



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

Solano Transportation Authority
... working for you!

One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

1:30 p.m., Wednesday, January 27, 2016
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

<u>ITEM</u>	<u>STAFF PERSON</u>
1. CALL TO ORDER	Daryl Halls, Chair
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)	
4. REPORTS FROM MTC, STA STAFF, AND OTHER AGENCIES (1:35 –1:45 p.m.)	
A. Strategic Project Online Tracker (SPOT) Presentation	Anthony Adams
B. Update on STA Request to County for Local Funding for Roads	Daryl Halls
5. CONSENT CALENDAR	
<u>Recommendation:</u> Approve the following consent items in one motion. (1:45 – 1:50 p.m.)	
A. Minutes of the TAC Meeting of December 16, 2015	Johanna Masiclat
<u>Recommendation:</u> Approve TAC Meeting Minutes of December 16, 2015. Pg. 5	
B. Solano Comprehensive Transportation Plan (CTP) - Transit Element Update: Resources	Robert Macaulay
<u>Recommendation:</u> Forward a recommendation to the STA Board to approve the CTP-Transit Element Resources Chapter as shown on Attachment A. Pg. 11	

TAC MEMBERS

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	David Kleinschmidt City of Vallejo	Matt Tuggle County of Solano
-------------------------------------	----------------------------	-----------------------------------	-----------------------------------	-------------------------------------	------------------------------------	---------------------------------------	---------------------------------

C. Solano Intercity Taxi Scrip Program Proposed Fare Increase

Philip Kamhi

Recommendation:

Forward a recommendation to the STA Board to approve the following modifications to the Solano Intercity Taxi Scrip Program, effective on July 1, 2016:

1. Increase the cost of scrip booklets from the current level of \$15 for \$100 worth of scrip to:
 - o \$40 for \$100 worth of scrip for non-low income patrons,
 - o \$20 for \$100 worth of scrip for low income patrons,
2. Set the low-income threshold for the discount fare at 138% of the Federal Poverty Level, consistent with the Medi-Cal program.

Pg. 23

D. Regional Transportation Impact Fee (RTIF): Working Group 1-Jepson Parkway

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to approve a 2nd RTIF fund distribution for the Jepson Parkway Project for an amount up to the funds generated in FY 2015-16, estimated to be \$682,926 and the \$117,074 carryover of Working Group District 1 for a total estimated amount not-to-exceed \$800,000.

Pg. 33

E. Low Carbon Transit Operations Program (LCTOP) FY 2015-16 Funding

Philip Kamhi

Recommendation:

Forward a recommendation to the STA Board to:

- A. Authorize distribution of the FY 2015-16 Low Carbon Transit Operations Program Population-based funding, as follows:
 - City of Fairfield: \$55,154
 - City of Vacaville: \$35,954
 - Solano County Transit: \$123,579
 - SolanoExpress Bus Replacement: \$264,376
- B. Authorize STA staff to develop a five-year plan for the Low Carbon Transit Operations Program Population-based funding

Pg. 37

6. ACTION FINANCIAL ITEMS

A. Solano County Future Bridge Toll Priorities

Janet Adams

Recommendation:

Forward a recommendation to the STA Board to approve the Future bridge toll priorities and funding levels as shown in Attachment B and forward this recommendation to MTC for consideration.

(1:50 – 1:55 p.m.)

Pg. 43

B. I-80/I-680/State Route (SR) 12 Interchange Project – State Transportation Improvement Program (STIP) Supplemental Needs Recommendation:

Janet Adams

Forward a recommendation to the STA Board to approve \$2.332 M in future Solano County STIP for the I-80/I-680/SR 12 Interchange – Initial Construction Package Support Costs.

(1:55 – 2:00 p.m.)

Pg. 49

7. ACTION NON-FINANCIAL ITEMS

A. Solano Priority Conservation Areas (PCA) Plan Update

Drew Hart

Recommendation:

Forward a recommendation to the STA Board to release the Draft Solano PCA Assessment and Implementation Plan for a 30-day public comment period.

(2:00 – 2:05 p.m.)

Pg. 55

B. Legislative Update

Jayne Bauer

Recommendation:

Forward a recommendation to the STA Board to support Assemblyman Jim Frazier’s comprehensive transportation funding Assembly Bill (AB) 1591.

(2:05 – 2:10 p.m.)

Pg. 103

8. INFORMATIONAL ITEMS – DISCUSSION

A. State Transportation Improvement Program (STIP) Update – Jepson Parkway

Janet Adams

(2:10 – 2:15 p.m.)

Pg. 139

B. Discussion of Priorities for One Bay Area Grant (OBAG) Cycle 2 Funding Projects and Programs

Robert Macaulay

(2:15 – 2:20 p.m.)

Pg. 143

C. Solano Comprehensive Transportation Plan (CTP) -Transit Element Update: Draft Goal Gap Analysis

Robert Macaulay

(2:20 – 2:25 p.m.)

Pg. 175

D. Solano Highways Partnership (SoHIP) Status

Robert Guerrero

(2:25 – 2:30 p.m.)

Pg. 189

E. Project Delivery Update Anthony Adams
(2:30 – 2:35 p.m.)
Pg. 193

F. Solano Bike Map and Wayfinding Signage Drew Hart
(2:35 – 2:40 p.m.)
Pg. 217

NO DISCUSSION

G. Strategic Project Online Tracker (SPOT) Anthony Adams
Pg. 219

H. Summary of Funding Opportunities Drew Hart
Pg. 221

I. Draft Meeting Minutes of STA Board & Advisory Committees Johanna Masiclat
Pg. 225 Sheila Ernst

J. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2016 Johanna Masiclat
Pg. 241

9. UPCOMING TAC AGENDA ITEMS

February 2016

- A. Solano ReGIS Update – County of Solano
- B. Approval of 2016 SolanoExpress Marketing Plan
- C. Alternative Fuels Policy for SolanoExpress
- D. RTIF Program Update
- E. Transportation Funds Proposed Updates
- F. Discussion of ATP Priorities

March 2016

- A. Taxi Scrip Service Option for Non-Ambulatory
- B. TAC OBAG 2 Discussion of Priorities
- C. SR 37 Corridor Update
- D. CTP Update
- E. Solano Annual Pothole Report – 2015-16

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, February 24, 2016.**



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 Janet Adams at approximately 1:35 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

TAC Members

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

TAC Members

Absent:	David Kleinschmidt	City of Vallejo
	Matt Tuggle	Solano County

STA Staff and

Others *(In Alphabetical Order by Last Name)*

Present:	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.

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.**

This page intentionally left blank.



DATE: January 11, 2016
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
Elizabeth Richards, STA Consultant
RE: Solano Comprehensive Transportation Plan (CTP) - Transit Element Update:
Resources

Background:

The Solano Comprehensive Transportation Plan (CTP) is one of the STA's primary long-range planning documents along with the Congestion Management Program (CMP) and the CTP feeds into Metropolitan Transportation Commission's Regional Transportation Plan, known as Plan Bay Area. The CTP consists of three main elements: Active Transportation; Arterials, Highways and Freeways; and, Transit and Ridesharing.

The overall purpose of the CTP is to identify opportunities and resources to move the countywide transportation system from its current condition to a desired future condition, and to then prioritize steps to bring this change to fruition. The first step in preparing the Transit and Rideshare Element was identification of those services and facilities that the Element's policies are designed to influence; namely, intercity transit services. These intercity transit services provide connectivity between Solano County's communities, and connect Solano County with the wider Northern California mega-region, especially the Bay Area. The primary components of the Transit and Rideshare system are:

- Intercity bus service, primarily provided by FAST and Soltrans
- Intercity rail provided by the Capitol Corridor
- Ferry service from WETA
- Vanpools and carpools
- Paratransit and Mobility Management services

The State of the System has been approved by the Transit Committee and the Board. The Goals have been presented to the Transit Committee and are on the January Board agenda for approval. A Goal Gap Analysis has been drafted for the Transit Committee's and the Consortium's review on January 25 and 26, respectively. The Transit Committee reviewed the draft Resources section in December and it is now being presented to the Consortium for review and approval. This month's version has been updated as a result of the approval of a federal transportation bill after the December Transit Committee. This version of the Resources chapter will also be on the agenda of the January Transit Committee meeting. The next step will be to develop processes and policies to achieve the goals.

Discussion:

There is a wide range of funding sources for transit operating and capital. Funding comes from all levels: federal, State, regional and local. Some sources are long-standing, flexible and reliable; others are short-term, specific and competitive. One constant is that the funding environment is always changing. What has been available in the past is not what will be available in the future. The CTP-Transit Element Resources section (attached) presents the funding that has been available since the last CTP in 2005 and how that funding has been used in Solano County for intercity SolanoExpress bus service operators, carpool/vanpool services of the Solano Napa Commuter Information (SNCI) program, Intercity ADA Paratransit and subsidized taxi service, and Mobility Management. There will be limited discussion of rail and ferry resources as those services are operated by agencies outside Solano County. The Resources section also discusses the anticipated direction of funding for these same services in the future. Highlights of the attached Resources chapter are presented below.

FEDERAL

One of the major funding sources for transit, including intercity bus service, is the Federal Transit Administration's 5307 funding program. These funds are distributed by formula directly to urbanized areas (UZAs). This has been a long-standing and significant source of funds that FAST and SolTrans receive directly. These operators may use them for capital or operating assistance.

The federal legislation that directs FTA funding has been MAP-21 since 2012. Originally intended to expire in 2014, but has been repeatedly extended. In December 2015, the President signed a five-year transportation funding bill – the FAST (Fixing America's Surface Transportation) Act. At this time, it appears that transit capital funding levels will increase modestly (about 3%), but that there will be no dramatic policy changes. The longstanding 5307 funding source remains.

The 2009 American Recovery and Reinvestment Act (ARRA) program supplemented 5307 funding recipients which helped with several SolTrans, FAST and Vacaville capital projects that support the SolanoExpress services. This was one-time funding program and all ARRA funds have been allocated. Other federal programs that have funded SolanoExpress bus operating or capital have been the longstanding 5311 (rural) program and the MAP-21 State of Good Repair Program (5337).

Federal funding has also supported carpool/vanpool Solano Napa Commuter Information (SNCI), ADA Intercity Paratransit and the Solano Mobility Management program. STA's SNCI Program has received CMAQ funding. Paratransit received 5307 funds and Mobility Management received 5316 and 5317 funds. In the future, paratransit will not be able to use 5307 funds and both of the Mobility Management funding programs have been incorporated into other funding categories.

STATE

TDA (Transportation Development Act) funds are one of the primary funding sources for transit. TDA funds are generated from a countywide one-quarter-of-one-percent sales tax to support transit, transportation for disabled individuals and more. With the economic downturn in the past 10 years, TDA revenues decreased sharply. TDA funds are longstanding revenue distributed by formula, very flexible and can be used for operating and capital. TDA revenue has been gradually rebounding and is expected to continue to increase modestly as Solano's local economy continues to improve.

State Transit Assistance Funds (STAF) are also a longstanding revenue source for intercity (and local) transit. The revenue generated is based on fuel sales and is distributed in part statewide by formula directly to transit operators. These “revenue-based STAF” funds can be used for intercity and paratransit operating or capital. The balance, “population-based STAF” is distributed in the Bay Area by MTC after 25% is retained for MTC coordination programs. MTC distributes the “Pop-based STAF” via three programs: Northern County/Small Operators, Regional Paratransit and Lifeline. The STA programs these funds: the first one may be used very broadly for operating, capital, planning, marketing and more while the other two are fairly restrictive as the names imply. Overall, STAF has funded intercity SolanoExpress services, ADA paratransit, and the mobility management program. STAF revenue in the future will depend on fuel sales and MTC program policies. No major changes are anticipated at this time.

The State’s Proposition 1B bonds approved in 2006 have helped fund FAST and SolTrans capital. The State’s new Cap and Trade program created a Greenhouse Gas Reduction (GHG) Fund from the auction proceeds. One of the programs this will fund is the Transit and Intercity Rail Capital Program (TIRCP). The TIRCP will help support transportation investments by improving the quality and reliability of public transportation choices; this is to be funded with 10% of the GHG fund revenue. Distribution of these funds is through a statewide competitive process and candidate projects must demonstrate GHG reduction among other criteria. The first round of allocations occurred in 2015; none for Solano County projects. Legislative efforts have been undertaken to increase the percentage for TIRCP.

REGIONAL

Bridge tolls are an important revenue source for SolanoExpress services and have also contributed to several capital projects that support the SolanoExpress system. The capital projects have either been completed or are under construction. The four SolanoExpress routes that cross the Benicia and Carquinez bridges receive RM2 operating funds. The amount is stable and doesn’t decrease, but it only increases 1.5% annually.

Solano’s carpool/vanpool program has benefited from several regional funding sources. STA’s SNCI Program has received steady funding support through competitive Bay Area Air Quality Management District (BAAQMD) and Yolo Solano Air Quality Management District (YSAQMD) funding programs. The air districts fund projects that reduce vehicle emissions. No major changes are expected in the future. However, SNCI also received a significant portion of their funding from MTC’s Regional Rideshare Program (RRP) for the past two decades. MTC is making a major change of direction in how they deliver regional carpool and vanpool services and will be eliminating its commitment to the SNCI program after FY2017.

LOCAL

Passenger fares are a large revenue source for SolanoExpress routes. The seven routes all perform well with FY2013 farebox recovery rates ranging from 25% to 69%. Passenger fares also fund, albeit at a lower level, intercity ADA paratransit and taxi programs. Maintaining a high farebox recovery should remain an important goal for a customer service and cost recovery points of views.

The Intercity SolanoExpress service has been funded through the Intercity Transit Funding (ITF) agreement since 2006. The ITF distributes the cost of these countywide transit services among all transit operators which has created funding and service stability. Any major increases or decreases in SolanoExpress service levels and costs would need agreement of all the funding partners. The ITF agreement is expected to continue and has been used as a basis to share the cost of replacing the SolanoExpress vehicles as well.

Parking fees have created a relatively new local revenue stream for transit. Parking fees have been established at the Vallejo Transit Center parking structure and nearby surface parking shared with the Ferry Terminal and at the recently expanded Curtola Park and Ride lot. Recently, a parking fee has been approved at the Fairfield Transportation Center (FTC). Advertising at transit facilities and on buses also generate revenue.

CONCLUSIONS

It is not possible to project with any specificity the amount of future funding that will be available for intercity bus, carpool/vanpool services, ADA intercity paratransit and mobility management programs. The past gives an idea of funding that has been available and how it's been used, but does not offer a definitive picture of future funding. Change is the constant when it comes to transit and rideshare funding.

A major piece of transit funding had been flux until a new five-year Federal transportation bill was approved in December 2015; initial review suggests few major changes in funding levels. State on-going funding sources such as TDA and STAF are expected to remain reasonably stable or modestly increase. Key regional funding sources are mixed: RM2 is stable, but the Regional Rideshare Program (RRP) funding will be eliminated. One new opportunity on the horizon for intercity transit appears to be the State's competitive Cap and Trade program.

The current view of resources suggests that sustaining the current level of service of intercity bus, carpool/vanpool services, ADA intercity paratransit and mobility management services will be challenging - expanding to meet future needs even more so.

The Transit and Rideshare Committee reviewed this report at their meeting of December 2, 2015, and will review it at their next meeting of January 25, 2016. The committee had no comments on the draft report submitted to them on December 2, 2015. Any comments received at the January 25, 2016, meeting will be incorporated into the final version provided to the STA board.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the CTP-Transit Element Resources Chapter as shown on Attachment A.

Attachment:

- A. Draft CTP-Transit Element Resources Chapter (v. 1.11.16)

CTP – Transit Element Resources¹

Resources will be needed to maintain, modify and possibly expand transit and rideshare services to meet the future mobility demands of Solano residents, employees and visitors. The amount of resources will depend on numerous dynamic factors such as the level of basic demand, public policy goals at multiple levels, cost of service delivery and the mix of services and capital to support the services. Resources in this context refer to funding. Funding is needed to deliver vehicles, fuel, maintenance, drivers, support staff, and facilities operation, maintenance and construction. Funding is needed also for program staff, taxi fare subsidy and other program expenses. This section will focus of the existing and projected resources available for transit and rideshare services.

Funding for transit and rideshare services is derived from a variety of sources ranging from the federal government to users. This discussion will be review the types of funding from the various levels (federal, state, regional, local, and user) primarily for intercity bus, rideshare, Intercity ADA Paratransit and mobility management programs. Although there are rail and ferry stops in Solano, these services are operated and funded by agencies outside of Solano.

Federal

Federal funding for transportation projects is determined by legislation approved by Congress and is periodically renewed. Federal transportation funding was guided by what was known as SAFETEA-LU (Safe, Accountable, Efficient Transportation Equity Act: A Legacy for Users) from 2005 until September 2012. SAFETEA-LU was originally intended to guide transportation funding for four years but was repeatedly extended. SAFETEA-LU continued some longstanding funding programs and created some new ones.

In 2012, a new two-year transportation bill was approved, known as Moving Ahead of Progress in the 21st Century, or MAP-21. It authorized just over \$10.5 billion for each of the two years for public transit. Since MAP-21's original expiration date of September 30, 2014, Congress has enacted short-term extensions allowing the Federal Transit Administration (FTA) to continue its programs through the end of October 2015. In December 2015, a new five-year transportation funding bill was approved and became known as the FAST (Fixing America's Surface Transportation) Act.

FAST authorizes \$300 billion over five years through FFY2019-20. Funding begins slightly above the MAP-21 level and increases 1-2% annually. There are some modifications as compared to MAP-21 but upon initial review there does not appear to be major increases or decreases for transit.

¹ v. 1/11/16

There are multiple types of federal transit funding which are designated for different purposes. With new federal transportation legislation, some funding programs stay the same while others are eliminated and added. Program funding parameters may be very specific or broad. Some are distributed by formula and others are competitive. Given the funding parameters, all transit operators do not receive all types of funding. Federal funds are generally used by Solano transit operators for local and intercity operating and capital projects and improvements, ADA paratransit service and capital, and mobility management programs.

The Urbanized Area (UZA) Formula Program (5307) was in both SAFETEA-LU and MAP-21 and has been a funding category since the 1980s; it remains in the FAST Act. These funds are for areas with a population of over 50,000 and may be used fairly broadly particularly for areas with a population of under 200,000. There are three UZA in Solano that qualify for 5307 funds: Vallejo/Benicia, Fairfield/Suisun City and Vacaville. Transit capital, operating (in some situations) and planning have been eligible expenses for SolanoExpress operators FAST and SolTrans. SolTrans has also received funds from the San Francisco-Oakland UZA for ADA Paratransit; this will discontinue beginning in FY2014-15. Other than this last item, it is assumed that this operating assistance will continue to be provided and that the level of funding support for urbanized areas will modestly increasing under the FAST Act. .

The American Recovery and Reinvestment (ARRA) of 2009 augmented the FTA's 5307 program awarding \$17 million for several projects in Solano. The SolTrans maintenance facility renovation, the Vallejo Transit Center and Ferry downtown parking structure, FAST bus replacement and improvements, and Vacaville City Coach intermodal facility and bus replacement were all projects that received some of their funding from ARRA. All ARRA funds have been allocated.

The 5310 program (Transportation for Elderly Persons and Persons with Disabilities) was in both SAFETEA-LU and MAP-21. In MAP-21, what had been a separate funding program (5317 – New Freedom discussed below) was incorporated into the 5310 program. 5310 is a competitive funding program managed by the State. 5310 projects are intended to be for capital projects that will improve mobility for seniors and people with disabilities in traditional ways as required by ADA as well as nontraditional investments to improve mobility beyond ADA requirements. The STA's PCC capital projects applications from Solano County. Successful projects have primarily been vehicle replacements for non-profit organizations transporting people with disabilities, public paratransit vehicles providing service beyond ADA and related support equipment such as radios. The 5310 program continues in the FAST Act. One change worth noting is that States and local government entities operating public transit services are clarified as eligible direct recipients of Section 5310 assistance

The Rural Transportation Assistance Funds (5311) program was similar to 5307 for non-urbanized areas. These formula funds have been directly distributed to Dixon Redit-Ride and Rio Vista Delta Breeze and used as operating assistance and capital projects primarily bus replacement. SolTrans

and FAST have also received 5311 funding for operating SolanoExpress routes in rural areas. Solano Transportation Authority allocates this funding to Solano transit operators and submits to MTC for programming with Caltrans. 5311 funding continues under the FAST Act and the level of funding slightly increasing.

The Jobs Access Reverse Commute (JARC) (5316) Program funded projects that would address transportation challenges faced by welfare recipients and low-income people seeking to obtain employment as well as provide reverse primary commute route services. JARC was a distinct funding category in SAFETEA-LU but was subsumed into the 5307 and 5311 programs with MAP-21. MAP-21 changed JARC from a competitive to a formula funding process at the State level, but the projects were selected competitively at that point and had to be in a Coordinated Plan. JARC has funded Solano Lifeline projects and the Mobility Management program.

The New Freedom Program (5317) was a new and distinct program in SAFETEA-LU, but was incorporated into the 5310 program in MAP-21. The 5317 funds were for services to improve mobility for individuals with disabilities above and beyond Americans with Disabilities (ADA) requirements. The projects had to have been identified in an approved plan. New Freedom funds were used to fund Solano's Mobility Management Program.

A new program in MAP-21 continued in the FAST Act, the State of Good Repair (5337) program, has funded both FAST and SolTrans which will help with their share of the funding needed to replace the SolanoExpress bus fleet among other items. The STA Board approved an Intercity Bus Replacement Capital Funding Plan. Members of the Intercity Transit Funding (ITF) Agreement (discussed later) will contribute funds to replace the SolanoExpress fleet with funding also to come from the STA and possibly MTC.

The Surface Transportation Program (STP) has been the most flexible highway funding program and historically one of the largest single programs. States and metropolitan areas may use these funds for not only highway, bridge, pedestrian and bicycle infrastructure, but also transit capital projects, transportation demand management (TDM), and carpool projects. The amount of STP funds were increased in MAP-21 from SAFETEA-LU, however more programs were incorporated under the STP category most significantly bridges which previously had a set-aside. Congestion Mitigation/Air Quality (CMAQ) is another federal funding program limited to projects or programs that have a direct impact on reducing congestion or air pollutant emissions. MTC is the federal recipient of STP and CMAQ funds and manages the distribution of these funds in the Bay Area. This includes additional "Eastern County CMAQ" funds derived from the portion of the Solano County in the Sacramento air basin and the funds are to be used for projects in eastern Solano County. Train stations and the Solano Napa Commuter Information rideshare program have received CMAQ funds. In recent years, STP/CMAQ funds have been distributed through MTC's One Bay Area Grant (OBAG) process. Under the FAST Act, STP has been incorporated under a broader category – the new Surface Transportation Block Grant Program (STBGP) - and increases

1% annually. CMAQ funding remains at the same level to start with and increasing 1-2% annually; new projects have become eligible for CMAQ funding including port-related freight operations.

The TIGER (Transportation Investment Generating Economic Recovery) grant program invests in road, rail, transit and port projects that achieve national objectives. Since 2009, Congress has dedicated nearly \$44.6 billion for seven rounds of TIGER to fund projects that have a significant impact on the nation, region or metropolitan area. Seventy-one (71) transit projects have been funded representing 28% of total TIGER funding. TIGER projects tend to be multi-jurisdictional that are difficult to support through traditional DOT programs. The Capitol Corridor has received TIGER grant funding for capital improvements.

Earmarks: Since the 2005 CTP, there has been a change in the policy of earmarks. Until 2010, applications could be made directly to a federal or state agency, and the grant was in turn provided directly to the implementing agency. Members of Congress and Senators could “earmark” funds for specific projects in their districts. For the past five years federal funds have not been earmarked, and the Solano CTP is based upon the assumption that earmarking will not return.

The direction of federal transit funding has just recently been determined by the passage of the FAST Act in December 2015. Analysis of the bill has begun and details are emerging. With the passage of the FAST Act, long-term transportation funding will be known for the first time in ten years.

State

Transportation Development Act (TDA)-Local Tax Fund (LTF) Apportionments: TDA funds are derived from a countywide one-quarter-of-one-percent sales tax to support transit, transportation for disabled individuals and bicycle and pedestrian purposes. This is a major source of funding for intercity, local and paratransit operations in Solano. TDA also supports the ADA Subsidized Intercity Taxi Program. TDA revenues were increasing until the 2008 economic downturn when they declined sharply and then gradually began increasing. Future TDA funding will be dependent upon local sales tax generation which is moving in a positive direction.

State Transit Assistance funds (STAF) are derived from taxes on fuel sales. STAF revenue tends to vary annually due to the variations in fuel sales. Some STAF is distributed by formula directly from the State to transit operators (revenue-based STAF). Population-based STAF is distributed through Metropolitan Transportation Commission (MTC) programs in the Northern Bay Area counties. There are various categories, but there is a fair amount of flexibility overall. Solano’s population-based STAF is allocated to the STA and has been used for vehicle local match, intercity operating assistance, transit facilities, intercity transit planning, transit coordination, ADA paratransit, mobility management, and more. Future STAF revenue will depend on fuel sales and MTC programming policies.

The Prop 1B/PTMISEA (Public Transportation Modernization Improvement Service Enhancement Account) was created by the approval for a broader Transportation Bond in 2006. Over a ten year period ending with the final allocation in FY2014-15, \$3.6 billion was made available statewide to transit operators for transit capital. PTMISEA funds were to be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement. Funds in this account were appropriated annually by the Legislature to the State Controller's Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities based on population. Dixon Read-Ride, SolTrans and FAST received funding from this program.

The State Transportation Improvement Program (STIP) funds projects that increase capacity on state roads. STIP funding is a mix of State, federal, and local taxes and fees. STIP is primarily used for roadway construction but may also be used for PNRs and multi-modal facilities that support the highway system. STIP funds have been used for rail and ferry facilities in Solano.

California's new Cap and Trade program has created a Greenhouse Gas Reduction Fund using proceeds from the state's cap-and-trade auctions. The Transit and Intercity Rail Capital Program (TIRCP) will help support transportation investments in clean, affordable and low-stress commuting and traveling options by improving the quality and reliability of public transportation choices. In its first year \$25 million was budgeted for 14 projects that were selected in 2015. In future years, the program will receive 10% of the Greenhouse Gas Reduction Fund revenues. There have been legislative efforts to increase the percentage of the funds directed to the TIRCP so far unsuccessful. Distribution of the funds is through a statewide competitive process and candidate projects must demonstrate GHG reduction among other criteria.

Regional

A portion of bridge toll revenue from the seven State-operated Bay Area bridges is allocated for transit capital and operating to reduce vehicular traffic congestion on these bridges. One program known as RM1(or AB664) funds are intended to be used to match FTA funded transit capital projects. SolTrans is a recipient of these funds managed by MTC. This program is expected to continue though MTC may modify the allocation criteria.

A second bridge toll funding program is Regional Measure 2 (RM2). RM2 funds are distributed to Solano County on a formula basis and can be used for projects that reduce bridge traffic. This includes intercity bus operations as long as the routes funded meet specific performance standards, i.e. established farebox recovery requirements. Solano receives approximately \$1.9 million annually from the RM2 "Regional Express Bus North Pool" which covers services that cross the Carquinez and Benicia Bridges. FAST and SolTrans are recipients of RM2 for delivering SolanoExpress services across these two bridges. RM2 is a stable source of funding that will not decrease.

However, with an escalation rate of 1.5% annually it will not increase by much and for several years the escalation rate had been suspended.

In Solano, RM2 funds have also been used to construct multi-modal facilities, park and rides, rail stations, and Capitol Corridor rail improvements. Most of these projects have been completed and the others are under construction.

Both the Bay Area Air Quality Management district (BAAQMD) and the Yolo Solano Air Quality Management District (YSAQMD) have funds that can be spend on projects that reduce air pollutants emissions such as Solano Napa Commuter Information program. These funds are generated from vehicle registration fees in the county. The BAAQMD program is call Transportation Funds for Clean Air (TFCA), and has two components: regionally-competitive funds administered by BAAQMD staff and focused on projects with a regional impact, and CMA Program Manager funds, with projects selected and administered by STA. The YSAQMD Clean Air Fund program is guided by a Solano advisory committee, but recipients are selected by the YSAQMD Board. As a whole, this funding stream is expected to grow slowly. SNCI has consistently received funding from these programs and it is assumed this will continue in the future.

MTC's Regional Rideshare Program (RRP) has funded a significant portion of the SNCI's carpool/vanpool program for decades. MTC has decided to make major changes to the RRP which are expected to significantly reduce funding regionwide and to the SNCI program after FY2016-17.

Local

The seven SolanoExpress intercity transit services are funded through the Intercity Funding (ITF) Agreement since 2006. FAST and SolTrans operate the seven routes which serve all Solano cities except Rio Vista. Intercity transit costs are shared among jurisdictions using a formula that is based on two factors: ridership by residence and population. This shared funding is for the cost of SolanoExpress routes after farebox and other non-local revenue (RM2, grants, etc.) are taken into account. The resulting net cost is shared among the participating jurisdictions based on 20% of their population share and 80% of ridership by residence. This funding agreement is expected to continue.

Passenger fares are a major and on-going funding source for SolanoExpress intercity routes. Farebox recovery rates on the intercity routes have been consistently strong. For FY2012-13 the farebox recovery rates for these routes ranged from 25%-69%. Passenger fares also fund, albeit at a lower level, intercity ADA paratransit and taxi programs.

Transit facility parking fees have been introduced in the SolTrans service area. Daily and monthly parking fees were charged at the downtown Vallejo Transit Center parking garage when it opened in the past few years. Nearby surface parking shared with the Ferry Terminal also has parking fees.

Revenue is generated from various advertising opportunities created on vehicles and at facilities. Interior and exterior bus advertisement space is sold. Bus facilities in both FAST and SolTrans systems create paid advertising space.

Conclusions

As discussed above, some, but not all, of these funds may be used for intercity transit operating and capital, rideshare and mobility management programs. As a result, it is not possible to accurately project available funding for intercity transit operating and capital, rideshare, intercity ADA paratransit, and mobility management programs.

However, some reasonable conclusions may be made about future funding as compared with current funding. Some funding sources that were available in the past ten years are no longer available (i.e. federal Earmarks, ARRA, JARC, New Freedom) which were primarily used for transit capital and Mobility Management. Some existing sources are expected to decline significantly such as the MTC/Regional Rideshare Program funding. Most existing funding sources are not projected to increase or decrease significantly in the foreseeable future. California's new Cap and Trade program may be a new source of funds and there have been efforts underway already to increase the share for transit. New funding to transit could be derived from flexible funding sources such as STP that have traditionally not been utilized; however, STP has long been used for roadway projects which continue to have significant maintenance needs.

Mobility Management and Solano's rideshare program began to overlap in 2014 when the Solano Napa Commuter Information (SNCI) program took on the role as the Mobility Call Center. The Mobility Management program has funded the SNCI program expansion for these functions and expects to continue to do so in the future. Mobility Management does not have a dedicated source of funds to ensure stability for either program.

The current view of resources suggests that sustaining the current level of service of intercity transit, carpool/vanpool services, and mobility management will continue to be challenging. It will be important to stay abreast of often changing funding opportunities, matching their parameters to county needs and values, and aggressively pursuing them. Creative funding options such as public/private funding partnerships or delegating elements of service to the private sector may need to be considered. Continual evaluation of services and programs to identify opportunities to shift service strategies from less productive to more productive service will be important. Yet caution must also be exercised to maintain the delivery of transit, rideshare and mobility management programs to those who need it most – and that need is expected to grow.

This page intentionally left blank.



DATE: January 18, 2016
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
RE: Solano Intercity Taxi Scrip Program Proposed Fare Change

Background:

On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the Solano Transportation Authority from Solano County. The Solano Intercity Taxi Program has been a highly popular program, among eligible participants with nearly all booklets available selling out each month. Phase II of this program will seek to incorporate non-ambulatory riders. Additionally, a new program delivery model will be recommended to achieve long-term program sustainability. In the interim, staff are proposing a number of interim program modifications that address current program deficiencies that are not dependent on adoption of a new program delivery model. These include the normalization of the subsidy per scrip booklet provided by each jurisdiction, and fare changes. The STA Board approved the normalization of the subsidy per booklet at its September 9, 2015 meeting. The STA Board approved seeking public feedback on proposed fare changes at the October 2015 meeting.

Discussion:

In order to ensure the long-term sustainability of the Solano Intercity Taxi Program, a key objective is to keep costs in line with available resources. Fares have remained constant for the first five years of the program, while operating costs have increased each year. It is expected that the program's costs will increase even more when non-ambulatory trip options are added. Currently, it costs a customer \$15 for a \$100 scrip booklet. The 85% subsidy significantly exceeds the 50% subsidy provided in local user side taxi subsidy programs in Solano County cities. An increase in fare revenues would result in more taxi scrip being available due to the expansion of program revenues, and could partially address capacity constraints.

Initially, a proposed flat fare change (\$25) was brought for review to the Solano Seniors and People with Disabilities Transportation Advisory Committee (SSPWD-TAC) meeting, Paratransit Coordinating Council (PCC) and the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC). Some of the comments received recommended looking at identifying low-income riders that are using this program, and utilizing a sliding scale to provide lower costs to these users. As most of the current riders are anticipated to be low-income, a sliding scale program would not improve farebox recovery without an increase.

At the August 25, 2015 Consortium meeting, staff had recommended a \$40 fare with a low income discount of \$25. The Consortium requested a working session which was held on September 9, 2015 to discuss the details of the financial status of the current program, and the financial impacts of the proposed fare increase. At the working meeting, the Consortium members recommended adjusting the low income discount to \$20 from \$25, referred to as the "\$20 / \$40 fare." Attachments A, B and C provide the following detailed financial projections:

- Scenario 1: No fare change and no change in the number of scrip books (Attachment A)
- Scenario 2: \$20 / \$40 fares and no change in the number of scrip books (Attachment B)
- Scenario 3: \$20 / \$40 fares and 25% increase in the number of scrip books available for ambulatory patrons (Attachment C)

As shown in Attachment A, under Scenario 1, the taxi scrip program is projected to have low farebox recovery of approximately 12-13%, and insufficient financial capacity to expand the program. Under Scenario 2, the program’s farebox recovery is projected to increase to approximately 20%, with a resulting decrease in the necessary subsidy from Solano County’s TDA funds. Scenario 3 demonstrates that if 1,200 additional scrip books were sold, the farebox recovery ratio would be approximately 21-22%. Further, under Scenario 3, Solano County’s TDA contribution would remain similar to the amounts shown under Scenario 1, the “no change” scenario.

To assess eligibility for the low income discounted fare, income thresholds could be set based on existing thresholds for other programs such as Medi-Cal and/or Supplemental Security Income (SSI). The income threshold for Medi-Cal is 138% of Federal Poverty Level (FPL). The following table summarizes the current Medi-Cal eligibility income levels by household size:

Household Size	2015 Federal Poverty Level	138% of Federal Poverty Level
1	\$11,770	\$16,243
2	\$15,930	\$21,983
3	\$20,090	\$27,724
4	\$24,250	\$33,465
5	\$28,410	\$39,206

Determining the income thresholds for SSI benefits uses a detailed formula based on multiple income types and other parameters. To simplify, SSI benefits are generally available for eligible individuals whose monthly income is less than \$733, and couples with incomes less than \$1,100. The annual income thresholds for SSI are \$8,804 for individuals and \$13,205 for couples, which are lower than for the Medi-Cal program.

To make access to the discount fare easier for patrons and to lessen the administrative burden associated with income verification, eligibility for the discount fare could be demonstrated by patrons showing their Medi-Cal card or proof of SSI participation.

Based on experience from other transit and paratransit services, our analysis assumes that 75% of the patrons would be low income, and would pay the \$20 fare. If the percentage of low income patrons increases, the fare revenue would decline. Research by Nelson Nygaard has shown that in LA, 71% of paratransit riders live in households with incomes below \$20,000, and 81% in households below \$30,000. In the East Bay approximately 71% of paratransit riders live in households with incomes below \$29,000. Income data for Solano County’s paratransit riders is not available. However, according to the US Census, approximately 13% of Solano County residents are below the poverty level.

Based on the financial analysis shown in Attachment B, and input provided by Consortium members at the meeting on September 9th, staff recommends increasing fares \$40 for a \$100 scrip booklet, and providing a discounted fare of \$20 per booklet for low-income patrons. Staff recommends that the income threshold for the discount fare be set at 138% of the Federal Poverty Level, equivalent to the Medi-Cal income threshold. STA staff is seeking feedback from the Consortium on whether to increase the number of scrip books by 25%, as shown in Attachment 3. In order to expand the program, the local jurisdictions would have to increase their financial contributions to the program, by “purchasing” the additional books for \$43.54 each.

Public Comments

STA released the proposed Solano County Intercity Taxi Scrip Program fare change for public comment in October 2015, and collected comments through mid-January. This process included discussing the proposal and collecting feedback from the riders, public, and STA advisory committees.

The STA received 63 comments (summarized in Attachment D) from public meetings and the Intercity Taxi Scrip Program fare change comment cards. Generally, the comments can be broken into 3 categories:

1. 12 comments were against the fare changes:
 - Six of the comments were concerned about low-income users
 - Four of the comments were concerned about cost concerns
 - Two of the comments were against the fare change
2. 14 comments were supportive of fare changes:
 - Six of the comments supportive if fare change leads to more scrip availability
 - Four of the comments supportive if fare change leads towards non-ambulatory service
 - Four of the comments were supportive of the fare change
3. 37 questions/comments received were neither for or against the fare change
 - Examples:
 - “How many books can one person buy in each city?”
 - “Should work with TAFB to address employee transportation issues.”
 - “There should be a better distribution system.”

The most frequent comment received was in regard to supplementing the program with support from Travis Air Force Base/Call Center and/or Other Grants. Nine out of 11 comments in this category were specifically addressing Travis Air Force Base/Call Center assistance. STA staff plans to meet with the TAFB Call Center to discuss transportation options.

Fiscal Impact:

An increase in the cost of scrip booklets from \$15 to \$40 per booklet, would provide \$25 more per scrip booklet more towards the program. The increase from \$15 to \$20 per booklet for low income participants would provide \$5 more per booklet. At current usage, and assuming that 75% of the patrons would qualify for the discount fare, this increase would generate approximately \$48,000 per year in additional fare revenue. If the percentage of low income patrons increases, the fare revenue would decline. This fare adjustment would result in approximately 1,200 additional booklets being available for purchase.

Recommendation:

Forward a recommendation to the STA Board to approve the following modifications to the Solano Intercity Taxi Scrip Program, effective on July 1, 2016:

1. Increase the cost of scrip booklets from the current level of \$15 for \$100 worth of scrip to:
 - a) \$40 for \$100 worth of scrip for non-low income patrons,
 - b) \$20 for \$100 worth of scrip for low income patrons,
2. Set the low-income threshold for the discount fare at 138% of the Federal Poverty Level, consistent with the Medi-Cal program.

Attachments:

- A: Intercity Taxi Scrip Program 5 Year Projection and Fare Change Analysis Scenario 1
- B: Intercity Taxi Scrip Program 5 Year Projection and Fare Change Analysis Scenario 2
- C: Intercity Taxi Scrip Program 5 Year Projection and Fare Change Analysis Scenario 3
- D: Intercity Taxi Scrip Comment Summary

Solano County Intercity Taxi Scrip Program

5 Year Projection and Fare Change Analysis

11-Sep-15

DRAFT

SCENARIO 1: NO CHANGE	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
	Total						
Assumptions							
No. of Scrip Booklets Sold	4,461	4,729	4,800	4,800	4,800	4,800	4,800
Cost per Scrip Booklet	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00
Operating Expenses							
Taxi Service Reimbursements	\$ 397,406	\$ 439,022	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000
STA Program Manager - Transition		\$ 69,376					
Administration - Solano County	\$ 158,302	\$ 51,934	\$ -	\$ -			
Staff Oversight - STA		\$ 21,958	\$ 57,968	\$ 61,483	\$ 64,557	\$ 67,785	\$ 71,174
Marketing & Brochures		\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Printing (Scrip Books)	\$ 8,615	\$ 5,317	\$ 11,200	\$ 11,760	\$ 12,348	\$ 12,348	\$ 12,965
Total Expenses	\$ 564,323	\$ 587,607	\$ 559,168	\$ 563,243	\$ 566,905	\$ 570,133	\$ 574,139
Planning Expenses							
Consultant Services		\$ 19,413	\$ 50,000	\$ -	\$ -	\$ -	\$ -
Revenue							
Farebox Revenue	\$ 66,915	\$ 70,935	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000
FTA New Freedom Grant (STA)		\$ -	\$ 100,000	\$ -			
FTA New Freedom Grant (Fairfield)		\$ 200,000	\$ -	\$ -			
Lifeline Grants		\$ -	\$ 100,000	\$ 100,000			
TDA: Dixon	\$ 5,000	\$ 5,000	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612
TDA: FAST	\$ 40,000	\$ 40,000	\$ 39,883	\$ 39,883	\$ 39,883	\$ 39,883	\$ 39,883
TDA: Rio Vista	\$ 5,000	\$ 5,000	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612
TDA: Soltrans	\$ 85,000	\$ 85,000	\$ 90,215	\$ 90,215	\$ 90,215	\$ 90,215	\$ 90,215
TDA: Vacaville	\$ 70,000	\$ 70,000	\$ 69,664	\$ 69,664	\$ 69,664	\$ 69,664	\$ 69,664
TDA: Solano County	\$ 292,408	\$ 131,085	\$ 132,182	\$ 86,256	\$ 89,919	\$ 93,146	\$ 97,153
TDA: Local Jurisdictions							
STAF: STA		\$ -	\$ -	\$ 100,000	\$ 200,000	\$ 200,000	\$ 200,000
Total Revenue	\$ 564,323	\$ 607,020	\$ 609,168	\$ 563,243	\$ 566,905	\$ 570,133	\$ 574,139
Farebox Recovery Ratio*	11.9%	12.1%	12.9%	12.8%	12.7%	12.6%	12.5%
* Does not include planning							

Solano County Intercity Taxi Scrip Program
 5 Year Projection and Fare Change Analysis
 11-Sep-15

DRAFT

SCENARIO 2:	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
INCREASE FARES TO \$20 / \$40	Total						
Assumptions							
No. of Scrip Booklets Sold	4,461	4,729	4,800	4,800	4,800	4,800	4,800
Cost per Scrip Book - Current	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00
75% Cost per Scrip Book - Low Income			\$ 20.00	\$ 20.00	\$ 20.00	\$ 20.00	\$ 20.00
25% Cost per Scrip Book - Full Fare			\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00
Operating Expenses							
Taxi Service Reimbursements	\$ 397,406	\$ 439,022	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000
STA Program Manager - Transition	\$ -	\$ 69,376	\$ -	\$ -	\$ -	\$ -	\$ -
Administration - Solano County	\$ 158,302	\$ 51,934	\$ -	\$ -	\$ -	\$ -	\$ -
Staff Oversight - STA	\$ -	\$ 21,958	\$ 57,968	\$ 61,483	\$ 64,557	\$ 67,785	\$ 71,174
Marketing & Brochures	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Printing (Scrip Books)	\$ 8,615	\$ 5,317	\$ 11,200	\$ 11,760	\$ 12,348	\$ 12,348	\$ 12,965
Total Expenses	\$ 564,323	\$ 587,607	\$ 559,168	\$ 563,243	\$ 566,905	\$ 570,133	\$ 574,139
Planning Expenses							
Consultant Services	\$ -	\$ 19,413	\$ 50,000	\$ -	\$ -	\$ -	\$ -
Revenue							
Farebox Revenue	\$ 66,915	\$ 70,935	\$ 84,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000
FTA New Freedom Grant (STA)	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -
FTA New Freedom Grant (Fairfield)	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -
Lifeline Grants	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -
TDA: Dixon	\$ 5,000	\$ 5,000	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612
TDA: FAST	\$ 40,000	\$ 40,000	\$ 39,883	\$ 39,883	\$ 39,883	\$ 39,883	\$ 39,883
TDA: Rio Vista	\$ 5,000	\$ 5,000	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612
TDA: Soltrans	\$ 85,000	\$ 85,000	\$ 90,215	\$ 90,215	\$ 90,215	\$ 90,215	\$ 90,215
TDA: Vacaville	\$ 70,000	\$ 70,000	\$ 69,664	\$ 69,664	\$ 69,664	\$ 69,664	\$ 69,664
TDA: Solano County	\$ 292,408	\$ 131,085	\$ 120,182	\$ 38,256	\$ 41,919	\$ 45,146	\$ 49,153
TDA: Local Jurisdictions							
STAF: STA	\$ -	\$ -	\$ -	\$ 100,000	\$ 200,000	\$ 200,000	\$ 200,000
Total Revenue	\$ 564,323	\$ 607,020	\$ 609,168	\$ 563,243	\$ 566,905	\$ 570,133	\$ 574,139
Farebox Recovery Ratio*	11.9%	12.1%	15.0%	21.3%	21.2%	21.0%	20.9%
* Does not include planning							

Solano County Intercity Taxi Scrip Program
 5 Year Projection and Fare Change Analysis
 11-Sep-15

DRAFT

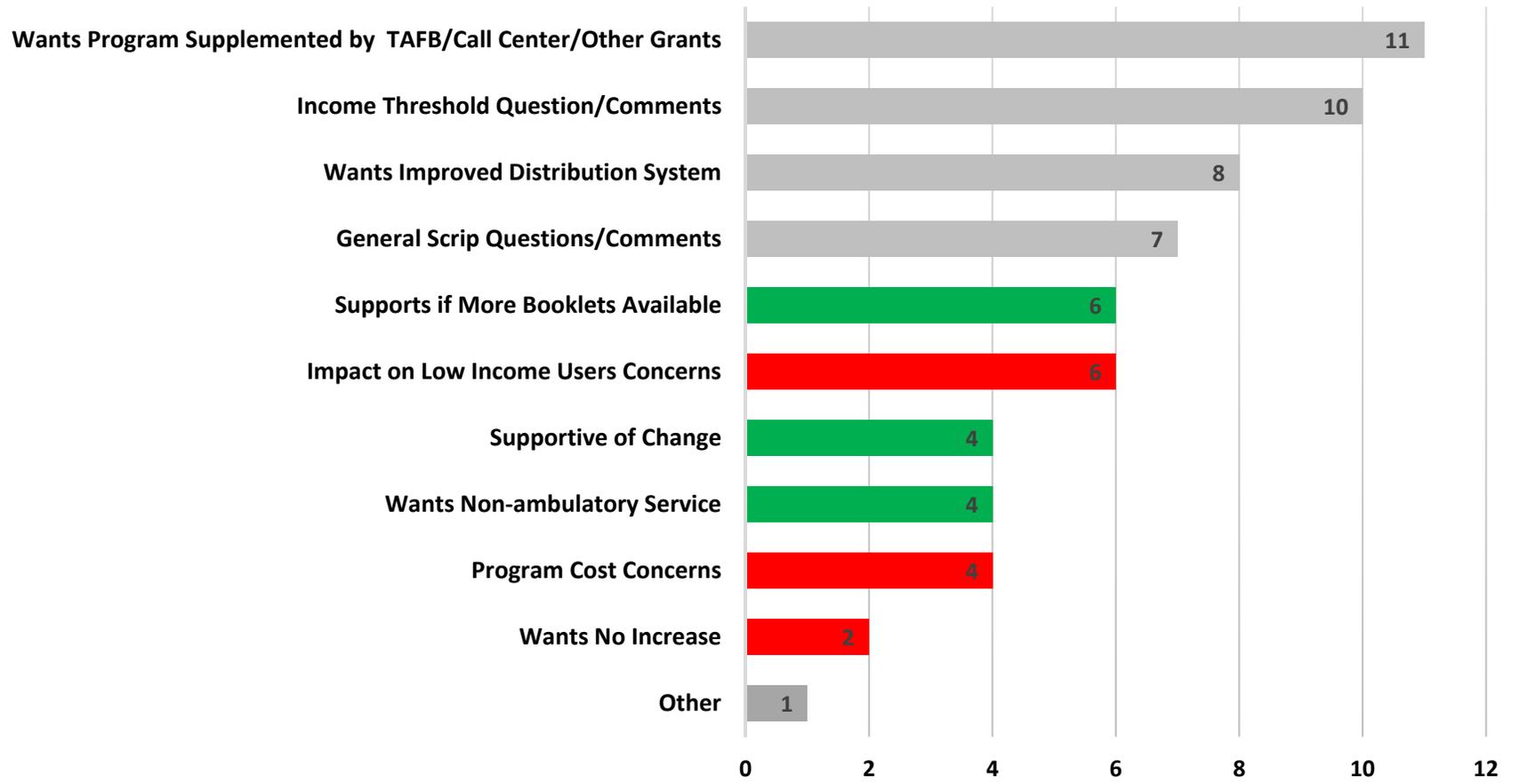
SCENARIO 3:	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
INCREASE FARES & EXPAND SERVICE	Total						
Assumptions							
No. of Scrip Booklets Sold - Current	4,461	4,729	4,800	4,800	4,800	4,800	4,800
New Scrip Booklets Sold			300	1,200	1,200	1,200	1,200
Cost per Scrip Book - Current	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00
75% Cost per Scrip Book - Low Income			\$ 20.00	\$ 20.00	\$ 20.00	\$ 20.00	\$ 20.00
25% Cost per Scrip Book - Full Fare			\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00
Operating Expenses							
Taxi Service Reimbursements	\$ 397,406	\$ 439,022	\$ 510,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000
STA Program Manager - Transition	\$ -	\$ 69,376	\$ -	\$ -	\$ -	\$ -	\$ -
Administration - Solano County	\$ 158,302	\$ 51,934	\$ -	\$ -	\$ -	\$ -	\$ -
Staff Oversight - STA	\$ -	\$ 21,958	\$ 57,968	\$ 61,483	\$ 64,557	\$ 67,785	\$ 71,174
Marketing & Brochures	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Printing (Scrip Books)	\$ 8,615	\$ 5,317	\$ 11,200	\$ 14,700	\$ 15,435	\$ 15,435	\$ 16,207
Total Expenses	\$ 564,323	\$ 587,607	\$ 589,168	\$ 686,183	\$ 689,992	\$ 693,220	\$ 697,381
Planning Expenses							
Consultant Services	\$ -	\$ 19,413	\$ 50,000	\$ -	\$ -	\$ -	\$ -
Revenue							
Farebox Revenue	\$ 66,915	\$ 70,935	\$ 91,500	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
FTA New Freedom Grant (STA)	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -
FTA New Freedom Grant (Fairfield)	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -
Lifeline Grants	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -
TDA: Dixon	\$ 5,000	\$ 5,000	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612
TDA: FAST	\$ 40,000	\$ 40,000	\$ 39,883	\$ 39,883	\$ 39,883	\$ 39,883	\$ 39,883
TDA: Rio Vista	\$ 5,000	\$ 5,000	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612
TDA: Soltrans	\$ 85,000	\$ 85,000	\$ 90,215	\$ 90,215	\$ 90,215	\$ 90,215	\$ 90,215
TDA: Vacaville	\$ 70,000	\$ 70,000	\$ 69,664	\$ 69,664	\$ 69,664	\$ 69,664	\$ 69,664
TDA: Solano County	\$ 292,408	\$ 131,085	\$ 129,620	\$ 78,948	\$ 82,758	\$ 85,985	\$ 90,146
TDA: Local Jurisdictions			\$ 13,062	\$ 52,248	\$ 52,248	\$ 52,248	\$ 52,248
STAF: STA	\$ -	\$ -	\$ -	\$ 100,000	\$ 200,000	\$ 200,000	\$ 200,000
Total Revenue	\$ 564,323	\$ 607,020	\$ 639,168	\$ 686,183	\$ 689,992	\$ 693,220	\$ 697,381
Farebox Recovery Ratio*	11.9%	12.1%	15.5%	21.9%	21.7%	21.6%	21.5%
* Does not include planning							

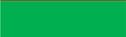
DRAFT

Farebox Revenue Scenarios - Existing Service	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
\$15 per Book							
Fares	\$ 66,915	\$ 70,935	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000
Farebox Recovery Rate	11.9%	12.1%	12.9%	12.8%	12.7%	12.6%	12.5%
\$20 per Book (effective 1-Apr-16)							
Fares	\$ 66,915	\$ 70,935	\$ 78,000	\$ 96,000	\$ 96,000	\$ 96,000	\$ 96,000
Farebox Recovery Rate	11.9%	12.1%	13.9%	17.0%	16.9%	16.8%	16.7%
Change in Fare Revenue from \$15/book			\$ 6,000	\$ 24,000	\$ 24,000	\$ 24,000	\$ 24,000
\$40 per Book (effective 1-Apr-16)							
Fares	\$ 66,915	\$ 70,935	\$ 102,000	\$ 192,000	\$ 192,000	\$ 192,000	\$ 192,000
Farebox Recovery Rate	11.9%	12.1%	18.2%	34.1%	33.9%	33.7%	33.4%
Change in Fare Revenue from \$15/book			\$ 30,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000

Sliding Scale - No Change in Number of Books							
Percentage Paying \$40 Fare		0%	10%	25%	50%	75%	100%
Percentage Paying \$20 Fare		100%	90%	75%	50%	25%	0%
Total Fare Revenue	\$	96,000	\$ 105,600	\$ 120,000	\$ 144,000	\$ 168,000	\$ 192,000
Change in Fare Revenue from \$15/book	\$	24,000	\$ 33,600	\$ 48,000	\$ 72,000	\$ 96,000	\$ 120,000

INTERCITY TAXI SCRIP COMMENT SUMMARY



Fare Increase Concerns: 
 Positive Comments: 
 Neutral Comments: 

This page intentionally left blank.



DATE: January 19, 2016
TO: STA TAC
FROM: Robert Guerrero, Senior Project Manager
RE: Regional Transportation Impact Fee (RTIF): Working Group 1- Jepson Parkway

Background:

The STA and the County of Solano coordinates on the collection and management of the Regional Transportation Impact Fee (RTIF), a component of the County's Public Facilities Fee (PFF). The County Board of Supervisors added a \$1,500 per dwelling unit equivalent for the RTIF as part of the update to the PFF at their meeting on December 3, 2013. The RTIF collection formally began on February 3, 2014 with a five year funding horizon of 2019. The RTIF will officially be 2 years old during the month of February 2015.

The STA submitted the 2nd RTIF annual report in October 2015 to the County Board of Supervisors. The annual report includes status updates on the RTIF financials and the status of the following approved projects funded by the RTIF:

- Working Group 1: Jepson Parkway Project – Right of Way Phase Currently Underway
- Working Group 2: SR 12/Church Road Intersection – environmental phase initiated
- Working Group 3: SR37/Redwood St/Fairground Dr. – preparing for design work
- Working Group 4: Green Valley Overcrossing- Under Construction
- Working Group 6: Benicia Industrial Park Transit Hub – Under Construction

Five out of the seven RTIF projects are advancing and will be receiving a RTIF disbursement for eligible project expenditures based on the STA Board's approved funding disbursement on July 8, 2015. District 5 (SR 113 Corridor) and District 7 (County Unincorporated) have not initiated their eligible projects and will work with STA staff to have a Board approval for future funding requests.

The STA estimates that the RTIF collected in the 1st Quarter of FY 2015-16 was \$337,307, bringing the total collected since the program began to \$1.756 million. Attachment A provides a summary of RTIF collections by fiscal year quarters since the program began. It is an estimate since the 1st Quarter of FY 2015-16 has not been recorded by the Solano County Auditor. It is anticipated the final FY 2015-16Q1 funding amounts for the Public Facility Fee and the RTIF will be available this month.

Discussion:

The majority of the RTIF funds collected are from building permits collected in Working Group District 1 for the Jepson Parkway Project. Approximately, \$1.036 million is estimated to have been collected from Working Group District 1 for STA's efforts in conducting the Right-of-Way activities for both segments of the project. The STA Board's action on July 8, 2015 approved an

RTIF disbursement for up to \$750,000 to District 1. However, the \$750,000 fund disbursement is anticipated to be fully utilized by the end of the 2nd Quarter of FY 2015-16 due to the STA's continued advance in the Jepson Parkway Project's right of way acquisition and relocation work.

STA staff is recommending a second RTIF disbursement to the Working Group District 1 for an amount up to the funds generated in FY 2015-16. The estimated amount is \$800,000 based on the carry over balance of \$117,074 from FY 14-15 and the estimated FY 2015-16 RTIF fund balance \$682,926. The members of Working Group District 1 are scheduled to meet prior to the upcoming January TAC meeting. STA staff's recommendation on this issue is tentative based on the concurrence of the Working Group 1's discussion.

Fiscal Impact:

None to the STA General Fund. The tentative recommendation is an estimate of \$800,000 from the Working Group District 1 fund balance of \$117,074 and the estimate of \$682,926 for FY 2015-16 for a total estimated amount not to exceed \$800,000.

Recommendation:

Forward a recommendation to the STA Board to approve a 2nd RTIF fund distribution for the Jepson Parkway Project for an amount up to the funds generated in FY 2015-16, estimated to be \$682,926 and the \$117,074 carryover of Working Group District 1 for a total estimated amount not-to-exceed \$800,000.

Attachment:

- A. RTIF Revenue Estimate by District

RTIF Revenue Estimate by District

	FY 2013-14 Carryover	FY 2014-15				FY 2014-15 Total	FY 2015-16	Estimated Total
		1st Quarter	2nd Quarter	3rd Quarter	4th Quarter		Estimated 1st Quarter	
RTIF Revenue for Eligible Projects	\$ 382,574.05	\$ 118,061.28	\$ 267,644.09	\$ 583,912.50	\$ 404,773.09	\$ 1,374,390.96	\$ 337,307.39	\$ 1,756,965.01
District 1 Jepson Corridor	\$ 281,633.54	\$ 63,665.84	\$ 117,272.34	\$ 161,121.67	\$ 243,381.88	\$ 585,441.73	\$ 169,553.00	\$ 1,036,628.27
District 2 SR 12 Corridor	\$ 27,761.55	\$ 5,693.30	\$ 5,672.91	\$ -	\$ 5,116.05	\$ 16,482.26	\$ 3,979.58	\$ 44,243.81
District 3 South County	\$ 4,492.56	\$ 2,672.80	\$ 11,182.44	\$ 3,000.28	\$ 20,166.78	\$ 37,022.30	\$ 7,663.57	\$ 41,514.86
District 4 Central County	\$ 30,429.00	\$ 10,563.71	\$ 91,384.02	\$ 305,642.30	\$ 37,681.92	\$ 445,271.95	\$ 101,669.40	\$ 475,700.95
District 5 SR 113	\$ -	\$ 23,659.50	\$ 15,367.97	\$ 55,757.00	\$ 57,949.16	\$ 152,733.62	\$ 20,711.09	\$ 152,733.62
District 6 Transit (5%)	\$ 19,128.70	\$ 5,903.06	\$ 13,382.20	\$ 29,195.62	\$ 20,238.65	\$ 68,719.55	\$ 16,865.37	\$ 87,848.25
District 7 County Road (5%)	\$ 19,128.70	\$ 5,903.06	\$ 13,382.20	\$ 29,195.62	\$ 20,238.65	\$ 68,719.55	\$ 16,865.37	\$ 87,848.25
Total:	\$ 382,574.05	\$ 118,061.28	\$ 267,644.09	\$ 583,912.50	\$ 404,773.09	\$ 1,374,390.96	\$ 337,307.39	\$ 1,756,965.01

This page intentionally left blank.



DATE: January 19, 2016
 TO: STA TAC
 FROM: Philip Kamhi, Transit Program Manager
 RE: Low Carbon Transit Operations Program (LCTOP) FY 2015-16 Funding

Background/Discussion:

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 January 15, 2016, MTC sent an email (Attachment A) to the Transit Finance Working Group (TFWG) regarding Low Carbon Transit Operations Program (LCTOP), and included a detailed list of the LCTOP funding shares (Attachment B).

Attachment B includes LCTOP funding shares, and the following breakdown for Solano County:

Solano County	Revenue-based Funding	Pop.-based Funding	Total Funding (Revenue-based and Pop.-based)
City of Dixon	\$955	-	\$955
City of Fairfield	\$24,054	-	\$24,054
City of Rio Vista	\$220	-	\$220
City of Vacaville	-	-	-
Solano County Transit	\$56,158	-	\$56,158
Solano County Operators (TBD)	-	\$422,905	\$422,905

In Marin, Solano and Sonoma Counties, MTC has assigned a lump sum (population-based funding) to the CMA's, for distribution coordinated at the county level.

At the January 2016 STA Board meeting, the STA Board approved the following Cap and Trade Project Priorities:

1. SolanoExpress Bus Replacement
2. Fairfield-Vacaville Train Station
3. STA Managed Lanes Implementation Plan (MLIP) Priority Projects

Based on the STA Board adopted priority, STA staff recommends prioritizing this funding for SolanoExpress Bus Replacement for this year, towards the \$4.2 million deficit. STA staff also recommends distributing at a minimum the same levels of funding that the operators were distributed in FY 2014-15, as follows:

Solano County	FY 2015-16 Funding (Revenue-based)	FY 2015-16 Funding (Pop.- based)	Total Funding (Revenue-based and Pop.-based)
City of Dixon	\$955*	-	\$955*
City of Fairfield	\$24,054	\$55,154	\$79,208
City of Rio Vista	\$220*	-	\$220*
City of Vacaville	-	\$35,954	\$35,954
Solano County Transit	\$56,158	\$67,421	\$123,579
SolanoExpress Bus Replacement	-	\$264,376	\$264,376
Total	\$81,387	\$422,905	\$504,292

*Both Dixon and Rio Vista intend to swap this funding

Applications for the FY 2015-16 LCTOP program are due to MTC for review by January 26, 2016. STA staff did contact the Solano County Transit Operators prior to the Consortium meeting to discuss with the impacted operators, and a summary of their comments are attached (Attachment C).

Fiscal Impact:

A total of \$422,905 LCTOP Population-based funding is available for FY 2015-16 for Solano County.

Recommendation:

Forward a recommendation to the STA Board to:

- A. Authorize distribution of the FY 2015-16 Low Carbon Transit Operations Program Population-based funding, as follows:
 - City of Fairfield: \$55,154
 - City of Vacaville: \$35,954
 - Solano County Transit: \$123,579
 - SolanoExpress Bus Replacement: \$264,376
- B. Authorize STA staff to develop a five-year plan for the Low Carbon Transit Operations Program Population-based funding

Attachments:

- A. MTC TFWG Email Dated 1/15/16
- B. MTC LCTOP 2015-16 Shares
- C. Summary of Transit Operator Comments on proposed 2015-16 LCTOP Funding (To be provided under separate cover.)

From: [Kenneth Folan](#)
To: [Kenneth Folan](#)
Subject: Cap and Trade: Transit Operations (LCTOP) - Population-based Funds
Date: Friday, January 15, 2016 4:59:08 PM
Attachments: [LCTOP_2015-16 Shares.pdf](#)

Distributed To: Transit Finance Working Group
 From: MTC Staff

Eligible FY 2015-16 LCTOP applicants:

MTC's Cap and Trade Low Carbon Transit Operations Program (LCTOP) Framework/ Funding Formula and Caltrans's LCTOP Deadlines

To secure FY 2015-16 LCTOP funds, all project sponsors must submit an allocation request application to Caltrans by February 1, 2016. For some of you, you will need information on the population based LCTOP funds from MTC and a signature from MTC. MTC staff intends to recommend an interim FY2015-16 LCTOP distribution formula for the population-based funds at the February Commission meeting, but this will not be in time for the February 1st Caltrans allocation request deadline. This interim FY2015-16 formula is a modified version of the October 2015 staff proposed alternatives that was discussed recently with transit operators. Over the past several months, MTC staff has received input on two proposed alternatives. Because of the accelerated February 1st deadline, we are recommending proceeding with this interim option.

To meet Caltrans' deadline, MTC is providing provisional LCTOP population amounts for operators to include in your application, see attached document. Caltrans has indicated they will accept provisional applications.

Process and Instructions

- For operators submitting applications to the revenue based program only, you can bypass MTC and send your application directly to Caltrans. If your application encompasses the population based or a combination of population based on Revenue based LCTOP funds, you will need to work with MTC to submit your application.
- Please use the funding amounts listed in the attached file for your LCTOP population based share. For Solano, Marin, and Sonoma County operators, a lump sum amount has been assigned to the county, for distribution coordinated at the county level.
- Once you have prepared your application, send the required files to MTC by January 26, 2016:
 - o Allocation Request Form
 - o Funding Plan Form
 - o Authorized Agent Form
 - o Certification and Assurances Form
 - o Draft or approved board resolutions
- Also please make sure to have your board approve the following in February:
 - o Board Resolution identifying project

- o Board Resolution for certifications and assurances/authorized agent (Caltrans has informed MTC staff that a new resolution is required even if an agency passed this resolution last cycle – you may want to not specify FY2015-16 for this resolution, so that it can be used in future years).
- Application materials and resolution templates are available at Caltrans' webpage listed below. Note that the allocation request form requires inputs from the GHG Reduction Quantification Tool, also available on the LCTOP website.

Important dates

January 26, 2016 – Applications due to MTC for review (submit to Melanie Choy electronically at mchoy@mtc.ca.gov and original signed hard copy to Melanie Choy, MTC, 101 8th Street, Oakland, CA 94607)

February 1, 2016 – Applications due to Caltrans/ MTC transmits all applications to Caltrans as provisional

February 24, 2016 – MTC Commission adoption of interim FY2015-16 framework and program of projects

February 2016 – Operators take Board action to approve the LCTOP application, certs and assurances and authorized agent (see sample resolutions at the link below). Once approved work with MTC to send final application to Caltrans.

Additional Information:

Interim MTC LCTOP population based program distribution formula (attached pdf)

All forms and sample resolutions located at Caltrans' LCTOP webpage:

<http://www.dot.ca.gov/hq/MassTrans/lctop.html>

Thank you for your cooperation and please feel free to contact me or Melanie Choy with any questions.

Kenneth Folan
Principal - Programming and Allocations
MTC
510.817.5804

Provisional Distribution of Low Carbon Transit Operations Program Funds for FY 2015-16

Estimates revenues based on State Controller's Office Letter dated 10/30/2015

Operator / Entity / Program	FY 2015-16 Estimated Low Carbon Transit Operations Program		
	Revenue-based Funding	Pop.-based Funding	Total Funding (Revenue-based and Pop.-based)
	\$ 20,890,977	\$ 7,275,276	\$ 28,166,253
ACTC - Corresponding to ACE	\$ 52,342	\$ -	\$ 52,342
Caltrain	\$ 1,089,039	\$ -	\$ 1,089,039
CCCTA	\$ 123,087	\$ 492,491	\$ 615,578
ECCTA	\$ 57,005	\$ 297,455	\$ 354,460
LAVTA	\$ 49,753	\$ 203,612	\$ 253,365
NCPTA	\$ 12,433	\$ 140,397	\$ 152,830
SamTrans	\$ 669,751	\$ 279,772	\$ 949,523
City of Union City	\$ 8,417	\$ 71,301	\$ 79,718
VTA	\$ 2,576,819	\$ 985,763	\$ 3,562,582
VTA - Corresponding to ACE	\$ 56,032	\$ -	\$ 56,032
WCCTA	\$ 64,506	\$ 65,666	\$ 130,172
WETA	\$ 264,976	\$ -	\$ 264,976
<i>Marin County</i>			
GGBHTD	\$ 964,017	\$ -	\$ 964,017
Marin Transit	\$ 179,550	\$ -	\$ 179,550
Marin County Operators (TBD)	\$ -	\$ 259,722	\$ 259,722
<i>Solano County</i>			
City of Dixon	\$ 955	\$ -	\$ 955
City of Fairfield	\$ 24,054	\$ -	\$ 24,054
City of Rio Vista	\$ 220	\$ -	\$ 220
City of Vacaville	\$ -	\$ -	\$ -
Solano County Transit	\$ 56,158	\$ -	\$ 56,158
Solano County Operators (TBD)	\$ -	\$ 422,905	\$ 422,905
<i>Sonoma County</i>			
City of Healdsburg	\$ 101	\$ -	\$ 101
City of Petaluma	\$ 2,792	\$ -	\$ 2,792
City of Santa Rosa	\$ 27,337	\$ -	\$ 27,337
Sonoma County Transit	\$ 29,599	\$ -	\$ 29,599
Sonoma County Operators (TBD)	\$ -	\$ 496,902	\$ 496,902
SUBTOTAL	\$ 6,308,943	\$ 3,715,986	\$ 10,024,929
AC Transit	\$ 1,948,597	\$ -	\$ 1,948,597
BART	\$ 4,476,845	\$ -	\$ 4,476,845
SFMTA	\$ 8,156,592	\$ -	\$ 8,156,592
SUBTOTAL	\$ 14,582,034	\$ -	\$ 14,582,034
MTC Regional Coordination Program -- Clipper	\$ -	\$ 3,559,290	\$ 3,559,290

This page intentionally left blank.



DATE: January 15, 2016
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Philip Kamhi, Transit Program Manager
RE: Solano County Future Bridge Toll Priorities

Background:

Bridge Tolls

On March 2, 2004, Bay Area voters passed Regional Measure 2 (RM 2), raising the toll on the seven state-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in Senate Bill (SB) 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs, and the STA was project sponsors for most of Solano County capital RM 2 projects for a total of \$184 M with the STA, the Cities of Benicia, Fairfield, Vacaville and Vallejo, and SolTrans serving as project implementing agencies, depending on the project. In addition, the I-80/I-680/State Route (SR) 12 Interchange Complex also received \$100 million from toll bridge revenues. Further, the bridge toll funds provide an annual operating revenue of \$1.9 million for SolanoExpress and \$2.7 million for the ferry system annual operating. In Fiscal Year 2015-16, \$738,000 of additional RM2 funding from escalation was allocated to Solano County by MTC, bringing the total RM2 transit operations funding received in Solano County to \$2,672,875. Attachment A provides the list of RM 2 implemented projects.

These bridge toll funds have been essential in providing Solano County with the opportunity to improve multi-modal mobility. The funds have in some cases fully funded the improvements, but they also leveraged other state and federal funds. Attachment A provides the details of the successes of these funds. However, there is still a significant amount of important projects that need to be invested in to reduce congestion and improve mobility in Solano County. These include investments in highway and transit facilities as well as the continued dedication to SolanoExpress operating.

Discussion:

As stated above, the RM 2 bridge toll funds provided a significant investment in the improved mobility of Solano County. These funds were used to leverage other State funding, primarily the Proposition 1B funds, to increase the amount of investment in the county's transportation system. However, more improvement are needed. Listed below is the proposed priority projects that have a direct link to improving mobility and relieving congestion along the bridge toll corridors.

I-80 Goods Movement Corridor Improvements

The congestion relief on the Solano County highways still mandates further investment. The I-80/I-680/SR 12 Interchange complex is not only an important Goods Movement project, but will also help facilitate the current and future transit and rideshare services along the I-80, I-680, and SR 12 corridors. Currently, three SolanoExpress Routes (40, 85 and 90) and Napa Vine 21 travel through this interchange. This project is currently completing the construction of the first of seven construction packages. Beyond what is under construction currently, STA is proceeding with design for phase two, but no other construction packages are funded.

Further, the I-80 Eastbound Cordelia Truck Scales were completed with bridge toll and Proposition 1B Trade Corridor Improvement Funds. Improving these scales are vital to the security, safety and maintenance of the highway system. The Westbound Scales have been environmentally cleared, but are funded for design or construction.

I-80 Express Lanes

Mobility along the I-80 corridor benefits not only Goods Movement, the economic vitality of the County and Region, but also transit and carpool/can pool options. As such, the STA Board in partnership with the Metropolitan Transportation Commission (MTC) have identifies the I-80 corridor through Solano County for Express Lanes. The priority segment is from Red Top Road in Fairfield to I-505 in Vacaville. The project is currently in design, but has not secured construction funding. The next priority of this system, is the segment through Vallejo from State Route 37 to the Carquinez Bridge.

Intermodal/Park-n-Ride/Rail Facilities

While there have been important improvements made to intermodal, park-n-ride and rail facilities along the 80 corridor, there is still a need for further investment. Examples of these facilities include the Vallejo Station Phase B and Fairfield Transportation Center. In addition, access improvements as identified in the STA Safe Routes to Transit Plan need to be completed. The STA, in coordination with Soltrans and FAST, is working with MTC in identifying these projects as priorities for the Bay Area Managed Lanes Implementation Plan (MLIP). MTC is analyzing support facilities as part of this effort for travelers anticipated to utilize the managed lanes network, such as the future I-80 Express Lane in Solano County. This includes support facilities such as Park and Ride lots and Transit Centers servicing commuters, vanpoolers, and express bus type services. The goal is to analyze key support facility improvements to maximize the usage of the future express lane network.

SolanoExpress Capital and Operating

The SolanoExpress transit system has maintained a high farebox recovery ratio (over 50%), which demonstrates the success of this commuter focused transit service. The continuation of the operating funds from the bridge tolls with an annual cost adjustment increase to provide for the increasing costs of running transit is needed. RM 2 capital funding was initially used to purchase many of the SolanoExpress buses, and the SolanoExpress funding partners are working to fund the replacement of these vehicles.

Additionally, over the past decade, Solano County has undergone; demographic changes, there have been forecast changes in land use and density, and advancements have occurred in regional bus transit best practices and transit facilities design. STA transit consultant (Arup) developed the initial SolanoExpress I-80/680 Transit Corridor Study in 2014. This study developed an initial realignment of service within the existing 250 weekday service hours and 60 hours of

Saturday service – totaling about 66,000 annual hours of service. The objective was to maintain the existing subsidy cost, utilizing \$1.9 million of RM 2 funds and later inclusive of the \$738,000 of RM 2 escalation funds. This route pattern featured four routes, rather than the current seven routes, resulting in higher frequencies.

Further opportunities for expansion of the SolanoExpress service were identified during this study, but there is not currently funding available to fund this expansion. This unfunded portion of the plan includes:

- Modifications based on public feedback - added trips/destinations (9,000 annual hours): \$1.1 million
- Additional peak period service to BART (6,500 annual hours): \$0.8 million
- Additional Base/Midday Service (3,800 annual hours): \$0.5 million

Therefore, STA staff proposes transit service priorities for future bridge tolls as follows:

1. SolanoExpress Capital and Operating
2. I-80 Express Lanes
3. Intermodal/Park-n-Ride/Rail Facilities
 - Vallejo Station – Phase 2
 - Fairfield Transportation Center
 - Fairfield/Vacaville Train Station
 - SolanoExpress Service Capital Improvements
 - Solano’s MLIP Priority Projects

Attachment B is the proposed categories and level of funding based on a 10-year Expenditure Plan and a 20-year Expenditure Plan. This list also includes projects pertaining to guide movement (Truck Scales and Interchange). The level of funding assumed for the 10 and 20 year horizons are based on the Solano County receiving its fair share of return to source funds.

Fiscal Impact:

None at this point.

Recommendation:

Forward a recommendation to the STA Board to approve the Future bridge toll transit priorities and funding levels as shown in Attachment B and forward this recommendation to MTC for consideration.

Attachment:

- A. Solano County RM 2 Implemented Projects
- B. Solano County Priority Projects and Operating Needs (Future Bridge Toll)

This page intentionally left blank.

Solano County RM 2 Implemented Projects and Operating

Updated 09/20/2013

RM2 Project Number	Project Title	Sponsor	Implementing Agency	RM2 Program (Programmed)	Status
17.4	Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	MTC	Fairfield (Benicia)	\$ 1,250,000	Under Construction
6.2	Solano County Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA	Fairfield (Benicia)	\$ 3,000,000	Completed
6.3	Solano County Express Bus Intermodal Facilities - Fairfield Transportation Center	STA	Fairfield	\$ 5,500,000	Transfer \$'s to FF/VV Rail Station
17.2	Express Bus North - Fairfield Transportation Center	MTC	Fairfield	\$ 2,250,000	
			<i>total</i>	<i>\$ 7,750,000</i>	
14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	CCJPA	Fairfield	\$ 22,250,000	Under Construction
6.4	Solano County Express Bus Intermodal Facilities - Vacaville Intermodal Station	STA	Vacaville	\$ 5,500,000	Phase 1 Project Completed
17.3	Express Bus North - Vacaville Intermodal Station	MTC	Vacaville	\$ 1,750,000	
			<i>total</i>	<i>\$ 7,250,000</i>	
5	Vallejo Ferry Intermodal Station	Vallejo	Vallejo	\$ 28,000,000	Phase A Project Completed, Phase B Pending Post Office Relocation
6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	STA	Vallejo	\$ 6,000,000	Construction Near Completion
17.1	Express Bus North - Vallejo Curtola Transit Center	MTC	Vallejo	\$ 5,750,000	
			<i>total</i>	<i>\$ 11,750,000</i>	
14.1	Benicia Siding Extension	CCJPA	CCJPA	\$ 2,750,000	Completed
7.1	Solano North Connector (Abernathy to Green Valley Road)	STA	STA	\$ 30,300,000	Completed
7.2	Solano I-80 HOV Lanes from Red Top Rd to Airbase Parkway	STA	STA	\$ 11,000,000	Completed
7.3	Solano I-80/I-680/ SR 12 Interchange	STA	STA	\$ 16,400,000	Project Under Construction 12/2012 August 2013
7.4	I-80 Eastbound Cordelia Truck Scales Relocation	STA	STA	\$ 25,900,000	Project Completed
7.5	I-80 High Occupancy/Express Lanes	STA	STA	\$ 16,400,000	Environmental Completed Project in Design Phase
			<i>total</i>	<i>\$ 100,000,000</i>	
7.4	Regional Express Bus North Pool (Carquinez, and Benicia Bridge) (per year, no escalation)	MTC	FAST/SolTrans	\$ 1,934,875	Service On-Going
7.4	WTA System (per year, no escalation)	MTC	WETA	\$ 2,700,000	Service On-Going

Solano County Priority Projects and Operating Needs (Future Bridge Toll)

Updated 09/22/2015

Project Number	Project Title	Sponsor	Implementing Agency	10-Year* (\$214 M)	20-Year (\$428 M)
1	Highway I-80 Goods Movement Corridor Improvements (Freight)	STA	STA	\$100 M	\$200 M
1.1	WB Truck Scales Relocation	STA	STA		
1.2	I-80/I-680/SR 12 Interchange	STA	STA		
2	MLIP/SolanoExpress	STA	STA	\$64 M	\$128 M
2.1	I-80 Express Lanes	STA	STA		
2.2	Transit Facilities/Park-n-Ride Lots/Safe Routes to Transit/Bus Capital	STA/Local Agencies			
3	SolanoExpress Operating (per year, w escalation at 2%/yr)	STA	Transit Operator/Local Agency/STA	\$5 M/yr (\$50 M/10-yrs)	\$5 M/yr (\$100 M/20-y)

* If 10-yr Plan adopted, Request new Expenditure Plan every 10-yrs.



DATE: January 15, 2016
 TO: STA TAC
 FROM: Janet Adams, Deputy Executive Director/Director of Projects
 RE: I-80/I-680/State Route (SR) 12 Interchange Project – State Transportation Improvement Program (STIP) Supplemental Needs

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four separate projects were identified for delivery including the I-80 High Occupancy Vehicle (HOV) Lanes Project, the North Connector Project, the I-80 Eastbound Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.

The I-80 HOV Lanes Project has been completed, the North Connector (east portion) Project has been completed (with the exception of the mitigation monitoring), the I-80 Eastbound Cordelia Truck Scales Relocation Project is essentially complete and the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange (subject of this staff report) was approved in December 2012, with Construction Packages 1-3 in various phases of implementation. Specifically, in final design (Construction Package 2), preliminary engineering (Construction Package 3) and construction (Initial Construction Package).

Discussion:

The construction contract for the Initial Construction Package (ICP) was awarded in spring 2014 and is now approximately 70% complete. However, the construction support costs (construction management) are 95% of budget. Attachment A is the January 2016 Caltrans Monthly Construction Report for this project. This construction package was funded as follows:

<u>Fund Source</u>	<u>Capital</u>	<u>Support</u>
STIP	\$10,565,408	\$0
TCIF SHOPP	\$7,869,433	\$0
TCIF	\$6,517,742	\$8,460,000
Bridge Toll	<u>\$27,263,418</u>	<u>\$0</u>
Total	\$52,216,000	\$8,460,000

As stated above, the construction support expenditures have exceeded the comparable process on the capital construction. The unanticipated additional support costs are primarily due to a 5-month extension of the contract work as a result of design and constructability

conflicts at the south side abutment area of the new Green Valley Bridge Overcrossing. This delay and the additional work associated with the conflicts have led to Caltrans seeking additional funding for the support costs to complete the work. The work is expected to be completed by late 2016, with the major construction elements completed by the end of the summer in 2016. Caltrans and STA staff have agreed on the additional support needs in the amount of \$2.332 M.

It is proposed to fund this additional need with STIP funds as the other fund sources either will not allow supplemental fund request (TCIF SHOPP and TCIF) and there are no more unallocated Bridge Toll funding available. Therefore, it is requested by Caltrans to use future Solano County STIP shares to fund this need.

Fiscal Impact:

The \$2.332 M in additional project costs will be from future Solano County STIP shares. This amount would be reflected in the 2018 STIP fund estimate available for Solano County.

Recommendation:

Forward a recommendation to the STA Board to approve \$2.332 M in future Solano County STIP for the I-80/I-680/SR 12 Interchange – Initial Construction Package Support Costs.

Attachment:

- A. January 2016 Caltrans Monthly Construction Report

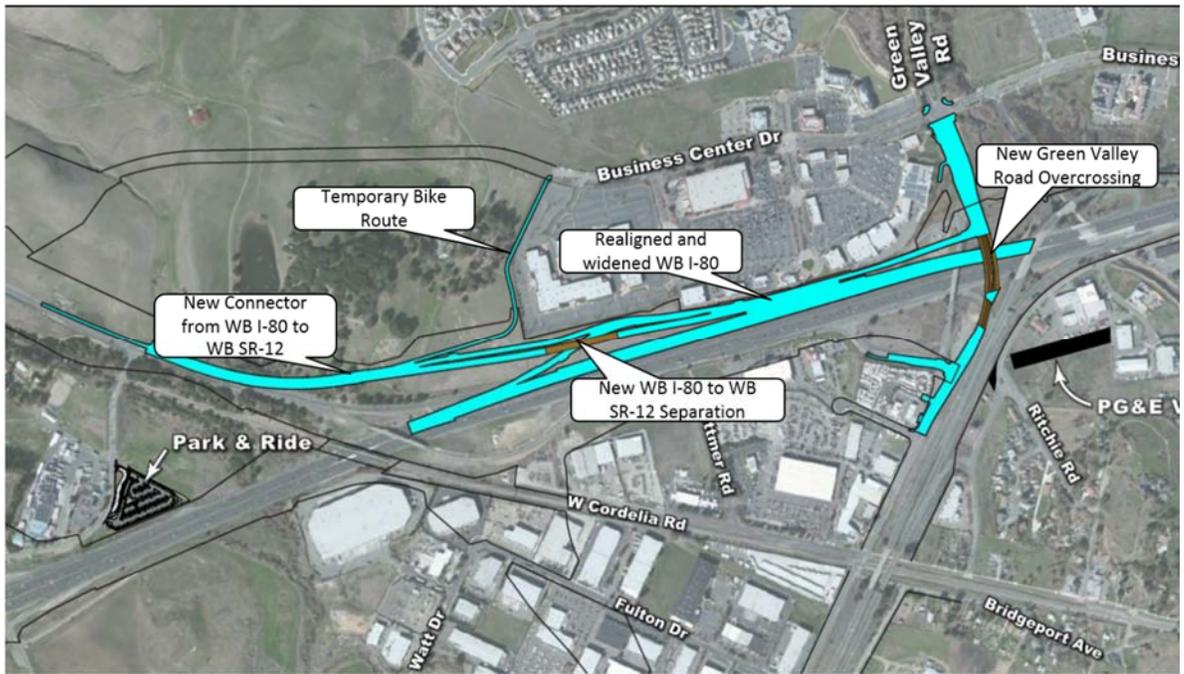


CONSTRUCTION MONTHLY UPDATE
I-80/I-680/SR 12 INTERCHANGE PROJECT – PHASE 1

January 22, 2016

PROJECT DESCRIPTION

This project is the first construction package of Phase 1 of the I-80/I-680/SR-12 Interchange Project. It proposes to improve the connector routes from westbound I-80 to westbound SR-12 and to modify the westbound onramp from Green Valley Road, as well as the I-80/Green Valley Road Interchange.



STATUS OF CONTRACT FUNDS

CONTRACT TIME			
Advertisement Date	09/09/2013	Contract Days (w/ PEP)	750 days
Bid Opening Date	11/20/2013	Current Contract Completion Date (w/o PEP)	02/01/2017
Award Date	03/19/2014	Current Contract Completion Date (w/ PEP)	02/05/2018
Approval Date	04/09/2014	Approved CCO Days	93
First Contractual Working Day	06/16/2014	Weather Days	61
Contract Days (w/o PEP)	500 days	Working Days (as of 1/1/2016)	321



CONSTRUCTION MONTHLY UPDATE

I-80/I-680/SR 12 INTERCHANGE PROJECT – PHASE 1

January 22, 2016

STATUS OF WORK

Completed Significant Work

- Stage 1A Construction
- Stage 1B Construction
 - Jointed Plane Concrete Pavement
 - HMA Pavement on JW Line, S Line, BP Line & GL2 Line
- Drainage Construction - 75% complete
- Retaining Wall Nos. 1, 2,3,4, 7, 8a, 8b, 9 & 10, Ret 6 (partial)
- Green Valley Road Overcrossing embankments - 75% complete
- Green Valley Road Bridge Over 80
 - Bridge Deck Complete
 - Lightweight Cellular Concrete Backfill
- Green Valley Road Bridge Over 680 Connector Ramp
 - Bridge Deck Complete
- 80/12 Separation Bridge
 - Bridge Deck Complete
- 30" COB and 39"COV NBA Waterlines, Tie-in to Existing Complete
- Barrier Slab on RW 2 & 4

On-going Significant Work

- Stage 1B Construction
 - Permanent Erosion Control on Slopes
 - Roadway Structural Section, G Line
 - Drainage Systems
 - Concrete Barriers
- Green Valley Road Overcrossing Bridge Over 80
 - Abutment Structure Backfill
 - Abutment 3 Wingwall
 - Approach slab
- Slope Paving at the Triangle
- Green Valley road Overcrossing Bridge Over 680
 - Abutment 1 & 2 Approach Slab
- 80/12 Separation Bridge
 - Post Tensioning
 - Blockouts and Backwalls
 - Backfill Abutments
- 16" COF Waterline Along Green Valley Road
- Barrier Slab on RW 7

Upcoming Significant Work

- Continue Stage 1B Construction
- Continue Green Valley Road Bridge Over 80
- Continue Green Valley Road Bridge Over 680 Connector Ramp
- Continue 80/12 Separation Bridge
- Continue 16" COF Waterline
- Install Sign Structures
- Metal Beam Guard Railing



CONSTRUCTION MONTHLY UPDATE
I-80/I-680/SR 12 INTERCHANGE PROJECT – PHASE 1

January 22, 2016

PROJECT PHOTOS



*Construction of New Green Valley Road OC
(Bridge No. 23-0246)
And
Green Valley Road OC (Over SB 680 On-Ramp)
(Bridge No. 23-0247)*



JPCP on the new WB80/12 Connector



CONSTRUCTION MONTHLY UPDATE
I-80/I-680/SR 12 INTERCHANGE PROJECT – PHASE 1

January 22, 2016



WB 80/12 Connector Ramp & Separation Structure



DATE: January 13, 2016
TO: STA TAC
FROM: Drew Hart, Associate Planner
RE: Solano Priority Conservation Areas (PCA) Plan Update

Background:

The Association of Bay Area Governments (ABAG) initially began designating Priority Conservation Areas (PCA) in 2007. PCA's are locally identified areas for conservation which provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. To date Solano County has six (6) ABAG designated PCA's:

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

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

On March 13, 2013, the STA Board approved a \$1.175 million fund allocation for the County of Solano for the Suisun Valley Farm to Market Phase 1 Project. Additionally, \$75,000 was approved by the STA Board on September 11, 2013 for the development of a *Solano PCA Assessment and Implementation Plan* which will identify the project opportunities within each PCA as well as identify any potential new PCA projects. To accomplish the work, a consultant was selected and a PCA Stakeholder Committee formed.

Discussion:

Since April 2014, STA staff have secured the consulting services of PMC and held six public meetings with the Stakeholder Committee. With the help of STA staff and PMC, the Committee has reviewed new ABAG policies for PCAs. These new policies include the need to identify designation classification for each PCA (Natural Landscape, Agricultural Land, Regional

Recreation, or Urban Greening) and supporting data. Over the course of these meetings, the Committee developed recommended boundaries for the existing PCAs. They also recommended the addition of four new PCAs. The Suisun Marsh and the Sacramento-San Joaquin Delta are recognized for the local, regional, and state-wide importance, but the committee decided not to recommend them for PCA designation under ABAG's program due to the extensive protection these areas already receive.

Committee-recommended boundaries of existing PCAs and new PCAs were presented to the Solano Planning Directors Group who recommended the County to carry forward this effort. Solano County staff desired more focused boundaries around the locations of future investment, therefore boundaries were adjusted. Ultimately, the County decided not to apply for any new PCA designations. The recommendations from the committee, and the process leading up to the recommendations are documented in the Solano PCA Assessment and Implementation Plan.

The Draft PCA Assessment and Implementation Plan (Attachment A), culminates a nearly two-year planning effort to understand the ABAG guidelines and identify opportunities this PCA program can help enhance the open space and agricultural land in Solano County. This undertaking is a collaborative effort that has incorporated input from public stakeholders and agency staff. The most noteworthy section of the Plan is the Next Steps section. This section identifies two important conclusions: the areas which ought to be considered for future PCA designation due to the opportunities for investment, and the prioritized list improvement projects within PCAs.

Once the Plan is adopted, it will guide the allocation of future PCA funds and other investments which support PCA projects. MTC has indicated continued support for the PCA program which is demonstrated by the recommended increase of program funds in the approaching OBAG Cycle 2. Solano County is expected to receive \$2.5 million in OBAG Cycle 2 that STA can dedicate to PCA projects, which will be guided by the priorities outlined in the attached Solano PCA Assessment and Implementation Plan.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to release the Draft Solano PCA Assessment and Implementation Plan for a 30-day public comment period.

Attachment:

- A. Solano PCA Assessment and Implementation Plan (Appendices available upon request.)



Priority Conservation Area: Assessment and Implementation Report

Solano Transportation Authority

Draft

December 14, 2015

Prepared by:

PMC, a Michael Baker International company

2729 Prospect Park Drive, Suite 220

Rancho Cordova, CA 95670

www.pmcworld.com

TABLE OF CONTENTS

1. INTRODUCTION	1
<i>RECOMMENDATIONS</i>	<i>1</i>
2. BACKGROUND	3
<i>CONSERVATION HISTORY</i>	<i>3</i>
<i>PRIORITY CONSERVATION AREA PROGRAM</i>	<i>5</i>
<i>FOCUS</i>	<i>5</i>
<i>PLAN BAY AREA</i>	<i>8</i>
<i>PCA Guidelines as a Conservation Tool</i>	<i>10</i>
<i>AVAILABLE CONSERVATION FUNDING OPTIONS</i>	<i>11</i>
<i>PROCESS</i>	<i>12</i>
3. METHODS	14
<i>PCA PAC MEETINGS</i>	<i>14</i>
<i>November 5, 2014</i>	<i>15</i>
<i>December 4, 2014</i>	<i>15</i>
<i>January 27, 2014</i>	<i>15</i>
<i>PCA BENEFIT CRITERIA ASSESSMENT</i>	<i>15</i>
<i>Mapping</i>	<i>15</i>
<i>Evaluation Matrix</i>	<i>16</i>
4. ANALYSIS RESULTS	17
<i>NATURAL LANDSCAPES</i>	<i>17</i>
<i>AGRICULTURAL LANDS</i>	<i>19</i>
<i>REGIONAL RECREATION</i>	<i>21</i>
<i>URBAN GREENING</i>	<i>21</i>
<i>EVALUATION AND PRIORITIZATION</i>	<i>22</i>
PCAS RECOMMENDED BY THE COMMITTEE	23
OPPORTUNITY AREAS AND POTENTIAL PROJECTS	32
5. CONCLUSION AND NEXT STEPS	33

6. SOURCES	34
7. APPENDICES	36
<i>APPENDIX 1: PCA PROFILES</i>	<i>36</i>
<i>APPENDIX 2: PROJECT PROFILES</i>	<i>37</i>
<i>APPENDIX 3: PCA PAC MEETING NOTES</i>	<i>38</i>
<i>APPENDIX 4: MATRIX EVALUATION</i>	<i>39</i>
<i>APPENDIX 5: ABAG PCA CRITERIA TABLES</i>	<i>40</i>
<i>Summary of Priority Conservation Area Designations</i>	<i>40</i>
<i>Priority Conservation Area Benefits and Criteria</i>	<i>40</i>

1. INTRODUCTION

The development of Priority Conservation Areas (PCA) in Solano County—funded through the Metropolitan Transportation Commission’s (MTC) One Bay Area Grant (OBAG) Program—aligns transportation priorities with Plan Bay Area’s land use and housing goals and in doing so, positions Solano County jurisdictions for future funding.

The Solano Transportation Authority (STA) created the PCA Public Advisory Committee (PCA PAC)—a stakeholder-based planning process—to identify project opportunities that enhance the County’s already rich agricultural heritage, recreation options, and open space areas, and to identify potential new areas based on PCA Guidelines established by the Association of Bay Area Governments.

Solano County has a long-standing commitment to land conservation. The importance of agriculture and open space to Solano communities has historic roots and is entrenched in the daily lives of residents and workers. As early as the 1950s, Solano County participated in and spearheaded various efforts to ensure the continued protection and viability of its local environment, natural resources, and farmland. The Solano County General Plan affirms that approximately 70 percent of unincorporated land in the county is agricultural (329,000 acres), and 20 percent is comprised of undeveloped natural resources, such as marsh, watershed, or conservation areas.

The PCA guidelines set forth by ABAG provide an excellent avenue to build on conservation efforts in Solano County. By utilizing conservation analysis framed by ABAG guidelines and funding tools associated with One Bay Area, Solano County can position itself to easily fold new areas into its existing conservation structure.

Note that establishing a PCA does not change the zoning, general plan designation, or other land use controls or voter initiatives applicable to the geographic area encompassed by the PCA. Local jurisdictions retain full control over land use decisions, and the designation of PCAs may open up a variety of funding avenues for improvement and preservation projects in the identified areas.

RECOMMENDATIONS

The PCA PAC recommended the nine areas below as appropriate for designation as PCAs. This includes five previously adopted PCAs, plus four areas which the PCA PAC recommend for future adoption. The recommendations are based on alignment with the ABAG PCA guidelines criteria, the significance of the area, community support for conservation, and identifiable projects with a high potential for future funding options.

1. Blue Ridge Hills | Adopted July 2008

The Blue Ridge Hills is an established PCA, and is part of the Vaca Mountain range bordered by the cities of Vacaville and Fairfield. It meets designation criteria under the Natural Landscapes and Agricultural Lands categories.

2. Vacaville-Fairfield-Solano Greenbelt and Cement Hill | Adopted July 2008

The boundaries of this existing PCA were adjusted with the recently adopted Fairfield Train Station Specific Plan. It was established to provide recreational opportunities and act as a community separator and buffer between agricultural and urban areas in Solano County. The Vacaville-Fairfield-Solano Greenbelt and Cement Hill PCA meets designation criteria under the Natural Landscapes, Agricultural Lands, and Urban Greening (Compact Growth) categories.

3. Suisun Valley | Adopted December 2013

The Suisun Valley PCA was established in 2013 by Solano County. The PCA boundaries correspond to the adopted Suisun Valley Strategic Plan (2008). Solano County is continuing a history of strong protections for the important agricultural land in Suisun Valley and the important access it requires for economic vitality. Similar recent attempts across the country have been coined “farm-to-market.” For Solano, this is not a new fad, but a continuation of a longstanding practice. The Suisun Valley PCA meets designation criteria under all four categories: Natural Landscapes, Agricultural Lands, and Urban Greening (Compact Growth).

4. Western Hills | Adopted July 2008

The Western Hills PCA was established in 2007 by Solano County. The current planning effort modified the boundaries of the original PCA to match the boundaries of the Solano County General Plan Western Hills Agricultural Region, and to incorporate a portion of the proposed Bay Ridge Trail located north of Vallejo. The Western Hills region is primarily grazing land due to the steep slopes and soil types in the region. The Western Hills PCA meets designation criteria under the Natural Landscapes, Agricultural Lands, and Regional Recreation categories.

5. Tri-City and County Cooperative Planning Area | Adopted July 2008

The Tri-City and County Cooperative Planning Area PCA was established in 2007 by Solano County. This PCA includes the Tri-City and County Cooperative Planning Area (Cooperative Planning Area) established in 1994 by the Tri-City and County Cooperative Planning Group, now called Solano Open Space. The current planning effort modified the original PCA boundaries to include land outside of the boundaries of the Cooperative Planning Area. The Tri-City and County Cooperative Planning Area PCA meets designation criteria under the Natural Landscapes, Agricultural Lands, and Regional Recreation categories.

6. Putah Creek | Potential Future Designation

This potential PCA includes rolling farmland, wooded hillsides, and canyons along the Putah Creek watershed. The Putah Creek area is an important agricultural center for the community and contains some of the most valuable agricultural land in the county. The Putah Creek area qualifies for PCA designation under the criteria for Natural Landscapes, Agricultural Lands, and Regional Recreation categories.

7. Dixon Agricultural Service Area | Potential Future Designation

This proposed PCA covers a portion of the Dixon Ridge Agricultural Region identified in the County General Plan. It includes mostly flat, low-lying farmland used for field crops and several large-scale agricultural processing facilities. The area has multiple businesses that sell goods directly to the market including a produce market and Christmas tree farm. This area also includes land that supports the larger watershed, and small portions of the proposed PCA contain critical habitat for the delta smelt. The Dixon Agricultural Service Area qualifies for PCA designation under the criteria for Natural Landscapes and Agricultural Lands categories.

8. Mare Island | Potential Future Designation

Mare Island is the oldest arsenal in the Pacific, and was closed on April 1, 1996. The Island is now protected under multiple layers of historical and environmental conservation. Over two-thirds of the area is either wetlands or inactive dredge pond, and nine percent has been designated for parks and recreational use. The Mare Island area qualifies for PCA designation under the criteria for Natural Landscapes, Regional Recreation, and Urban Greening categories.

9. Elmira | Potential Future Designation

Elmira is part of a distinct agricultural area to the south of Dixon and the east of Vacaville. The Elmira area qualifies for PCA designation under the criteria for Natural Landscapes, Agricultural Lands, and Urban Greening (Compact Growth) categories.

After each focus area and its benefits were identified, PMC prepared summary reports for each proposed PCA, consisting of a description of the area and its location, the criteria benefits it exhibits, and associated maps. The summary reports are presented in **Appendix 1**. These reports are formatted as PCA applications in order to streamline future submittal to ABAG or other grantor agencies.

As part of this effort, the PCA PAC also identified five priority improvement projects within the existing or proposed PCAs, as follows:

1. Improvements to Stevenson Bridge, located on Stevenson Bridge Road, and the construction of an alternate vehicular traffic bridge.
2. The creation of a staging area and pedestrian crossing for the Rockville Trails Preserve.
3. Provision of an off-street bike path along the south side of Putah Creek on Putah Creek Road.
4. Widening of the Pedrick Road overcrossing to provide a shoulder and improvements of adjacent intersections.
5. The creation of access points and staging areas for Lynch Canyon and Hiddenbrooke Trails near Interstate 80 north of American Canyon Road.

These projects are profiled in **Appendix 2**. As OBAG funding and funding from other sources becomes available to support these projects, STA will coordinate with lead agencies to use the information collected within this report to support grant applications.

2. BACKGROUND

CONSERVATION HISTORY

Land conservation has a long history in Solano County. The establishment of Resource Conservation Districts in Solano County was the first formal declaration of the importance of conservation. The Dixon Resource Conservation District was first created in 1952, the Solano Resource Conservation District was established four years later in 1956, and the Suisun Resource Conservation District was established in 1977. The districts were created by the State under the Public Resources Code, and their respective boards are comprised of local appointed or elected officials and citizens. Each of the three districts has a slightly different focus and approach to conservation within their respective geographic boundaries, but all work closely with other conservation and natural resource organizations, local governments, and landowners to accomplish their goals.

The adoption of acts and plans has also been a predominant shaping force for protection and conservation in Solano County. The Suisun Marsh Protection Act was adopted in 1974 to preserve the marsh from residential, commercial,

and industrial development. It also directed the San Francisco Bay Conservation and Development Commission and the California Department of Fish and Wildlife to prepare a protection plan to preserve the resources and habitat of the marsh. In 1980, the County's General Plan Land Use and Circulation Element set forth the initial groundwork for urban growth without encroaching on essential agricultural lands. City-centered growth was emphasized and rural and suburban development could only be located in non-essential marginal agricultural lands. The White Slough Specific Plan was adopted in 1991. This plan laid out a long-range guide to the conservation, use, and management of White Slough.

Proposition A, passed in 1984, was one of the most influential actions to preserve open space in Solano County. It restricted urban development to the cities and disallowed leapfrog development and sprawl outside of municipal boundaries to preserve agricultural lands and open space between cities and enable agricultural industries in the county to flourish. Proposition A was set to expire in 1995; however, in 1994, the Solano County Board of Supervisors adopted the Orderly Growth Initiative, extending protections of Proposition A through 2010, and amending the General Plan to restrict development densities and to require voter approval of any proposed re-designation of agricultural or open space land use areas. The Orderly Growth Initiative was amended and readopted in 2008 under Measure T and now extends through 2028.

In addition to efforts directly undertaken by the County to preserve the natural environment, a number of other organizations support and facilitate land preservation, agriculture, and natural resource conservation. Solano Land Trust has been protecting natural and agricultural land since 1986, and holds or maintains multiple areas around the county, including 22,270 acres held in permanent protection. The Solano Land Trust also purchases conservation easements. It purchased land for the San Pablo Bay National Wildlife Refuge which was then transferred to the State.

In May of 1992, the Cities of Benicia, Fairfield, and Vallejo, and the County of Solano formed the Tri-City and County Cooperative Planning Group, now called Solano Open Space, following the cooperative initiation of the Vallejo-Benicia-Fairfield Open Space Planning Study, which analyzed aspects of open space preservation and development in the area located between the cities ("Cooperative Planning Area"). Solano Open Space, composed of one elected official from each of the four agencies, is responsible for preparing, adopting, funding, and implementing a Regional Park and Open Space Preservation Plan in the Cooperative Planning Area.

In 2013, Solano County established a "farmbudsman" position. The farmbudsman acts as a liaison between agricultural businesses in Solano and Yolo County and the local governments. The farmbudsman aids agriculturalists to understand, obtain, and comply with required permits and standards, and facilitates projects and other agricultural endeavors. Since the farmbudsman position was established, the counties have seen significant increases in agriculture project approvals and jobs.

The Solano County General Plan of 2008 represents the most current and overarching effort to support conservation and agriculture within the county. Community pride and concern regarding preservation of open space land is woven throughout the General Plan, and is touched upon in multiple chapters. The Resources Chapter relates the importance of specific and area plans to continue guiding conservation efforts in designated regions, and reaffirms the desire to keep open spaces between the cities intact as community separators through multiple existing greenbelts and the Natural Resource and Agricultural Reserve Overlays.

PRIORITY CONSERVATION AREA PROGRAM

The Priority Conservation Area program was initiated in 2007 by the Association of Bay Area Governments (ABAG) to identify Bay Area open spaces that: 1) provide regionally significant agricultural, natural resource, scenic, recreational, and/or ecological values and ecosystem functions; 2) are in urgent need of protection due to pressure from urban development or other factors; and 3) supported by local consensus. The PCAs were established at the same time as the locally nominated Priority Development Areas (PDAs) through the FOCUS program. Together, the PDAs and PCAs have informed the region's long-range planning document – Plan Bay Area – as well as implementation initiatives such as the One Bay Area Grant (OBAG).

The PCA program helped spur collaboration between local governments, public agencies, and nonprofit organizations to nominate more than 100 PCAs in 2008. No resolution of support from the sponsoring agency was required, nor did the boundaries have to be well-defined. Additionally, no funding was attached to these designations. The ABAG Executive Board adopted the first set of PCAs on July 17, 2008. In December of 2013 the ABAG Executive Board adopted three additional PCA designations.

As shown in **Figure 1**, the PCAs in Solano County were established in 2008 and 2013 in five generalized locations:

- Blue Ridge Hills
- Vacaville-Fairfield-Solano Greenbelt
- Suisun Valley
- Western Hills
- Tri-City and County Cooperative Planning Area

Not shown on the map are the regional PCA designations created by ABAG including the San Francisco Bay Trail and the Bay Area Ridge Trail. Both trail systems have alignments in Solano County.

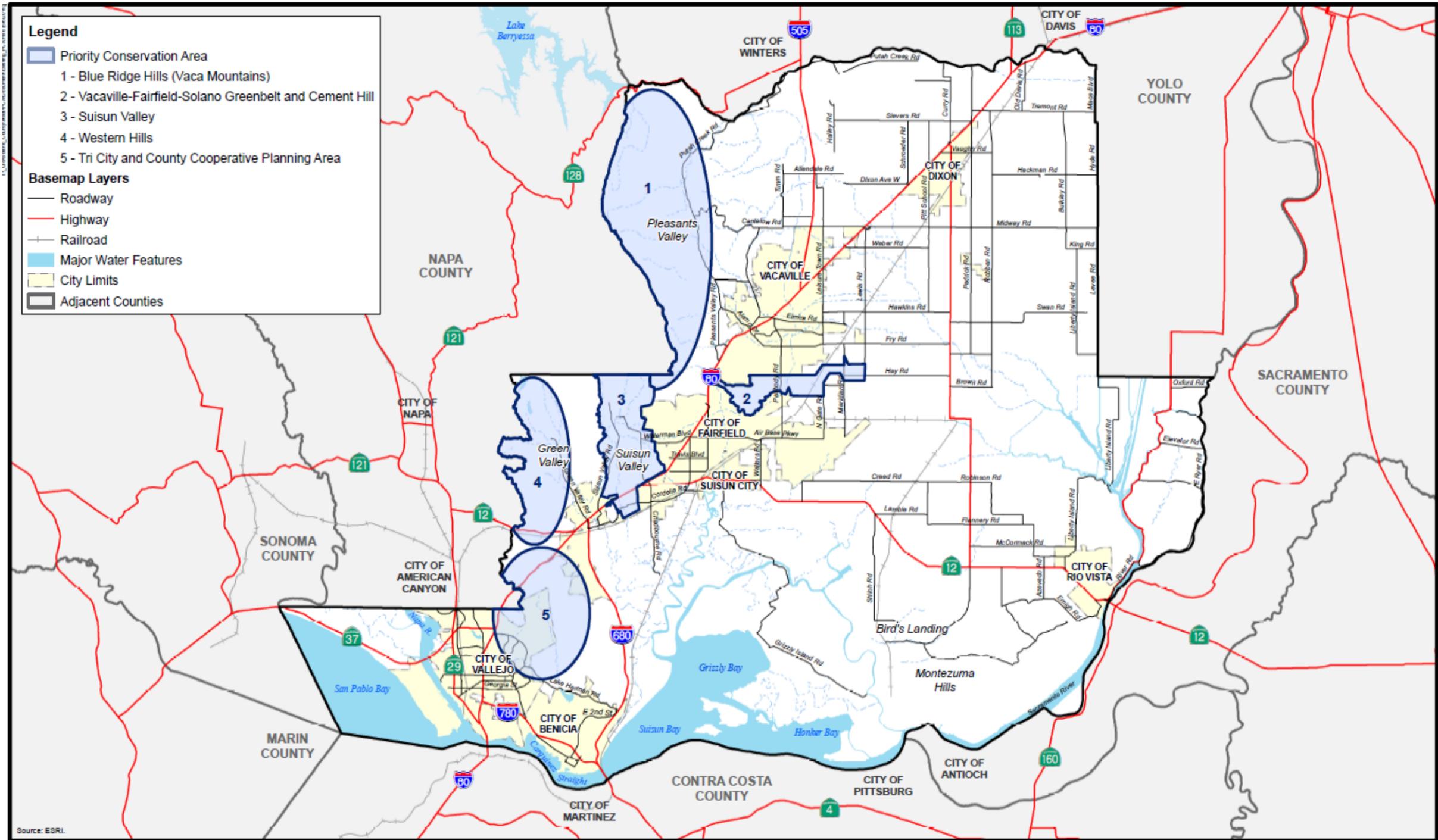


FIGURE 1: EXISTING SOLANO COUNTY PCAs

This page intentionally left blank.

PLAN BAY AREA

Plan Bay Area was approved in 2013 by the ABAG and the Metropolitan Transportation Commission (MTC). It directs transportation and land use decisions through 2040 in the nine bay area counties. Plan Bay Area creates a regional, long-range plan that fulfills the requirements of California Senate Bill 375 (SB 375) to develop a Sustainable Communities Strategy (SCS) for strategic growth and the reduction of greenhouse gas emissions. Plan Bay Area serves as the SCS for the nine-county bay area region. As a part of this directive, jurisdictions may submit applications to MTC to designate both Priority Development Areas and Priority Conservation Areas. These areas act in a complementing fashion to encourage where growth ought to occur in the region and where open space should be preserved. To aid local jurisdictions in implementing Plan Bay Area, ABAG and MTC offer the One Bay Area Grant (OBAG) for qualifying planning and project efforts.

An SCS is a required part of a Regional Transportation Plan (RTP) in California, and works to reduce greenhouse gas emissions from cars and light-duty trucks through sustainable transportation, land-use, and housing plans. MTC and ABAG must adopt an SCS that meets the greenhouse gas reduction goals set by the California Air Resources Board (CARB). For the San Francisco Bay Area region, per capita GHG reduction goals are set at 10% by 2020 and 16% by 2035.

One of the most significant ways to achieve Plan Bay Area goals is through community designs emphasizing complete communities that provide homes, jobs, entertainment, and all other facets of daily life. Through a more compact method of development, Plan Bay Area aims to improve transit, reduce traffic, and create more walkable, affordable, and healthier cities, which in turn reduce transportation-based greenhouse gas emissions. This can be accomplished in part by establishing PDAs, which provide incentives to promote complete community growth in the future.

PCAs complement PDAs within the Plan Bay Area planning structure. A PCA is considered an important resource to the region, providing agricultural, scenic, or recreational value, or preserving essential natural resources. Together, PCAs and PDAs provide opportunity for development and growth while also preserving open spaces and agricultural lands and reducing greenhouse gas emissions. Because the overarching goal of Plan Bay Area is to focus development around public transit centers and to reduce vehicle miles traveled, the local Transportation Authorities, including STA, work with cities and counties to identify areas that meet applicable guidelines and could apply for PDA and PCA status.

During meetings in 2012 and 2013, the ABAG Regional Planning Committee and Executive Board requested that staff revise the PCA program to provide greater specificity about the area boundaries, qualities, and function of different types of PCAs—using an approach more in line with the Place Types utilized to categorize PDAs. The update required applicants to define with greater specificity the role and quality of different kinds of PCAs. These updates, adopted in July 2014, provided greater structure to the program.

Under the new guidelines, PCAs must qualify under at least one of the four designations describing the primary function of the PCA:

- Natural Landscape: areas critical to the functioning of wildlife and plant habitats, aquatic ecosystems and the region's water supply and quality.

- Agricultural Lands: farmland, grazing land and timberland that support the region's agricultural economy and provide additional benefits such as habitat protection and carbon capture.
- Regional Recreation: existing and potential regional parks, trails, and other publicly accessible recreation facilities.
- Urban Greening: existing and potential green spaces in cities that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.

In addition, potential PCAs must meet criteria for habitat, health, and other benefits to be granted PCA status.

ONE BAY AREA GRANT

The first PCA projects were funded in 2013 and 2014 through One Bay Area Grant (OBAG) Pilot Program. OBAG provided \$5 million in funding for a competitive program in San Francisco, San Mateo, Santa Clara, Alameda, and Contra Costa counties managed by the Coastal Conservancy. Another \$5 million in OBAG funding was divided between the North Bay county Congestion Management Agencies—each of which managed its own program.

As one of the North Bay counties, STA managed the \$1.25 million. STA established the goal for this pilot funding cycle is to demonstrate to MTC and ABAG that Solano County has ideal projects that correspond with the intention of PCAs and to advocate for a permanent funding program for these types of activities. To achieve this goal, STA took a two part approach:

1. Initiate a Farm to Market/ Agriculture Preservation Capital Improvement Project; and
2. Develop a Priority Conservation Area Assessment Plan.

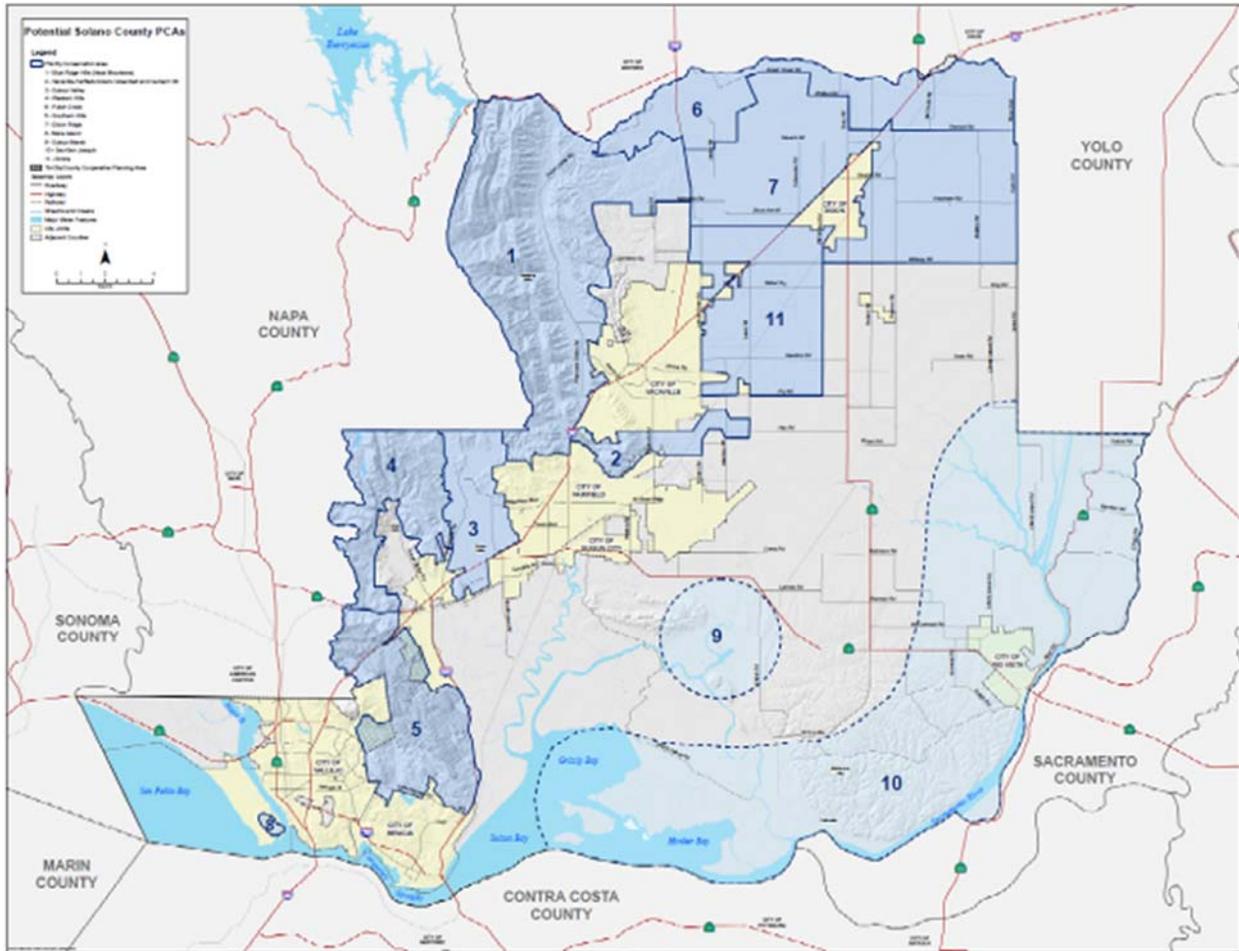
STA partnered with the County of Solano to identify an ideal capital improvement project for the PCA funding within the Suisun Valley. Solano County previously adopted a Strategic Plan for Suisun Valley to provide a vision and plan for the long-term agricultural and tourism viability of the valley. The Strategic Plan was adopted by the County Supervisors on February 1, 2011 as a follow up to their General Plan Update completed in 2008. STA recommended \$1.175 million for the County to construct improvements identified in the Plan. The Suisun Valley Farm to Market Phase 1 project involves construction of bicycle and pedestrian improvements at Mankas Corner, Rockville Road, Abernathy Road and Ledgewood Road and a staging area. STA contracted with PMC (now Michael Baker International) to inventory and assess potential conservation areas including agricultural lands, natural landscapes, and regional recreation areas, and determine their eligibility for PCA status under the updated guidelines. PMC utilized planning documents from participating agencies, GIS data, and other relevant information to assist this process. STA also convened the PCA PAC to provide input and direction on the areas relative to both the ABAG criteria and potential community support. The main focus of the PCA PAC was to evaluate lands for their benefits and potential for future projects and funding, and to designate areas best suited for PCA status in the near and long term.

Over a six month period, the PCA PAC, PMC staff, and STA staff (the “Project Team”) worked in an iterative process to assess the conservation benefits of various lands using the ABAG PCA Guidelines. This process, stakeholder engagement, and the technical approach are further discussed in the Methods section of this report [page #].

Through this process, the Project Team identified nine focus areas which could qualify for PCA status under the new ABAG PCA Guidelines. These included the existing PCAs identified in 2007 and 2013 and several new areas. **Figure 2**

shows the boundaries of the nine areas selected, as well as two “hot spots” that were analyzed for future conservation efforts. A description of each potential PCA and qualifying designations based on ABAG criteria is included in the Analysis Results section [page #] of this report.

FIGURE 2: AREAS IDENTIFIED FOR PCA CRITERIA ANALYSIS



During the potential PCA identification process, the Project Team also identified potential infrastructure and conservation projects within the areas. The potential projects can improve or protect the established benefits under each designation. Priority projects were established using stakeholder input and considering the level of potential benefit to the PCA. For each priority project concept, the Project Team identified next steps for planning and implementation. The priority projects selection process and results are described in the Opportunity Areas and Future Projects section of this report.

PCA GUIDELINES AS A CONSERVATION TOOL

Solano County uses a number of existing methods to protect or enhance open space and prevent urban encroachment into surrounding areas. The PCA program update provides an opportunity for STA to outline with greater specificity areas that provide agricultural, natural resource, scenic, recreation, or ecological value within

Solano County and its seven cities. It encourages stakeholders to work together to establish a common vision of conservation priorities within Solano County. The PCA Assessment and Implementation Plan will ensure that valuable spaces within the county are identified, have clear planning boundaries, and have identified infrastructure improvements within the PCAs and surrounding areas. Identifying priority project concepts and next steps through this process enables STA to assist local agencies to pursue additional grant funding through OBAG and other sources. Establishing a PCA does not change the zoning, general plan designation, or other land use. Though local jurisdictions retain full control over land use decisions, PCA designations may open up a variety of funding avenues for improvement and preservation projects in the identified areas.

AVAILABLE CONSERVATION FUNDING OPTIONS

A variety of available conservation funding sources can aid ongoing conservation improvements in the county. **Table 1** (on the next page) lists the sources and eligible activities for conservation grants that may be pursued in the future for the projects and priorities outlined in this Plan.

DRAFT

TABLE 1: CONSERVATION FUNDING SOURCES

	Agency/Organization	Program	Eligible Activities
	Department of Conservation	California Farmland Conservancy Program (CFCP)	Acquiring easements
			Policy and technical assistance projects
	Natural Resource Conservation Service (NRCS)	Agricultural Conservation Easement Program	Financial and technical assistance to help conserve agricultural lands and wetlands
	California Department of Fish and Wildlife (DFG)	Ecosystem Restoration on Agricultural Lands	Restoring habitat and improving water quality
		Riparian Program	Protecting riparian habitat
	The Nature Conservancy	Conservation Easements	Establishing easements to help maintain working ranches
Metropolitan Transportation Commission	OneBayArea Grant Program	Aiding counties' progress toward land use and housing policies that support the Sustainable Communities Strategy, housing allocation through the Regional Housing Needs Allocation process, and provides flexibility in investments for transportation categories	
Cap and Trade Auction Proceeds	Strategic Growth Council	Affordable Housing and Sustainable Communities (AHSC) Program	<p>Land use, housing, transportation, and land preservation projects that support infill and compact development that reduce GHG emissions</p> <ul style="list-style-type: none"> • Reducing air pollution • Improving conditions in disadvantaged communities • Supporting or improving public health • Improving connectivity and accessibility to jobs, housing, and services • Increasing options for mobility, including active transportation • Protecting agricultural lands to support infill development
		Sustainable Agriculture Lands Conservation (SALC) Program	Planning and permanent protection of farm and ranch lands via conservation easements
	California Department of Fish and Wildlife	Wetlands and Watershed Restoration	Delta and coastal wetland restoration
			Mountain meadow restoration
Water use efficiency in wetlands			

PROCESS

In September 2014, STA began a planning process to apply the ABAG PCA Guidelines to Solano County lands to further assess conservation benefits, affirm existing PCAs, and identify new areas and associated projects for future grant funding.

To aid Solano County jurisdictions in efforts to locally implement Plan Bay Area, ABAG and MTC granted \$1.25 million to the Solano Transportation Authority STA in 2014 through OBAG. Of this funding, a portion was allocated to planning efforts that identify project opportunities which enhance the County’s already rich agricultural heritage, recreation options, and open space areas. This entails a stakeholder-driven evaluation process to refine existing areas of conservation interest, and to identify new ones using the new ABAG PCA Guidelines. To accomplish this, STA, in conjunction with local stakeholders, refined five existing designated PCAs using recently released ABAG PCA Guidelines. This process is meant to position STA and the County to apply for a variety of funding sources in the future to efficiently implement projects that advance countywide conservation priorities.

STA convened the PCA PAC (also referred to as “the Committee”), a group of stakeholders including city and county staff, regional recreation and open space community groups, the Solano Land Trust, and agriculture interests in the county.

The full list of PCA PAC member participants are shown in **Table 2**.

TABLE 2: STAKEHOLDERS REPRESENTED IN THE PCA PAC, LISTED BY CATEGORY

Category	Stakeholders
City, County and Regional Agencies	<ol style="list-style-type: none"> 1. Solano County 2. Solano County Planning Directors 3. Solano County Technical Advisory Committee 4. Association of Bay Area Governments (ABAG)
Resource Agencies	<ol style="list-style-type: none"> 5. Greater Vallejo Recreation District 6. Solano Irrigation District 7. Department of Water Resources (Suisun Marsh Program)
Community and Business Organizations	<p>Agriculture</p> <ol style="list-style-type: none"> 8. Solano Farm Bureau 9. Suisun Valley Growers 10. Agricultural Product Grower 11. Large Post-Harvest Agricultural Processor <p>Conservation</p> <ol style="list-style-type: none"> 12. Bay Area Ridge Trail 13. Solano Land Trust 14. Tri-City and County Cooperative Planning Group 15. Resource Conservation Districts

STA staff, PMC staff, and PCA PAC members formed a Project Team and through a series of team meetings, initially identified lands considered a community priority for conservation. The Project Team then completed a technical analysis of these areas to determine their benefits within the four possible PCA designations to streamline future conservation and funding efforts.

3. METHODS

To analyze and prioritize existing and potential PCAs in the county, STA initiated a contract with PMC (now Michael Baker International) and formed the Priority Conservation Area Partnership Advisory Committee (PCA PAC). The Project Team commenced a data-driven planning process identifying potential PCAs and outlining a conservation framework consistent with the general plans of Solano County and the individual cities. Using findings based on ABAG conservation criteria, the PCA PAC selected focus areas to be analyzed. Suggested areas were ratified by spatial data. Those areas which qualified under ABAG's guidelines, the Project Team refined area boundaries, identified supporting benefits, and suggested possible future projects that advance the conservation objectives of the PCAs and may be eligible for future grants through OBAG and other sources.

The first portion of the project comprised of determining which areas in the County to focus efforts on, and where the boundaries for those areas should lie. This was accomplished by discussing community concerns and evaluating the various benefits of agricultural and open space lands. These areas contain important natural and/or agricultural resources, and are valued by communities within the county. Using the ABAG PCA Guidelines as an outline, PMC prepared a matrix for each focus area identifying each area's benefits to the ecosystem, community, and agricultural economy.

Each selected area was categorized as one or more of the following types of PCA using the ABAG criteria:

- **Natural Landscape:** areas critical to the functioning of wildlife and plant habitats, aquatic ecosystems and the region's water supply and quality.
- **Agricultural Lands:** farmland, grazing land and timberland that support the region's agricultural economy and provide additional benefits such as habitat protection and carbon capture.
- **Regional Recreation:** existing and potential regional parks, trails, and other publicly accessible recreation facilities.
- **Urban Greening:** existing and potential green spaces in cities that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater.

These were further broken down into sub-categories identified in the ABAG criteria to document the precise benefits of each area.

AT THE BEGINNING OF THE PROCESS, SOLANO COUNTY HAD FIVE DESIGNATED PCAs, WITH IMPRECISE BOUNDARIES ESTABLISHED AND APPROVED BY THE BOARD OF SUPERVISORS AND ABAG IN 2007. PCA PAC MEETINGS

The PCA PAC convened six times during this planning process. At the beginning of the process, Solano County jurisdictions had a total of five designated PCAs, with imprecise boundaries established and approved by the Solano County Board of Supervisors and ABAG in 2007. The PCA PAC meetings were to work with STA staff and PMC to identify key conservation areas, establish boundaries, and evaluate the benefits of these areas in an iterative discussion and evaluation process using the ABAG PCA Guidelines. Meeting notes and map results are provided in **Appendix 3**.

NOVEMBER 5, 2014

At this initial meeting, STA staff provided the Committee with an overview of the process they envisioned, including intended timeline and outcomes. The Committee was then asked, in light of this initial understanding of criteria, to identify areas that should be evaluated using the Guidelines, including existing PCAs and any new areas that may be appropriate. Following discussion, the PCA PAC selected eight general land areas for analysis, consisting of the five existing PCAs and three additional areas. In addition to these analysis areas, PCA PAC members recognized the Suisun Marsh and the Sacramento-San Joaquin Delta as important biological resource areas within Solano County. Although these areas are already protected under state and federal laws, the PCA PAC directed PMC to also assess two biological “hot spot” areas within the Suisun Marsh and within the Delta as potential PCAs, bringing the total number of areas to be assessed to ten.

DECEMBER 4, 2014

STA and PMC staff presented the draft boundaries and analysis results for the 10 selected areas at the previous meeting, including the qualifying PCA designations under the ABAG PCA Guidelines. The PCA PAC then provided direction to revise many of the key area boundaries, and suggested additional data resources that could be used to evaluate the PCAs under the benefit criteria established within the Guidelines. In addition, the PCA PAC requested analysis for an additional area east of Vacaville, and requested clarification regarding interpretation of the ABAG guidelines from ABAG staff.

JANUARY 27, 2014

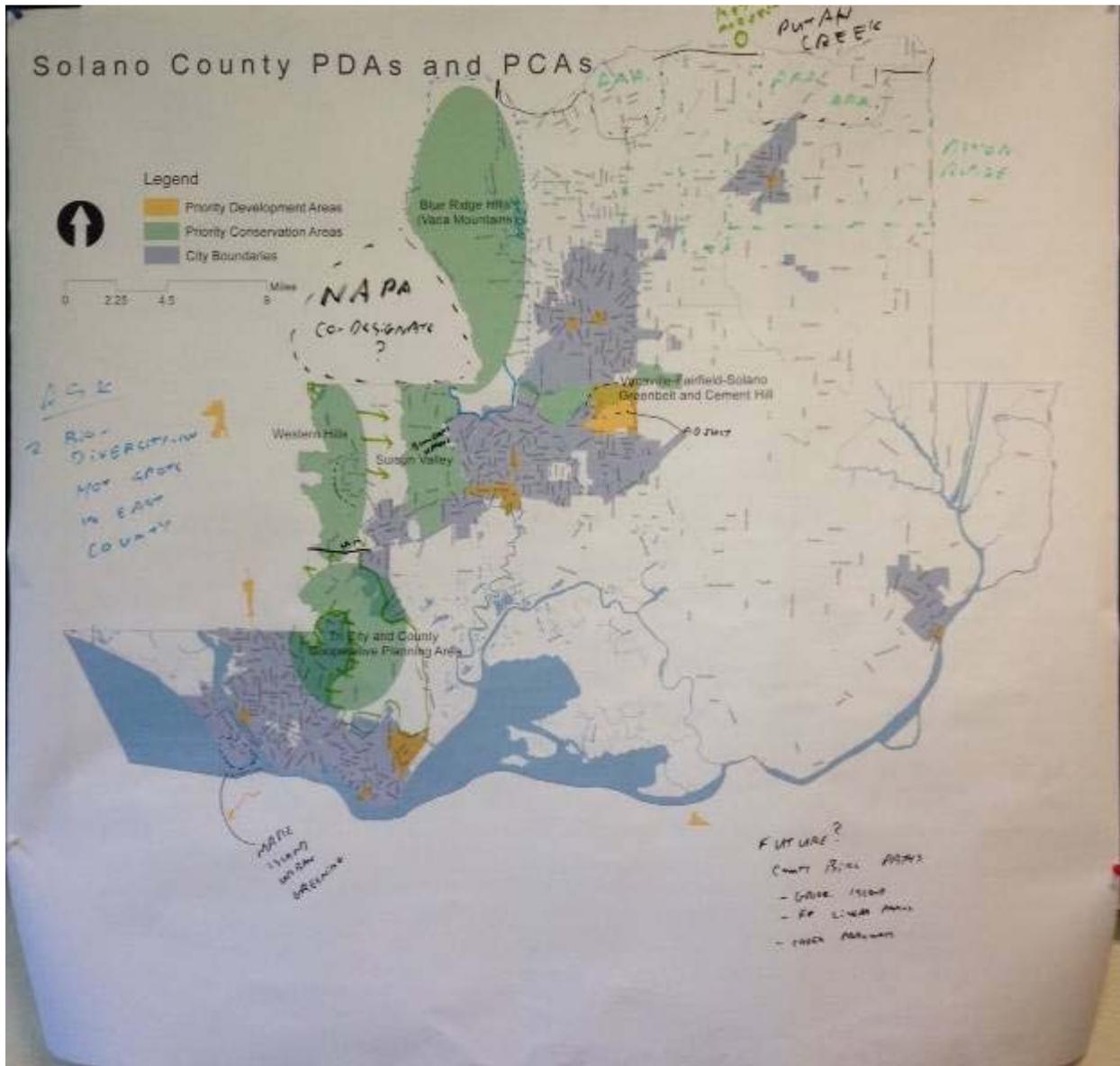
STA and PMC staff presented revised boundaries and analysis incorporating new criteria data sources and changes based on clarified guidelines provided by ABAG staff. The PCA PAC then recommended that the appropriate agency move forward with the ABAG application process for nine potential PCAs. The PCA PAC also recommended each of the nine PCA applications be submitted under all the designations for which they could qualify based on the ABAG PCA Guidelines.

PCA BENEFIT CRITERIA ASSESSMENT

MAPPING

PMC used the criteria and recommended data sources provided in the ABAG PCA Guidelines, PCA PAC input, and local planning documents (e.g., local jurisdictions’ General Plans) to evaluate each of the areas identified by the PCA PAC. ABAG-recommended sources included Greenbelt Alliance mapping files, the Conservation Lands Network, the US Fish and Wildlife Service Critical Habitat Portal, and the California Department of Conservation Farmland Mapping and Monitoring Program. PMC used these information sources to create GIS mapping layers that were overlaid with the proposed boundaries of each key area. The map and boundaries were altered by the Project Team based on discussions in PCA PAC meetings. **Figure 3** below is an example of the working boundary map.

FIGURE 3: WORKING BOUNDARY MAP



EVALUATION MATRIX

To compile and organize findings, PMC developed an analysis matrix for each of the identified focus areas. The matrix lists the four possible PCA designations, identifies potential benefits, and documents the criteria necessary to qualify under each designation should PCA status be sought. Using the mapping sources described above, PMC determined which criteria were met for each potential PCA. Each area's benefits were compared against 26 separate criteria. The results were recorded in the matrix, along with a short discussion of how each determination was made. The matrix and mapping layers were provided to the PCA PAC for comments and feedback, and updated based on stakeholder determination of local consensus.

Figure 4 below shows a sample from the evaluation matrix. The full matrix including evaluation results is provided as Appendix 4.

FIGURE 4: SAMPLE EVALUATION MATRIX USED TO ASSESS QUALIFYING BENEFIT CRITERIA FOR POTENTIAL PCAs

Southern Hills						
Designation	Primary Benefit	Criteria	ABAG Sources	Does this area meet the criteria?	Source	Discussion & Recommendations
Natural Landscape	Terrestrial (land) Ecosystems	1) Protects land within Conservation Lands Network (CLN): •Essential •Important •Fragmented •Further consideration, OR	Conservation Lands Network (CLN)	Yes	Conservation Lands Network (CLN)	Areas within the boundaries are identified as Essential, Important, Fragmented, or Areas for Further Consideration. The majority of the area within the boundaries of this potential PCA meets the criteria.
		2) Protects Bay Area Critical Linkage	Conservation Lands Network (CLN)	No	Conservation Lands Network (CLN)	No Bay Area Critical Linkage in the County.
		Optional: Other Critical Habitat	☐ USFWS Critical Habitat Portal ☐ Locally identified data	Yes	USFWS Critical Habitat Portal	According to the USFWS Critical Habitat Portal, areas within this potential PCA are identified as critical habitat for California red-legged frog.
	Aquatic Ecosystems	1) Protects wetlands identified in Baylands Ecosystem Habitat Goals; OR	☐ EcoAtlas	No	☐ EcoAtlas	No wetlands identified in Baylands Ecosystem Habitat Goals exist within the boundaries of this potential PCA.
		2) Protects subtidal habitat identified in Subtidal Habitat Goals; OR	☐ EcoAtlas	No	EcoAtlas	Subtidal habitat does not exist within the boundaries of this potential PCA.
		3) Protects stream identified as a Stream Conservation Target in the CLN; OR	☐ Conservation Lands Network (CLN)	No	☐ Conservation Lands Network (CLN)	No streams identified as a Stream Conservation Target in the CLN exist within this potential PCA.
Optional: Other Important Features (e.g., Ntl. Imp. Marine Features)		Center for Ecosystem Management and Restoration	N/A	N/A	N/A	

4. ANALYSIS RESULTS

The matrix was used in conjunction with mapping to analyze the qualifying designations and benefits of each PCA, and determine how well each PCA fits the ABAG PCA criteria. Each area was assessed based on its contribution to the primary benefits listed below. Analyzing the areas in this manner helps to identify the priorities in Solano.

The discussion below is categorized primarily by the PCA designations outlined by ABAG: Natural Landscapes, Agricultural Land, Regional Recreation, and Urban Greening. Within each designation are listed each potential PCA which qualify with the primary benefit and which criteria support that claim. For the official ABAG criteria tables, see **Appendix 5**.

NATURAL LANDSCAPES

Description: Areas critical to the functioning of wildlife and plant habitats, aquatic ecosystems and the region's water supply and quality.

Potential Primary Benefits: Terrestrial (land) ecosystems, water supply and quality

Potential Co-Benefits: Climate and resilience, compact growth, recreation

Examples: Critical habitat areas, wetlands targeted for restoration, riparian corridors, watershed land protection

Areas that Qualify: Blue Ridge Hills, Vacaville-Fairfield-Solano Greenbelt and Cement Hill, Suisun Valley, Western Hills, Tri-City and County Cooperative Planning Area, Putah Creek, Dixon Agricultural Service Area, Mare Island

TABLE 3: SUMMARY OF POTENTIAL PCAs: NATURAL LANDSCAPES CRITERIA

Qualifying Potential PCA	Primary Benefit Achieved	Criteria Support
Blue Ridge Hills	Terrestrial (land) Ecosystems	<ul style="list-style-type: none"> • Protects land within Conservation Lands Network (CLN) <ul style="list-style-type: none"> ○ Essential ○ Important ○ Fragmented ○ Further consideration
	Aquatic Ecosystems	<ul style="list-style-type: none"> • Protects stream identified as a Stream Conservation Target in the CLN
	Water Supply & Quality	<ul style="list-style-type: none"> • Protects urban water supply <ul style="list-style-type: none"> ○ Reservoir Catchment Area ○ Aquifer recharge zone ○ Critical stream ○ Priority stream
Vacaville-Fairfield-Solano Greenbelt and Cement Hill	Terrestrial (land) Ecosystems	<ul style="list-style-type: none"> • Protects land within CLN <ul style="list-style-type: none"> ○ Essential ○ Important ○ Fragmented ○ Further consideration • Other critical habitat
	Aquatic Ecosystems	<ul style="list-style-type: none"> • Other important features (<i>critical habitat</i>)
	Water Supply & Quality	<ul style="list-style-type: none"> • Supports watershed health
Suisun Valley	Aquatic Ecosystems	<ul style="list-style-type: none"> • Protects subtidal habitat identified in Subtidal Habitat Goals
	Water Supply & Quality	<ul style="list-style-type: none"> • Protects urban water supply <ul style="list-style-type: none"> ○ Reservoir Catchment Area ○ Aquifer recharge zone ○ Critical stream ○ Priority stream
Western Hills	Terrestrial (land) Ecosystems	<ul style="list-style-type: none"> • Protects land within CLN <ul style="list-style-type: none"> ○ Essential ○ Important ○ Fragmented ○ Further consideration • Other critical habitat
	Aquatic Ecosystems	<ul style="list-style-type: none"> • Protects stream identified as a Stream Conservation Target in the CLN
	Water Supply & Quality	<ul style="list-style-type: none"> • Protects urban water supply <ul style="list-style-type: none"> ○ Reservoir Catchment Area ○ Aquifer recharge zone ○ Critical stream ○ Priority stream • Supports watershed health
Tri-City and County Cooperative Planning Area	Terrestrial (land) Ecosystems	<ul style="list-style-type: none"> • Protects land within CLN <ul style="list-style-type: none"> ○ Essential ○ Important ○ Fragmented ○ Further consideration • Other critical habitat
	Water Supply & Quality	<ul style="list-style-type: none"> • Supports watershed health

Qualifying Potential PCA	Primary Benefit Achieved	Criteria Support
Putah Creek	Aquatic Ecosystems	<ul style="list-style-type: none"> • Other important features (<i>special-status fish and wildlife habitat</i>)
	Water Supply & Quality	<ul style="list-style-type: none"> • Protects urban water supply <ul style="list-style-type: none"> ○ Reservoir Catchment Area ○ Aquifer recharge zone ○ Critical stream ○ Priority stream • Supports watershed health
Dixon Agricultural Service Area	Aquatic Ecosystems	<ul style="list-style-type: none"> • Other important features (<i>critical habitat for Delta smelt</i>)
	Water Supply & Quality	<ul style="list-style-type: none"> • Supports watershed health
Mare Island	Aquatic Ecosystems	<ul style="list-style-type: none"> • Protects wetlands identified in Baylands Ecosystem Habitat Goals
	Water Supply & Quality	<ul style="list-style-type: none"> • Supports watershed health
Elmira	Water Supply & Quality	<ul style="list-style-type: none"> • Supports watershed health

AGRICULTURAL LANDS

Description: Farmland, grazing land, and timberland that support the region's agricultural economy and provide additional benefits such as habitat protection and carbon capture.

Potential Primary Benefits: Agricultural resources, agricultural economy

Potential Co-Benefits: Wildlife habitat, water supply and quality, recreation, climate and resilience, compact growth

Examples: Farmland or grazing land, timberlands

Areas that Qualify: Blue Ridge Hills, Vacaville-Fairfield-Solano Greenbelt and Cement Hill, Suisun Valley, Western Hills, Tri-City and County Cooperative Planning Area, Putah Creek, Dixon Agricultural Service Area, Elmira

TABLE 4: SUMMARY OF POTENTIAL PCAs: AGRICULTURAL LANDS CRITERIA

Qualifying Potential PCA	Primary Benefit Achieved	Level of Criteria Support
Blue Ridge Hills	Agricultural Resources/Economy	<ul style="list-style-type: none"> • Supports agricultural economy/preserves land with soil important for food production <ul style="list-style-type: none"> ○ Farmland identified in Farmland Mapping and Monitoring Program (FMMP) ○ Grazing Lands identified in FMMP • Supportive of local or state agricultural policy • Completed contiguous area of farm or grazing lands • Supports production on soil with reduced environmental impacts from agriculture
Vacaville-Fairfield-Solano Greenbelt and Cement Hill	Agricultural Resources/Economy	<ul style="list-style-type: none"> • Supports agricultural economy/preserves land with soil important for food production <ul style="list-style-type: none"> ○ Farmland identified in FMMP ○ Grazing Lands identified in FMMP • Supportive of local or state agricultural policy • Completed contiguous area of farm or grazing lands

Qualifying Potential PCA	Primary Benefit Achieved	Level of Criteria Support
		<ul style="list-style-type: none"> • Supports production on soil with reduced environmental impacts from agriculture
Suisun Valley	Agricultural Resources/Economy	<ul style="list-style-type: none"> • Supports agricultural economy/preserves land with soil important for food production <ul style="list-style-type: none"> ○ Farmland identified in FMMP ○ Grazing Lands identified in FMMP • Supportive of local or state agricultural policy • Completed contiguous area of farm or grazing lands • Supports production on soil with reduced environmental impacts from agriculture
Western Hills	Agricultural Resources/Economy	<ul style="list-style-type: none"> • Supports agricultural economy/preserves land with soil important for food production <ul style="list-style-type: none"> ○ Farmland identified in FMMP ○ Grazing Lands identified in FMMP • Supportive of local or state agricultural policy • Completed contiguous area of farm or grazing lands
Tri-City and County Cooperative Planning Area	Agricultural Resources/Economy	<ul style="list-style-type: none"> • Supports agricultural economy/preserves land with soil important for food production <ul style="list-style-type: none"> ○ Farmland identified in FMMP ○ Grazing Lands identified in FMMP • Supportive of local or state agricultural policy • Completed contiguous area of farm or grazing lands • Supports production on soil with reduced environmental impacts from agriculture
Putah Creek	Agricultural Resources/Economy	<ul style="list-style-type: none"> • Supports agricultural economy/preserves land with soil important for food production <ul style="list-style-type: none"> ○ Farmland identified in FMMP ○ Grazing Lands identified in FMMP • Supportive of local or state agricultural policy • Completed contiguous area of farm or grazing lands • Supports production on soil with reduced environmental impacts from agriculture
Dixon Agricultural Service Area	Agricultural Resources/Economy	<ul style="list-style-type: none"> • Supports agricultural economy/preserves land with soil important for food production <ul style="list-style-type: none"> ○ Farmland identified in FMMP ○ Grazing Lands identified in FMMP • Supportive of local or state agricultural policy • Completed contiguous area of farm or grazing lands • Supports production on soil with reduced environmental impacts from agriculture
Elmira	Agricultural Resources/Economy	<ul style="list-style-type: none"> • Supports agricultural economy/preserves land with soil important for food production <ul style="list-style-type: none"> ○ Farmland identified in FMMP ○ Grazing Lands identified in FMMP • Supportive of local or state agricultural policy • Completed contiguous area of farm or grazing lands • Supports production on soil with reduced environmental impacts from agriculture

REGIONAL RECREATION

Description: Existing and potential regional parks, trails, and other publicly accessible recreation facilities

Potential Primary Benefits: Recreation

Potential Co-Benefits: Wildlife habitat, water supply and quality, climate and resilience, community health, compact growth

Examples: Regional trail network, potential regional park sites

Areas that Qualify: Western Hills, Tri-City and County Cooperative Planning Area, Putah Creek, Mare Island

TABLE 5: SUMMARY OF POTENTIAL PCAs: REGIONAL RECREATION CRITERIA

Qualifying Potential PCA	Primary Benefit Achieved	Level of Criteria Support
Western Hills	Recreation	<ul style="list-style-type: none"> • Proposed regional trails <ul style="list-style-type: none"> ○ Bay Trail ○ Ridge Trail • Acreage of regional park added
Tri-City and County Cooperative Planning Area	Recreation	<ul style="list-style-type: none"> • Proposed regional trails <ul style="list-style-type: none"> ○ Bay Trail ○ Ridge Trail • Other local data sources (Regional parkland recreation is included in the shared goals of the cities and counties within the Tri-City CPA, which entered into a JPA.)
Putah Creek	Recreation	<ul style="list-style-type: none"> • Other local data sources (The Putah Creek Wildlife Area is designated as recreational use Type C, which allows fishing, hiking, wildlife viewing, and bird watching. Putah Creek Road is used heavily by recreational bicyclists and is listed on several recommended recreational bike loops listed by the Yolo County Visitors Bureau.)
Mare Island	Recreation	<ul style="list-style-type: none"> • Acreage of regional park added

URBAN GREENING

Description: Existing and potential green spaces in cities that increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater. In addition to urban green spaces, urban greening can also be fulfilled by spaces that encourage compact growth, such as greenbelts.

Potential Primary Benefits: Community health, recreation, climate and resilience

Potential Co-Benefits: Wildlife habitat, water supply and quality, recreation

Examples: Potential “edible park” sites (park + community garden), urban forest areas, compact growth land planning, riparian corridor

Areas that Qualify: Vacaville-Fairfield-Solano Greenbelt and Cement Hill, Suisun Valley, Tri-City and County Cooperative Planning Area, Mare Island, Elmira

TABLE 6: SUMMARY OF POTENTIAL PCAs: URBAN GREENING CRITERIA

Qualifying Potential PCA	Primary Benefit Achieved	Level of Criteria Support
Vacaville-Fairfield-Solano Greenbelt and Cement Hill	Compact Growth	<ul style="list-style-type: none"> • Protects land with open space benefits with high development pressure and adjacent open spaces • Supports stable urban edges • Supports adopted open space policy protection measures
Suisun Valley	Compact Growth	<ul style="list-style-type: none"> • Supports stable urban edges
Tri-City and County Cooperative Planning Area	Compact Growth	<ul style="list-style-type: none"> • Protects land with open space benefits with high development pressure and adjacent open spaces • Supports stable urban edges • Supports adopted open space policy protection measures
Mare Island	Climate and Resilience	<ul style="list-style-type: none"> • Addresses hazard risk in open spaces (earthquake, etc.)
Elmira	Compact Growth	<ul style="list-style-type: none"> • Supports stable urban edges

EVALUATION AND PRIORITIZATION

In developing the PCA Guidelines, it was ABAG’s intent to provide local communities some latitude in how to use the PCA designation tool to achieve both regional and local conservation goals. The Project Team recognized that the value of conservation areas can serve one of several possible functions, requiring somewhat different approaches and making the flexibility of the PCA guidelines an ideal tool for evaluation.

The ABAG PCA Guidelines facilitate evaluation of land under the specific benefits of natural landscapes, agricultural lands, regional recreation, or urban greening served by areas throughout the county. Analysis results established that much of the land within potential PCAs demonstrates benefits under more than one designation. An example is the large swaths of the eastern county that make up the Sacramento-San Joaquin Valley Delta and the Suisun Marsh, which serve numerous biological and watershed related conservation goals. However, these and other lands are protected federally and locally as part a of the larger conservation framework that has been developed over several decades in Solano County.

PCAs may also serve to target areas that are especially important for One Bay Area planning efforts. In this approach, PCAs function more like their counterpart PDAs, narrowing the focus for investments by OBAG and other local, regional, and state agencies to areas that would benefit most from project investments.

The PCA PAC sought to strike a balance between ‘casting a wide net’ over all lands that demonstrate benefits under the established conservation designations, and targeting areas that would benefit most from projects and funding. The “hot spots” in the San Joaquin Valley Delta and Suisun Marsh were evaluated and determined to be of high conservation value; however, strong protections already exist for these areas, and no clear projects exist for which to apply funding. For these reasons, they were not selected for application of PCA designation in this round.

The PCA PAC concluded that the remaining nine areas meet the criteria of the ABAG PCA Guidelines as determined by the analysis and have high local value. The PCA PAC also determined that while there may not be short-term priority improvement projects in all of the areas, potential long-term projects to improve conservation benefits existed for all areas. In keeping with the approach of ‘casting a wide net’ and protecting long-term conservation values for the entire county, the Project Team moved forward nine recommended PCA applications. The designations, benefits, and qualifying criteria of these nine areas are discussed in the Analysis Results section below. The nine areas were presented to lead agencies for potential sponsorship of PCA applications.

PCAs RECOMMENDED BY THE COMMITTEE

Figure 5 shows the nine areas the PCA PAC recommended that Solano County or other sponsoring jurisdictions, including the City of Fairfield, move forward with for application to ABAG as PCAs. Descriptions of each potential PCA are provided below.

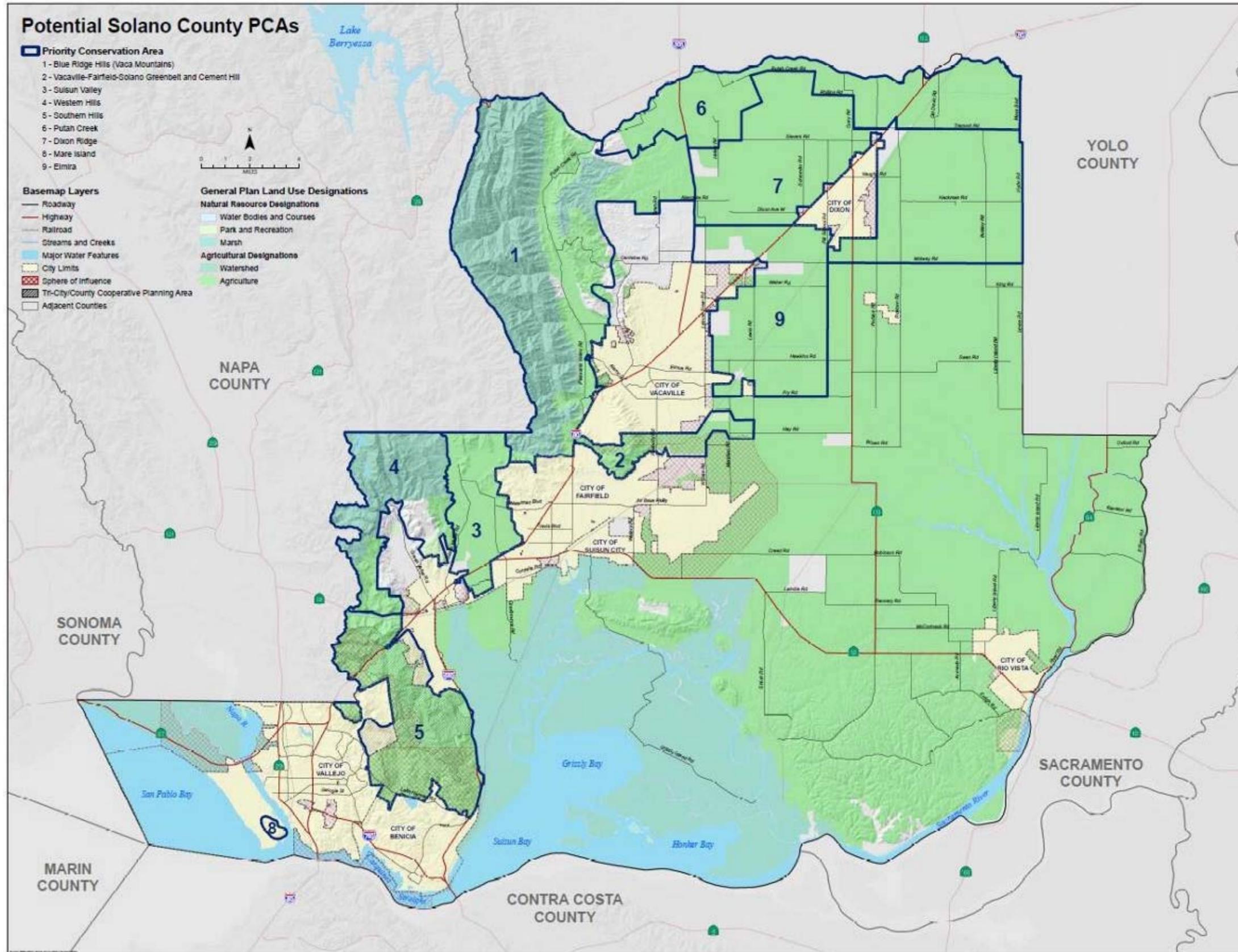
DRAFT

This page intentionally left blank.

DRAFT

This page intentionally left blank.

FIGURE 5: COMMITTEE RECOMMENDED PCAs



This page intentionally left blank.

DRAFT

Blue Ridge Hills

The Blue Ridge Hills PCA includes the Vaca Mountain Range with Blue Ridge forming the backbone of the range. The Blue Ridge Hills area includes the Vaca Mountains, Putah Creek State Wildlife Area, as well as three Agricultural Regions established by the Solano County General Plan: Pleasants Valley, Vaca Valley, and Lagoon Valley. This Agriculture Region is one of the most diverse agricultural regions in the county and has been identified as appropriate for general uses including agricultural production and facilities to support the sale of produce and tourist services that are ancillary to agricultural production.



The mountain range begins at the Suisun Marsh and trends northward for 17.5 miles, ending at Putah Creek Canyon. The Blue Ridge Hills PCA was established in 2008 by Solano County.

The Blue Ridge Hills PCA qualifies under the Natural Landscapes and Agricultural Lands designations.

2. Vacaville-Fairfield-Solano Greenbelt and Cement Hill

The Vacaville-Fairfield-Solano Greenbelt and Cement Hill PCA was established in 2008 by Solano County and the City of Fairfield. The Vacaville-Fairfield-Solano Greenbelt PCA boundaries mirrors those of the Vacaville-Fairfield-Solano Greenbelt (Greenbelt) established by the Vacaville-Fairfield-Solano Greenbelt Authority in 1994 and modified in 2011. The Greenbelt forms an open space buffer between Vacaville and Fairfield in Solano County. It was established to provide recreational opportunities and act as a community separator and buffer between agricultural and urban areas in Solano County.



Solano County General Plan land use designations present within the PCA include Agriculture and Parks and Recreation. The PCA includes land designated as Grazing Land, Prime Farmland, and Unique Farmland by the California Department of Conservation FMMP. Several parcels within the PCA boundaries are enrolled in Williamson Act contracts. The Solano County General Plan includes the area in the PCA within the Jepson Prairie agricultural region, which covers an area of approximately 52,943 acres used primarily for grazing cattle and sheep.

The current planning effort refines the original PCA boundaries to correspond to the recently adopted Fairfield Train Station Specific Plan adopted by the City of Fairfield. The PCA is located adjacent to the City of Vacaville and City of Fairfield. The northern boundary of the PCA follows the Vacaville city limits and the boundary of the Vacaville-Fairfield-Solano Greenbelt; the eastern boundary of the PCA follows the

boundary of the Vacaville-Fairfield-Solano Greenbelt; the southern boundary of the proposed PCA follows the Fairfield city limits and the boundary of the Vacaville-Fairfield-Solano Greenbelt; and the western boundary of the PCA follows Interstate 80.

The Vacaville-Fairfield-Solano Greenbelt and Cement Hill PCA qualifies for designation under the Natural Landscapes, Agricultural Lands, and Urban Greening (Compact Growth) categories.

3. Suisun Valley

The Suisun Valley PCA was established in 2013 by Solano County. Suisun Valley has been viable agricultural land for over 100 years. Its rich soil and climatic conditions make it ideal for the production of the wine grapes, small grains, and fruits that extends across 92 percent of the land. Suisun Valley land that is not used directly for agricultural production is used to support agriculture. No fallow land exists in the valley. Wine production and agricultural tourism draw visitors from the surrounding areas.



Suisun Valley is an alluvial fan that drains from the northern highlands south to the Suisun Marsh. Portions of the valley are critical to the health of the surrounding watershed. The valley is surrounded by urban areas on three sides, and land prices and market value opportunities are relatively high. Tourism is an increasingly important economic draw. These factors and proximity to developed areas within the City of Fairfield combine to place immense development pressure on the land.

Solano County has protected Suisun Valley from development in many ways and intends to continue doing so. In 2011, the County adopted a Strategic Plan for Suisun Valley supporting ongoing agricultural production, economic flexibility, and infrastructure investments to support an expanding tourist economy. More recently, STA and the County used OBAG funding to provide pedestrian improvements at Mankas Corner that were prioritized within the Strategic Plan.

The current planning effort refines the original PCA boundaries to correspond to the adopted Suisun Valley Strategic Plan. The Suisun Valley PCA is bordered on the south and east by the City of Fairfield, to the north by Napa County, and to the east by Green Valley. It is located between the Vaca Mountains to the east and the Mt. George Range to the west.

The Suisun Valley PCA qualifies for designation under all four categories: Natural Landscapes, Agricultural Lands, Regional Recreation, and Urban Greening (Compact Growth).

4. Western Hills

The Western Hills PCA was established in 2008 by Solano County. The current planning effort modifies the boundaries of the original PCA to match the boundaries of the Solano County General Plan Western Hills Agricultural Region, and to incorporate a portion of the proposed Bay Ridge Trail located north of Vallejo. The PCA encompasses the hilly region north of Green Valley, including Green Valley Creek, several small reservoirs, and Rockville Hills Regional Park. A discontinuous section of the PCA is located directly north of the City of Vallejo. It encompasses a one-half mile buffer surrounding an all-purpose trail that extends north into Napa County that makes up a portion of the Bay Ridge Trail network. The Bay Ridge Trail is a network of hiking, cycling, and equestrian trails along ridgelines overlooking the San Francisco Bay, which are planned to connect to ultimately form 550 miles of continuous trail.



The Western Hills agricultural region, which encompasses the entire PCA, covers areas in the northwestern and southwestern regions of Solano County, including the area in the PCA in the southwestern region. The Western Hills region provides for agricultural production in the county and is characterized by grasslands, oak woodlands, and mountain plateaus. Agricultural production in the Western Hills region is limited primarily to grazing because of the steep slopes and soil types in the region.

The Western Hills PCA qualifies for designation under the Natural Landscapes, Agricultural Lands, and Regional Recreation categories.

5. Tri-City and County Cooperative Planning Area

The Tri-City and County Cooperative Planning Area PCA was established in 2008 by Solano County. This PCA includes the Tri-City and County Cooperative Planning Area (Cooperative Planning Area) established in 1994 by the Tri-City and County Cooperative Planning Group, now called Solano Open Space which consists of a joint powers authority including the County of Solano and the Cities of Benicia, Fairfield, and Vallejo. The Cooperative Planning Group was responsible for preparing the Tri-City and County Cooperative Plan for Agriculture and Open Space Preservation (Cooperative Plan). The Cooperative Plan sets forth objectives, policies, and guidelines for the preservation of agricultural and open space land in Solano County between Benicia, Fairfield, and Vallejo. The Cooperative Planning Group and Cooperative Plan were established in response to concerns of encroaching urban development into the hills of the Cooperative Planning Area. The 10,000-acre Cooperative Planning Area includes land used for agricultural, open space, and recreational purposes.



The PCA boundaries align with those of the Cooperative Planning Area. The Solano County General Plan Land Use diagram identifies the area in the proposed PCA with an Agriculture land use designation. The PCA is in the Western Hills agricultural region identified in the County General Plan. The Western Hills region provides for agricultural production in the County and is characterized by grasslands, oak woodlands, and mountain plateaus. Agricultural production in the Western Hills region is limited primarily to grazing because of the steep slopes and soil types in the region.

The Tri-City and County Cooperative Planning Area PCA qualifies for designation under the Natural Landscapes, Agricultural Lands, and Regional Recreation categories.

[The following PCAs are not currently adopted but have been identified through this planning process as logical candidates that qualify under ABAG guidelines and provide benefits to the region.]

6. Putah Creek

The Putah Creek PCA is a new potential PCA that could be submitted by Solano County. This potential PCA is an area of rolling farmland, wooded hillsides, and canyons along the Putah Creek watershed. Much of the land here is characterized as Prime or Unique Farmland by the California Farmland Mapping and Monitoring Program (FMMP) and is an important agricultural center for the community. The PCA is identified as part of two agricultural regions—Dixon Ridge and Winters—within the Solano County General Plan. Agricultural production in the area includes field crops such as alfalfa and orchard crops such as walnuts and plums. This area contains some of the most valuable agricultural land in the county.



Small portions of the potential PCA, primarily steep slopes and canyons, contain natural habitat resources, including cottonwood riparian, blue oak woodland, and chamise chaparral natural communities. A few of the species supported by these habitats are California towhee, Bullock's oriole, and black-headed grosbeak. This area is also heavily used for recreation; Putah Creek Road and other scenic roadways are popular routes for recreational bikers traveling between Davis and Winters.

The potential PCA is located along the northern border of Solano County. Its proposed bounds on the west, south, and east are primarily established watershed land boundaries and various rural arterial roads including (from west to east) Lake Solano, Putah Creek Road, Phillips Road, and I-80.

The Putah Creek PCA would qualify for designation under the Natural Landscapes, Agricultural Lands, and Regional Recreation categories.

Dixon Agricultural Service Area

The Dixon Agricultural Service Area PCA is a potential PCA that could be submitted by Solano County. This proposed PCA consists of an area of Solano County that covers a portion of the Dixon Ridge Agricultural Region identified in the County General Plan. The proposed PCA and surrounding area consists of mostly flat, low-lying farmland used for field crops such as tomatoes, alfalfa, and safflowers. Several large-scale agricultural processing facilities are also located within the potential PCA. The proposed boundaries encompass a few merchants which sell goods or services directly to the consumer such as produce markets, pumpkin patches, and other seasonal attractions. Other than the Suisun Valley PCA, this would be the only other PCA which provides a Farm-to-Market experience.



The recommended PCA is located in northeast Solano County. Its proposed area is an L-shaped swath of land which hugs Dixon to the northeast, staying clear of Dixon's municipal boundaries and spheres of influence.

The Dixon Agricultural Service Area PCA is proposed for designation under the Natural Landscapes and Agricultural Lands categories.

7. Mare Island

The Mare Island PCA is a new PCA proposal that could be submitted by the City of Vallejo. Mare Island was founded as a Navy shipyard prior to the Civil War, making it the oldest arsenal in the Pacific. On April 1, 1996 the base was closed, and the process of environmental cleanup and transference of ownership began.

The Island is now protected under multiple layers of historical and environmental conservation. It includes sites listed on the National Register of Historic Places, sites listed on the California Register of Historical Resources, and it is designated as a California State Historic Landmark and a Historic District by the City of Vallejo. It has conservation easements and preserved park areas, and includes wetlands with habitat value for rare and endangered communities. The proposed PCA is part of the City of Vallejo Mare Island Specific Plan Area, 78 percent of which is either wetlands or inactive dredge pond areas restricted to open space, conservation, and managed wetland uses. Nine percent of the area has been designated for parks and recreational use.

The proposed PCA is located on the southeast portion of Mare Island, encompassing the Mare Island Golf Course and surrounding regional area. The Mare Island PCA is proposed for designation under the Natural Landscapes, Regional Recreation, and Urban Greening categories.

8. Elmira

The Elmira PCA is a new PCA proposal that could be submitted by Solano County. Elmira is part of a distinct agricultural area to the south of Dixon and the east of Vacaville. The Elmira proposed PCA is east of the City of Vacaville, bounded on the north by the southern boundary of the City of Dixon to the north, Pitt School Road to the east, Fry Road to the south, and the City of Vacaville boundary to the east.

The Elmira PCA is proposed for designation under the Natural Landscapes, Agricultural Lands, and Urban Greening (Compact Growth) categories.

OPPORTUNITY AREAS AND POTENTIAL PROJECTS

After identifying potential PCAs, the Committee was asked to consider their various interests and needs for open space to identify potential projects within the PCAs or providing access to PCAs that could potentially be built through OBAG grant funding. Committee members identified a range of project ideas, which were compared to existing County priority project lists. This resulted in a list of five priority project ideas were fleshed out into project concepts as discussed below. The full list of project ideas is documented in the April 16th meeting notes located in Appendix 3.

The following projects have been identified for the current and future PCAs:

- Pedrick Road Overcrossing
- Putah Creek Road
- Rockville Hills Connection and Staging Area
- Stevenson Bridge Improvements
- Lynch Canyon and Hiddenbrooke Trails Access Points

To best utilize the available funding and resources, the four projects listed below have been chosen as highest priority, with the goal of being completed by 2025.

Pedrick Road Overcrossing

The Pedrick Road overcrossing is located at the intersection of Pedrick Road and Interstate 80. This overcrossing is currently too narrow to allow for safe and convenient access by agricultural vehicles during high traffic times, and there are few other north-south crossing options available. The proposed project would widen Pedrick Road and the overpass in both directions to provide for a shoulder lane and wider turning radii, allowing better accommodation of large, slow-moving agricultural equipment.

Putah Creek Road

The Putah Creek Road project addresses a nine-mile section of Putah Creek Road between Interstate 505 and Stevenson Bridge Road. The area surrounding the road is an important agricultural center for the community, and the road is used heavily by agricultural machinery and the transportation of farm goods. It is also a favorite route for recreational bicyclists between the cities of Winters and Davis, and for vehicles towing boats to Lake Berryessa. The project would provide a separated off-street bike path along the south side of Putah Creek. This would divert bike traffic from the narrow and heavily used road, providing for a safe and scenic trail for bicyclists while helping to preserve Putah Creek Road for agricultural vehicle travel.

Rockville Hills Connection and Staging Area

The 1,500-acre Rockville Trails Preserve is owned by the Solano Land Trust. Trails are planned for hiking, biking, and equestrian use, but there is no staging area currently available for trail access. There is a parking area available at the Rockville Hills Parks roughly 0.3 miles from the Rockville Trail Preserve. The proposed project includes the possibility for two separate stages. The first stage is the creation of an all-purpose trail connection and controlled intersection across Rockville Road to connect the Rockville Hills Park parking area to the Rockville Trails Preserve. The optional second stage is the creation of a separate staging area for the Rockville Trails Preserve, with or without vehicle parking. The staging area would provide connection to the trails, as well as a payment kiosk and informational signage.

Stevenson Bridge Improvements

Stevenson Bridge is a 20-foot-wide concrete rainbow arch bridge that spans Putah Creek on Stevenson Bridge Road. The bridge is a local icon, as well as being identified by the State of California as eligible for the National Register for Historical Places. Roughly 800 vehicles pass over the bridge daily, as well as bicyclists and agricultural equipment. However, the bridge is in poor condition. The proposed project is to build a new two-lane bridge and road connection to Stevenson Bridge Road over Putah Creek for vehicle traffic, while retrofitting and repurposing the current bridge for pedestrian and bicycle traffic. Signage would also be installed to direct all modes of traffic to the appropriate crossing location.

Lynch Canyon and Hiddenbrooke Trail Access Points

South of Lynch Canyon Open Space and west of I-80 near the American Canyon exit, a piece of land impedes access to Lynch Canyon and the Hiddenbrooke Trail. The project would consist of a partnership with the Solano Land Trust to acquire this land from the County and create access points, complete with staging areas, to Lynch Canyon and across I-80 to the Hiddenbrooke Trail.

5. CONCLUSION AND NEXT STEPS

The ABAG PCA process allowed for a structured way to analyze the most beneficial and supported regions of the county for planning and conservation projects. It also provided a means and reason to identify the top priorities for preservation and funding so that resources can be allocated most effectively. The data collected can also serve as a useful resource for future undertakings by jurisdictions in the county.

The PCAs and concept projects discussed in this report will be used by STA staff to develop a plan that will guide decisions about future investments and transportation planning in PCAs.

6. SOURCES

- Association of Bay Area Governments. 2014. *Priority Conservation Areas*. Accessed July 20, 2015. <http://abag.ca.gov/priority/conservation/>.
- _____. *ABAG Earthquake mapping update*. ABAG Resilience Program. <http://resilience.abag.ca.gov/projects/earthquake-mapping-update/>
- California Department of Fish and Wildlife. <https://www.wildlife.ca.gov/>
- City of Fairfield. *City of Fairfield General Plan*. June 2002. <http://www.fairfield.ca.gov/gov/depts/cd/plan.asp>
- City of Vacaville. *City of Vacaville General Plan*. December 2007. <http://www.cityofvacaville.com/index.aspx?page=68>
- _____. *Climate Action Plan*. March 2012. <http://www.cityofvallejo.net/common/pages/DisplayFile.aspx?itemId=30907>
- Coastal Conservancy. May 2013. *Competitive Grant Guidelines and Call for Proposals*. Priority conservation Area Grant Program. http://scc.ca.gov/files/2013/05/Priority-Conservation-Area-Program_FINAL.pdf
- Conservation Lands Network. <http://www.bayarealands.org/>
- County of Solano. *Solano County History*. About Solano. <http://www.solanocounty.com/about/history.asp>
- _____. *Agriculture*. Departments. <http://www.solanocounty.com/depts/agriculture/default.asp>
- _____. *Middle Green Valley Specific Plan*. November 2014. http://www.co.solano.ca.us/depts/rm/documents/eir/middle_green_valley_specific_plan.asp
- _____. *Solano County Climate Action Plan*. June 7, 2011. <http://www.co.solano.ca.us/civicax/filebank/blobdload.aspx?blobid=10080>
- _____. *Solano County General Plan*. August 5, 2008. Planning Services. http://www.solanocounty.com/depts/rm/planning/general_plan.asp
- _____. *Tri-City and County Cooperative Plan for Agriculture and Open Space Preservation*. March 31, 1994. Amended October 20, 1994. <http://www.solanocounty.com/civicax/filebank/blobdload.aspx?BlobID=6501>
- Department of Conservation. *California Farmland Mapping and Monitoring Program*. <http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx>
- EcoAtlas. <http://ecoatlas.org/>
- _____. *Solano County Important Farmland Map*. 2012. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/sol12.pdf>
- Greenbelt Alliance. *Interactive Greenbelt Mapper*. 2012. <http://www.greenbelt.org/greenbelt-mapper/>
- _____. *Priority Conservation Area Natural Value Recommendation [Maps]*. 2015.
- National Oceanic and Atmospheric Administration Office for Coastal Management. *NOAA Sea Level Rise Viewer*. <http://coast.noaa.gov/digitalcoast/tools/slr>
- Solano Land Trust. *Lynch Canyon*. Our Lands. <http://www.solanolandtrust.org/LynchCanyon.aspx>
- _____. *Rockville Trails Preserve*. Our Lands. <http://www.solanolandtrust.org/RockvilleTrails.aspx>
- U.S. Fish & Wildlife Service. *Critical Habitat Portal*. <http://ecos.fws.gov/crithab/>

DRAFT

7. APPENDICES

APPENDIX 1: PCA PROFILES

DRAFT

APPENDIX 2: PROJECT PROFILES

DRAFT

APPENDIX 3: PCA PAC MEETING NOTES

DRAFT

APPENDIX 4: MATRIX EVALUATION

DRAFT

APPENDIX 5: ABAG PCA CRITERIA TABLES

SUMMARY OF PRIORITY CONSERVATION AREA DESIGNATIONS

PCA Designation	Primary Benefit(s)	Potential Co-Benefits	Examples
Natural Landscapes	<ul style="list-style-type: none"> • Terrestrial (Land) Ecosystems • Aquatic Ecosystems • Water Supply and Quality 	<ul style="list-style-type: none"> • Climate and Resilience • Compact Growth • Recreation 	<ul style="list-style-type: none"> • Critical habitat areas • Wetlands targeted for restoration • Riparian Corridors • Watershed land protection
Agricultural Lands	<ul style="list-style-type: none"> • Agricultural Resources • Agricultural Economy 	<ul style="list-style-type: none"> • Wildlife Habitat • Water Supply and Quality • Recreation • Climate and Resilience • Compact Growth 	<ul style="list-style-type: none"> • Farmland or grazing land • Timberlands
Urban Greening	<ul style="list-style-type: none"> • Community Health • Recreation • Climate and Resilience 	<ul style="list-style-type: none"> • Wildlife Habitat • Water Supply and Quality • Recreation 	<ul style="list-style-type: none"> • Potential "edible park" sites (park + community garden) • Urban forest areas • Urban portion of riparian corridor
Regional Recreation	<ul style="list-style-type: none"> • Recreation 	<ul style="list-style-type: none"> • Wildlife Habitat • Water Supply and Quality • Climate and Resilience • Community Health • Compact Growth 	<ul style="list-style-type: none"> • Regional trail network • Potential regional park sites

PRIORITY CONSERVATION AREA BENEFITS AND CRITERIA

Benefit	Criteria Required and <i>(Optional)</i>	Data Sources for Evaluation
Terrestrial (Land) Ecosystems	<ul style="list-style-type: none"> • Protects land within Conservation Lands Network (CLN) • Essential • Important, • Fragmented, or • For Further Consideration; or • Protects Bay Area Critical Linkage 	<ul style="list-style-type: none"> • Conservation Lands Network (CLN)
	<ul style="list-style-type: none"> • <i>(Protects Other Critical Habitat)</i> 	<ul style="list-style-type: none"> • USFWS Critical Habitat Portal • Locally identified data
Aquatic (Water) Ecosystems	<ul style="list-style-type: none"> • Protects wetlands identified in Baylands Ecosystem Habitat Goals; or 	<ul style="list-style-type: none"> • EcoAtlas

Benefit	Criteria Required and <i>(Optional)</i>	Data Sources for Evaluation
	<ul style="list-style-type: none"> Protects subtidal Habitat identified in Subtidal Habitat Goals; or 	
	<ul style="list-style-type: none"> Protects stream identified as a Stream Conservation Target in the CLN 	<ul style="list-style-type: none"> Conservation Lands Network (CLN)
	<ul style="list-style-type: none"> <i>(Protects Other Important Features) e.g. Nationally Important Marine Features</i> 	<ul style="list-style-type: none"> Center for Ecosystem Management and Restoration
Water Supply and Water Quality	<ul style="list-style-type: none"> Protect urban water supply <ul style="list-style-type: none"> Reservoir Catchment Area Aquifer recharge zone Critical stream Priority stream; or Support watershed health 	<ul style="list-style-type: none"> Greenbelt Mapper USFWS Critical Habitat Portal
Agricultural Resources and Economy	<ul style="list-style-type: none"> Supports agricultural economy/preserves land with soil important for food production <ul style="list-style-type: none"> Farmland identified in Farmland Mapping and Monitoring Program Grazing Lands identified in FMMP 	<ul style="list-style-type: none"> Greenbelt Mapper, CA Farmland Mapping and Monitoring Program
	<ul style="list-style-type: none"> Supportive of local or state agricultural policy 	<ul style="list-style-type: none"> General Plans/Other Land Use Plans
	<ul style="list-style-type: none"> Completes contiguous area of farm or grazing lands 	<ul style="list-style-type: none"> Greenbelt Mapper
	<ul style="list-style-type: none"> Supports production on soil with reduced environmental impacts from agriculture 	<ul style="list-style-type: none"> Local Data
Community Health	<ul style="list-style-type: none"> Improve access to neighborhood parks in areas with high park need 	<ul style="list-style-type: none"> ParkScore® Index Local Data/Analysis
	<ul style="list-style-type: none"> Increase/complete urban tree canopy Increase urban tree cover in areas expected to experience urban heat island effect 	<ul style="list-style-type: none"> Local Data (e.g. tree inventories) Heat Island Effect Source
	<ul style="list-style-type: none"> Supports Local Climate Action Plan/Greening Plan Goals related to Urban Greening 	<ul style="list-style-type: none"> Local Climate Action Plans
	<ul style="list-style-type: none"> Increase tree canopy, food access, and/or park access in Community of Concern 	<ul style="list-style-type: none"> MTC Communities of Concern

Benefit	Criteria Required and <i>(Optional)</i>	Data Sources for Evaluation
Recreation	<ul style="list-style-type: none"> • Proposed Regional Trails <ul style="list-style-type: none"> ○ Bay Trail ○ Ridge Trail • Acreage of regional park added • <i>(Local data sources)</i> 	<ul style="list-style-type: none"> • Greenbelt Mapper
Climate and Resilience	<ul style="list-style-type: none"> • Protect and/or Increase Areas with Carbon storage potential; or 	<ul style="list-style-type: none"> • Greenbelt Mapper • Conservation Lands Network (CLN)
	<ul style="list-style-type: none"> • Address Hazard Risk in Open Spaces (earthquake, flood, sea level rise) 	<ul style="list-style-type: none"> • ABAG Earthquake Mapping Update • NOAA Sea Level Rise and Coastal Flooding Impacts Map
Compact Growth	<ul style="list-style-type: none"> • Protect land with open space benefits with high development pressure and adjacent open spaces; • <i>Support stable urban edges; or</i> 	<ul style="list-style-type: none"> • Greenbelt Mapper
	<ul style="list-style-type: none"> • Support adopted open space policy protection measures 	<ul style="list-style-type: none"> • Local General Plans

DRAFT



DATE: January 21, 2016
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On January 13, 2016, the STA Board approved its 2016 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2016.

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:

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 January 7th, the Governor released the Administration's proposed 2016-17 budget. This included a transportation funding proposal similar to the Governor's proposal from last year. Attachment C is a memo from Shaw/Yoder/Antwih, Inc. summarizing the budget. Attachment A includes more details regarding the Transportation Special Session called by Governor Brown, as well as Cap and Trade funding.

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 6th. The press release and the fact sheet (Attachments D and E) are attached for your information, as well as the bill text (Attachment F). AB 1591 has advantages over the Governor's budget proposal and staff recommends support of this bill due to its alignment with policies in the recently adopted STA Legislative Priorities and Platform. AB 1591's order of magnitude of \$3.4 billion more than the governor's proposal (\$7 billion versus \$3.6 billion) stops the bleeding of state transportation funds to other programs. At the same time, AB 1591 provides key funding for freight corridors, includes more transparency for funding, advocates for more local control over funds. Staff expects Senator Jim Beall to release his comprehensive transportation funding bill in the next 2-3 weeks. At that time, staff will provide an analysis of that bill and bring forward a recommendation.

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 staff met on January 20th with staff from Solano's state legislators and the two transportation committees in Sacramento. STA Board Members will meet on February 29th with each of Solano's state legislators (as well as key state agency staff) to provide the current status of STA priority projects and discuss future 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.

STA staff met with the four cities collectively funding STA's federal lobbyist contract on December 16, 2015 to prepare for a visit to Washington DC the week of April 18th.

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.

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:

Forward a recommendation to the STA Board to support Assemblyman Jim Frazier's comprehensive transportation funding Assembly Bill (AB) 1591.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. Memo re Governor's Proposed 2016-17 Budget
- D. Transportation Funding Press Release
- E. AB 1591 Fact Sheet
- F. AB 1591 Bill



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

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

Tel: 916.446.4656
 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.



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

Date: January 7, 2016

To: Daryl Halls, Executive Director, Solano Transportation Authority

From: Joshua Shaw, Partner
 Matt Robinson, Legislative Advocate

Re: Proposed California State Budget 2016-2017

The Governor released his proposed 2016-2017 State Budget this morning. Overall, his Department of Finance expects General Fund State Revenues for 2016-17 to total \$125 billion and he proposed to spend \$122.6 billion of General Fund Revenue (please note there are special funds that increase the overall size of the Budget). The Governor proposes to put a supplemental deposit of \$2 billion into the state's Rainy Day Fund – boosting the balance to \$8 billion, from 37 percent today to 65 percent of its constitutional target

The budget summary is laden with references to the next recession. The Governor also noted that historically, deficits are more likely than surpluses. To pre-emptively strike against the likely Legislative proposals to fund more permanent programs, the Governor included these comments in his Budget letter to the Legislature when he presented it today:

...But it would be short-sighted in the extreme to now embark upon a host of new spending only to see massive cuts when the next recession hits. In view of the \$27 billion deficit of just five years ago and the much larger one in 2009, it is clear that fiscal restraint must be the order of the day. It also goes without saying that we should be chipping away at the \$72 billion unfunded liability that weighs down our retiree health system.

Transportation/Transit/Infrastructure

The Governor's 2016-17 Proposed Budget doubles down on the need to find a solution to our state's transportation infrastructure and again points to **his proposal to invest \$36 billion in transportation over the next decade**. The Governor reminds us that the Legislature has convened a conference committee as part of the transportation special session and that work continues toward delivering a comprehensive transportation funding plan and hopes the conference committee will focus on a few key principles:

- Focusing new revenue primarily on "fix-it-first" investments to repair neighborhood roads and state highways and bridges;
- Making key investments in trade corridors to support continued economic growth and implementing a sustainable freight strategy;
- Providing funding to match locally generated funds for high-priority transportation projects;
- Continuing measures to improve performance, accountability and efficiency at Caltrans. Investing in passenger rail and public transit modernization and improvement;

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

- **Avoiding an impact on the precariously balanced General Fund.**

The Governor’s package includes “a combination of new revenues, additional investments of Cap and Trade auction proceeds, accelerated loan repayments, Caltrans efficiencies & streamlined project delivery, accountability measures, and constitutional protections for the new revenues” and will be split evenly between state and local transportation priorities. As was the case in September 2015, the Governor’s package focuses on maintenance and preservation, and also includes a significant investment in public transit. Specifically, the proposal includes annualized resources as follows:

- *Road Improvement Charge*—\$2 billion from a new \$65 fee on all vehicles, including hybrids and electrics;
- *Stabilize Gasoline Excise Tax*—\$500 million by setting the gasoline excise tax beginning in 2017-18 at the historical average of 18 cents, eliminating the current annual adjustments, and adjusting the tax annually for inflation;
- *Diesel Excise Tax*—\$500 million from an 11-cent increase in the diesel excise tax beginning in 2017-18, adjusted annually for inflation;
- *Cap and Trade*—\$500 million in additional Cap and Trade proceeds for complete streets and transit;
- *Caltrans Efficiencies*—\$100 million in cost-saving reforms.

Additionally, the Budget includes a General Fund commitment to transportation by accelerating \$879 million in loan repayments over the next four years. These funds will support additional investments in the Transit and Intercity Rail Capital Program, trade corridor improvements, and repairs on local roads and the state highway system.

The Governor’s Budget proposed spending a lesser amount in 2016-17 (\$1.7 billion) and then ramps up to \$3.6 billion the following year. In the table below, you can see how the \$1.7 billion in new revenue would be split out in 2016-17 and then the upward adjustment moving forward.

<i>Investment Category</i>	<i>Program</i>	<i>2016-17 Amount</i>	<i>Annualized Amount³</i>
Local Streets and Roads	Low Carbon Road Program	\$100	\$100
	Local Road Maintenance & Repairs ¹	\$490	\$1,010
	Local Partnership Grants ²	\$0	\$250
Transit	Transit Capital ¹	\$409	\$400
State Highway Repair and Maintenance	Pavement ¹	\$220	\$900
	Bridges and Culverts	\$155	\$500
	Traffic Management Systems	\$20	\$90
	Maintenance	\$120	\$120
Trade Corridors	Improved Goods Movement ¹	\$211	\$200
Total		\$1,725	\$3,570

¹ The 2016-17 totals include anticipated loan repayments.
² Provides up to \$250 million per year beginning in 2017-18.
³ Excludes one-time loan repayments totaling \$879 million.

Caltrans Reform

The transportation package also includes the following reforms and efficiencies at Caltrans to streamline project delivery and advance projects more quickly:

- *State Highway Performance Plan*—Establish measurable targets for improvement including regular reporting to California Transportation Commission, the Legislature, and the public.
- *Streamlined Project Delivery*—Provide a limited California Environmental Quality Act (CEQA) exemption; remove the sunset date for the federal delegation of environmental reviews so they can be completed concurrent with the state review; advance project environmental mitigation to get early buy-in on activities and reduce late challenges that delay projects; and **implement more innovative procurement methods, such as combining design and construction management elements to accelerate project delivery, commonly known as Construction Manager/General Contractor (CMGC) procurements.**
- *Staffing Flexibility*—Permit Caltrans to deliver projects funded with new revenue by doubling contract staff over the next five years.
- ***Extend Public-Private Partnership Authority***—Allow for these partnerships through 2027 by extending the current sunset date by ten years.

Transit

The Governor's Budget projects the State Transit Assistance program will be \$315 million in 2016-17.

This represents a decrease of \$36 million over the current year projection of \$351 million. This is due to a continued reduction in the price of diesel fuel over the level realized in years past.

The Governor's Budget reflect no change in anticipated revenues to each of the Cap and Trade Programs eligible to transit programs from continuous appropriations, and expenditure are proposed as follows:

- *Low-Carbon Transit Operations Program*—\$100 million
- *Transit and Intercity Rail Capital Program*—\$200 million
- *Affordable Housing and Sustainable Communities*—\$400 million

The Governor's Plan Cap and Trade plan also acknowledges his transportation funding proposal mentioned above, proposed expenditures as follows:

- *Transit and Intercity Rail Capital Program*—\$400 million (\$600 million total)
- *Low Carbon Road Program (Complete Streets)*—\$100 million
- *Low Carbon Transportation*—\$500 million

Cap and Trade

The Governor's 2016-17 Proposed Budget includes expenditures of \$3.1 billion Cap and Trade from, which includes revenues from both 2015-16 and 2016-17. The Governor's Budget ventures to fund programs that support clean transportation, reduce short-lived climate pollutants, protect natural ecosystems, and benefit disadvantaged communities. **The \$3.1 billion plan reflects the balance of auction proceeds that were not appropriated in 2015-16, as well as the expenditure of projected proceeds in 2016-17.** This Plan is consistent with the second triennial investment plan for Cap and Trade auction proceeds and expends at least 10 percent of the proceeds within disadvantaged communities and at least 25 percent of the proceeds to projects that benefit those communities.

Please see the chart below for a breakdown of Cap and Trade funding in the 2016-17 Proposed Budget:

2016-17 Cap and Trade Expenditure Plan
(Dollars in Millions)

<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>Amount</i>
Continuous Appropriation	High-Speed Rail Authority	High-Speed Rail Project	\$500
	State Transit Assistance	Low Carbon Transit Operations	\$100
	Transportation Agency	Transit and Intercity Rail Capital Program	\$200
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$400
50 Percent Reduction in Petroleum Use	Transportation Agency	Transit and Intercity Rail Capital Program	\$400
	Caltrans	Low Carbon Road Program	\$100
	Air Resources Board	Low Carbon Transportation & Fuels	\$500
	Energy Commission	Biofuel Facility Investments	\$25
Local Climate Action	Strategic Growth Council	Transformational Climate Communities	\$100
Short-Lived Climate Pollutants	Air Resources Board	Black Carbon Woodsmoke	\$40
		Refrigerants	\$20
	Cal Recycle	Waste Diversion	\$100
	Department of Food and Agriculture	Climate Smart Agriculture - Healthy Soils and Dairy Digesters	\$55
Safeguarding California/ Water Action Plan	Departments of Food and Agriculture & Water Resources	Water and Energy Efficiency	\$30
	Energy Commission	Drought Executive Order - Water and Energy Technology Program & Appliance Rebates	\$60
	Department of Fish and Wildlife	Wetlands and Watershed Restoration/CalEcoRestore	\$60
Safeguarding California/ Carbon Sequestration	CAL FIRE	Healthy Forests	\$150
		Urban Forestry	\$30
	Natural Resources Agency	Urban Greening	\$20
Energy Efficiency/ Renewable Energy	Department of General Services	Energy Efficiency for Public Buildings	\$30
	I Bank	California Lending for Energy and Environmental Needs Center	\$20
	Conservation Corps	Energy Corps	\$15
	Department of Community Services and Development	Energy Efficiency Upgrades/ Weatherization	\$75
	University of California/ California State University	Renewable Energy and Energy Efficiency Projects	\$60
Total			\$3,090

A link to the summary of the Governor's proposed budget can be found here:

<http://www.ebudget.ca.gov/FullBudgetSummary.pdf>

We will provide more details as they become available. In the meantime, please do not hesitate to contact us with any questions you have about the budget.



FOR IMMEDIATE RELEASE: January 6, 2016	CONTACT: Ella Strain 916-319-2011 Ella.Strain@asm.ca.gov
ASSEMBLYMEMBER FRAZIER RELEASES BOLD TRANSPORTATION FUNDING PACKAGE TODAY	

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 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.

###

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

Janet Dawson
(916) 319-2093
Janet.Dawson@asm.ca.gov

This page intentionally left blank.

ASSEMBLY BILL**No. 1591****Introduced by Assembly Member Frazier**

January 6, 2016

An act to add Sections 14526.7 and 16321 to the Government Code, to amend Section 39719 of the Health and Safety Code, to amend Sections 7360 and 60050 of the Revenue and Taxation Code, to amend Sections 2192 and 2192.1 of, to add Section 2192.4 to, and to add Chapter 2 (commencing with Section 2030) to Division 3 of, the Streets and Highways Code, and to add Sections 9250.3, 9250.6, and 9400.5 to the Vehicle Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

AB 1591, as introduced, Frazier. Transportation funding.

(1) Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.

This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria

to ensure efficient use of the funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.225 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill, including an inflation adjustment as provided, an increase of \$38 in the annual vehicle registration fee, and a new \$165 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined.

The bill would continuously appropriate the funds in the account for road maintenance and rehabilitation purposes and would allocate 5% of available funds to counties that approve a transactions and use tax on or after July 1, 2016, with the remaining funds to be allocated 50% for maintenance of the state highway system or to the state highway operation and protection program, and 50% to cities and counties pursuant to a specified formula. The bill would impose various requirements on agencies receiving these funds. The bill would authorize a city or county to spend its apportionment of funds under the program on transportation priorities other than those allowable pursuant to the program if the city's or county's average Pavement Condition Index meets or exceeds 85.

(2) Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.

This bill would require the Department of Finance, on or before March 1, 2016, to compute the amount of outstanding loans made from specified transportation funds. The bill would require the Department of Transportation to prepare a loan repayment schedule and would require the outstanding loans to be repaid pursuant to that schedule to the accounts from which the loans were made, as prescribed. The bill would appropriate funds for that purpose from the Budget Stabilization Account. The bill would require the repaid funds to be transferred to cities and counties pursuant to a specified formula.

(3) The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors

Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes.

The bill would deposit the revenues attributable to a \$0.30 per gallon increase in the diesel fuel excise tax imposed by the bill into the Trade Corridors Improvement Fund.

Existing law specifies projects eligible for funding from the Trade Corridors Improvement Fund, including, among other things, projects for truck corridor improvements, including dedicated truck facilities, or truck toll facilities.

This bill would include truck parking among the truck corridor capital improvements eligible to be funded and would authorize the expenditure of moneys in the fund for certain system efficiency improvements, including the development, demonstration, and deployment of promising Intelligent Transportation System applications. The bill would require the California Transportation Commission, in evaluating potential projects to be funded from the fund, to give priority to projects demonstrating one or more of certain characteristics.

(4) Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. Existing law, to the extent moneys are transferred to the Trade Corridors Improvement Fund from the Greenhouse Gas Reduction Fund, requires projects funded with those moneys to be subject to all of the requirements of existing law applicable to the expenditure of moneys appropriated from the Greenhouse Gas Reduction Fund, including, among other things, furthering the regulatory purposes of the California Global Warming Solutions Act of 2006. Existing law continuously appropriates 10% of the annual proceeds of the fund to the Transit and Intercity Rail Capital Program.

This bill would, beginning in the 2016–17 fiscal year, instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, thereby making an appropriation, and, transfer 20% of those annual proceeds to the Trade Corridors Improvement Fund.

(5) Existing law, as of July 1, 2011, increases the sales and use tax on diesel and decreases the excise tax, as provided. Existing law requires the State Board of Equalization to annually modify both the gasoline and diesel excise tax rates on a going-forward basis so that the various changes in the taxes imposed on gasoline and diesel are revenue neutral.

This bill would eliminate the annual rate adjustment to maintain revenue neutrality for the gasoline and diesel excise tax rates. This bill would, beginning July 1, 2019, and every 3rd year thereafter, require the board to recompute the gasoline and diesel excise tax rates based upon the percentage change in the California Consumer Price Index transmitted to the board by the Department of Finance, as prescribed.

(6) Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. The program is required to be based on an asset management plan, as specified. Existing law requires the department to specify, for each project in the program, the capital and support budget and projected delivery date for various components of the project. Existing law provides for the California Transportation Commission to review and adopt the program, and authorizes the commission to decline and adopt the program if it determines that the program is not sufficiently consistent with the asset management plan.

This bill, on and after February 1, 2017, would require the commission to make an allocation of all capital and support costs for each project in the program, and would require the department to submit a supplemental project allocation request to the commission for each project that experiences cost increases above the amounts in its allocation. The bill would require the commission to establish guidelines to provide exceptions to the requirement for a supplemental project allocation requirement that the commission determines are necessary to ensure that projects are not unnecessarily delayed.

(7) Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the

extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.

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

(8) This bill would declare that it is to take effect immediately as an urgency statute.

Vote: $\frac{2}{3}$. Appropriation: yes. Fiscal committee: yes.
State-mandated local program: no.

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

1 SECTION 1. The Legislature finds and declares all of the
2 following:

3 (a) Over the next 10 years, the state faces a \$59 billion shortfall
4 to adequately maintain the existing state highway system, in order
5 to keep it in a basic state of good repair.

6 (b) Similarly, cities and counties face a \$78 billion shortfall
7 over the next decade to adequately maintain the existing network
8 of local streets and roads.

9 (c) Statewide taxes and fees dedicated to the maintenance of
10 the system have not been increased in more than 20 years, with
11 those revenues losing more than 55 percent of their purchasing
12 power, while costs to maintain the system have steadily increased
13 and much of the underlying infrastructure has aged past its expected
14 useful life.

15 (d) California motorists are spending \$17 billion annually in
16 extra maintenance and car repair bills, which is more than \$700
17 per driver, due to the state's poorly maintained roads.

18 (e) Failing to act now to address this growing problem means
19 that more drastic measures will be required to maintain our system
20 in the future, essentially passing the burden on to future generations
21 instead of doing our job today.

1 (f) A funding program will help address a portion of the
2 maintenance backlog on the state’s road system and will stop the
3 growth of the problem.

4 (g) Modestly increasing various fees can spread the cost of road
5 repairs broadly to all users and beneficiaries of the road network
6 without overburdening any one group.

7 (h) Improving the condition of the state’s road system will have
8 a positive impact on the economy as it lowers the transportation
9 costs of doing business, reduces congestion impacts for employees,
10 and protects property values in the state.

11 (i) The federal government estimates that increased spending
12 on infrastructure creates more than 13,000 jobs per \$1 billion spent.

13 (j) Well-maintained roads benefit all users, not just drivers, as
14 roads are used for all modes of transport, whether motor vehicles,
15 transit, bicycles, or pedestrians.

16 (k) Well-maintained roads additionally provide significant health
17 benefits and prevent injuries and death due to crashes caused by
18 poorly maintained infrastructure.

19 (l) A comprehensive, reasonable transportation funding package
20 will do all of the following:

- 21 (1) Ensure these transportation needs are addressed.
- 22 (2) Fairly distribute the economic impact of increased funding.
- 23 (3) Restore the gas tax rate previously reduced by the State
24 Board of Equalization pursuant to the gas tax swap.
- 25 (4) Direct increased revenue to the state’s highest transportation
26 needs.

27 SEC. 2. Section 14526.7 is added to the Government Code, to
28 read:

29 14526.7. (a) On and after February 1, 2017, an allocation by
30 the commission of all capital and support costs for each project in
31 the state highway operation and protection program shall be
32 required.

33 (b) For a project that experiences increases in capital or support
34 costs above the amounts in the commission’s allocation pursuant
35 to subdivision (a), a supplemental project allocation request shall
36 be submitted by the department to the commission for approval.

37 (c) The commission shall establish guidelines to provide
38 exceptions to the requirement of subdivision (b) that the
39 commission determines are necessary to ensure that projects are
40 not unnecessarily delayed.

1 SEC. 3. Section 16321 is added to the Government Code, to
2 read:

3 16321. (a) Notwithstanding any other law, on or before March
4 1, 2016, the Department of Finance shall compute the amount of
5 outstanding loans made from the State Highway Account, the
6 Motor Vehicle Fuel Account, the Highway Users Tax Account,
7 and the Motor Vehicle Account to the General Fund. The
8 department shall prepare a loan repayment schedule, pursuant to
9 which the outstanding loans shall be repaid to the accounts from
10 which the loans were made, as follows:

11 (1) On or before June 30, 2016, 50 percent of the outstanding
12 loan amounts.

13 (2) On or before June 30, 2017, 50 percent of the outstanding
14 loan amounts.

15 (b) Notwithstanding any other provision of law, as the loans are
16 repaid pursuant to this section, the repaid funds shall be transferred
17 to cities and counties pursuant to subparagraph (C) of paragraph
18 (3) of subdivision (a) of Section 2103 of the Streets and Highways
19 Code.

20 (c) Funds for loan repayments pursuant to this section are hereby
21 appropriated from the Budget Stabilization Account pursuant to
22 subclause (II) of clause (ii) of subparagraph (B) of paragraph (1)
23 of subdivision (c) of Section 20 of Article XVI of the California
24 Constitution.

25 SEC. 4. Section 39719 of the Health and Safety Code is
26 amended to read:

27 39719. (a) The Legislature shall appropriate the annual
28 proceeds of the fund for the purpose of reducing greenhouse gas
29 emissions in this state in accordance with the requirements of
30 Section 39712.

31 (b) To carry out a portion of the requirements of subdivision
32 (a), annual proceeds are continuously appropriated for the
33 following:

34 (1) Beginning in the ~~2015-16~~ 2016-17 fiscal year, and
35 notwithstanding Section 13340 of the Government Code, ~~35~~ 45
36 percent of annual proceeds are continuously appropriated, without
37 regard to fiscal years, for transit, affordable housing, and
38 sustainable communities programs as following:

39 (A) ~~Ten~~ Twenty percent of the annual proceeds of the fund is
40 hereby continuously appropriated to the Transportation Agency

1 for the Transit and Intercity Rail Capital Program created by Part
2 2 (commencing with Section 75220) of Division 44 of the Public
3 Resources Code.

4 (B) Five percent of the annual proceeds of the fund is hereby
5 continuously appropriated to the Low Carbon Transit Operations
6 Program created by Part 3 (commencing with Section 75230) of
7 Division 44 of the Public Resources Code. ~~Funds~~ *Moneys* shall be
8 allocated by the Controller, according to requirements of the
9 program, and pursuant to the distribution formula in subdivision
10 (b) or (c) of Section 99312 of, and Sections 99313 and 99314 of,
11 the Public Utilities Code.

12 (C) Twenty percent of the annual proceeds of the fund is hereby
13 continuously appropriated to the Strategic Growth Council for the
14 Affordable Housing and Sustainable Communities Program created
15 by Part 1 (commencing with Section 75200) of Division 44 of the
16 Public Resources Code. Of the amount appropriated in this
17 subparagraph, no less than 10 percent of the annual ~~proceeds~~;
18 *proceeds* shall be expended for affordable housing, consistent with
19 the provisions of that program.

20 (2) Beginning in the 2015–16 fiscal year, notwithstanding
21 Section 13340 of the Government Code, 25 percent of the annual
22 proceeds of the fund is hereby continuously appropriated to the
23 High-Speed Rail Authority for the following components of the
24 initial operating segment and Phase I Blended System as described
25 in the 2012 business plan adopted pursuant to Section 185033 of
26 the Public Utilities Code:

- 27 (A) Acquisition and construction costs of the project.
- 28 (B) Environmental review and design costs of the project.
- 29 (C) Other capital costs of the project.
- 30 (D) Repayment of any loans made to the authority to fund the
31 project.

32 (3) *Beginning in the 2016–17 fiscal year, 20 percent of the*
33 *annual proceeds of the fund shall be transferred to the Trade*
34 *Corridors Improvement Fund, continued in existence pursuant to*
35 *Section 2192 of the Streets and Highways Code.*

36 (c) In determining the amount of annual proceeds of the fund
37 for purposes of the calculation in subdivision (b), the funds subject
38 to Section 39719.1 shall not be included.

39 SEC. 5. Section 7360 of the Revenue and Taxation Code is
40 amended to read:

1 7360. (a) (1) (A) A tax of eighteen cents (\$0.18) is hereby
2 imposed upon each gallon of fuel subject to the tax in Sections
3 7362, 7363, and 7364.

4 (B) *In addition to the tax imposed pursuant to subparagraph*
5 *(A), on and after the first day of the first calendar quarter that*
6 *occurs 90 days after the effective date of the act adding this*
7 *subparagraph, a tax of twenty-two and one-half cents (\$0.225) is*
8 *hereby imposed upon each gallon of fuel, other than aviation*
9 *gasoline, subject to the tax in Sections 7362, 7363, and 7364.*

10 (2) If the federal fuel tax is reduced below the rate of nine cents
11 (\$0.09) per gallon and federal financial allocations to this state for
12 highway and exclusive public mass transit guideway purposes are
13 reduced or eliminated correspondingly, the tax rate imposed by
14 *subparagraph (A) of paragraph (1), on and after the date of the*
15 *reduction, shall be recalculated by an amount so that the combined*
16 *state rate under subparagraph (A) of paragraph (1) and the federal*
17 *tax rate per gallon equal twenty-seven cents (\$0.27).*

18 (3) If any person or entity is exempt or partially exempt from
19 the federal fuel tax at the time of a reduction, the person or entity
20 shall continue to be so exempt under this section.

21 (b) ~~(1)~~ On and after July 1, 2010, in addition to the tax imposed
22 by subdivision (a), a tax is hereby imposed upon each gallon of
23 motor vehicle fuel, other than aviation gasoline, subject to the tax
24 in Sections 7362, 7363, and 7364 in an amount equal to seventeen
25 and three-tenths cents (\$0.173) per gallon.

26 ~~(2) For the 2011-12 fiscal year,~~

27 ~~(c) Beginning July 1, 2019, and each fiscal every third year~~
28 ~~thereafter, the board shall, on or before March 1 State Board of~~
29 ~~the fiscal year immediately preceding the applicable fiscal year,~~
30 ~~adjust the rate in paragraph (1) in that manner as to generate an~~
31 ~~amount Equalization shall recompute the rates of revenue that~~
32 ~~will equal the amount of revenue loss attributable to the exemption~~
33 ~~provided taxes imposed by Section 6357.7, based on estimates~~
34 ~~made by the board, and that rate this section. That computation~~
35 ~~shall be effective during the state's next fiscal year. made as~~
36 ~~follows:~~

37 ~~(3) In order to maintain revenue neutrality for each year,~~
38 ~~beginning with the rate adjustment on or before March 1, 2012,~~
39 ~~the adjustment under paragraph (2) shall also take into account the~~
40 ~~extent to which the actual amount~~

1 (1) ~~The Department of revenues derived pursuant Finance shall~~
 2 ~~transmit to this subdivision and, as applicable, Section 7361.1, the~~
 3 ~~revenue loss attributable to State Board of Equalization the~~
 4 ~~exemption provided by Section 6357.7 resulted percentage change~~
 5 ~~in a net revenue gain or loss the California Consumer Price Index~~
 6 ~~for the fiscal year ending all items from November of three~~
 7 ~~calendar years prior to November of the rate adjustment date on~~
 8 ~~or before March 1, prior calendar year, no later than January 31,~~
 9 ~~2019, and January 31 of every third year thereafter.~~

10 (2) *The State Board of Equalization shall do all of the following:*

11 (A) *Compute an inflation adjustment factor by adding 100*
 12 *percent to the percentage change figure that is furnished pursuant*
 13 *to paragraph (1) and dividing the result by 100.*

14 ~~(4) The intent of paragraphs (2) and (3) is to ensure that the act~~
 15 ~~adding this subdivision~~

16 (B) *Multiply the preceding tax rate per gallon by the inflation*
 17 *adjustment factor determined in subparagraph (A) and Section*
 18 ~~6357.7 does not produce a net revenue gain in state taxes. round~~
 19 ~~off the resulting product to the nearest tenth of a cent.~~

20 (C) *Make its determination of the new rate no later than March*
 21 *1 of the same year as the effective date of the new rate.*

22 SEC. 6. Section 60050 of the Revenue and Taxation Code is
 23 amended to read:

24 60050. (a) (1) A tax of ~~eighteen~~ *thirteen* cents ~~(\$0.18)~~ *(\$0.13)*
 25 is hereby imposed upon each gallon of diesel fuel subject to the
 26 tax in Sections 60051, 60052, and 60058.

27 (2) If the federal fuel tax is reduced below the rate of fifteen
 28 cents (\$0.15) per gallon and federal financial allocations to this
 29 state for highway and exclusive public mass transit guideway
 30 purposes are reduced or eliminated correspondingly, the tax rate
 31 imposed by paragraph ~~(1), including any reduction or adjustment~~
 32 ~~pursuant to subdivision (b), on and after the date of the reduction,~~
 33 *(1)* shall be increased by an amount so that the combined state rate
 34 under paragraph (1) and the federal tax rate per gallon equal what
 35 it would have been in the absence of the federal reduction.

36 (3) If any person or entity is exempt or partially exempt from
 37 the federal fuel tax at the time of a reduction, the person or entity
 38 shall continue to be exempt under this section.

39 (b) ~~(1) On July 1, 2011, In addition to the tax rate specified in~~
 40 ~~paragraph (1) of subdivision (a) shall be reduced to thirteen cents~~

1 ~~(\$0.13) and every July 1 thereafter shall be adjusted pursuant to~~
 2 ~~paragraphs (2) and (3): imposed pursuant to subdivision (a), on~~
 3 ~~and after the first day of the first calendar quarter that occurs 90~~
 4 ~~days after the effective date of the act amending this subdivision~~
 5 ~~in the 2015–16 Regular Session, an additional tax of thirty cents~~
 6 ~~(\$0.30) is hereby imposed upon each gallon of diesel fuel subject~~
 7 ~~to the tax in Sections 60051, 60052, and 60058.~~

8 ~~(2) For the 2012–13 fiscal year and each fiscal year thereafter,~~
 9 ~~the board shall, on or before March 1 of the fiscal year immediately~~
 10 ~~preceding the applicable fiscal year, adjust the rate reduction in~~
 11 ~~paragraph (1) in that manner as to result in a revenue loss~~
 12 ~~attributable to paragraph (1) that will equal the amount of revenue~~
 13 ~~gain attributable to Sections 6051.8 and 6201.8, based on estimates~~
 14 ~~made by the board, and that rate shall be effective during the state’s~~
 15 ~~next fiscal year.~~

16 *(c) Beginning July 1, 2019, and every third year thereafter, the*
 17 *State Board of Equalization shall recompute the rates of the taxes*
 18 *imposed by this section. That computation shall be made as*
 19 *follows:*

20 ~~(3) In order to maintain revenue neutrality for each year,~~
 21 ~~beginning with the rate adjustment on or before March 1, 2013,~~
 22 ~~the adjustment under paragraph (2) shall take into account the~~
 23 ~~extent to which the actual amount~~

24 ~~(1) The Department of revenues derived pursuant Finance shall~~
 25 ~~transmit to Sections 6051.8 and 6201.8 and the revenue loss~~
 26 ~~attributable to this subdivision resulted State Board of Equalization~~
 27 ~~the percentage change in a net revenue gain or loss the California~~
 28 ~~Consumer Price Index for the fiscal year ending all items from~~
 29 ~~November of three calendar years prior to November of the rate~~
 30 ~~adjustment date on or before March 1, prior calendar year, no~~
 31 ~~later than January 31, 2019, and January 31 of every third year~~
 32 ~~thereafter.~~

33 ~~(2) The State Board of Equalization shall do both of the~~
 34 ~~following:~~

35 ~~(A) Compute an inflation adjustment factor by adding 100~~
 36 ~~percent to the percentage change figure that is furnished pursuant~~
 37 ~~to paragraph (1) and dividing the result by 100.~~

38 ~~(4) The intent of paragraphs (2) and (3) is to ensure that the act~~
 39 ~~adding this subdivision~~

1 (B) Multiply the preceding tax rate per gallon by the inflation
2 adjustment factor determined in subparagraph (A) and Sections
3 6051.8 and 6201.8 does not produce a net revenue gain in state
4 taxes. round off the resulting product to the nearest tenth of a cent.

5 (C) Make its determination of the new rate no later than March
6 1 of the same year as the effective date of the new rate.

7 SEC. 7. Chapter 2 (commencing with Section 2030) is added
8 to Division 3 of the Streets and Highways Code, to read:

9

10 CHAPTER 2. ROAD MAINTENANCE AND REHABILITATION
11 PROGRAM
12

13 2030. (a) The Road Maintenance and Rehabilitation Program
14 is hereby created to address deferred maintenance on the state
15 highway system and the local street and road system. Funds made
16 available by the program shall be prioritized for expenditure on
17 basic road maintenance and road rehabilitation projects, and on
18 critical safety projects. The California Transportation Commission
19 shall adopt performance criteria to ensure efficient use of the funds
20 available pursuant to this chapter for the program.

21 (b) Funds made available by the program shall be used for
22 projects that include, but are not limited to, the following:

- 23 (1) Road maintenance and rehabilitation.
- 24 (2) Safety projects.
- 25 (3) Railroad grade separations.
- 26 (4) Active transportation and pedestrian and bicycle safety
27 projects in conjunction with any other allowable project.

28 (c) To the extent possible, the department and cities and counties
29 receiving an apportionment of funds under the program shall use
30 advanced technologies and material recycling techniques that
31 reduce the cost of maintaining and rehabilitating the streets and
32 highways.

33 2031. The following revenues shall be deposited in the Road
34 Maintenance and Rehabilitation Account, which is hereby created
35 in the State Transportation Fund:

36 (a) Notwithstanding subdivision (b) of Section 2103, the
37 revenues attributable to the increase in the motor vehicle fuel excise
38 tax by twenty-two and one-half cents (\$0.225) per gallon pursuant
39 to subdivision (a) of Section 7360 of the Revenue and Taxation
40 Code, as adjusted pursuant to subdivision (c) of that section.

1 (b) The revenues from the increase in the vehicle registration
2 fee pursuant to Section 9250.3 of the Vehicle Code.

3 (c) The revenues from the increase in the vehicle registration
4 fee pursuant to Section 9250.6 of the Vehicle Code.

5 (d) Any other revenues designated for the program.

6 2031.5. Each fiscal year the annual Budget Act shall contain
7 an appropriation from the Road Maintenance and Rehabilitation
8 Account to the Controller for the costs of carrying out his or her
9 duties pursuant to this chapter and to the California Transportation
10 Commission for the costs of carrying out its duties pursuant to this
11 chapter and Section 14526.7 of the Government Code.

12 2032. (a) After deducting the amounts appropriated in the
13 annual Budget Act as provided in Section 2031.5, 5 percent of the
14 remaining revenues deposited in the Road Maintenance and
15 Rehabilitation Account shall be set aside for counties in which
16 voters approve, on or after July 1, 2016, a transactions and use tax
17 for transportation purposes, and which counties did not, prior to
18 that approval, impose a transactions and use tax for those purposes.
19 The funds available under this subdivision in each fiscal year are
20 hereby continuously appropriated for allocation to each eligible
21 county and each city in the county for road maintenance and
22 rehabilitation purposes. However, funds remaining unallocated
23 under this subdivision in any fiscal year shall be reallocated on
24 the last day of the fiscal year pursuant to subdivision (b).

25 (b) The balance of the revenues deposited in the Road
26 Maintenance and Rehabilitation Account, including the revenues
27 reallocated for the purposes of this subdivision pursuant to
28 subdivision (a), are hereby continuously appropriated as follows:

29 (1) Fifty percent for allocation to the department for maintenance
30 of the state highway system or for purposes of the state highway
31 operation and protection program.

32 (2) Fifty percent for apportionment to cities and counties by the
33 Controller pursuant to the formula in subparagraph (C) of
34 paragraph (3) of subdivision (a) of Section 2103 for the purposes
35 authorized by this chapter.

36 2034. (a) Funds made available to a city or county under the
37 program shall be used for improvements to transportation facilities
38 that will assist in reducing further deterioration of the existing road
39 system. These improvements may include, but need not be limited
40 to, pavement maintenance, rehabilitation, installation, construction,

1 and reconstruction of necessary associated facilities such as
2 drainage and traffic control devices, or safety projects to reduce
3 fatalities.

4 (b) Funds made available under the program may also be used
5 for the following purposes:

6 (1) To satisfy the local match requirement in order to obtain
7 state or federal transportation funds for similar purposes.

8 (2) Active transportation and pedestrian and bicycle safety
9 projects in conjunction with any other allowable project.

10 2036. (a) Cities and counties shall maintain their existing
11 commitment of local funds for street, road, and highway purposes
12 in order to remain eligible for an allocation or apportionment of
13 funds pursuant to Section 2032.

14 (b) In order to receive an allocation or apportionment pursuant
15 to Section 2032, the city or county shall annually expend from its
16 general fund for street, road, and highway purposes an amount not
17 less than the annual average of its expenditures from its general
18 fund during the 2009–10, 2010–11, and 2011–12 fiscal years, as
19 reported to the Controller pursuant to Section 2151. For purposes
20 of this subdivision, in calculating a city’s or county’s annual
21 general fund expenditures and its average general fund expenditures
22 for the 2009–10, 2010–11, and 2011–12 fiscal years, any
23 unrestricted funds that the city or county may expend at its
24 discretion, including vehicle in-lieu tax revenues and revenues
25 from fines and forfeitures, expended for street, road, and highway
26 purposes shall be considered expenditures from the general fund.
27 One-time allocations that have been expended for street and
28 highway purposes, but which may not be available on an ongoing
29 basis, including revenue provided under the Teeter Plan Bond Law
30 of 1994 (Chapter 6.6 (commencing with Section 54773) of Part 1
31 of Division 2 of Title 5 of the Government Code), may not be
32 considered when calculating a city’s or county’s annual general
33 fund expenditures.

34 (c) For any city incorporated after July 1, 2009, the Controller
35 shall calculate an annual average expenditure for the period
36 between July 1, 2009, and December 31, 2015, inclusive, that the
37 city was incorporated.

38 (d) For purposes of subdivision (b), the Controller may request
39 fiscal data from cities and counties in addition to data provided
40 pursuant to Section 2151, for the 2009–10, 2010–11, and 2011–12

1 fiscal years. Each city and county shall furnish the data to the
2 Controller not later than 120 days after receiving the request. The
3 Controller may withhold payment to cities and counties that do
4 not comply with the request for information or that provide
5 incomplete data.

6 (e) The Controller may perform audits to ensure compliance
7 with subdivision (b) when deemed necessary. Any city or county
8 that has not complied with subdivision (b) shall reimburse the state
9 for the funds it received during that fiscal year. Any funds withheld
10 or returned as a result of a failure to comply with subdivision (b)
11 shall be reapportioned to the other counties and cities whose
12 expenditures are in compliance.

13 (f) If a city or county fails to comply with the requirements of
14 subdivision (b) in a particular fiscal year, the city or county may
15 expend during that fiscal year and the following fiscal year a total
16 amount that is not less than the total amount required to be
17 expended for those fiscal years for purposes of complying with
18 subdivision (b).

19 2037. A city or county may spend its apportionment of funds
20 under the program on transportation priorities other than those
21 allowable pursuant to this chapter if the city's or county's average
22 Pavement Condition Index meets or exceeds 85.

23 SEC. 8. Section 2192 of the Streets and Highways Code is
24 amended to read:

25 2192. (a) The Trade Corridors Improvement Fund, created
26 pursuant to subdivision (c) of Section 8879.23 of the Government
27 Code, is hereby continued in existence to receive revenues from
28 sources other than the Highway Safety, Traffic Reduction, Air
29 Quality, and Port Security Bond Act of 2006. This chapter shall
30 govern expenditure of those other revenues.

31 (b) The moneys in the fund from those other sources shall be
32 available upon appropriation for allocation by the California
33 Transportation Commission for infrastructure improvements in
34 this state on federally designated Trade Corridors of National and
35 Regional Significance, on the Primary Freight Network, and along
36 other corridors that have a high volume of freight movement, as
37 determined by the commission. In determining the projects eligible
38 for funding, the commission shall consult the Transportation
39 Agency's state freight ~~plan~~ *plan*, as described in Section 13978.8
40 of the Government ~~Code~~, the ~~State Air Resources Board's~~

1 ~~Sustainable Freight Strategy adopted by Resolution 14-2, and the~~
2 ~~trade infrastructure and goods movement plan submitted to the~~
3 ~~commission by the Secretary of Transportation and the Secretary~~
4 ~~for Environmental Protection. Code.~~ The commission shall also
5 consult trade infrastructure and goods movement plans adopted
6 by regional transportation planning agencies, adopted regional
7 transportation plans required by state and federal law, and ~~the~~
8 ~~statewide port master plan prepared by the California Marine and~~
9 ~~Intermodal Transportation System Advisory Council~~
10 ~~(Cal-MITSAC) pursuant to Section 1730 of the Harbors and~~
11 ~~Navigation Code, plans, when determining eligible projects for~~
12 funding. Eligible projects for these funds include, but are not
13 limited to, all of the following:

14 (1) Highway capacity improvements and operational
15 improvements to more efficiently accommodate the movement of
16 freight, particularly for ingress and egress to and from the state's
17 land ports of entry and seaports, including navigable inland
18 waterways used to transport freight between seaports, land ports
19 of entry, and airports, and to relieve traffic congestion along major
20 trade or goods movement corridors.

21 (2) Freight rail system improvements to enhance the ability to
22 move goods from seaports, land ports of entry, and airports to
23 warehousing and distribution centers throughout California,
24 including projects that separate rail lines from highway or local
25 road traffic, improve freight rail mobility through mountainous
26 regions, relocate rail switching yards, and other projects that
27 improve the efficiency and capacity of the rail freight system.

28 (3) Projects to enhance the capacity and efficiency of ports.

29 (4) Truck corridor *capital* improvements, including dedicated
30 truck ~~facilities~~ *facilities*, *truck parking*, or truck toll facilities.

31 (5) Border access improvements that enhance goods movement
32 between California and Mexico and that maximize the state's
33 ability to access coordinated border infrastructure funds made
34 available to the state by federal law.

35 (6) Surface transportation and connector road improvements to
36 effectively facilitate the movement of goods, particularly for
37 ingress and egress to and from the state's land ports of entry,
38 airports, and seaports, to relieve traffic congestion along major
39 trade or goods movement corridors.

1 (7) *System efficiency improvements, including the development,*
2 *demonstration, and deployment of promising Intelligent*
3 *Transportation System (ITS) applications that integrate data from*
4 *multiple sources to provide freight real-time traveler information,*
5 *freight dynamic route guidance, optimization of drayage*
6 *operations, or a combination of these.*

7 (c) (1) The commission shall allocate funds for trade
8 infrastructure improvements from the fund consistent with Section
9 8879.52 of the Government Code and the Trade Corridors
10 Improvement Fund (TCIF) Guidelines adopted by the commission
11 on November 27, 2007, or as amended by the ~~commission, and in~~
12 ~~a manner that (A) addresses the state's most urgent needs, (B)~~
13 ~~balances the demands of various land ports of entry, seaports, and~~
14 ~~airports, (C) provides reasonable geographic balance between the~~
15 ~~state's regions, and (D) places emphasis on projects that improve~~
16 ~~trade corridor mobility while reducing emissions of diesel~~
17 ~~particulate and other pollutant emissions.~~ *commission. In evaluating*
18 *a potential project to be funded pursuant to this section, the*
19 *commission shall give priority to those projects demonstrating*
20 *one or more of the following characteristics:*

21 (A) *Addresses the state's most urgent needs.*

22 (B) *Balances the demands of various land ports of entry,*
23 *seaports, and airports.*

24 (C) *Provides reasonable geographic balance between the state's*
25 *regions.*

26 (D) *Leverages additional public and private funding.*

27 (E) *Provides regional benefits with a focus on collaboration*
28 *between multiple entities.*

29 (F) *Provides the potential for cobenefits or multiple-benefit*
30 *attributes.*

31 (G) *Improves trade corridor mobility while reducing emissions*
32 *of diesel particulate and other pollutant emissions.*

33 (2) In addition, the commission shall also consider the following
34 factors when allocating these funds:

35 (A) "Velocity," which means the speed by which large cargo
36 would travel from the land port of entry or seaport through the
37 distribution system.

38 (B) "Throughput," which means the volume of cargo that would
39 move from the land port of entry or seaport through the distribution
40 system.

1 (C) “Reliability,” which means a reasonably consistent and
2 predictable amount of time for cargo to travel from one point to
3 another on any given day or at any given time in California.

4 (D) “Congestion reduction,” which means the reduction in
5 recurrent daily hours of delay to be achieved.

6 SEC. 9. Section 2192.1 of the Streets and Highways Code is
7 amended to read:

8 2192.1. (a) To the extent moneys from the Greenhouse Gas
9 Reduction Fund, attributable to the auction or sale of allowances
10 as part of a market-based compliance mechanism relative to
11 reduction of greenhouse gas emissions, are transferred to the Trade
12 Corridors Improvement Fund, projects funded with those moneys
13 shall be subject to all of the requirements of existing law applicable
14 to the expenditure of moneys appropriated from the Greenhouse
15 Gas Reduction Fund, including, but not limited to, ~~both~~ all of the
16 following:

17 (1) Projects shall further the regulatory purposes of the
18 California Global Warming Solutions Act of 2006 (Division 25.5
19 (commencing with Section 38500) of the Health and Safety Code),
20 including reducing emissions from greenhouse gases in the state,
21 directing public and private investment toward disadvantaged
22 communities, increasing the diversity of energy sources, or creating
23 opportunities for businesses, public agencies, nonprofits, and other
24 community institutions to participate in and benefit from statewide
25 efforts to reduce emissions of greenhouse gases.

26 (2) Projects shall be consistent with the guidance developed by
27 the State Air Resources Board pursuant to Section 39715 of the
28 Health and Safety Code.

29 (3) *Projects shall be consistent with the required benefits to*
30 *disadvantaged communities pursuant to Section 39713 of the*
31 *Health and Safety Code.*

32 (b) All allocations of funds made by the commission pursuant
33 to this section shall be made in a manner consistent with the criteria
34 expressed in Section 39712 of the Health and Safety Code and
35 with the investment plan developed by the Department of Finance
36 pursuant to Section 39716 of the Health and Safety Code.

37 SEC. 10. Section 2192.4 is added to the Streets and Highways
38 Code, to read:

39 2192.4. Notwithstanding subdivision (b) of Section 2103, the
40 portion of the revenues in the Highway Users Tax Account

1 attributable to the increase in the tax rate on diesel fuel by thirty
2 cents (\$0.30) per gallon pursuant to subdivision (b) of Section
3 60050 of the Revenue and Taxation Code, and as adjusted pursuant
4 to subdivision (c) of that section, shall be deposited in the Trade
5 Corridors Improvement Fund.

6 SEC. 11. Section 9250.3 is added to the Vehicle Code, to read:

7 9250.3. (a) In addition to any other fees specified in this code,
8 or the Revenue and Taxation Code, commencing 120 days after
9 the effective date of the act adding this section, a registration fee
10 of thirty-eight dollars (\$38) shall be paid to the department for
11 registration or renewal of registration of every vehicle subject to
12 registration under this code, except those vehicles that are expressly
13 exempted under this code from payment of registration fees.

14 (b) Revenues from the fee, after deduction of the department's
15 administrative costs related to this section, shall be deposited in
16 the Road Maintenance and Rehabilitation Account created pursuant
17 to Section 2031 of the Streets and Highways Code.

18 SEC. 12. Section 9250.6 is added to the Vehicle Code, to read:

19 9250.6. (a) In addition to any other fees specified in this code,
20 or the Revenue and Taxation Code, commencing 120 days after
21 the effective date of the act adding this section, a registration fee
22 of one hundred and sixty-five dollars (\$165) shall be paid to the
23 department for registration or renewal of registration of every
24 zero-emission motor vehicle subject to registration under this code,
25 except those motor vehicles that are expressly exempted under
26 this code from payment of registration fees.

27 (b) Revenues from the fee, after deduction of the department's
28 administrative costs related to this section, shall be deposited in
29 the Road Maintenance and Rehabilitation Account created pursuant
30 to Section 2031 of the Streets and Highways Code.

31 (c) This section does not apply to a commercial motor vehicle
32 subject to Section 9400.1.

33 (d) For purposes of this section, "zero-emission motor vehicle"
34 means a motor vehicle as described in subdivisions (c) and (d) of
35 Section 44258 of the Health and Safety Code, or any other motor
36 vehicle that is able to operate on any fuel other than gasoline or
37 diesel fuel.

38 SEC. 13. Section 9400.5 is added to the Vehicle Code, to read:

39 9400.5. Notwithstanding Sections 9400.1, 9400.4, and 42205
40 of this code, Sections 16773 and 16965 of the Government Code,

1 Section 2103 of the Streets and Highways Code, or any other law,
2 weight fee revenues shall not be transferred from the State Highway
3 Account to the Transportation Debt Service Fund, the
4 Transportation Bond Direct Payment Account, or any other fund
5 or account for the purpose of payment of the debt service on
6 transportation general obligation bonds, and shall not be loaned
7 to the General Fund.

8 SEC. 14. This act is an urgency statute necessary for the
9 immediate preservation of the public peace, health, or safety within
10 the meaning of Article IV of the Constitution and shall go into
11 immediate effect. The facts constituting the necessity are:

12 In order to provide additional funding for road maintenance and
13 rehabilitation purposes as quickly as possible, it is necessary for
14 this act to take effect immediately.

O



DATE: January 15, 2016
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: State Transportation Improvement Program (STIP) Update – Jepson Parkway

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) available statewide.

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 and an allocation vote by the California Transportation Commission (CTC).

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.

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.

On January 19th, the two project sponsors, Fairfield and Vacaville, and the STA jointly signed a letter requesting the CTC initiate the SB 184 process for the Jepson Parkway.

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.

This page intentionally left blank.



DATE: January 19, 2016
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
Ryan Dodge, Associate Planner
RE: Discussion of Consortium Priorities for One Bay Area Grant (OBAG) Cycle 2
Funding Projects and Programs

Background:

STA receives federal transportation funding from the Metropolitan Transportation Commission (MTC) for local projects. These are federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Every four years MTC develops policies about how the region will use this funding for projects and programs.

In May 2012, MTC approved its final policies and guidelines (Resolution 4035), for these funds known as the One Bay Area Grant (OBAG) Program. The OBAG 1 Program established program commitments and policies for investing federal funds for fiscal years 2012/13 through 2016/17. MTC has assigned to the Congestion Management Agencies (CMAs), such as STA, the role of determining how OBAG funds will be allocated within their respective county.

OBAG consolidated Local Streets and Roads (LS&R), bicycle, pedestrian, and Planning funds into a single program. MTC created OBAG as a new funding approach that also better integrates the region's federal transportation program with California's climate law (SB 375, Steinberg, 2008) and the Sustainable Communities Strategy (SCS). This is accomplished by the following principles:

- **Using transportation dollars to reward jurisdictions that accepted the Regional Housing Need Allocation (RHNA) process to produce housing.** This was accomplished by using a county fund distribution formula that considered population, past housing production, future housing commitments from Regional Housing Needs Allocation (RHNA), and added weight to acknowledge very low and low income housing. Within Solano County, LS&R funds are allocated based on a roadway formula.
- **Supporting the SCS by promoting transportation investments in Priority Development Areas (PDAs).** This was accomplished by requiring that at least 50% of all OBAG funds be spent within designated Priority Development Areas (PDAs) for Marin, Napa, Solano, and Sonoma counties only. Since the PDA program was adopted by Association of Bay Area Governments in November 2007, over 100 PDAs have been approved within the Bay Area, with twelve of them (nine initial and three additional) within Solano County.
- **Providing a higher proportion of funding to local agencies and additional investment flexibility.** The OBAG block grant program allowed each county the flexibility to invest in one or more of the following transportation categories to best meet the county's needs: Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, Safe Routes to School, and CMA planning activities.

MTC distributed OBAG 1 funds to the Congestion Management Agencies (CMAs) based on each county's proportionate share of the regional total for each factor, in which Solano County received \$18.769 million (M):

- Population, 50%
- RHNA (total housing units), 12.5%
- RHNA (low/very low income housing units), 12.5%
- Housing Production (total housing units), 12.5%
- Housing Production (low/very low income housing units), 12.5%

MTC stipulated seven programming policies for all projects funded through OBAG 1 (see Resolution 4035 at http://mtc.ca.gov/sites/default/files/RES-4035_approved.pdf):

1. Documented public involvement
2. Federal Transportation Improvement Program (TIP) inclusion (TIP revised by MTC)
3. \$250,000 minimum average project cost AND \$100,000 minimum per project
4. Air quality conformity
5. Environmental clearance
6. Application submittal and resolution of local support
7. Project screening and compliance with regional and federal requirements; including eligibility, consistency with the RTP, project readiness, adherence to "Complete Streets", adherence to the MTC Regional Project Funding Delivery Policy, and required local match

Project and Program Funding Selection Process

STA screened projects and programs for eligibility based on the following criteria:

- Projects or programs must be identified in an adopted or draft STA document.
- The project must be delivered by a public agency.
- Projects may only be programmed in jurisdictions with a Housing Element approved by the California Department of Housing and Community Development.
- Projects may only be programmed in jurisdictions that prove compliance with MTC's Complete Streets policy.
- Project funds must be able to be obligated by March 31, 2016. (MTC has extended the deadline for completion of OBAG 1 projects by one year. This will allow STA two similarly extend the date for project obligation to March 31, 2017.)

For OBAG 1, STA created a Project and Program Screening and Ranking Criteria for eligible projects and programs in order to ensure compliance with MTC Resolution 4035 and to prioritize projects and programs for funding, using the criteria listed below. Similar criteria are planned for use with OBAG 2, although the dates will need to be updated.

1. How many of goals of the Regional Transportation Plan (RTP) or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?
2. Does the project support transportation and land use connections, Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs)?
3. Does the project address safety improvements?
4. Is the project a recognized priority project in any of the STA's adopted plans, and if so what rank?
5. Is the project located in a community of concern as defined by MTC, and included in any of the STA's Community Based Transportation Plans?
6. Will the project be delivered in the first two years of the OBAG cycle (FY 12-13 or FY 13-14), or the second two years (FY 14-15 or FY 15-16)?
7. Does the project deliver an element of a Complete Street?

8. Is the project located in a jurisdiction that is taking more than its proportionate share of the county's allocation in the upcoming Regional Housing Needs Allocation process, relative to the jurisdiction's January 1, 2012 Household Population Share?
9. Does the project or program support maintaining and expanding the employment base in Solano County?
10. Does the project or program benefit a large number of residents and businesses, including multiple jurisdictions?
11. Does the project encourage or facilitate the use of public transit or other use of alternative modes?
12. Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?
13. Have adequate local match funds been identified for the project?

The STA Board programmed \$18.769 M of OBAG 1 funds for the following projects and programs:

1. Local Streets and Roads Projects, \$5.863 M
2. STA Planning, \$3.006 M
3. Dixon West B Street Bicycle Pedestrian Undercrossing, \$2.535 M
4. Vallejo Georgia Street Downtown Streetscape Projects, \$0.611 M
5. Solano Napa Commuter Information, \$0.533 M
6. STA Priority Development Area (PDA) Investment and Growth Strategy, \$0.025 M (net after backfill)
7. STA's SR2S Engineering Projects, \$1.2 M
8. STA Transit Ambassador Program, \$0.25 M
9. City of Suisun City's Train Station Improvements, \$0.415 M
10. City of Vacaville's Allison Drive Sidewalk + Class I to Transit Center, \$0.45 M
11. City of Vacaville's Ulatis Creek Class I Bike Lane (McClellan to Depot), \$0.5 M
12. City of Vallejo's Downtown Streetscape (Maine Street), \$1.095 M
13. Solano County's Vaca-Dixon Bicycle Path, \$1.8
14. Planning Grants (various), \$0.485 M

Discussion:

MTC has adopted guidelines for the second round of OBAG. These guidelines are provided as attachment A. The new guidelines put slightly greater emphasis on the production of housing, rather than on the promise to produce housing. MTC has also changed criteria to be used in assessing the state of good repair for roadways and transit vehicles. MTC is also replacing the single economic growth standard with two new performance measures: one regarding the creation of jobs in predominantly middle wage industries, and the other regarding vehicle delay on the regional freight network. The new guidelines will also include some criteria to deal with the displacement of existing residents in PDAs, but the MTC has not finalized that language.

STA staff plans to recommend an OBAG 2 process for Solano County that is almost identical to the original OBAG project review and selection process. This includes assessing priority projects identified by the seven cities and the county against the MTC criteria, as well as STA selected criteria such as project deliverability. When STA made its OBAG project selection four years ago, it also identified other potential funding sources for some projects that were not good candidates for the Federal OBAG funds. This included TDA Article 3 and air district funds. STA recommends to follow a similar process for OBAG 2.

STA staff is requesting feedback on this process and plans to meet with all eight member agencies, SolTrans, and each Advisory Committee to discuss OBAG 2 priorities. As noted above, one of the fundamental changes to the OBAG 2 guidelines will be new dates programming, obligation and delivery of projects.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A- MTC OBAG 2 Guidelines



TO: Joint MTC Planning Committee with the ABAG
Administrative Committee

DATE: November 6, 2015

FR: ABAG Executive Director and MTC Executive
Director

RE: Staff Recommendation for Remaining Performance Targets (MTC Resolution No. 4204,
Revised)

This memorandum presents the staff recommendation for the four remaining performance targets for Plan Bay Area 2040. In September 2015, MTC and ABAG approved the Plan goals, as well as nine of the thirteen performance targets. Over the past two months, staff has sought feedback from jurisdictions and stakeholders to develop a recommendation for the remaining four targets. Staff is seeking action by the committees to refer the remaining Plan Bay Area 2040 targets for approval by the MTC Commission on November 18 and by the ABAG Executive Board on November 19.

Background

Performance-based planning is a central element of the long-range planning process for MTC and ABAG. In 2013, Plan Bay Area included a set of ten performance targets that were used to evaluate over a dozen different scenarios and hundreds of transportation projects. Plan Bay Area 2040 carries over the goals from the last Plan, as well as performance targets related to greenhouse gas emissions, open space & agricultural preservation, affordability and non-auto mode share. In total, thirteen performance targets will be used to compare scenarios, highlight tradeoffs between goals, analyze proposed investments and flag issue areas where the Plan may fall short. Performance targets will guide Plan development and will be supplemented in the future by required federal performance measures.

In September, MTC and ABAG adopted the goals and nine of the thirteen performance targets (refer to **Attachment A** for more detail). At that time, policymakers also directed staff to identify four more performance targets for consideration this month; these targets relate to adequate housing, displacement risk, jobs/wages and goods movement. This memorandum highlights the staff recommendation developed in response to this direction, which is being reviewed by the Regional Advisory Working Group, Regional Equity Working Group, MTC Policy Advisory Council, and MTC Planning / ABAG Administrative Committees this month.

Development Process for Staff Recommendation

Staff received clear direction from policymakers in September regarding the issue areas for each of the four remaining performance targets. However, for each issue area, there are a number of potential performance targets, each with their own strengths and weaknesses. To narrow down the field to the most promising candidates, staff scored potential targets' viability using the standard targets criteria identified in **Attachment B**. Stakeholder input was then sought at an October 6 meeting, at which point staff discussed options for the remaining performance targets. Staff received valuable feedback from approximately 50 attendees, ranging from local governments & congestion management agencies to non-governmental organizations representing equity, economic, and environmental interests.

The four proposed performance targets are highlighted in **Attachment A**, with specific methodologies included in **Attachment C**. The remainder of this memorandum discusses the rationale behind the staff recommendation for each performance target.

Proposed Target #2: Adequate Housing

ABAG and MTC staff have reached consensus on the Adequate Housing target language and are recommending using MTC's proposed language with inclusion of the explanation below. The Adequate Housing target relates to a Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA), which increases the housing forecast by the housing equivalent to in-commute growth. The forecast of households, jobs, population, and in-commute will remain as established by the approved forecast methodology and best practices.

Proposed Target #7: Equitable Access - Displacement Risk

The proposed performance target for risk of displacement seeks to eliminate displacement risk for low- and moderate-income renter households who live in one or more of the following geographies: Priority Development Areas (PDAs – the building blocks for Plan Bay Area 2040), Transit Priority Areas (TPAs – transit-rich areas defined by Senate Bill 375), or high-opportunity areas (as defined by the Kirwan Institute). This target aligns with adopted target #6, which emphasizes affordable housing production and preservation in these very same geographies.

Proposed Target #9: Economic Vitality - Jobs/Wages

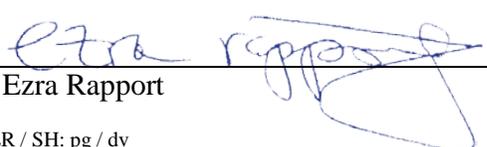
Over the past few months, there has been significant discussion with stakeholders about the issue of middle-wage jobs. Middle-wage jobs have been declining in the Bay Area, impacting the region's economic diversity and stability. The challenge related to creating a middle-wage job performance target has been that many potential performance targets do not meet the criteria established for the Plan Bay Area 2040 process. However, given the significance of this issue, staff is recommending including a performance target related to middle-wage job creation despite the fact that it will not vary between scenarios. This modeling limitation is a result of the control total framework, which does not allow for any variance in the total number or type of jobs across the scenarios. The proposed target sets a goal of growing the Bay Area's middle-wage jobs at the same rate as overall regional job growth.

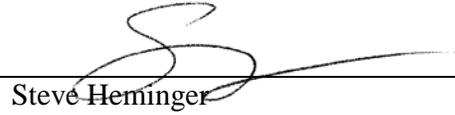
Proposed Target #10: Economic Vitality - Goods Movement

The proposed performance target for goods movement was designed to reflect concerns raised at the September joint committee meeting related to goods movement and traffic congestion. Given ongoing work with the Regional Goods Movement Plan, the proposed target focuses specifically on highway corridors identified as the Regional Freight Network¹ in that planning effort. It prominently reintroduces the issue of highway delay into Plan Bay Area 2040 by relying upon a revised version of a performance target last included in *Transportation 2035*.

Next Steps

- **November 18, 2015:** Seek ABAG Executive Board approval of all four remaining Plan Bay Area 2040 performance targets
- **November 19, 2015:** Seek MTC Commission approval of all four remaining Plan Bay Area 2040 performance targets
- **January 2016:** Release project performance assessment results for public review
- **Spring 2016:** Release scenario performance assessment results for public review


Ezra Rapport


Steve Heminger

ER / SH: pg / dv

J:\COMMITTEE\Planning Committee\2015\11_PLNG_Nov 2015\7a_Plan Bay Area 2040 - Remaining Performance Targets.docx

¹ The Regional Freight Network includes segments along the following highway corridors: I-880, I-80, I-580, US-101, I-680, SR-12/SR-37, SR-152 and SR-4; it was finalized earlier this year as part of the Goods Movement Plan.

ATTACHMENT A: STAFF RECOMMENDATION FOR REMAINING PLAN BAY AREA 2040 PERFORMANCE TARGETS

Goal	#	Proposed Target*	Same Target as PBA?
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%	✓
Adequate Housing	2	House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year	
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%	
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)	✓
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%	✓
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	
	7	Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%	
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions	
	9	Increase by 35%** the number of jobs in predominantly middle-wage industries	
	10	Reduce per-capita delay on the Regional Freight Network by 20%	
Transportation System Effectiveness	11	Increase non-auto mode share by 10%	✓
	12	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	
	13	Reduce per-rider transit delay due to aged infrastructure by 100%	

* = **text marked in blue** highlights staff recommendation for four remaining performance targets

** = the numeric target for #9 will be revised later based on the final ABAG forecast for overall job growth

ATTACHMENT B: PRIMARY TECHNICAL CRITERIA FOR SELECTING PERFORMANCE TARGETS

Criterion for an Individual Performance Target

- 1** **Targets should be able to be forecasted well.**
A target must be able to be forecasted reasonably well using MTC's and ABAG's models for transportation and land use, respectively. This means that the target must be something that can be predicted with reasonable accuracy into future conditions, as opposed to an indicator that can only be observed.

- 2** **Targets should be able to be influenced by regional agencies in cooperation with local agencies.**
A target must be able to be affected or influenced by policies or practices of ABAG, MTC, BAAQMD and BCDC, in conjunction with local agencies. For example, MTC and ABAG policies can have a significant effect on accessibility of residents to jobs by virtue of their adopted policies on transportation investment and housing requirements.

- 3** **Targets should be easy to understand.**
A target should be a concept to which the general public can readily relate and should be represented in terms that are easy for the general public to understand.

- 4** **Targets should address multiple areas of interest.**
Ideally, a target should address more than one of the three "E's" – economy, environment, and equity. By influencing more than one of these factors, the target will better recognize the interactions between these goals. Additionally, by selecting targets that address multiple areas of interest, we can keep the total number of targets smaller.

- 5** **Targets should have some existing basis for the long-term numeric goal.**
The numeric goal associated with the target should have some basis in research literature or technical analysis performed by MTC or another organization, rather than being an arbitrarily determined value.

Criterion for the Set of Performance Targets

- A** **The total number of targets selected should be relatively small.**
Targets should be selected carefully to make technical analysis feasible within the project timeline and to ensure that scenario comparison can be performed without overwhelming decision-makers with redundant quantitative data.

- B** **Each of the targets should measure distinct criteria.**
Once a set of targets is created, it is necessary to verify that each of the targets in the set is measuring something unique, as having multiple targets with the same goal unnecessarily complicates scenario assessment and comparison.

- C** **The set of targets should provide some quantifiable metric for each of the identified goals.**
For each of the seven goals identified, the set of performance measures should provide some level of quantification for each to ensure that that particular goal is being met. Multiple goals may be measured with a single target, resulting in a smaller set of targets while still providing a metric for each of the goals.

ATTACHMENT C: PROPOSED PERFORMANCE TARGETS – BACKGROUND INFORMATION & METHODOLOGIES

Performance Target #2: Adequate Housing

House 100% of the region’s projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year

Background Information

Similar to the greenhouse gas reduction target, California Senate Bill 375 requires Plan Bay Area to house all of the region’s growth. This is an important regional issue given that long interregional trips – which typically have above-average emission impacts – can be reduced by planning for sufficient housing in the region.

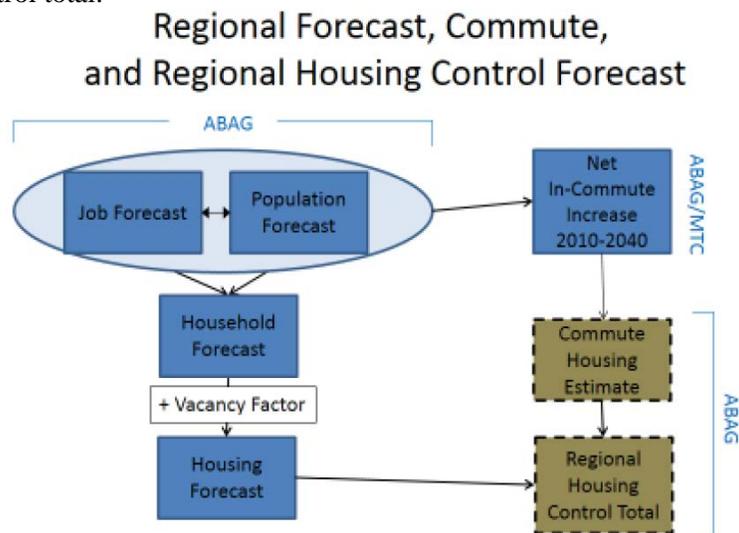
ABAG and MTC staff have reached consensus on the Adequate Housing target language and are recommending using MTC’s proposed language with inclusion of the explanation below. The Adequate Housing target relates to a Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA) which increases the housing forecast by the housing equivalent to in-commute growth. The forecast of households, jobs, population, and in-commute will remain as established by the approved forecast methodology and best practices.

Past Experience

A similar version of this target was included in Plan Bay Area adopted in 2013, although the proposal for Plan Bay Area 2040 incorporates language clarifying how the regional housing control total will be calculated as agreed to by MTC, ABAG, and the Building Industry Association as part of a 2014 legal settlement. In 2013 Plan Bay Area housed 100% of the region’s projected growth as defined under the adopted language from 2011.

Evaluation Methodology

Evaluation of this performance target will utilize the methodology relating to the Regional Forecast agreed to by both agencies. The regional housing control total will estimate the total number of units needed to accommodate all of the residents in the region plus the number of housing units that correspond to the in-commute increase. The number of units will include a reasonable vacancy level for circulation of units among movers. The figure below diagrams the overall regional forecast process that leads to a regional housing control total.



Performance Target #7: Equitable Access (Displacement Risk)

Proposed Target Language: Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%

Background Information

Displacement has consistently been identified as a major concern for low-and-moderate-income households, who are most vulnerable to rising costs in the Bay Area's housing market. As households relocate to more affordable areas within and outside the region, they may lose not only their homes but also their social networks and support systems. The scale of displacement across the Bay Area has triggered major concerns among the region's elected officials who requested that displacement be directly addressed in Plan Bay Area.

The region's strong economy has brought many benefits such as employment growth, innovative technologies, and tax revenues for infrastructure improvements and public services. However, since housing production usually lags job creation, especially in a booming economy, there has been upward pressure on housing costs which is most keenly felt by households with the least resources. The working definition of displacement in this document is: *Displacement occurs when a household is forced to move from its place of residence due to conditions beyond its ability to control. These conditions may include unjust-cause eviction, rapid rent increase, or relocation due to repairs of demolition, among others.*

While there is currently no precise tool available to predict which and what number of households would be displaced from a given neighborhood, current research allows planners to measure existing and future displacement risk. According to the Regional Early Warning System for Displacement (REWS) study by the Center for Community Innovation at UC Berkeley (www.urbandisplacement.org), areas that are experiencing losses of low-income residents and affordable units are home to about 750,000 people. In general, areas of displacement and displacement risk are concentrated around high capacity transit corridors such as Caltrain on the Peninsula, BART in the East Bay, and in the region's three largest cities.

It is important to note that this approach highlights areas where low-income households are potentially vulnerable to displacement, however this study does not "predict" which specific neighborhoods will experience displacement, or how many households will be displaced in the future.

With a numeric target for displacement risk of 0%, ABAG and MTC are signaling the importance of this issue at the regional level. At the same time, regional agencies and stakeholders recognize that more specific local strategies will be needed beyond the scope of the Plan. The broader trend of risk is a function of job growth and wage disparities without an equal or greater expansion of adequate affordable housing at all income levels.

The performance target relies upon a consistent geography as target #6 (affordable housing), emphasizing minimization of displacement risk for low- and middle-income renters who live in PDAs, TPAs (transit priority areas, per Senate Bill 375), or high-opportunity areas (as defined under target #6). This ensures consistency between the region's goals for affordable housing and minimization of displacement risk.

Past Experience

This target is not new to Plan Bay Area 2040, although it represents a more refined version of a displacement risk measure that was based on overburdened renters in Plan Bay Area 2013 Equity Analysis. Overburdened renters served as a proxy for vulnerable populations. Using this methodology, the 2013 Equity Analysis estimated that the Plan increased the risk of displacement on Communities of Concern by 36% and 8% everywhere else. Current estimates from the REWS study suggest that this

methodology may have significantly underestimated the risk of displacement on lower-income households.

Evaluation Methodology

Regional agencies propose to measure displacement risk by measuring the decline of low and moderate-income households in PDAs, TPAs, or high-opportunity areas between the target baseline year and 2040.

In order to forecast the risk of displacement in 2040 relative to conditions in the baseline year, the analysis will compare the following three data points [*note that “lower-income” is defined as including both low- and moderate-income households*]:

- Number of lower-income renter households in the target baseline year in each census tract or TAZ;
- Number of lower-income households in 2040 as projected by ABAG through its demographic forecast; and
- Number of lower-income renter households in each census tract or TAZ in 2040 through UrbanSim, the land use model.

Working under the assumption that UrbanSim will be used for forecasting future renter household location patterns, the analysis will estimate which zones (e.g., census tracts or TAZs) gained or lost the total number and share of lower-income households – “projected” vs. “actual”. Zones designated as PDAs, TPAs, or high-opportunity areas that lost lower-income households (beyond 2 standard deviations from the regional mean to account for margin of error) would be defined as areas where there is risk of displacement. The share of lower-income households at risk of displacement would be calculated by dividing the number of lower-income households living in census tracts flagged as PDAs, TPAs, or high-opportunity areas with an increased risk of displacement by the total number of lower-income households living in census tracts flagged as PDAs, TPAs, or high-opportunity areas in 2040.

The relative risk of displacement for each Plan scenario will be estimated using this methodology. Relative risk is expected to vary between scenarios, since each scenario will allocate households across the region based on different growth patterns. A comparison of these relative risks will determine which scenario maximizes benefits or adverse impacts on lower-income households.

Performance Target #9: Economic Vitality (Jobs/Wages)

Proposed Target Language: Increase by 35% the number of jobs in predominantly middle-wage industries*

** = indicates that the numeric target will be revised based on the final ABAG forecast for overall job growth*

Background Information

As home to some of the world’s most innovative and successful businesses, the Bay Area boasted a gross regional product of \$631 billion in 2013, making it one of the world’s largest economies. However, the region’s economic prosperity is unevenly felt, as 36% of the region’s 1.1 million workers earn less than \$18 per hour with the majority of those earning even less than \$12 per hour. As the Bay Area’s cost of living (particularly housing costs) continues to skyrocket, a decent quality of life is becoming increasingly out of reach for hundreds of thousands of workers, particularly those without higher education.

The proposed performance target acknowledges the importance of middle-wage jobs in the Bay Area’s economy. The numeric target is based on a goal to preserve the target baseline year share of middle-wage jobs - by growing middle-wage jobs at the same rate as the region’s overall growth in total jobs.

The exact numeric target will be updated in early 2016 to make it fully consistent with the overall job growth rate forecast from the finalized control totals.

Past Experience

This target is new to Plan Bay Area 2040, as the issue of middle-wage jobs was not specifically addressed in Plan Bay Area.

Evaluation Methodology

The number of jobs in predominantly middle-wage industries would be forecast using ABAG's Forecast of Housing, Population and Jobs. This target expects a proportional growth of jobs in predominantly middle-wage industries to the region's overall growth in jobs; preliminary forecasts show overall job growth of approximately 35% between the target baseline year and 2040.

Given that some industries have a higher proportion of middle-wage jobs than others, ABAG will use the number of jobs in predominantly middle-wage industries as a proxy for the number of middle-wage jobs. Presently, forecasting limitations do not allow us to project the number of jobs in individual occupations (i.e., how many nurses there will be in 2040); however, ABAG can project the sectoral makeup of jobs within different industries. The share of middle-wage jobs within each industry will be identified using baseline data for wage breakdowns by industry; the share of middle-wage jobs in a given industry today will be assumed to be the same in 2040 for the purpose of target forecasting.

Notably, this target will not differ between scenarios, typically a requirement for performance targets. All regional forecast totals are held constant throughout the Plan process in order to focus on the Plan's different transportation investments and land use patterns and to assure consistency within the EIR analysis. In this sense, this performance target is more of an aspirational target, rather than a measure that can be compared across scenarios.

Performance Target #10: Economic Vitality (Goods Movement)

Proposed Target Language: Reduce per-capita delay on the Regional Freight Network by 20%

Background Information

This target reflects the importance of goods movement as a component of the region's overall economy. In addition to ensuring access to and from the Port of Oakland – a major economic engine for the Bay Area – goods movement is critical in supporting agricultural and industrial sectors in the region. This proposed target focuses specifically on how trucks – the primary mode for goods movement – are affected by traffic congestion. While truck traffic cannot be forecasted with a high level of precision, this performance target captures the delay on high-volume truck corridors already identified by the Regional Goods Movement Plan.

The numeric target, reflecting a goal of reducing per-capita delay on these corridors by 20 percent, was based on *Transportation 2035* (adopted in 2009). That plan was the most recent long-range regional plan to incorporate a delay target, as Plan Bay Area did not have a specific target related to goods movement. While *Transportation 2035* focused on delay across the entire network, this performance target is slightly refined to focus in on goods movement corridors under the overarching goal of Economic Vitality.

Past Experience

This target is similar to a performance target used in *Transportation 2035*; however, no targets related to congestion reduction or goods movement were included in Plan Bay Area. In *Transportation 2035*, per-capita congestion increased as a result of capacity-constrained infrastructure (combined with robust pre-recession employment forecasts). Plan Bay Area congestion forecasts, included in the Environmental Impact Report (EIR), also showed a significant increase in congestion between baseline year and horizon year conditions.

Evaluation Methodology

In addition to calculating total delay, Travel Model One can output vehicle hours of delay for specific corridors. To calculate this target, the appropriate corridors will be flagged for analysis based on the Regional Freight Network from the ongoing goods movement plan; these include segments of the following highway corridors: I-880, I-80, I-580, US-101, I-680, SR-12/SR-37, SR-152 and SR-4. Vehicle hours of delay on this network will be calculated for a typical weekday and will be based on the differential between forecasted and free-flow speeds. The total vehicle hours of delay accrued on the network identified above will then be divided by the regional population to calculate the per-capita delay along these freeway segments. Note that rail freight delay – which is a relatively small component of both overall goods movement and goods movement delay in the Bay Area – is not reflected in the target due to travel model limitations.

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee
Revised: 11/18/15-C

ABSTRACT

Resolution No. 4204, Revised

This resolution adopts the goals and performance targets for Plan Bay Area 2040.

This resolution was amended on November 18, 2015 to reflect the selection of the four remaining performance targets for Plan Bay Area 2040, previously included as placeholders in September 2015.

Further discussion of this action is contained in the MTC Executive Director's Memoranda to the Planning Committee dated September 4, 2015 and November 6, 2015 and to the Commission dated September 16, 2015 and November 11, 2015.

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee

Re: Adoption of Goals and Performance Targets for Plan Bay Area 2040

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4204

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

WHEREAS, SB 375, Chapter 728, Statutes of 2008, amended Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588 of, and added Sections 14522.1, 14522.2, and 65080.01 to, the Government Code, and amended Section 21061.3 of, to add Section 21159.28 to, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of, the Public Resources Code, relating to environmental quality; and

WHEREAS, SB 375 requires MTC and Association of Bay Area Governments (“ABAG”) to adopt a Sustainable Communities Strategy (SCS), referred to as Plan Bay Area 2040 (“the Plan”); and

WHEREAS, SB 375 specifies how MTC and the ABAG are to collaborate in the preparation of the Plan; and

WHEREAS, MTC and ABAG may elect to set performance targets for the purpose of evaluating land use and transportation scenarios to help inform selection of a draft and final Plan; and

WHEREAS, goals and performance targets adopted by MTC and ABAG will be applied in the planning process at the regional level and do not constitute standards, policies or restrictions that apply to decisions under the jurisdiction of local governments; and

WHEREAS, MTC and ABAG have solicited extensive input from local governments, partner transportation agencies, the MTC Policy Advisory Council, the Regional Equity Working Group, and other regional stakeholders on goals and performance targets; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists a set of goals and performance targets representing environmental, economic and equity outcomes MTC and ABAG hope to achieve through the Plan; and

WHEREAS, the goals and performance targets in Attachment A provide a framework for both quantitative and qualitative assessment of potential transportation projects to inform decisions about the projects to be included in the financially constrained element of the Plan; and

WHEREAS, MTC and ABAG will periodically measure progress toward the performance targets in order to assess the impacts of regional and local policies and investments, modify or adjust programs or policies, modify or adjust performance targets, or inform development of future Plan updates, now, therefore be it

RESOLVED, MTC adopts the goals and performance targets set forth in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

David Cortese, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on September 23, 2015.

Goals and Performance Targets for Plan Bay Area 2040

Goal	#	Performance Target
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
Adequate Housing	2	House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%
	7	Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions
	9	Increase by 35%* the number of jobs in predominantly middle-wage industries
	10	Reduce per-capita delay on the Regional Freight Network by 20%
Transportation System Effectiveness	11	Increase non-auto mode share by 10%
	12	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%
	13	Reduce per-rider transit delay due to aged infrastructure by 100%

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee

Attachment A
Resolution No. 4204
Page 2 of 2

** = the numeric target for #9 will be revised later based on the final ABAG forecast for overall job growth*

October 16, 2015

Dave Vautin
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
dvautin@mtc.ca.gov

Re: Feedback on proposed Plan Bay Area Performance Target #9 (Jobs/Wages)

Dear Mr. Vautin:

Thank you for all your work on the Jobs/Wages Performance Target (Target #9) for Plan Bay Area. As members and supporters of the Bay Area Quality Jobs Network of the 6 Wins, we would like to offer the following comments on the proposed Options #1 and #2 (as provided in the “Remaining Targets” memo dated Oct. 6, 2015):

Proposed Option #1 Focuses on the Bay Area’s Biggest Economic Challenge

Of the two options proposed for Target #9, we strongly support Option #1, “Increase by 35%* the number of jobs in predominantly middle-wage industries.”

This target focuses directly on the primary problem: the growth of wage inequality and the rapidly shrinking share of middle-wage, family-supporting jobs accessible to Bay Area residents.

Land use and transportation planning and investment plays a significant role in shaping economic development. With appropriate economic development goals the Plan Bay Area 2040 and its implementing projects can reflect an intent to retain and create more middle-wage jobs and make those jobs accessible to Bay Area’s lower-income residents. We understand that Plan Bay Area is certainly not the only factor affecting the jobs mix. But neither is it the only factor affecting the housing market (Target #2), pavement conditions (Target #12), or residents’ levels of physical activity (Target #3). In the same vein, Option #1 will open up a space in Plan Bay Area to focus on the ways in which regional and local growth patterns and decision-making do impact the jobs mix, and to do our share to address this challenge.

In contrast, Option #2, “Increase by 35%* the number of jobs in predominantly middle-wage industries accessible within 30 minutes by auto or 45 minutes by transit in congested conditions,” does not address the primary problem, and furthermore, is a near-duplicate of the already adopted Target #8 (Reso. No. 4204, adopted 9/23/15). Ensuring a robust transportation network that links people to jobs is certainly important. But there is no obvious reason to create a second target that measures the same metric for middle-wage jobs only. We have not seen any data suggesting that existing middle-wage workers have substantially *more* difficulty getting to work than do existing low-wage workers.

Increasing transportation access to middle-wage jobs without also working to increase the number and share of jobs which are middle-wage is likely to have little impact, since we already have too many people chasing after far too few middle-wage jobs.

The Bay Area Needs to Both *Preserve* and *Expand* Middle-Wage Jobs

We understand that the benchmark for this target (currently 35%) is proposed to set a goal of keeping the share of middle-wage jobs stable, rather than targeting an increased share. While we strongly believe that the Bay Area needs to not just maintain, but increase its share of middle-wage jobs, stopping the bleeding is the first step.

If the final adopted target remains at a level consonant with preserving rather than increasing middle-wage jobs, we urge MTC and ABAG to simultaneously adopt a strong statement committing to revisit the topic between now and the next update of Plan Bay Area to work towards strategies that would enable us to set and reach a more ambitious goal for PBA 2022.

Modeling Constraints Should Not Dictate Our Region's Goals

We understand that the model used to analyze alternative scenarios for Plan Bay Area (UrbanSim) does not currently have the capacity to forecast the impacts of different scenarios or programs on the jobs mix, and that as a consequence, the model output would show no difference between varied scenarios with respect to performance on Option #1.

While it would certainly be ideal to be able to model this target, the model limitations should not lead us to avoid setting goals on critical issues impacting the region. Rather, let's acknowledge that we do not currently have the technical capacity to accurately forecast it, and instead focus on gaining good understanding of current conditions as a baseline, and use those to inform planning, program and policy approaches.

We would further suggest a long-term goal to work towards being able to incorporate these indicators into the modelling methodology in time for the next update of Plan Bay Area.

We Need to Measure Wages Accurately to Reflect Geographic Differences and Recognize that Labor Markets Can Change

The formulation “predominantly middle-wage industries”, used in both options for the Jobs/Wages Performance Target, is problematic. Using industries as a proxy for wages embeds at least two assumptions: that the wage distribution in an industry is the same everywhere in the Bay Area, and that the wage distribution stays the same over time. These assumptions fail to acknowledge the ability of policies or strategies that change industry dynamics to bring low-wage jobs up to a livable wage; or conversely, to push wages downward in formerly middle-wage industries.

In short: Wage distribution is not an inherent or immutable characteristic of an industry.

- It varies over time.
- It varies by geography. A single industry, like food manufacturing, might be considered low-wage in one part of the Bay Area but middle-wage in another part.
- It varies widely within an industry sector. For example, retail is overall one of the biggest low-wage sectors; but there are middle-wage retailers. And health care is considered a middle-wage sector, but there are some health care industries that are almost entirely low-wage, such as home health care.
- Finally, it varies depending on a wide range of public policies. Some of those, like trade and immigration, are outside of the region's ability to impact. But there are others that can be influenced locally and in which many local governments are already engaged: minimum wages, zoning requirements, local, targeted or first source hiring, business attraction/retention strategies, and more.

Following are two possible approaches which might help the regional agencies to obtain an accurate picture of current conditions:

1) If we cannot get accurate data on wages for individual jobs (as opposed to using industry averages as a proxy), consider looking at people instead (i.e., household rather than establishment data): average weekly wages for full-time workers, or annual earnings from work. This doesn't translate directly to an hourly wage rate, but it gives a more holistic picture of workers' pay that includes the impacts of underemployment.

– OR –

2) If the regional agencies prefer to maintain the industry approach, use detailed industries – ideally 6-digit NAICS[i] – and differentiate by geography at least down to the county level. We cannot assume that the middle-wage industries in San Francisco (for example) are the same as the middle-wage industries in Napa.

Thank you for the opportunity to provide input on this critical priority for the Bay Area.

Sincerely,

Angela Glover Blackwell, President and CEO, PolicyLink

Belén Seara, Director of Community Relations, San Mateo County Union Community Alliance

Bob Allen, Urban Habitat

David Zisser, Public Advocates

Louise Auerhahn, Director of Economic & Workforce Policy, Working Partnerships USA

Rev. Earl W. Koteen, Sunflower Alliance

Rick Auerbach, Staff, West Berkeley Artisans & Industrial Companies

Tim Frank, Director, Center for Sustainable Neighborhoods

[i] Higher-level NAICS codes hide major variation between detailed industries. For example, here are average weekly wages for a few selected industries in Alameda County:

Industries within NAICS 5617:

<u>6-digit industry</u>	<u>Average weekly wage</u>
NAICS 561710 Exterminating and pest control services	\$989
NAICS 561720 Janitorial services	\$442
NAICS 561730 Landscaping services	\$688
NAICS 561740 Carpet and upholstery cleaning services	\$556
NAICS 561790 Other services to buildings and dwellings	\$702

Industries within NAICS 33441:

<u>6-digit industry</u>	<u>Average weekly wage</u>
NAICS 334412 Bare printed circuit board manufacturing	\$1,114
NAICS 334413 Semiconductors and related device mfg.	\$2,098
NAICS 334416 Capacitor, transformer, and inductor mfg.	\$1,453
NAICS 334417 Electronic connector manufacturing	\$1,829
NAICS 334418 Printed circuit assembly manufacturing	\$1,216
NAICS 334419 Other electronic component manufacturing	\$960

Industries within NAICS 54151:

<u>6-digit industry</u>	<u>Average weekly wage</u>
NAICS 541511 Custom computer programming services	\$3,375
NAICS 541512 Computer systems design services	\$2,047
NAICS 541513 Computer facilities management services	\$5,968
NAICS 541519 Other computer related services	\$1,162

(Source: Quarterly Census of Employment and Wages - Bureau of Labor Statistics, 2014Q1)

Plan Bay Area 2040



STAFF RECOMMENDATION FOR REMAINING PERFORMANCE TARGETS

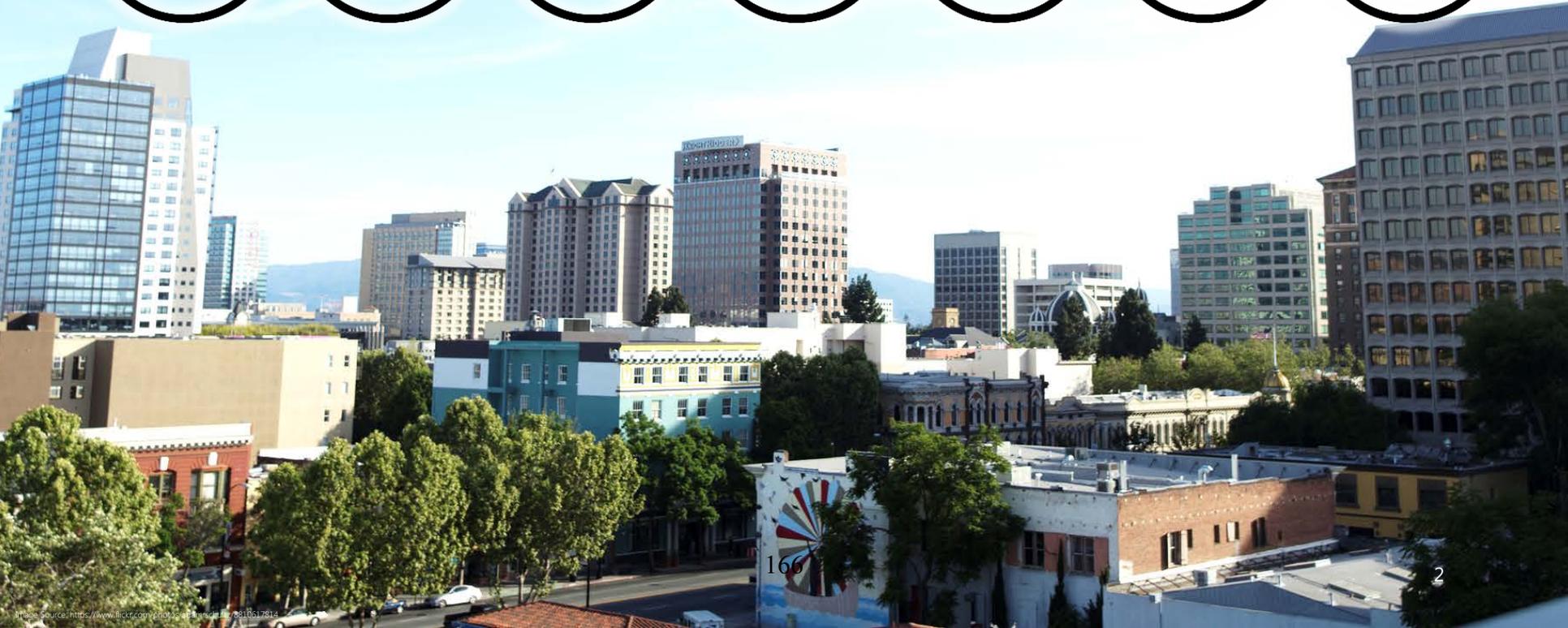


Image Source: <https://www.flickr.com/photos/warzauwyrn/2596160235>

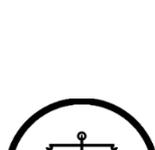
Joint MTC Planning Committee with the ABAG Administrative Committee
November 13, 2015

Plan BayArea 2040

Plan goals, along with nine of the thirteen performance targets, were approved by MTC and ABAG in September.



Goals & Performance Targets *(adopted in September)*

	CLIMATE PROTECTION	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
	ADEQUATE HOUSING	2	----- Placeholder -----
	HEALTHY AND SAFE COMMUNITIES	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
	OPEN SPACE AND AGRICULTURAL PRESERVATION	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)
		5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%
	EQUITABLE ACCESS	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%
		7	----- Placeholder -----

Goals & Performance Targets *(adopted in September)*



ECONOMIC VITALITY

8

Increase by **20%** the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions

9

----- Placeholder -----

10

----- Placeholder -----



TRANSPORTATION SYSTEM EFFECTIVENESS

11

Increase non-auto mode share by **10%****

12

Reduce vehicle operating and maintenance costs due to pavement conditions by **100%**

13

Reduce per-rider transit delay due to aged infrastructure by **100%**

Proposed Target #2: Adequate Housing

House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year

Proposed target language aligns with MTC recommendation from September 2015 meeting. ABAG and MTC now reached consensus on target language listed above.

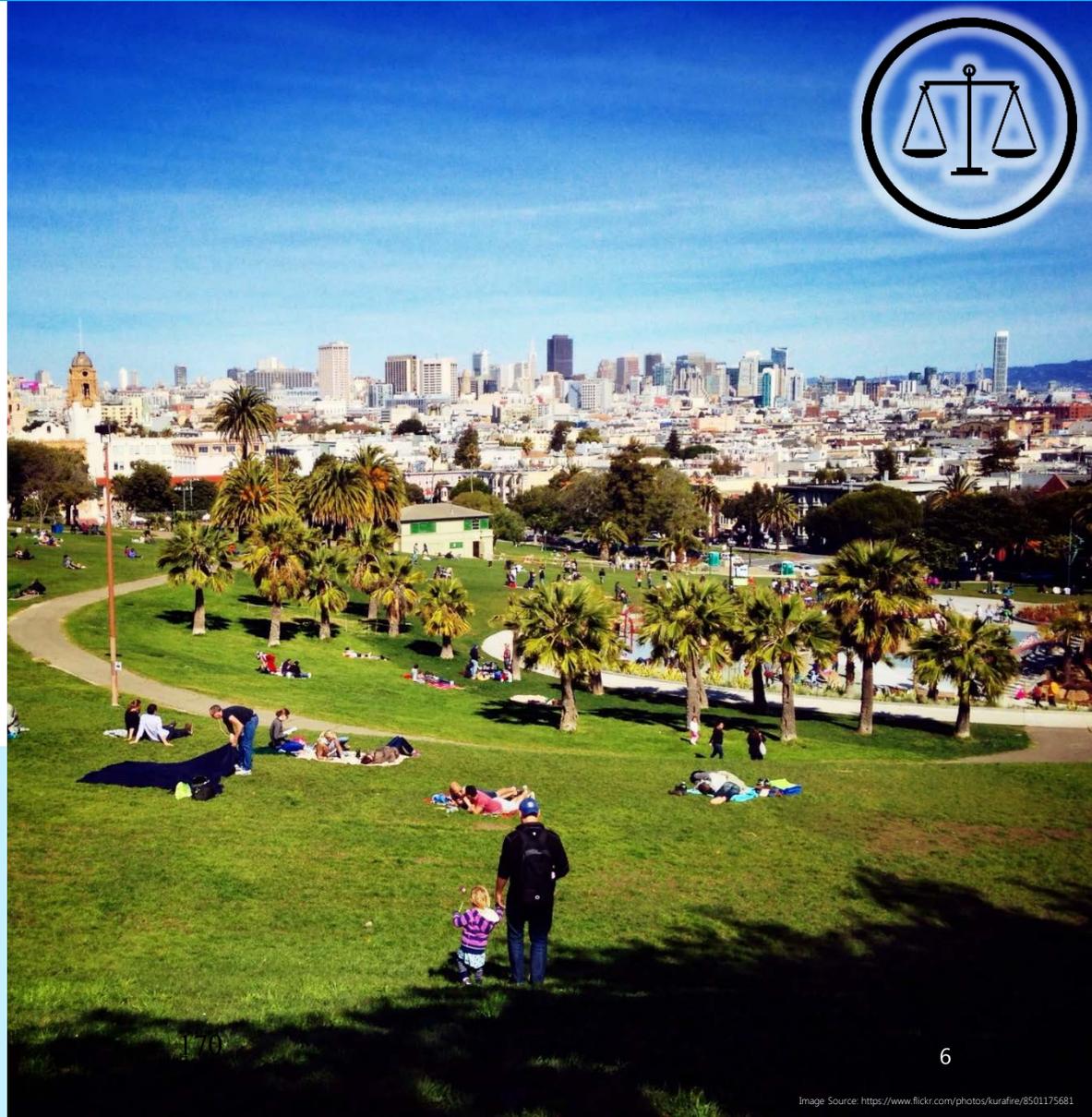


Proposed Target #7: Equitable Access – Displacement Risk

Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%

Why was this target selected as the staff recommendation?

- Emphasizes ensuring no increase in risk of displacement compared to 2010 (*land use forecast baseline*)



Proposed Target #9: Economic Vitality – Jobs/Wages

Increase by 35%* the number of jobs in predominantly middle-wage industries

** = numeric target will be revised later based on final
ABAG overall job growth forecast*

Why was this target selected as the staff recommendation?

- Most responsive option available for responding to stakeholder concerns about living-wage job growth
- Simple and easy to understand (i.e., preserve the year 2010 share of jobs in middle-wage industries)



Proposed Target #10: Economic Vitality – Goods Movement

Reduce per-capita delay on the Regional Freight Network by 20%

*Why was this target selected
as the staff recommendation?*

- Reflects concerns amongst stakeholders about nexus between traffic congestion and goods movement
- Focuses specifically on corridors with high truck volumes identified in the Regional Goods Movement Plan
- Restores delay target from *Transportation 2035*



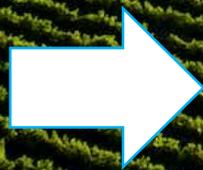
Plan BayArea 2040

With the adoption of the remaining performance targets, the planning process can advance to the project & scenario evaluation phase.



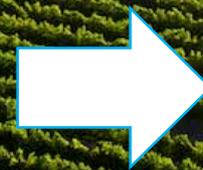
2015

Goals & Targets
Project Evaluation



2016

Scenario Evaluation
Tradeoff Discussions



2017

EIR Process
Plan Approval

This page intentionally left blank.



DATE: January 11, 2016
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Solano Comprehensive Transportation Plan (CTP) -Transit Element Update:
Draft Goal Gap Analysis

Background:

The Solano Comprehensive Transportation Plan (CTP) is one of the STA's primary long-range planning documents along with the Congestion Management Program (CMP) and the Metropolitan Transportation Commission's Regional Transportation Plan, known as Plan Bay Area. The CTP consists of three main elements: Active Transportation; Arterials, Highways and Freeways; and, Transit and Ridesharing.

The overall purpose of the CTP is to identify opportunities and resources to move the countywide transportation system from its current condition to a desired future condition, and to then prioritize steps to bring this change to fruition. The first step in preparing the Transit and Rideshare Element was identification of those services and facilities that the Element's policies are designed to influence; namely, intercity transit services. These intercity transit services provide connectivity between Solano County's communities, and connect Solano County with the wider Northern California mega-region, especially the Bay Area. The primary components of the Transit and Rideshare system are:

- Intercity bus service, primarily provided by FAST and Soltrans
- Intercity rail provided by the Capitol Corridor
- Ferry service from WETA
- Vanpools and carpools
- Paratransit and Mobility Management services

The State of the System and updated Goals have been approved by the Transit Committee and the STA Board. A Goal Gap Analysis has been drafted for the Transit Committee's and the Consortium's initial reviews on January 25 and 26, respectively.

The development of the Solano CTP is driven by the activities to implement its purpose statement, which is:

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.

Within the Solano CTP the Transit and Rideshare element Purpose Statement is:

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.

Discussion:

Goals are the milestones by which achievement of the Purpose Statement are measured. They lead to specific polices and performance measures that help guide the STA Board when it allocates resources to projects and programs. The 18 goals have been organized 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

The draft Goal Gap Analysis is attached. For each goal there is a measurement of the progress made since the last CTP-Transit Element of 2005. There are three measurements: Completed, Significant Progress and Preliminary Proposal. A description of what has transpired over the past ten years that resulted in the standard of measurement is also presented.

There are many goals that have achieved Significant Progress. A few have been Completed. Some are in the Preliminary Proposal state. Regardless of measurement, some goals are on-going in nature and will require further action.

The Goal Gap Analysis is being presented for an initial review. Once it is finalized, the next step will be to develop processes and policies to achieve the goals.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Draft CTP-Transit Element Goal Gap Analysis

CTP – Transit Element Goals Gap Analysis 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.

Measuring Goals. The following criteria are used to measure the progress on meeting the goals of the Arterials, Highways and Freeways Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

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.

Significant Progress – The countywide intercity transit and rideshare system is primarily focused on the urban areas in Solano County with the largest and most concentrated developments, while still providing connections to smaller or less concentrated communities. This is primarily done through the transportation facilities of regional significance, which are the major bus, rail and ferry terminals that can serve the largest number of people. These facilities are supplemented by park and ride lots that serve both major population or employment centers, and routes most used by Solano commuters.

While the intercity transit network primarily focuses on those commuting to destinations outside of Solano County, it also provides connections within the county, primarily along the I-80 corridor. Phase II of the Transit Corridor Study is seeking to better connect locations within Solano County such as Solano Community College campuses and Solano Mall.

These facilities are also supported by programs that connect transit users to appropriate modes and routes, and help carpool and vanpool users connect to providers. STA and the regional transit providers work with each other to provide the best integration of schedules and destinations for the primary users of the system.

Implementation of an intercity transit and rideshare system is an ongoing effort, and will never truly be completed. This is in part due to the fact that communities and demographics change over time. New housing or businesses are constructed or vacated, new technology makes using different transit and rideshare modes easier, more difficult, or more or less expensive, and people’s preferences for mobility change over time as their abilities and preferences change as well as changes in congestion, fuel prices, and other mode options.

- a. Include facilities and programs that directly support Priority Development Areas (PDAs).

Completed. STA has designated transit facilities of regional significance, which include all major bus facilities providing intercity bus services, the San Francisco Bay Ferry Vallejo terminal, and the existing and under construction train stations. All of these facilities are located in PDAs. No new express bus, train or ferry facilities are proposed for locations that are outside of PDAs. New park and ride lots are proposed for areas outside 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.

Significant Progress – Integration of the local and intercity transit systems occurs through several different methods. The FAST system, which provides both local and intercity transit bus, is operated by the City of Fairfield. FAST coordinates local and intercity route integration within its own system. FAST services also connect to the Capitol Corridor Suisun City Amtrak station, multiple BART stations, SolTrans, Napa VINE service, the Sacramento bus and light rail RT systems, YoloBus in Davis, and Dixon and Vacaville’s local bus systems. FAST also connects to

multiple transit services in Contra Costa County at the BART stations. SolTrans, which provides intercity and local transit to the cities of Benicia and Vallejo, also provides its own internal route timing integration. SolTrans also serves the SF Bay Ferry Terminal, multiple BART stations, and connects to the FAST, Napa VINE and Contra Costa County transit systems. The SolanoExpress Intercity Transit Consortium provides a forum where intercity transit providers can discuss and help coordinate schedules, route location and other coordination issues.

As noted above, the provision of local and intercity transit is an ongoing process that will constantly be adjusted to account for changes in routes and route use, mode preference, and integration with rail and ferry transit services. As a result, this goal will never be Completed.

- 3) Develop and implement programs to coordinate the provision of interregional, intercity and local transit services.

Significant Progress – An Intercity Transit Funding (ITF) agreement was initiated in 2006. Although the ITF was initially created to stabilize funding and service for SolanoExpress intercity routes, it has also provided a regular forum to coordinate route service details, connections, and fare changes. Regular Ridership Surveys on SolanoExpress routes are necessary to update the ITF. These Ridership Surveys have often included data collection on local routes that can assist in making decisions.

In 2006 a SolanoExpress marketing campaign was coordinated to introduce the public to newly restructured services and identity as SolanoExpress routes. The SolanoExpress restructuring and identity emphasized the streamlined services between Solano cities and to connections beyond county lines. The marketing campaign also had a component for the (then) Vallejo Ferry. A SolanoExpress website was created to centralize information for intercity services and promotions which has been maintained. FAST and SolTrans also maintain information on the SolanoExpress routes they operate. Subsequently, the SolanoExpress route system has an identity that has been promoted through maps and other promotional materials.

In 2013, fare payment was simplified with the implementation of the Clipper electronic fare card in Solano County. The three major transit operators: FAST, SolTrans, and Vacaville City Coach began to accept Clipper as well as the SF Bay Ferry. Among other benefits, the Clipper card may be used on all these and most other Bay Area regional transit systems and riders no longer need to handle paper transfers and multiple fare instruments. Use of Clipper on some local transit operators remains low while the operators incur the cost of participating. Dixon Read-Ride, Rio Vista Delta Breeze, and the Capitol Corridor do not accept Clipper.

Transit Trip Planning has improved and become more easily available over the past ten years. Regionally MTC had developed 511.org which compiled transit operator data throughout the

Bay Area and created a convenient centralized on-line location for users to plan their transit trip. The private sector has developed transit trip planning functions into popular features such as Google Map's Google Transit Planning feature as just one example. This raises the awareness of transit and makes it easier for consumers to learn about transit options.

a. Study options for coordination of local and intercity transit.

Significant Progress - A countywide Transit Consolidation Study was completed in 2009. Two transit operators (Benicia Transit and Vallejo Transit) consolidated and created a new organization - Solano County Transit (SolTrans) in 2011. SolTrans was formed as a joint powers authority independent from the two cities that had been operating Benicia and Vallejo Transit. SolTrans coordinates its local and intercity services with regional services such as the SF Bay Ferry and BART. Further coordination and consolidation of services remains an option.

MTC directed multi-agency Short Range Transit Plans (SRTP) be prepared at sub-regional levels including Solano County. A Solano Coordinated SRTP was completed for the first time in 2013. This Coordinated SRTP was intended to coordinate interagency service and capital planning. This process was also to identify service improvements, performance objectives and potential service functional and institutional consolidation opportunities.

A countywide I-80/I-680/I-780 Transit Corridor Study update was initiated. Phase I was completed in 2014. The Transit Corridor Study Phase II, which is developing an implementation and operation plan, is currently under development. This study is creating a vision of Solano's intercity transit in the future including its coordination with local and regional transit systems.

b. When requested, support transit operators who are interested in system consolidation.

Preliminary Proposal: The STA remains available to support transit operators 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.

Significant Progress – The 2013 countywide Mobility Management Plan was an implementation plan for four programs. The four programs have been implemented.

- 1) One Stop Transportation Call Center. The Mobility Call Center began operating in 2014. It was integrated with the Solano Napa Commuter Information (SNCI) call center and handles calls, mail in and internet

inquiries. In-person queries are handled primarily by its off-site location in the Suisun City Amtrak Station. The Call Center uses, and makes available to the public, a new Solano Mobility website which features a wide range of public, private and non-profit transportation services for seniors, people with disabilities and the low-income population.

- 2) Countywide Travel Training Program. This has been implemented through partnerships with multiple agencies. FAST, SolTrans, and Vacaville City Coach manages their Transit Ambassador programs. In 2015, the STA began contracting with two non-profits (Independent Living Resource Center and Connections for Life) to handle Travel Ambassador services for the balance of the county, long-distance trips and for individuals with cognitive and/or physical disabilities. Travel Training videos, Rider Guides, and other materials were produced.
- 3) Countywide ADA Eligibility Program. A countywide in-person ADA assessment eligibility program was implemented in 2013 via contract. Assessments have been conducted in all jurisdictions on a rotating schedule.
- 4) Older Driver Safety Information Program. An inventory of Older Driver Safety Training Programs was created and presented on the Solano Mobility website. Mobility options for seniors have been presented at Senior Driver Training sessions lead by the California Highway Patrol (CHP) several times a year throughout the county.

Community Based Transportation Plans (CBTPs) have been partially implemented. Several of the Mobility Management programs and activities were also priorities of the CBTPs. There are still some priority projects of the CBTPs that remain to be implemented as funding allows.

- 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.
Significant Progress – ADA Paratransit services have been reviewed, evaluated, and modified in several ways in the past ten years. Service was restructured, new ADA taxi programs were created, and a new ADA assessment process was implemented. The demand for these services has been increasing and is projected to continue to increase. The evaluation and modification of services will need to continue to ensure long-term viability and mobility.
- 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.

Significant Progress – this is another goal that will be difficult to ever actually complete. Use of these Committees to guide the identification, development, evaluation and implementation of transportation services for seniors, people with disabilities, and low-income will be an ongoing process. To the extent that these committees have been established and meet on a regular basis with STA staff support, however, that aspect of the goal has been **Completed**.

5. Implement projects and programs to address the “first mile/last mile” gap faced by transit users.

Preliminary Proposal – this is a new proposal, but it addresses a well-known issue with intercity bus, rail and ferry services. Namely, these transit vehicles typically move between specified hubs that may not be immediately adjacent to the residences from which people begin their trips, or the shopping, civic, entertainment or employment centers that are their destinations. The distance between the transit hub and the origins/destinations is known as the first mile/last mile.

Carpool and vanpool riders are much less likely to face this issue, because surface or structure parking is usually close by important destinations. First mile/last mile connections can be provided by a number of alternatives, including bikeshare, local shuttles, taxis, carsharing, effective pedestrian networks and, more recently, transportation network companies (TNCs) such as Lyft or Uber.

6. Seek to increase transit and rideshare usage at a rate faster than the Solano County population growth rate.

Preliminary Proposal – this is a new proposal, and replaces a previous goal that sought a quantifiable percentage increase in transit ridership. This new goal seeks to expand ridership at a faster rate than the population growth, which has the benefits of both a net reduction in congestion and a net reduction in per capita GHG emissions. Specific steps to achieve this goal are identified elsewhere in this plan, and in individual focused studies such as the Intercity Transit Corridor Study. Keys to increased transit use include service speed, frequency, dependability and safety, routes that pick people up or drop them off where they live or work or shop, and services that are affordable and easy to use. Keys to increasing ridesharing are that it’s convenient, dependable, flexible, safe and affordable. Capacity of conveniently located park-and-ride lots and other facilities for carpoolers and vanpoolers to meet will be needed. Uncongested HOV/HOT lanes with convenient access will attract longer distance ridesharers by reducing travel time and increasing dependability. Consideration should be given to if and how recently developing vehicle-sharing and TNC-based ridesharing services are to be accommodated.

An important aspect of this goal will be data gathering and analysis. A baseline must first be established, measuring the use of all forms of transit. After this baseline is established,

comparable information must be gathered in future years and measured against population change trend lines in order to determine if transit and rideshare usage is or is not growing faster than the county population. It will also be useful to compare Solano county data against that of nearby similar counties, and that of the Bay Area and Sacramento regions.

7. Ensure system effectiveness by preparing periodic and timely reviews of transit service performance.

Significant Progress – This goal is complete, but always incomplete as it is an on-going goal. Transit service performance is measured on a regular basis through a variety of means. Quarterly reporting of ridership, vehicle hours, fare revenue and farebox recovery has been required for the SolanoExpress routes as part of the ITF and is reviewed throughout the year. Annual TDA claims include performance data for local and intercity fixed route and paratransit services. SRTPs performed every few years include performance data for the past and future. The regular ITF Ridership Surveys on SolanoExpress (and sometimes local) routes collect a wide range of ridership and performance data. Operators collect and submit data to NTD (National Transit Database). In the past ten years, a locally administered countywide survey of commuters and how they commute (including the mode they use) was discontinued. Similar, but more limited, data is collected through the American Community Survey which is part of the US Census.

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.

Preliminary Proposal – Numerous companies in the South Bay’s Silicon Valley provide complimentary private bus services to their campuses for their employees. These are colloquially known as “Google buses” as Google was one of the leaders in this field. These vehicles have the advantage of providing direct connections between employees’ residential areas and work location thus eliminating the first mile/last mile problem. These highly personalized bus services are delivered at no cost to the employee and do not use public funds. They do usually use public facilities as gathering locations in residential areas such as park and rides or transit facilities. In 2015, at least one known employer (South San Francisco’s Genentech) operated an employee bus route from Solano County. The SSF Genentech campus is a difficult location to reach by public transit (multiple transfers would be needed) and the employer operated luxury buses make the trip much more convenient. The ability for private services to supplement the public services is a valuable contribution to efforts to improve mobility, reduce congestion, and reduce GHG emissions.

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.
- Significant Progress** – As identified in the State of the System, Solano County residents have the highest rate of car/vanpooling in the Bay Area. STA and the member agencies have built a number of carpool facilities around the county, and have identified locations for additional facilities. These carpool facilities are typically identified in Freeway Corridor Studies. In addition, transit facilities also act as park-and-ride and vanpool meeting locations.

STA has also prioritized extension and completion of the express lane network in locally adopted plans and in our requests for funding in regional plans such as Plan Bay Area.

- a. Continue to provide innovative rideshare services through Solano Napa Commuter Information.
Significant Progress - The Solano Napa Commuter Information program has been providing rideshare services throughout this period. Services and outreach have evolved with technology improvements and integration with multi-modal marketing and outreach.
- b. Increase the inventory of park and ride spaces.
Significant Progress – The inventory of park and ride spaces has increased with the construction of Oliver Rd and Red Top Rd PNRs in Fairfield, the Vacaville and Vallejo Transit Centers, and improvements to the Curtola PNR. One PNR was lost (Green Valley). All PNRs are well used and often at capacity especially those located at transit facilities. Additional PNRs are planned for the future.
- c. Construct park and ride lots in areas that are currently underserved.
Significant Progress – Two PNRs were constructed in Fairfield where the FTC had been, and continues, to lack capacity for all users (public and private bus, carpool, vanpool).
- 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.
Preliminary Proposal – There has been rapid growth and change in recent years in the field of shared mobility. This includes not only transportation network companies such as Lyft, Uber and others but also carsharing, bikesharing and private transit services. Much of this is a result of the proliferation of smart phone technology and applications and greater interest by the private sector in the transportation field. One result has been a change in direction regionally by MTC in how SNCI will be delivering services and funded in the future. Monitoring private sector and adjusting to new regional funding policies will be necessary.

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.

Significant Progress – Suisun City Amtrak Station is fully functioning with public and private transit service, ample parking, taxi service, bike lockers, and along pedestrian and bicycle routes. The Fairfield/Vacaville train station is nearing completion with nearby major roadway improvements initiated in 2015 and an expected station opening in 2017. In Dixon, pedestrian separation improvements have been made in the area of a potential future train station in downtown Dixon. On-time performance of the Capitol Corridor has been very good, though some concerns remain as freight train traffic is projected to increase, track access in the Suisun wetlands must be preserved in changing conditions, and potential train delays due to bridge risings across the Carquinez Straits.

- b. All ferry facilities, including terminals, channels, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.

Significant Progress: Until 2012, Solano’s ferry facilities in Vallejo were managed by City of Vallejo/Vallejo Transit. Then and in accordance with State legislation, WETA (or the SF Bay Ferry) assumed management of the Vallejo to San Francisco ferry service and ownership of the ferry capital. WETA manages the Vallejo Ferry Terminal, dredges the channel, maintains the dock and has been moving and expanding the ferry maintenance and fueling facility located on Mare Island.

- 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

Significant Progress: Funding has constructed, expanded, and improved several bus stations in the past ten years. The Vacaville Transit Center and the Vallejo Transit Center and nearby waterfront shared parking structure were built. Curtola PNR is being improved. Some facilities need further improvement and new facilities are projected to be constructed and will need further investment.

- d. Maintenance and parking facilities for busses providing services identified in a, b or c above.

Significant Progress - Funding was secured to renovate the SolTrans bus maintenance facility for local and SolanoExpress bus fleet and the project was completed in 2015. The FAST maintenance facility for SolanoExpress buses may require renovation in the future.

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.

Significant Progress – In 2012, STA adopted its Safe Routes to Transit Plan. This Plan identified

the most common hazards and locations for transit riders in and around five Transit Facilities of Regional Significance. Issues identified with these centers are common to all transit centers, and the recommended improvements provide a template for any other locations. When existing Transit Facilities of Regional Significance are improved, safety measures from the Safe Routes to Transit Plan can then be incorporated. Likewise, when new transit centers are built, appropriate safety features can be incorporated.

- a. Quantify, and periodically update, accident statistics for roads, trails and intersections within ¼ miles of Transit Facilities of Regional Significance. **Preliminary Proposal – STA has not yet established a data gathering plan for this or other safety issues.**
 - b. Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan. **Completed.**
12. Implement effective paratransit services.
Significant Progress – Paratransit services have evolved and changed over the past several years. Paratransit services have been restructured to be more efficient, increase capacity and improve mobility. Improvements in some areas are still necessary. Services continue to be evaluated and service changes implemented to meet increasing demands.

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.
Significant Progress – the STA alternative fuels and infrastructure as plan was adopted in 2013. STA has subsequently assisted SolTrans and the City of Dixon in preparing specific studies regarding the location of compressed natural gas fueling facilities for fleet vehicles. Implementation of the ideas from the alternative fuels and infrastructure plan will be an ongoing process.
- a. Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clean transit vehicles.
Preliminary Proposal – The SolanoExpress vehicle replacement funding plan includes funding for alternative fuel (Compressed Natural Gas) vehicles. Transit operators will need continued support in identifying and obtaining funds for alternative fuel local and support vehicles.
14. Assist transit operators who wish to upgrade fixed facilities to be more energy efficient.
Preliminary Proposal – Facilities being renovated in 2015 included new energy- efficient features. Additional facilities could be upgraded 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.

Significant Progress – this has been in large part accomplished. A funding plan has been developed and approved by the STA Board for the upcoming replacement of aging SolanoExpress vehicles. Local bus replacements have been funded through various funding plans and sources such as 5307, TDA, and Prop 1B Revenue-based funds. This will be an on-going goal as vehicles and facilities will need to be continued to be replaced, repaired and maintained.

16. Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance.

Preliminary Proposal – Funding plans have been developed and implemented to complete a renovation of the SolTrans maintenance facility and the expansion the Curtola Park and Ride. Expansion and construction of additional facilities will be needed in the future.

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.

Significant Progress – an updated I-80/I-680/I-780/SR-12 Transit Corridor Study Phase I was approved by the STA Board in 2014. The next phase is under development.

- b. Conduct countywide ridership surveys every two- three years.

Significant Progress – Countywide ridership surveys have been conducted every two-three years. Four have been conducted since 2006. These are required under the ITF agreement but have also provided a wealth of other information on the SolanoExpress routes and on local routes when they have been included in the survey.

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.

Completed – STA monitors the agendas of WETA, MTC, and participates in the Capitol Corridor JPA staff working group. STA Board members also sit on the CCJPA and SolTrans boards of directors. Caltrans and MTC staff regularly attend STA TAC and other committee meetings. SolanoExpress operators FAST and SolTrans staff, along with the other Solano transit operators, are part of the SolanoExpress Intercity Transit Consortium. This is an on-going goal.

This page intentionally left blank.



DATE: January 19, 2016
TO: STA TAC
FROM: Robert Guerrero, Senior Project Manager
RE: Solano Highways Partnership (SoHIP) Status

Background:

The Solano Highway Partnership (SoHIP) was an ad hoc committee originally formed in 2008 as a technical working group for the development of the “Solano Highways Operation Study”. The SoHIP members consisted of Public Works representatives from Benicia, Dixon, Fairfield, Vacaville and Vallejo, as well as operational staff from Caltrans District 4 and the Metropolitan Transportation Commission (MTC). Attachment A is the current list of SoHIP participants.

The Solano Highways Operation Study was a direct follow up to the STA’s 2004 I-80/I-680/I-780 Corridor Major Investment and Corridor Study and MTC’s 2008 Freeway Performance Initiative (FPI). The Study’s focus was on corridor operational management improvements through intelligent transportation system projects such as:

- Closed Circuit Television
- High Occupancy Vehicle lanes
- Interchangeable Message Signs
- Landscape and Hardscape design improvements
- Ramp Metering and queue detectors

The Solano Highways Operation Study was adopted by the STA Board on February 10, 2010 based on the recommendations by the SoHIP and the STA TAC. A copy of the 2010 Solano Highways Operation Study is available to download from the STA website at:

<http://www.sta.ca.gov/docManager/1000005822/Solano%20Highways%20Operations%20Study%20-%20Full%20Study.pdf>

Discussion:

The I-80 Corridor Ramp Metering was one of the first projects identified for implementation in the Solano Highway Operations Study and has since been the focus of the SoHIP since 2010. As a result, MTC and Caltrans has worked diligently with the SoHIP to develop a Solano County Ramp Meter Implementation Plan and implement two out of three phases of the plan. The second phase (I-80 Air Base Pkwy to I-505) was recently implemented in October 2015.

With the ramp meter implementation for phase 2 wrapping up, STA staff proposes to develop an Overall Work Plan for 2016 with the SoHIP to include the following topics:

1. On-going Ramp Meter Operations

Discuss status on the ramp meter performance over the 2015 holidays and results of the operational changes made. Also, discuss next steps and measuring performance for future assessments.

2. MTC Freeway Performance Initiative Update and Status
Re-engage the SoHIP on the overall picture and purpose of FPI and what was planned, status of MTC's implementation and what is planned to be accomplished in the next few years. The SoHIP will be asked to revisit the 2010 Highway Operations Plan's recommendations and comment on what the FPI program has completed.
3. Managed Lanes Implementation Program
Discuss the overall status of the I-80 Express Lanes and MTC's new Managed Lanes Implementation Program. Also discuss the STA Board's priorities how STA and local agencies can assist these projects to get implementation ready.
4. STA Transit Corridor Study Phase 2
Provide input on the potential freeway corridor designs recommended to accommodate Express Bus service from the upcoming Transit Corridor Study Phase 2.

The next SoHIP meeting is scheduled for February 2nd at 10 a.m. in the STA Conference Room 1. TAC members are encouraged to continue having their staff participate on a regular basis in the coming year. The SoHIP meets six times annually on average.

Fiscal Impact:

None to the STA General Fund.

Recommendation:

Informational.

Attachment:

- A. Solano Highway Partnership (SoHIP) Participants List

Solano Highway Partnership (SoHIP) Participants List

City of Benicia	Graham Wadsworth
City of Dixon	Joe Leach
City of Fairfield	Garland Wong
City of Rio Vista	David Mellili
County of Solano	Nathan Newell
City of Suisun City	*Vacant- Formally Dan Kasperson
City of Vacaville	Shawn Cunningham
City of Vallejo	Jill Mercurio
Caltrans	Alan Chow
MTC	Winnie Chung

This page intentionally left blank.



DATE: January 15, 2016
 TO: STA TAC
 FROM: Anthony Adams, Assistant Project Manager
 RE: Project Delivery Update

Background:

As the Congestion Management Agency (CMA) for Solano County, the Solano Transportation Authority (STA) works with member agencies to coordinate the programming and delivery of federal and state funded transportation projects. To aid in the delivery of locally sponsored projects, a Solano Project Delivery Working Group was formed, which assists in updating the STA’s Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and updates the TAC about project delivery deadlines.

Metropolitan Transportation Commission (MTC)’s resolution 3606 describes delivery policies for the San Francisco Bay Area and is included as Attachment A as reference. MTC monitors projects that do not meet stated deadlines and reprograms funds to other project in the region; Caltrans further enforces the deadline by not supplying an E-76 authorization for construction past stated deadlines. Projects programmed in Fiscal Year (FY) 2015-16 should have provided their Request for Authorization (RFA) to proceed with obligation from Caltrans by MTC’s November 1st deadline. Projects that fail to meet this deadline are subject to funds being reprogrammed to later years or loss of funds.

Discussion:

PROJECT DELIVERY STATUS

Solano County and its cities have a total of 7 OBAG projects totaling \$3.6M programed for FY 2015-16. The following is a brief update on their delivery.

Project on Schedule
Project Behind Schedule
In Danger of Losing Funds

Project Sponsor	Project Name	Update
Rio Vista	SR12 SR2S Crossing	Expect RFA to be submitted in late February with E-76 by late April
Solano County	Suisun Valley Bike and Ped Imps	Finishing Cultural Resources certification. Expects RFA to be submitted by late January.
Suisun City	Suisun-Fairfield Intercity Rail Station	Project has accepted bids and expects to start construction in February.
Suisun City	Driftwood Dr. SR2S Project	Project is finishing design and is waiting for TIP amendment in February prior to submitting RFA.
Vacaville	Vacaville SR2S Project	Received E-76 on November 10, 2015
Vallejo	Vallejo SR2S Project	Design is complete. Expecting to submit RFA by end of January.
Vallejo	Downtown Streetscape	Project is waiting for TIP amendment in February prior to submitting RFA.

Solano County and its cities also have a total of 8 Local Safety Program (HSIP) projects totaling \$3.9M programmed for this fiscal year. The obligation deadline for these projects is August 26th. To date only one project has been obligated.

Project Sponsor	Project Name	Update
Fairfield	Travis Blvd Striping	Project funds obligated December 23, 2015.
Fairfield	North Texas at Acacia St Left Turn Phase	Project obligation not due until August 26 th . RFA should be submitted by June 30 th .
Solano County	Pleasants Valley Rd	Waiting on Environmental Clearance and ROW cert. Expecting RFA by late February
Solano County	Solano County Guardrail Project 2013	RFA submitted early January
Solano County	Cordelia-Lake Herman Rd Safety	RFA should be submitted by June 30 th .
Solano County	Hartley-Rockville Road Safety Improvements	RFA submitted by January 22nd
Solano County	Dixon Ave-Putah Creek Road	RFA submitted by January 22nd
Vallejo	Sonoma Blvd Improvements	Working with Caltrans to receive an encroachment permit. Submitted an RFA in November.

UPCOMING PROJECT DELIVERY DEADLINES

Every year MTC produces an annual obligation plan (Attachment A) to forecast the programming of federal funds for upcoming fiscal years; Congestion Management Air Quality (CMAQ) and Surface Transportation Program (STP). Projects programmed for an upcoming fiscal year must meet resolution 3606 deadlines for project delivery. Upcoming project delivery deadlines are as follows:

January 31st: MTC's requested project sponsor's deadline to receive E-76 obligation authority (Projects not meeting this deadline may have funding delayed or be moved to later years.)

April 31st: Absolute last date that project sponsors can receive E-76 obligation authority without being penalized by MTC.

June 30th: Deadline for HSIP project to receive federal obligation authority

September 1st: Caltrans deadline to provide E-76 obligation authority (Only used under exceptional circumstances. MTC will have requested funds be moved to a later year by this date)

September 30th: Last day to obligate HSIP and HBP projects.

INACTIVE OBLIGATIONS UPDATE

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

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

As a regular discussion topic for the Solano PDWG, the Caltrans Inactive Projects List is released once a month to show the progress federal aid projects. Projects that have not sent in invoices in the past 6 months are added to the list. There are a total of 5 inactive projects in Solano County this month, with 2 of them coming from the STA, 1 from Solano County, and 1 from Vallejo (Attachment B). Vallejo's SR2S project PE phase needs to be invoiced by February 19th, or their funds may be de-obligated. STA staff recently submitted it's close out for West B St, which was approved by Caltrans; this project should drop off the list this by the next reporting cycle.

Projects that continue to stay on this list will have their funding de-obligated.

Fiscal Impact:

None, unless projects become de-obligated due to inactivity

Recommendation:

Informational.

Attachments:

- A. MTC's Resolution 3606 Project Delivery Policies
- B. Inactive Projects List

This page intentionally left blank.

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

Regional Project Funding Delivery Policy Intent

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

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

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

General Policy Guidance

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

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

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

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

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

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

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

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

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

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

Regional Discretionary Funding:

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

Programming to Apportionment in the year of Obligation/Authorization

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

Advanced Project Selection Process

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

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

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

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

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

Advance Construction Authorization (ACA)

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

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

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

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

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

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

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

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

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

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

Federal Rescissions

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

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

Annual Obligation Plan

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

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

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

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

Local Public Agency (LPA) Single Point of Contact

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

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

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

FHWA-Administered Project Milestones Status

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

Local Public Agency (LPA) Qualification

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

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

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

Maximizing Federal Funds on Local Projects

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

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

Specific Project-Level Policy Provisions

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

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

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

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

- **Field Reviews**

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

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

- **Environmental Submittal Deadline**

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

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

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

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

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

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

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

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

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

In Summary:

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

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

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

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

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

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

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

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

- **Coordination with CTC allocations**

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

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

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

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

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

- **Construction Advertisement / Award Deadline**

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

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

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

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

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

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

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

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

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

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

- **State Liquidation Deadline**

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

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

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

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

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

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

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

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

Consequences of Missed Deadlines

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

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

Regional Project Delivery Principles

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

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

Regional Project Delivery Policy Guidance

MTC Resolution 3606

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

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

Updated on
01/15/2016

Project No.	Status	Agency Action Required	Agency	Description	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5030059	Inactive	Submit invoice to District by 02/19/2016	Vallejo	IN THE VICINITY OF WARDLAW AND COOPER ELEMENTARY SCHOOLS, SAFETY IMPROVEMENTS, INCLUDING STRIPING & SIGNAGE	03/06/2015	\$20,400.00	\$18,000.00	\$0.00	\$18,000.00
6249029	Inactive	Submit invoice to District by 02/19/2016	Solano Transportation Authority	WEST B STREET NEAR NORTH JACKSON STREET, PEDESTRIAN AND BIKE UNDERCROSSING/UPRR	09/16/2014	\$5,890,000.00	\$4,524,000.00	\$4,468,209.48	\$55,790.52
5923111	Future	Submit invoice to District by 05/20/2016	Solano County	PORTIONS OF BULKLEY RD., LAMBIE RD., LEWIS RD., MAIN PRAIRIE RD., PEDRICK RD.ETC, ROADWAY PRESERVATION	05/07/2015	\$1,051,378.00	\$601,750.00	\$0.00	\$601,750.00
6204121	Future	Submit invoice to District by 05/20/2016	Caltrans	RT80 IN SOLANO COUNTY, INSTALL RAMP METERING & TRAFFIC OPERATIONS (TC)	06/11/2015	\$170,000.00	\$170,000.00	\$0.00	\$170,000.00
6249039	Future	Submit invoice to District by 05/20/2016	Solano Transportation Authority	IN AND AROUND 15 PUBLIC SCHOOLS WITHIN SOLANO COUNTY, INGRAIN WALKING & ROLLING INTO SCHOOL CULTURE (TC)	06/19/2015	\$388,000.00	\$388,000.00	\$0.00	\$388,000.00

This page intentionally left blank.



DATE: January 4, 2016
TO: STA TAC
FROM: Drew Hart, Associate Planner
RE: Solano Bike Map and Wayfinding Signage

Background:

For over a decade the Solano Transportation Authority (STA) has developed and maintained a bike map for Solano County. This map serves as the only countywide bike map for Solano County as individual cities do not maintain a bike map for public use.

The bike map gets minor updates each year by STA staff. New updates are printed in time for Bike to Work Day in May. The funds that cover these costs come from the Bay Area Air Quality Management District (BAAQMD). Historically, the other air district, Yolo-Solano Air Quality Management District (YSAQMD) has contributed funds for the map. All iterations of the map are currently optimized for print.

In a parallel effort, the STA adopted a countywide policy in the Solano Countywide Bicycle Transportation Plan (Bike Plan) to include bike route signs on bicycle facilities that are part of the countywide bikeway network. The Bike Plan identifies a bicycle wayfinding and marking system to enhance the ease of navigation for bicyclists. Both the STA's Bike and Pedestrian Plans identify implementing Countywide Bicycle and Pedestrian Wayfinding Signage as a priority.

The Wayfinding efforts currently underway are as follows:

- Solicit help of the BAC to identify sign gaps and incorrect signs
- Work with cities and county to place new signs and take down incorrect signs
- Create a list of recommended destinations for the bikeway network with the help of the BAC
- Meet individually with city/county Public Works and Planning staff members to receive feedback on recommended routes and destinations
- Circulate draft document, including destinations list, to BAC, PAC, and TAC for final feedback
- Present Wayfinding Plan to STA Board and receive approval

Discussion:

STA staff proposes an approach that combines the bike map and the wayfinding since both efforts are intended to promote cycling in Solano County. This includes a re-design for the map focusing on the following:

- Designed specifically for use on mobile devices
- Top Ten rides in Solano County as a way to highlight and promote the cycling options in the area
- Simpler design focusing on what is necessary for the end user

- Smaller printed version of the map
- Other possible features: Navigation, QR codes, user feedback feature, filtering options, individual ride maps

The intended audience for the for the bike map are current and new riders. This includes: families, novice and intermediate cyclists, expert cyclists, visitors to Solano County, and anyone who can be encouraged to cycle instead of drive.

The Wayfinding Plan is currently being drafted and will receive feedback from the BAC and PAC. The intent of the wayfinding signs are to identify the regional routes which connect the cities and to identify major destinations along the route. Many cities or areas already have wayfinding signs point to landmarks, especially in downtown cores (i.e. Downtown Dixon, Suisun City Waterfront, and Suisun Valley). The bike route signs would point cyclists, and transition them, to local wayfinding already established.

The Solano Bike Map and the Wayfinding signage will work together to promote cycling in Solano County. This effort is going to require funding for the purchase of more signs, the design of the map, the printing of the new map, and staff time dedicated to this endeavor. The likely fund source would be a combination from any of the following: BAAQMD, YSAQMD, and Transportation Development Act (TDA) Article 3.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: January 15, 2016
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Strategic Project Online Tracker (SPOT)

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) is responsible for programming and monitoring regionally significant projects. Part of this responsibility includes informing the public and decision makers about the progress of these projects. In support of that effort, the Strategic Project Online Tracker (SPOT) was created.

Discussion:

SPOT is an online interactive map which allows users to select projects by: project status, project sponsor, project type, and location. Approximately 300 projects, complete, active, and proposed have been added to the map. A project location is identified by either a point, line, or polygon which, once selected, will provide a dialogue box featuring pertinent project information. SPOT has been showcased internally at the STA and to the Project Delivery Working Group (PDWG) members for comments. While improvements are planned on the design of the webpage, STA staff would like to continue the roll-out of this new tool by presenting it to the Technical Advisory Committee for comment.

Members are encouraged to use SPOT and provide feedback on project information, pictures, or overall suggestions on improvement. The interactive map can be found at spotsolano.org

Discussion:

Informational.

This page intentionally left blank.



DATE: January 14, 2016
 TO: STA TAC
 FROM: Drew Hart, Associate Planner
 RE: Summary of Funding Opportunities

Discussion:

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

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Regional			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$443,000	No Deadline
State			
1.	Affordable Housing Sustainable Communities Program*	Approximately \$400 million	February 2016
Federal			

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

This page intentionally left blank.

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

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

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

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

*New Funding Opportunity

**STA staff, Drew Hart, can be contacted directly at (707) 399-3214 or 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
State Grants						
Affordable Housing Sustainable Communities Program	Drew Hart STA 707/399.3214 dhart@sta.ca.gov	February 2016	Approx. \$400 million	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	http://www.sgc.ca.gov/docs/Draft_2015-16_Affordable_Housing_and_Sustainable_Communities_Program_Guidelines.pdf



DATE: January 20, 2016
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: Draft Meeting Minutes for STA Advisory Committees

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

Attachments:

- A. Bicycle Advisory Committee DRAFT Meeting Minutes of November 5, 2015
- B. Arterials, Highways & Freeways Committee DRAFT Meeting Minutes of December 10, 2015
- C. Consolidated Transportation Services Agency (CTSA) Advisory Committee DRAFT Meeting of December 14, 2015

This page intentionally left blank.



**BICYCLE ADVISORY COMMITTEE (BAC)
DRAFT Minutes for the Meeting of
 November 5, 2015**

1. CALL TO ORDER/SELF INTRODUCTIONS

The meeting of the STA’s Bicycle Advisory Committee (BAC) was called to order by Chair Segala at approximately 6:30 p.m. at the STA in Conference Room 1.

BAC Members Present:

Nancy Lund, Vice Chair	City of Benicia
James Fisk	City of Dixon
David Pyle	City of Fairfield
Lori Wilson	City of Suisun City
Ray Posey	City of Vacaville
Mike Segala, Chair	County of Solano
Barbara Wood	Member At Large

BAC Members Absent:

Mick Weninger	City of Vallejo
Vacant	City of Rio Vista

Others Present:

James Loomis	City of Vacaville
Nick Burton	Solano County

STA Staff Present

Drew Hart	STA
Zoe Zaldivar	STA

2. CONFIRM QUORUM

A quorum was confirmed at this time.

3. APPROVAL OF THE AGENDA

On a motion by Lori Wilson and a second by Barbara Wood, the BAC approved the agenda. (7 Ayes, 1 absent)

4. OPPORTUNITY FOR PUBLIC COMMENT

Mike Segala presented the award Jim Fisk had been absent in receiving at the STA 25th Annual award.

Nancy Lund commented that the trail from Business Center Parkway to Jameson Canyon, is almost complete.

5. CONSENT CALENDAR

A. Recommendation:

Approve STA BAC Meeting Minutes of September 3, 2015.

On a motion by Ray Posey, and a second by Nancy Lund, the BAC approved the minutes of September 3, 2015. (7 Ayes, 1 Absent)

6. INFORMATION - DISCUSSION

A. Vacaville Projects Report

James Loomis provided a presentation covering the many bicycle and pedestrian projects that the City of Vacaville has going to construction in the spring and summer of 2016. Mr. Loomis identified the projects on his slide for members to have a clearer picture of the area and streets. Mr. Loomis began with the bike paths by Centennial park, which adds more biking and walking paths by connecting two existing paths. He followed with the Allison project, which improves the Vacaville center path, widening and placing class 2 bike lanes along with bicycle lockers. Mr. Loomis introduced the Jepson Parkway path which is being worked on by more than one agency. He noted that it will focus on Elmira Road to Vanden Road increasing the lanes to 4 with roundabouts. Mr. Loomis outlined the Rocky Hill path project as it had garnered much interest in regards to safety for children. He noted that this was made possible due to land donations including some from PG&E. He also noted that at this time there will be no lighting, in answer to Mr. Posey’s inquiry. Mr. Loomis wrapped up with the SR2S (Safe Routes to School) project within the City of Vacaville, which will also be completed in 2016.

B. Top Bike Rides in Solano

Drew Hart inquired of BAC members on how to modify the Countywide Bike Map for future editions, which includes but is not limited to: electronic versions, route applications for smart phones and publishing ‘favorite ride’ descriptions. Mr. Hart also inquired of BAC members if these modifications should be limited to designated Class I through Class III bike facilities (or even include Class IV); and, whether start and end locations should be tied to transit sites. Mr. Hart noted that these start and end locations may be accessible from regional providers such as Capitol Corridor, the WETA ferry, FAST and SolTrans.

BAC Members agreed to keep an eye out for rides in Solano County that would encourage ridership, for different levels and aspects as Mr. Hart had requested.

C. Wayfinding Signs

Drew Hart presented a quick overview on the Countywide Policy for including bike route signs on bicycle facilities which the BAC has already identified to be a priority. BAC members were asked to comment on their suggestions, and to continue sending in comments and suggestions after the meeting via email to Mr. Hart in order to have a detailed list to work through. Mr. Hart emphasized to BAC members that part of this would be to identify gaps and incorrect signs. Mr. Hart noticed that this information would assist STA on working with the relative city in order to take down the incorrect signs.

BAC members agreed to continue emailing in suggestions as more thought was needed.

D. Bike/Ag Committee Meeting Report

Nick Burton noted that at the most recent Agricultural and Bicycling Community Coordination Group meeting held on Tuesday, October 20, 2015 at the Solano County Government Center, residents objected to widening the road with shoulder additions, believing that motor vehicle speeds will increase, leading to unsafe driving behavior. Mr. Burton noted that the primary topic of discussion was the Pleasants Valley Road Safety Improvement Project. Mr. Burton relayed that Solano County staff stated that recent research that shows having shoulders (with adequate width) leads to less severe and less frequent crashes for all users.

E. Active Transportation Program Report

Drew Hart presented the Active Transportation Program (ATP), which is a statewide funding program for bicycle and pedestrian projects. Mr. Hart indicated that STA's Safe Routes to School application (\$388,000) was the only project from Solano County to receive regional ATP grant funding. Mr. Hart continued informing members that the Metropolitan Transportation Commission (MTC) funded 10 projects, totaling \$30.7 million, and that none of the MTC-funded projects were in Solano County. Mr. Hart conveyed the amounts of the two funding opportunities, \$180M for statewide, and \$30M for regional.

7. MEMBER COMMENTS & FOLLOW UP ITEMS

Ray Posey, conveyed that bicycle funding is lacking and will be looked at more intensely in transportation funding.

Drew Hart, informed members that projects will be coming to BAC to look at whether the projects are addressing Complete Streets compliance.

8. ADJOURNMENT

The STA BAC meeting adjourned at approximately 8:00 p.m. The next meeting of the STA BAC is **Thursday, January 7th 2015**.

BAC 2016 Meeting Dates

(The BAC meets every first Thursday on odd months, unless otherwise rescheduled)

Please mark your calendars for these dates

6:30 pm, Thursday, January 7th 2016

6:30 pm, Thursday, March 3rd 2016

6:30 pm, Thursday, May 5th 2016

6:30 pm, Thursday, July 7th 2016

6:30 pm, Thursday, September 8th 2016

6:30 pm, Thursday, November 3rd 2016

Questions? Please contact STA staff, Drew Hart, (707) 399-3214, dhart@sta.ca.gov

This page intentionally left blank.



**ARTERIALS, HIGHWAYS, & FREEWAYS COMMITTEE
AGENDA**

**Draft Minutes for the meeting of
December 10, 2015**

1. CALL TO ORDER – SELF INTRODUCTIONS

Len Augustine called the meeting to order at 2:00 p.m. in the STA Conference Room 1.

Voting Members Present: *In Alphabetical Order by Last Name*

Len Austustine	City of Vacaville
Steve Hartwig	Technical Advisory Committee Representative
Elizabeth Patterson	City of Benicia
Harry Price	City of Fairfield
Pete Sanchez	City of Suisun City

Voting Members Not Present: *In Alphabetical Order by Last Name*

Jerry Castanon	City of Dixon
Erin Hannigan	County of Solano
Jesse Malgapo	City of Vallejo

Also Present: *In Alphabetical Order by Last Name*

Anthony Adams	STA
Sheila Ernst	STA
Robert Guerrero	STA
Robert Macaulay	STA
Ryan Dodge	STA
John McKenzie	Caltrans

- 2. APPROVAL OF AGENDA** Board Member Elizabeth Patterson, and a second by Board Member Pete Sanchez, the Arterials, Highways, and Freeways committee unanimously approved the December 10, 2015 Agenda. (5 Ayes, 3 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. CONSENT CALENDAR

A. Minutes of the Arterials, Freeways & Highways Committee Meeting of September 23, 2015

Agenda Item 6.A: Elizabeth Patterson requested that staff coordinate a field trip to the TMC. She discussed ~~Smart Land and~~ highway litter control. ~~She discussed~~, congestion management and requested information on how demographic projections were calculated to find that the baby boomers and millennials are driving fewer miles and less distance.

Elizabeth Patterson requested a presentation on the *high* speed rail system. She addressed increased accidents on highways and the need for public education in schools to decrease it.

Recommendation:

Approve the Arterials, Freeways & Highways Committee Meeting minutes of September 23, 2015.

With a motion by Board Member Pete Sanchez, and a second by Board Member Harry Price, the Arterials, Highways, and Freeways committee approved the recommendation as amended above in *bold, strikethrough and italics*. (5 Ayes, 3 Absent)

5. ACTION ITEMS

Comprehensive Transportation Plan (CTP) Update – Arterials, Highways, and Freeways Element – Goals

Robert Macaulay provided an update on the CTP - Arterials, Highways, and Freeways Element – Goals. He explained that Goals are the milestones by which achievement of the Purpose Statement are measured and lead to specific policies and performance measures that help guide the STA Board when it allocates resources to projects and programs. Mr. Macaulay explained that once the new Goals are adopted (or the old Goals are reaffirmed), STA staff will begin development of the Goal Gap Analysis – the examination of the difference between where the system is right now, as shown in the State of the System Report, and the desired state, as articulated in the Arterials Highways and Freeways Element Goals.

Board Member Patterson reiterated her comment on the importance of incorporating performance measures, a sustainable maintenance funding mechanism and life cycle costing into the overall plan.

Recommendation:

Forward a recommendation to the STA Board to approve the Draft Arterials Highways and Freeways Goals provided as Attachment C.

With a motion by Board Member Sanchez and a second by Board Member Patterson, the Arterials, Highways, and Freeways committee approved the recommendation. (5 Ayes, 3 Absent)

A. Draft 2015 Solano Travel Safety Plan

Ryan Dodge provided an overview of the Draft 2015 Solano Travel Safety Plan. He explained that the STA Board authorized the Executive Director released the 2015 Solano Travel Safety Plan (Plan) for public comment for 30 days (1-9-2016). He stated that the plan addresses safety concerns of all people traveling on public roadways in Solano County. He stated that the Safety Plan will be used to 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.

Elizabeth Patterson suggested including Education Enforcement into the plan. She recommended using Suisun City's Safety Plan as a model. The group discussed roundabouts, accidents and safety.

By consensus the committee recommended the plan be reviewed by STA's Technical Advisory Committee (TAC) for standardization.

Recommendation:

Forward a recommendation to the STA Board to approve the Draft 2015 Solano Travel Safety Plan provided as Attachment A.

With a motion by Board Member Price and a second by Board Member Sanchez, the Arterials, Highways, and Freeways committee approved the recommendation.
(5 Ayes, 3 Absent)

6. INFORMATIONAL ITEMS

A. Comprehensive Transportation Plan (CTP) Update – Arterials, Highways and Freeways – Goal Gap Analysis Introduction

Robert Macaulay provided an update on the Comprehensive Transportation Plan (CTP) Update – Arterials, Highways and Freeways – Goal Gap Analysis Introduction. He explained that the overall purpose of the CTP is to identify opportunities and resources to move the countywide transportation system from its current condition to a desired future condition, and to then prioritize steps to bring this change to fruition. Mr. Macaulay discussed the color coated criteria used to measure the progress on meeting the goals of the Arterials, Highways and Freeways Element.

B. Comprehensive Transportation Plan (CTP) Update – Overview of Complete Streets in Solano County

Robert Macaulay provided an update on the Comprehensive Transportation Plan (CTP) Update – Overview of Complete Streets in Solano County. He explained that the most significant issues for Solano County regarding complete streets are typically found in suburban arterials. He stated that local streets, collectors, and even minor arterial streets typically already function as complete streets because of their sidewalks and relatively low speeds and traffic volumes, whereas interstate freeways and many state highways have limited access and only emergency stopping on the shoulder, so there is neither the need nor the opportunity to accommodate pedestrians, bicyclists or to provide for the stopping of transit or commercial vehicles.

The group discussed the importance of bicycle safety, education and enforcement.

7. FUTURE AGENDA ITEMS

A summary of the future agenda items for 2015 was presented.

8. ADJOURNMENT

The meeting adjourned at 3:05 p.m. The next Arterials, Highways, and Freeways committee is scheduled to meet at 2:00 p.m. on February 3, 2015 at the Solano Transportation Authority.

This page intentionally left blank.



CTSA-AC

CONSOLIDATED TRANSPORTATION SERVICES AGENCY ADVISORY COMMITTEE AGENDA

Minutes for the meeting of
December 14, 2015

1. CALL TO ORDER

Harry Price called the meeting to order at 9:30 a.m. in the multi-purpose room in Fairfield.

Voting Members Present: *In Alphabetical Order by Last Name*

Nathan Atherstone	City of Fairfield/FAST
Mona Babauta	Solano County Transit (SolTrans)
Jack Batchelor, Jr.	STA Board Member
Richard Burnett	Lifeline Committee
Gerald Huber	Solano County Health & Social Services
Leanne Martinsen	Area Agency on Aging (AAoA)
Harry Price	STA Board Member
Norman Richardson	STA Board Member
Ernest Rogers	PCC Member
Susan Rotchy	Independent Living Resources (ILR)
Jim Sperring	STA Board Member

Voting Members Not Present: *In Alphabetical Order by Last Name*

Brian McLean	City of Vacaville/City Coach
--------------	------------------------------

Also Present: *In Alphabetical Order by Last Name*

Rowina Apadeza	Mobility Connections
Lyall Abbott	PCC Member
Mona Babauta	SolTrans
Bobby Carter	Veteran Unlimited Services
Catherine Cook	Office of Supervisor Sperring
Sheila Ernst	STA
Robert Ford	Veteran Unlimited Services
Tiffany Gephart	STA
Daryl Halls	STA
Kristina Holden	STA
Keisha Hughes	Vacaville City Coach
Philip Kamhi	STA
Alan King	Veteran Unlimited Services
Leanne Martinsen	Area Agency on Aging (AAoA)
Debbie McQuilkin	STA
Brandon Miller	Vallejo Resident – Travis AFB Employee
Christy Miller	Vallejo Resident
Vicenta Morales	Vacaville City Coach

Shannon Nelson	City of Vacaville/City Coach
Liz Niedziela	STA
Mary Pryor	NWC Partners
Angela Shing	Solano County Health & Social Services
Tracee Stacy	Area Agency on Aging (AAoA)
Edith Thomas	Connections for Life
Ivonne Vaughn	City of Vacaville/City Coach

2. INTRODUCTIONS

3. APPROVAL OF AGENDA

On a motion by Jack Batchelor Jr., and a second by Norman Richardson, the CTSA-AC approved the December 14 2015 agenda. (11 Ayes, 1 Absent)

4. OPPORTUNITY FOR PUBLIC COMMENT

None.

5. CONSENT CALENDAR

Minutes of the CTSA-AC Meeting of September 24, 2015

Recommendation: Approve the CTSA-AC minutes of September 24, 2015.

On a motion by Norman Richardson and a second by Jack Batchelor Jr., the CTSA-AC approved the September 24, 2015 agenda. (10 Ayes, 1 Absent, 1 Abstained: Harry Price)

6. PRESENTATIONS

A. Presentation on the Golden Pass Program for Seniors

Ivonne Vaughn and Vicenta Morales provided a presentation on the Golden Pass Program for Seniors.

STA Board Member Spring asked how many people in Solano County are 80 years old and older. He stated that this information would help to determine free pass impacts on the system.

Daryl Halls responded that the percentage of seniors 80 years and older in Solano County can be provided to the group at the next meeting.

STA Board Member Price asked what the most common destination is and the hours that the seniors typically ride the Vacaville City Coach.

Vicenta Morales responded that seniors typically ride City Coach between 10 a.m. and 3 p.m. with Walmart, Kaiser and the Senior Center being the most common destination.

Chair Spring asked if lowering the age from 80 to 75 had been considered.

Ivonne Vaughn responded that they have not considered lowering the age to 75.

B. Intercity Taxi Scrip Proposed Fare Changes

Mary Pryor provided a presentation on the Intercity Taxi Scrip Proposed Fare Changes.

STA Board Member Spring asked what percentage of low income people use the system.

Mary Pryor responded that approximately 75 percent of the users are low income.

STA Board Member Spering asked what the status is on non-ambulatory services.

Mary Pryor responded that STA is currently looking at different service delivery models.

Brandon Miller, a TAFB employee expressed concerns that there is not enough taxi scrip booklets.

Philip Kamhi stated that he is currently working with the Manager of the Travis AFB Call Center on other potential options to alleviate pressure on the program.

Susan Rotchy commented that she agrees with slightly raising the cost of scrip rather than completely losing the service.

Gerald Huber suggested tapping into a partnership health plan as another source for transportation funding since the vast majority of the users are low income.

STA Board Member Spering asked Daryl Halls to send him the number of tickets that are purchased but not being used. He also asked for the criteria that is used to determine whether or not a person is considered "low income".

Philip Kamhi encouraged the group to submit their comments by filling out an Intercity Taxi Scrip Comment Card located at the back table.

7. ACTION ITEMS

A. Draft CTSA Work Plan for 2016

Liz Niedziela provided an overview of the Draft CTSA Work Plan for 2016. She explained that an email was sent out by Chair Jim Spering requesting for committee members and participants to complete a survey of what the most important mobility priorities for Solano County were. Ms. Niedziela provided an overview of the survey results and outlined the extremely important priorities and additional programs that were suggested. She highlighted the comments received and discussed next steps. She concluded that when and if STA Board approves the CTSA Overall Work Plan, STA staff will bring back to the CTSA Committee information on the programs for comments and inputs and seek funding opportunities.

By consensus, the group requested following topics be presented to this committee:

1. Vehicle Share Program for Non-profits
2. Volunteer Driver Program
3. Uber/Lift

Recommendation:

Forward a recommendation to STA Board to approve the Draft CTSA Work Plan for January 1, 2016 through June 30, 2017 *by adding the four top priorities and adding an Uber type model.*

On a motion by Jack Batchelor Jr., and a second by Norman Richardson, the CTSA-AC approved the recommendation as amended above in *bold and italics*. (11 Ayes, 1 Absent)

B. CTSA-AC Veteran/Low Income Member Representation

Liz Niedziela stated the STA Board approved adding a CTSA-AC Veteran/Low Income Member Representative to the CTSA-AC. She stated that Ruth Matz has served as the Executive Director to the Action North Bay Council for the last 6 years. She stated that Ms. Matz operates 2 Veteran programs: 1 in Dixon and 1 in Fairfield and also helps Veterans with housing, persons in need of housing and safety net services to lead healthy and productive lives, persons with physical and mental disabilities, persons that are socially and economically at risk.

Recommendation:

Forward a recommendation to the STA Board to appoint Ruth Matz as the Veteran/Low Income Member Representative to the CTSA-AC.

On a motion by Jack Batchelor Jr., and a second by Norman Richardson, the CTSA-AC approved the recommendation. (11 Ayes, 1 Absent)

8. INFORMATIONAL ITEMS (Discussion)

A. Quarterly Meeting Schedule

Liz Niedziela presented the 2016 CTSA-AC Quarterly Meeting Schedule.

B. Priorities for Meeting the Current Future Need of Seniors and People with Disabilities – (Local Funding Discussion)

Daryl Halls explained that the senior population is aging and will double in the next 30 years. He discussed the development of mobility management programs for Solano County and how they emerged as a countywide priority. Mr. Halls summarized significant key issues and the priorities that are being implemented to improve the Mobility Management program. Mr. Halls discussed Phase I and II of the Solano County Intercity Taxi Program and the passenger trips by year between fiscal year 2008-09 to 2014-15. He explained the Mobility Management Programs Revenues for FY 2015-16 and how the STA is improving Mobility for Seniors and People with Disabilities.

Daryl Halls provided an overview of current funding projection and estimated future funds needed through 2020. He stated that the STA Board has been having serious conversations on the state of the road conditions in Solano County. He explained that a major annual pothole report was completed last year in partnership with all of the city's public works staff to determine what each City's needs are. He added that State gas funding has been reduced by 25 percent which decreases moneys used for road improvements and safety.

Mr. Halls stated that the STA Board is recommending the Solano County Board of Supervisors to consider the STIA Board authorizing the STA Board Chair and Board Members to forward a letter to the Solano County Board of Supervisors requesting their consideration of a local funding source to address the following:

1. Maintenance and Repair of Local Streets and Roads and Road Safety Projects
2. Senior/Disabled Mobility (\$5 million proposed over 5 years)
3. Oversight and Accountability

STA Board Member Spring stated that out of the 9 Bay Area Counties, Solano County is the only one without a dedicated funding source for transportation, making it very difficult to the compete for regional, state and federal funds. Mr. Spring hopes this committee will continue to educate the group on what the needs and the purpose for this Local Transportation Funding recommendation going to the Solano County Board of Supervisors.

9. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES

None.

10. FUTURE AGENDA ITEMS

None.

11. ADJOURNMENT

The meeting adjourned at 10:45 a.m. The next CTSA-AC is scheduled to meet on **Thursday, March 31, 2016, at the Solano County Building in the Multi-purpose Room, located at 675 Texas Street in Fairfield.**

This page intentionally left blank.



DATE: January 21, 2016
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2016

Discussion:

Attached is the STA Board and Advisory meeting schedule for STA Board and Advisory meeting schedule for Calendar Year 2016 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

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



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

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