Management District, the Yolo-Solano Air Quality Management District, and the Association of Bay Area Government’s regional growth projections.
  - a) The CTP will acknowledge plans from outside the region, such as the Sacramento Area Council of Governments Blueprint program, and seek to identify areas of common interest.
- 4) The Solano CTP will identify a transportation system that supports the existing and planned land uses of Solano County’s seven cities and the County of Solano.
  - a) The Solano CTP recognizes that land use decisions are the responsibility of the local agencies.
  - b) Recognize the interaction between land use and transportation plans, with neither taking precedence over the other.
  - c) The CTP will help identify regional and state land use initiatives linked to transportation, and support local land use plans and projects that seek to take advantage of those programs.
- 5) The Solano CTP will seek to maintain regional mobility while improving local mobility.
  - a) Mobility will be maintained or improved by reducing congestion, whether through more efficient use or expansion of existing systems.

- b) Local roadway and transit systems that do not rely upon the regional freeways will play a key role in improving local mobility.
- 6) Assess projects and programs based on their ability to balance the goals of economy, environment and equity
- a) Economy – continue to promote the development of a healthy, diverse economy in Solano County.
  - b) Environment – promote the maintenance and improvement of a healthy natural environment, with special emphasis on air quality and climate change issues.
  - c) Equity – ensure that the transportation system is fully accessible to all members of society, and is not developed or operated at the expense of any segment.
- 7) Encourage projects and programs that maintain and use existing systems more efficiently before expanding infrastructure.
- 8) The Solano CTP will include priority lists and funding strategies for projects and programs.
- a) Projects and programs will be prioritized as either Tier 1 (can be built or implemented in the next 5 years), Tier 2 (can be built or implemented in the 5- to 10-year time frame) or Tier 3 (could be built beyond the 10-year time frame, and needs additional study before being moved into the Tier 2 or Tier 1 category).
  - b) Funding strategies will identify potential funding opportunities and constraints.
    - i) Projects will identify potential funding to qualify for regional, state and federal funds.
    - ii) Roadway projects must be in the CTP to qualify for the STAs “50/50” funding policy.
    - iii) Consideration will be given to fully funding a smaller number of projects and programs that have a high likelihood of completion, rather than partially funding a large number of projects or programs that may not be constructed.
    - iv) Project costs will consider full life cycle costs – construction, operation, maintenance and replacement.
- 9) The Solano CTP will identify and support a transportation system that supports Solano County’s economic vitality and economic priorities and a range of housing options.

## CTP – Transit Element Goals

**GOALS:** Goals are general descriptions of the desired overall nature and state of the system. Some goals are specific and tangible, while others are more aspirational. In order to implement the Purpose of the Solano CTP and the Transit Element of the Solano CTP, the following goals have been adopted by the STA for the Transit element:

- 1) Identify transit and rideshare facilities and policies that are primarily public, while leaving room for private providers to operate.
- 2) Focus regional and countywide transit resources on a mass transit system that provides access to regionally significant employment and population centers and civic amenities.
  - a. Include facilities and programs that directly support Transit Oriented Development projects, including Transportation for Livable Community (TLC) projects and Priority Development Areas (PDAs).
- 3) Promote a coordinated mass transit system that allows patrons of local transit systems to easily and conveniently connect to regional transit systems.
- 4) Make investment decisions that leverage relationships with regional mass transit providers, including the Capitol Corridor Joint Powers Authority (CCJPA) and Water Emergency Transit Authority (WETA).
- 5) Develop and implement programs to coordinate and, where appropriate, voluntarily consolidate the provision of interregional, intercity and local transit services.
  - a. Study options for coordination and/or consolidation of local transit services. Where local transit services are not consolidated, they should be coordinated spatially and temporally with intercity transit.
- 6) Continue to build upon Solano resident’s high rate of carpool and vanpool participation by identifying convenient park and ride lot locations, constructing park and ride lots, and implementing a High Occupancy Vehicle system on major freeways.
  - a. Continue to provide innovative rideshare services through Solano-Napa Commuter Information.
  - b. Increase the inventory of park and ride spaces by at least 25% by 2015.
  - c. Construct park and ride lots in areas that are not currently served.
- 7) Provide services that create mobility for senior and disabled riders.
  - a. Implement the Mobility Management Plan
  - b. To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act and other paratransit services countywide and alternative delivery options.
  - c. Utilize the Paratransit Coordinating Council as a venue to guide the identification, development and evaluation of the effective senior and disabled transit and other mobility programs.
- 8) Identify and implement transit and transportation priority of low-income population through Community-Based Transportation Plans.
- 9) Develop and implement a program to reduce the air emissions of transit vehicles.

- a. Implement the Solano County Alternative Fuel and Infrastructure Plan
  - b. Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clean transit vehicles.
- 10) Increase the transit mode share to 8% of peak hour trips by 2015.
- a. Develop and implement programs, services and policies that increase transit ridership and mode share by making transit more convenient and attractive.
- 11) Develop criteria for Transit Facilities of Regional Significance. "Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles, "Regional Significant" means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. Transit Facilities of Regional Significance are:
- a. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
  - b. All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
  - c. Bus stations providing all of the following services:
    - i. Routes to destinations outside Solano County or between two or more cities in Solano County
    - ii. Peak hour headways of 1 hour or less
  - d. Maintenance and parking facilities for busses providing services identified in a, b or c above.
- 12) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance.
- 13) Create and implement programs not help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure.
- 14) Develop a strategy to reduce accidents and injuries in the vicinity of significant transit facilities.
- a. Quantify, and periodically update, accident statistics for roads, trails and intersections within ¼ miles of Transit Facilities of Regional Significance.
  - b. Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan.
- 15) Provider decision-makers with timely, accurate and sufficient information to make service and investment decisions.
- a. Ensure the transit corridor studies are conducted and kept up-to-date for all major transit corridors including I-80/I-680/I-780, SR 12 and SR29.
  - b. Conduct countywide ridership surveys every three years.

## CTP – Transit Element Goals Draft Revisions

The Transit Element is intended to guide the planning and development of a Solano transit system that will serve Solano County as it is projected to grow and change in the next twenty-five years. The Transit Element’s Purpose Statement is to

“Identify *and develop* mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.”

This aligns with the purpose statement of the CTP which is “

“The Comprehensive Transportation Plan will help fulfill the STA’s mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.”

These Purpose Statements are very broad goals. More specific goals are proposed to provide guidance to decision-making and actions which collectively are designed to achieve the purpose of the Transit Element. The goals vary in that some are general descriptions of the desired overall nature and state of the system, others are aspirational while others are specific and tangible. In order to implement the Purpose of the Solano CTP and the Transit Element of the Solano CTP, the following goals have been ***adopted by the STA for the Transit element***. They are presented in broad categories.

#### **Provide Rider Convenience and Choice**

- 1) Create and operate a transit and rideshare system that provides access to county and regionally significant population centers, employment and civic amenities, focus countywide and regional transit resources to create a transit system to connect these land uses, and adapts to changes in demographics.
  - a. Include facilities and programs that directly support Priority Development Areas (PDAs).
- 2) Create a reliable mass transit system that allows passengers of local transit systems to easily and conveniently connect to intercity and regional transit systems.
- 3) Develop and implement programs to coordinate the provision of interregional, intercity and local transit services.
  - a. Study options for coordination of local and intercity transit.
  - b. When requested, support transit operators who are interested in system consolidation.
- 4) Ensure mobility by providing services for senior, people with disabilities, and the low-income population.
  - a. Implement the countywide Mobility Management Plan and the Community Based Transit Plans.
  - b. To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act (ADA) and other paratransit services countywide as well as alternative delivery options.

- c. Utilize the Consolidated Transportation Services Agency (CTSA), Solano Seniors and People with Disabilities Transportation Advisory Committee and Paratransit Coordinating Council (PCC) as a one of several venues to guide the identification, development and evaluation of effective transportation services for seniors and people with disabilities and other mobility programs.
- 5) Implement projects and programs to address the “first mile/last mile” gap faced by transit users.
- 6) Seek to increase transit and rideshare usage at a rate faster than the Solano County population growth rate.
- 7) Ensure system effectiveness by preparing periodic and timely reviews of transit service performance.

### **Develop and Maintain Infrastructure**

- 8) Maintain and develop conveniently located transit and rideshare facilities and policies that support public transit services while leaving opportunities for private sector transit and support services to operate.
- 9) Continue to build upon Solano residents’ high rate of commuter carpool and vanpool participation by identifying convenient park and ride lot locations, constructing or expanding park and ride lots, and implementing an Express Lane system on major freeways.
  - a. Continue to provide innovative rideshare services through Solano Napa Commuter Information.
  - b. Increase the inventory of park and ride spaces.
  - c. Construct park and ride lots in areas that are currently underserved.
  - d. Monitor developments and best practices in both the private and public sectors that encourage shared rides and evaluate how they may impact carpooling and vanpooling services for commuters and others in Solano County.
- 10) Focus transit and rideshare infrastructure investments into Transit Facilities of Regional Significance. “Transit Facilities” are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards, guideways, and the roadways used by transit vehicles, “Regional Significant” means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. Transit Facilities of Regional Significance are:
  - a. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
  - b. All ferry facilities, including terminals, channels, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
  - c. Bus stations providing all of the following services:
    - i. Routes to destinations outside Solano County or between two or more cities in Solano County
    - ii. Peak hour headways of 1 hour or less
  - d. Maintenance and parking facilities for busses providing services identified in a, b or c above.

- 11) Improve safety by reducing accidents and injuries (motorists, pedestrians, bicyclists and others) in the vicinity of significant transit facilities, develop a strategic plan to address the issue.
  - a. Quantify, and periodically update, accident statistics for roads, trails and intersections within ¼ miles of Transit Facilities of Regional Significance.
  - b. Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan.
- 12) Implement effective paratransit services.

### **Help Improve Air Quality**

- 13) Reduce air pollutant emissions related to transit and rideshare by developing and implementing the Solano County Alternative Fuel and Infrastructure Plan.
  - a. Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clean transit vehicles.
- 14) Assist transit operators who wish to upgrade fixed facilities to be more energy efficient.

### **Fund Vehicles, Facilities and Services**

- 15) Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure.
- 16) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance.
- 17) To facilitate informed service and investment decisions, provide decision-makers with timely, accurate and sufficient information.
  - a. Ensure the transit corridor studies are conducted and kept up-to-date for all major transit corridors including I-80/I-680/I-780, SR12, SR29 and SR 37.
  - b. Conduct countywide ridership surveys every two- three years.
- 18) Make investment decisions in partnership with regional mass transit providers, including local partners such as local transit providers, the Capitol Corridor Joint Powers Authority (CCJPA) and Water Emergency Transit Authority (WETA) and regional partners such as BART, MTC and Caltrans.

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DATE: January 5, 2016  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: Selection of 2016 STA Chair and Vice Chair

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**Background:**

The STA policy for selection of Board Chair and Vice-Chair is identified in the STA's Joint Powers Agreement and stipulates that, "the members of the Transportation Authority shall select a chairperson and a vice-chairperson for the Transportation Authority, each of whom shall serve one year terms." Historically, the selection of the STA's Chair and Vice-Chair has taken place at the discretion of the STA Board. In February 2000, the STA Board established a policy to rotate the annual selection of the Chair and Vice-Chair among the STA's eight member agencies. As part of the action, the Board reserved the flexibility to juggle the rotation if the prospective incoming Chair was a recently appointed member of the STA Board. The intent of this policy is to provide the new Board Member with the opportunity to accumulate at least one year of experience on the STA Board before assuming the role and expanded responsibilities of STA Board Chair.

When the policy was adopted, the rotation was scheduled to begin in calendar year 2003 after the current two Board Members on the 2001 Executive Committee had served their term as STA Chair (former Mayor of Rio Vista Marci Coglianese and former Solano County Supervisor John Silva). Beginning in 2003, the next Chair in the rotation would then come from the member agency whose representative had last served as STA Chair.

The selection of the STA's Executive Committee remains at the discretion of the new STA Chair. In 2000, then STA Chair Dan Donahue, former Council Member from the City of Vallejo, modified the membership of the STA's Executive Committee by inviting the outgoing Chair to remain on the Executive Committee with the new Chair, Vice-Chair and a fourth Board member. In recent years, the STA Chair has opted to include Solano County's representative to the Metropolitan Transportation Commission (MTC), Supervisor Jim Spring, on the Committee due to the important role MTC plays in determining funding for various transportation projects and programs. In order to comply with the Ralph M. Brown Act, a total of four members of the STA Board, one less than a quorum, are allowed to serve on the Executive Committee. This complement of past, current and prospective STA Chairs on the Executive Committee serves to provide a continuity of leadership and policy direction from the STA Board.

**Discussion:**

The current STA Chair is City of Benicia Mayor Elizabeth Patterson and the current Vice-Chair is City of Rio Vista Mayor Norman Richardson. Listed below is the revised schedule for rotation of STA Chair based on the STA Board policy:

<u>Year</u>	<u>Agency</u>
2015	Benicia
2016	Rio Vista
2017	Solano County
2018	Suisun City
2019	Fairfield
2020	Dixon
2021	Vacaville
2022	Vallejo
2023	Benicia

Following the Board Selection of the 2016 Chair and Vice-Chair at the January 13, 2016 meeting, the new Chair is then responsible for designating the Executive Committee for 2016 in preparation for the February 10, 2016 STA Board meeting.

**Recommendation:**

Approve the following:

1. Selection of the STA Chair for 2016 commencing with the STA Board Meeting of February 10, 2016;
2. Selection of the STA Vice-Chair for 2016 commencing with the STA Board Meeting of February 10, 2016; and
3. Request the new Chair designate the STA Executive Committee for 2016.



DATE: January 4, 2016  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: State Transportation Improvement Program (STIP) Update – Jepson Parkway

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**Background:**

The California Gas Tax is divided into two separate revenue streams, the “base tax” and the “price-based tax.” The “base tax” does not fluctuate and has been at \$0.18 since 1994. The “price-based tax” is dependent on the price of gasoline, so if the price of gas increases or decreases in California, the amount of revenue collected from the price-based tax also increases or decreases as well. As the price of gasoline has been decreasing since late 2014, for Fiscal Year 2015-16 the Board of Equalization decreased the price-based tax from \$0.18 a gallon to \$0.12 a gallon. This decrease in revenue resulted in an approximate 25% reduction in local streets & roads funding for Solano County and a 66% reduction in total State Transportation Improvement Program (STIP) funding (Attachment A).

As part of the Price-Based State Gas Tax distribution, the STIP is a biennial five-year plan adopted by the California Transportation Commission (CTC) for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Each county within California receives “county shares” that are allocated every two years. State law requires the CTC to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments.

The Solano Transportation Authority has been “banking” Solano County’s STIP shares for the past decade to save the amount necessary to proceed with construction of various phases of the Jepson Parkway. Two segments of the Jepson Parkway project, one in Vacaville and one in Fairfield, are ready for construction this fiscal year, pending availability of STIP funding.

**Discussion:**

The decrease in California gas tax revenue has taken a particularly hard hit on the STIP program. With a large decrease in funding availability for FY 2015-16, resulting in nearly \$150M in projects over-programmed. There are \$400 million in STIP projects to be allocated and only \$250 million in STIP available. This means there is not enough capacity to fund some STIP projects previously programmed for this fiscal year. The new 2016 STIP fund estimates No New Capacity for projects. This dire STIP funding situation continues to have an impact on the Jepson Parkway Project.

As mentioned previously, the STA has been saving Solano County STIP shares for many years, with the goal of saving enough to complete individual phases of the Jepson Parkway project. For FY 2015-16, two segments of Jepson Parkway, one by the new Fairfield/Vacaville train station and the other on Leisure Town Rd from Vanden Rd to Elmira Rd, are ready for construction and have requested funding allocations in the amount of \$33.4 million each. Due to limited funding

capacity, the California Transportation Commission (CTC) staff has informed the STA that there is a possibility that neither of the segments requesting allocation would be funded this year. Because there is a significant current and long-term shortfall between available funding and the amount programmed for projects, some projects will not be funded in the year in which they are programmed.

In December 2015, the CTC did two significant actions. First, they adopted a STIP Allocation Plan. This Plan provides a path for prioritizing the programmed projects in light of the STIP shortfall that exists. Primarily the Allocation Plan prioritized rail and highway capacity projects. The Jepson Parkway Project is a low priority on the Allocation Plan as the Commission has labeled these projects as local roadway improvements, failing to recognize the capacity benefit it provides to I-80 and the access to the new Fairfield/Vacaville Train Station. Regardless, these two segments were “delivered” this fall. At the December 2015 CTC meeting, the Commission recognized these projects as “delivered, but not allocated”. This recognition places these projects in line for funding should it become available beyond the current Allocation Plan project funding projections. In other words, should a project fail to be delivered that is within the current funding available, this project is now in line to compete for the funding.

### **Options:**

These two segments of the Jepson Parkway are vital to the county to begin construction as soon as possible. Based on discussions with CTC and the Metropolitan Transportation Commission (MTC) staff, there are some options.

#### *AB 3090 Process*

Permits a local agency to enter into an agreement with the CTC that allows the projects to be advanced with local funds and repaid by STIP funding in future years. This is essentially a loan by the local agency that would be committed to repayment as a first priority of the STIP in the year of the payback committed. At this point the payback years are likely to be in FY 2019-20 and 2020-21. The current thought for this approach is that MTC would be the loaning agency, although no agreement or action in this regard has yet taken place.

#### *SB 184 Process*

Permits a local agency to expend its own funds for a STIP project, in advance of the Commission’s approval of a project allocation. The local agency would be reimbursed for the expenditures subsequent to the Commission’s approval of the allocation. A request letter from the project sponsor would be sent to the Commission for this request. The two project segments have already been delivered, so this recognition would be expected. Through communication with CTC staff on January 4, 2016, the actual allocation could happen as early as June 2016. Therefore, this approach would allow the cities to advertise and award the construction projects closely to the projected schedule to allow for active construction to begin this summer.

#### *Wait in Line*

As mentioned above, the two segments have been recognized as delivered, putting them in line to receive funding once it becomes available. Based on discussions with CTC staff, they will be proposing to allocate all the STIP delivered construction projects from FY 2015-16 before allocating any FY 2016-17 projects. So these allocations could happen sometime between June 2016 and August 2016. By waiting, the projects would completely miss the 2016 summer construction season.

**Fiscal Impact:**

There is no direct fiscal impact to the STA, but this STIP crisis does affect the ability for the Cities of Fairfield and Vacaville to initiate construction for these two vital segments of the Jepson Parkway Project.

**Recommendation:**

Informational.

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DATE: November 25, 2015  
TO: STA Board  
FROM: Philip Kamhi, Transit Program Manager  
Jim McElroy, Project Manager  
RE: Update on Transit Corridor Study Phase II

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**Background:**

STA staff is implementing the Transit Corridor Study Phase 2 process as approved by the Board in December 2014. The public input process, including three official public workshop sessions and two separately requested outreach sessions, was completed in November of 2015. Staff and consultants are still analyzing the results, but enough analysis has been completed to draw some initial conclusions. This agenda item is intended to provide an overview of the public input process and to provide some early results and recommendations.

**Discussion:**

As directed, staff and consultants used the preferred service option as a basis for solicited public input. Based on this input, STA staff and consultants have developed a preliminary list of key issues that should be considered in developing the final service changes:

1. On-time reliability issues identified on current Route #30.
2. On-time performance issues related to congestion identified on current Route #90.
3. Existing Route #90 has BART backup possibilities (if BART fails) which might not be available through Walnut Creek.
4. Additional commute time for riders into the BART Corridor from El Cerrito del Norte to Oakland, which will now require a transfer.
5. Assertion that FTC to Walnut Creek travel cannot be made in the planned 38 minutes.
6. Fare equity for users through the planned Walnut Creek BART station.
7. Concern over BART capacity issues at Walnut Creek station.
8. Current users of the Route #85 from Solano Mall will not be able to make direct connections back to Vallejo when service moves to FTC on the replacement line.

The issues identified are both opportunities and problems. There are several key issues that must be resolved before implementation:

1. BART Fare equity for users through the Walnut Creek BART station.
2. Validating bus travel time between FTC and Walnut Creek BART Station.
3. Reasonable travel time for users traveling to and from Vallejo and the Solano Mall through connections with FAST.

There is one issue for which staff does not have a direct resolution. The consultants need to do further analysis comparing the potential impacts on current riders weighed against the potential for more riders and more overall user flexibility due to more frequent service and more service hours:

1. Additional commute time for riders into the BART Corridor from El Cerrito del Norte to Oakland, which will now require a transfer (for example: a passenger commuting to North Berkeley).

Staff and consultants are continuing work on collecting and evaluating input from the outreach process.

**Fiscal Impact:**

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

**Recommendation:**

Informational.



DATE: December 2, 2015  
TO: STA Board  
FROM: Judy Kowalsky, Accounting Technician  
RE: Fiscal Year (FY) 2015-16 Abandoned Vehicle Abatement (AVA) Program  
First Quarter Report

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**Background:**

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administrative duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

**Discussion:**

STA has unallocated AVA funds, not claimed by the local agencies, carried over from FY 2015-16 in the amount of \$27,526.51. These funds are available for local agencies to claim, in addition to the FY 2015-16 funding allocations, based on the DMV funding formula.

For the First Quarter of FY 2015-16, STA received the allocation from the State Controller's Office in the total amount of \$99,572.84 and has deducted \$2,987.19 for administrative costs. The total remaining AVA fund balance after the first quarter disbursement to the member agencies is \$33,944.81. This amount includes the carryover funds from FY 2014-15 and will be disbursed in the second quarter utilizing the funding formula.

The Cities of Fairfield and Vallejo have been particularly active during the first quarter in abating vehicles.

The City of Rio Vista continues to have no report of abated vehicles for the quarter.

Attachment A is a matrix summarizing the AVA Program activities through the First Quarter FY 2015-16 and is compared to the total FY 2014-15 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program.

**Fiscal Impact:**

None

**Recommendation:**

Receive and file.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2015-16 and FY 2014-15

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for  
FY 2015-16 and FY 2014-15**

Member Agency	FY 2015-16 (Q1)				FY 2014-15		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	122	\$2,959	\$24	36%	341	\$8,627	\$25
City of Dixon	68	\$5,863	\$86	41%	166	\$17,561	\$106
City of Fairfield	497	\$14,221	\$29	28%	1,805	\$53,782	\$30
City of Rio Vista	0	0	0	0	0	0	0
City of Suisun	52	\$6,484	\$125	31%	168	\$32,740	\$195
City of Vacaville	21	\$14,337	\$683	32%	65	\$40,485	\$623
City of Vallejo	597	\$44,565	\$75	42%	1,409	\$217,743	\$155
Solano County Unincorporated area	15	\$1,739	\$116	10%	145	\$6,887	\$47
<b>Total</b>	<b>1,372</b>	<b>\$90,167</b>	<b>\$66</b>	<b>33%</b>	<b>4,099</b>	<b>\$377,823</b>	<b>\$92</b>

The total remaining AVA fund available after the first quarter disbursement to member agencies is \$33,944.81. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the second quarter FY 2015-16.



DATE: December 30, 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
<b>Regional</b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$15 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$2,500</b> 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 <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	<b>\$443,000</b>	No Deadline
<b>State</b>			
1.	Affordable Housing Sustainable Communities Program*	Approximately <b>\$400 million</b>	February 2016
2.	Low Carbon Transit Operations Program	\$125 million	February 1, 2016
3.	Transit and Intercity Rail Capital Program	\$250 million	April 5, 2016
<b>Federal</b>			

\*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
<b>Regional Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	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. <b>\$15 million</b>	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 <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	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. <b>\$10 million</b> , 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 <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Graciela Garcia ARB (916) 323-2781 <a href="mailto:ggarcia@arb.ca.gov">ggarcia@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to <b>\$5,000</b> 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 <a href="http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm">http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm</a>

<sup>1</sup> 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
<b>Regional Grants<sup>1</sup></b>						
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <b>888-457-HVIP</b> <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> 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 <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>
<b>TDA Article 3</b>	Cheryl Chi Metropolitan Planning Commission <b>(510) 817-5939</b> cchi@mtc.ca.gov	No deadline	Approx. <b>\$110,000</b>	The Metropolitan Transportation Commission (MTC) administers TDA Article funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.	N/A	

\*New Funding Opportunity

\*\*STA staff, Drew Hart, can be contacted directly at (707) 399-3214 or [dhart@sta.ca.gov](mailto:dhart@sta.ca.gov) 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
<b>State Grants</b>						
<b>Affordable Housing Sustainable Communities Program</b>	Drew Hart STA 707/399.3214 dhart@sta.ca.gov	February 2016	Approx. <b>\$400 million</b>	The purpose of the AHSC Program is to reduce greenhouse gas (GHG) emissions through projects that connect land-use, housing, and transportation to support infill and compact development	N/A	<a href="http://www.sgc.ca.gov/docs/Draft_2015-16_Affordable_Housing_and_Sustainable_Communities_Program_Guidelines.pdf">http://www.sgc.ca.gov/docs/Draft_2015-16_Affordable_Housing_and_Sustainable_Communities_Program_Guidelines.pdf</a>
<b>Low Carbon Transit Operations Program</b>	Jila Priebe Office Chief (916) 654-9779 lctopcomments@dot.ca.gov	February 1, 2016	\$125 million	The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities.		<a href="http://www.dot.ca.gov/hq/MassTrans/lctop.html">http://www.dot.ca.gov/hq/MassTrans/lctop.html</a>
<b>Transit and Intercity Rail Capital Program</b>	Ezequiel Castro Branch Chief (916) 654-8012	April 5, 2016	\$250 million	The TIRCP was created to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California.		<a href="http://www.dot.ca.gov/hq/MassTrans/tircp.html">http://www.dot.ca.gov/hq/MassTrans/tircp.html</a>



DATE: January 7, 2016  
TO: STA Board  
FROM: Johanna Masiel, Clerk of the Board  
RE: 2016 STA Board and Advisory Committees Meeting Schedule

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**Discussion:**

Attached is the 2016 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2016



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2016**

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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., January 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., January 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 31, 2016	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., February 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., February 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., February 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., March 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 31	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., April 7	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., April 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., April 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., May 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
Tues., May 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 26	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Events Center	Confirmed
Thurs., June 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., June 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
July 26 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 27 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., July 28	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., August 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., August 30	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 31	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulati Community Center	Tentative
Tues., September 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 29	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	County Multi-purpose Room	Confirmed
Thurs., October 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	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
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 9	6:00 p.m.	STA's 19 <sup>th</sup> Annual Awards	TBD - Rio Vista	Confirmed
Tues., December 15	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 16	11:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Wed., November 16	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Thurs., December 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., December 20	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 21	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed